



Contact!

January 2021

President:	Chad Baker
Vice President:	Charlie Booton
Treasurer:	Gary Bean
Secretary:	Ralph King
Membership:	Cecil Jones
YE Coordinator	Mark Kellner
IMC Coordinator:	Chad Baker
Technical Counselors	Bob Kaba & Chris Foltz
Flight Advisors	Gary Bean & Carl Franz
Web Editor	Chad Baker
Newsletter Editor	Rick Bernardi

<https://chapters.eaa.org/ea108>
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Happy New Year Chapter 108!

A message from the Chapter President;

As the new Chapter 108 President, I thought I would take the chance to welcome everyone to 2021. I'm sure you, like me, have been looking forward to putting 2020 behind us. With any luck, by the end of 2021, we will

have returned to something much closer to the normal mask-less life we remember before COVID.

For those that don't know me, let me spend a few words introducing myself. I'm a retired (2013) USAF Acquisition Officer working as a support contractor at Eglin AFB. I've been a life-long aviation fan that started by flying RC models with my dad around the age of 10. I obtained my Private Certificate at the age of 19 while in College but stopped flying altogether while the family and the USAF took priority for the next 20 years. Since coming to Eglin in 2009, I've slowly returned to pursuing my aviation passion in various ways including joining and becoming active in EAA, returning to flying after 20+ years, getting my instrument rating, buying a partnership in a '77 PA-28-140, and starting the building of my own airplane, a Cozy MKIV, which has become the very definition of a long-term project. My aviation goals include being more aggressive about building my flying experience, getting my commercial certificate, maybe a tailwheel endorsement, and perhaps becoming an instructor in the next couple years to serve as my real retirement gig.



1977 PA-28-140 "Dorothy"



Cozy MkIV (Chapter 12 of 25)

Speaking of goals, this is a great time to prioritize and make your flying objectives an integral part of your many New Year's resolutions! I hope you are thinking about how to fulfill your aviation goals. Maybe you want to commit to fly or train more. Maybe you want to commit to start flying lessons.

Maybe you just want to get to the airport more and hang out in the flying atmosphere. Maybe you want to participate in a local EAA activity or even help coordinate one. Whatever your aviation goal, no matter how big or small, it can be achieved by taking one small step at a time. We're fortunate to have talented members with all kinds of experience that can be a help to you reaching your goals...don't be afraid to reach out and ask.

Now that I find myself in a leadership role, I'm also thinking about goals for Chapter 108. I want to make sure we are scratching your aviation itch the best we can so that our chapter continues to be an active and energetic place to share our aviation passion. I have my own ideas but I need your help...this is your chapter after all. I want to know your likes and dislikes about our chapter programs or processes...

- What are we missing or how can we improve the chapter for your benefit?
 - How could we increase the number of active members?
 - If you've been inactive and away for a long while, what made you leave and what would bring you back?
 - Where should we focus specific effort as a chapter?
- Young Eagle Rallies are always well supported, but what about special topics at meetings, guest speakers, fly-

outs, shop nights, membership expansion, fundraising, IMC or VMC clubs, etc., etc?

This is your chance to help shape the chapter so please let me know what you think. I'll be using any feedback you send me along with past responses from the annual EAA Chapter Survey to guide our way forward. Send your feedback to me at cbav8r@gmail.com. Any responses I get will be kept anonymous. With your feedback, we can work to make sure the chapter best represents your needs and desires.

This was supposed to be a short welcome...I think I blew it, but I do have two more quick things. First, I hope you all were able to enjoy a safe holiday season despite the ongoing pandemic. I look forward to seeing many of you at our Jan 16 th meeting, however, please don't feel compelled to attend if your individual situation dictates otherwise. Your safety and the safety of others around you is the most important thing to consider. Thanks to the Emerald Coast Aviation FBO, we are able to spread out in their meeting room. We will do what we can to facilitate a safe meeting environment and if you aren't able to come, we will make sure you're kept up to speed on ongoing activities and opportunities to participate.

Lastly, let me say that I'm grateful for the opportunity to serve the chapter. I appreciate your trust in me and I look forward to us doing some great things over the next couple of years.

v/r,

Chad

1977 PA-28-140 - N96K

20XX Cozy MkIV - N791CG

www.mycozyadventure.blogspot.com

...Life is Short. Live Your Dream and Share Your Passion.

--Holstee Manifesto

EAA Chapter 108 meeting minutes, 19 December 2020

The meeting was held on 19 December 2020 at the KCEW FBO, with the following people in attendance:

Ralph King
Dick Russell
Rick Bernardi

Bobby Goodwin
 Emil Pagliari
 Gary Bean
 Tim Cook
 Chad Baker
 Paul Danclovic
 Scott Miller
 Mark Kellner
 Paul Vermillion
 John Evans
 Charley Booton
 Cris Hunter
 Butch Raber
 Carl Franz

The meeting was called to order by Bobby Goodwin at 10:00. He mentioned about the social distancing practice due to the COVID virus situation, and the possibility that many folks were not attending meeting due to the virus. Folks need to do what they think is best for their own situation, and try to practice good health practices.

As outgoing president, he gave his thanks to the members for allowing him to be president, and how much he appreciated their confidence in him in this position.

Hangar space and the lack thereof was discussed again around the room.

Each person around the room was asked to introduce themselves again and give a quick speech about themselves.

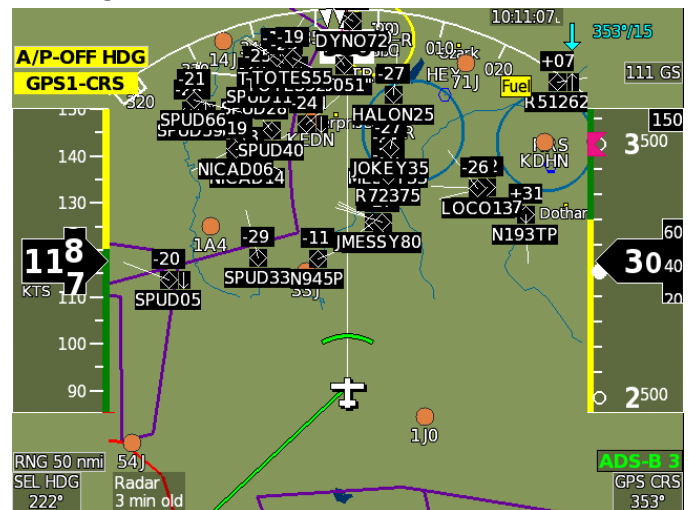
(As a personal observation here, I can realize the great amount of knowledge and experience in this room, this club and its members. It is amazing the talent in one room!!)

Gary Bean gave a treasurers report. All the bills are paid up to date. Registration has been paid for the upcoming year. We have \$3,941 in the bank. Dues are now due and payable if you have not paid yet. Gary

prefers a check to help him keep track of who has paid. Cash is accepted.

Bobby Goodwin gave service awards for those members who served in 2020, and he read the EAA letter accompanying the awards.

Charley Booton gave a safety talk, and mentioned the upcoming airshow at Lakeland in April Sun and Fun. George Roll's landing at Yellow River airport was discussed. Charley mentioned the AOPA podcast available on their website "Never Again" "There I was" dealing with incidents and how to recognize and avoid incidents. There were some stories told about emergency procedures on cross country travels. Always plan ahead for the worst possible scenario. Always be cautious about wake turbulence. Be cautious about military flying in the area. With the helicopter training from Fort Rucker, and the military ing flyin the Eglin area, there are Lots of possibilities for dangerous situation in this area.



Lots of Military flying!!

Bobby Goodwin nominated Tim Cook for a special services award. Charley Booton seconded, and there was unanimous concurrence in the voting for this award.

The Young Eagles trophy for the FBO is ready for presentation, and the letter to accompany the trophy

was read as well. The trophy looks very good, and the letter was very well written.

Chad Baker/Bobby Goodwin closed the meeting at 11:00.

The next meeting is to be at the KCEW FBO on 16 January 2021.



Presentation of the Appreciation Trophy after the meeting, see the attached letter.



Jonathan Dunn, president & owner of Emerald Coast Aviation ; L> R Tim Cook, Jonathan Dunn, Bobby Goodwin, Charley Borton

Jonathan is very pro Young Eagles and understands where pilots and owners come from. Emerald Coast Aviation has a growth plan including some new hangars.

SAFETY!!



A licensed A&P did this: winter in Augusta Kansas and he had a fuel leak in the cabin area? He turned on the master and fuel pump in hopes of locating the leak?

Does anyone realize that sparks can start a fire? Well; this 'licensed airplane mechanic' then started removing the carpet with an electric screwdriver - 'started' is the operative word here. Subsequently the electric

screwdriver caused the fuel fumes to ignite and this is the result of such stupidity!

Fortunately the fire department was nearby as this Cherokee was totally destroyed and nearly the row of hangars As well while this hangar suffered major fire damage.

Lessons learned: human factors, poor decisions like this are necessary in the aviation environment, and for that matter, other environments as well.

Fly safe and exercise good decisions in your flying activities.

DR



Is this formation flying with a Seneca or did the Seneca bust a TFR?

We sure plan differently today



Note the ejection handle!!!

EAA B-17 "Aluminum Overcast" available for Chapter 108 to Host

I mentioned at the December meeting that I had been contacted by EAA about the possibility of hosting their B-17 (Likely the week of 15 March) as it makes its way down to Sun-N-Fun this year. The B-17 travels the country providing living history tours as a way for others to experience this amazing historical aircraft and to raise funds for EAA. As the host, we would be able to share in the funds that are raised, get some great positive exposure of our chapter to the NWF area, and of course support a great cause.

We will discuss this opportunity at the Jan 16th meeting and we will need to make a decision. I owe EAA a final answer after we meet so that they can either start the planning process or work to fill the slot with another chapter. Below are some details.

I believe we can do this but the critical thing we need is someone willing to be the Chairman for the event.



Jim Jansa's Master pilot award



EAA's B-17 Tour manager does most of the work but needs someone local to act as a chapter primary point of contact and oversee local coordination and planning. I'm not expecting the chairman to do all the work, but rather be the person knowledgeable of what needs to be done, provide the comms with EAA, and work with other key positions to assure we uphold our end of the bargain. These other key positions help with connecting EAA to the right media outlets and coordinating chapter manpower to work the days of the event which are Fri-Sun and possibly a minor bit on Thursday that week which serves as media day...but I expect we have plenty of members willing to volunteer to help out with this just like we do for Young Eagles rallies.

See the attachment and be ready to discuss your thoughts at the meeting. If you won't be at the meeting please feel free to email me at cbav8r@gmail.com. Unfortunately we don't have much time to make a decision before I have to let EAA make other plans.

See you at the meeting,

Chad

From Cecil Jones

Now that my RV8 is flying I have a new project, a Sling 4 TSi quick build kit. Just finishing the empennage now, the engine has been ordered, hope to complete it in a year, we'll see. Quick overview of the Sling 4TSi,

The Sling TSi, a four-place turbocharged kit aircraft from South Africa's Sling Aircraft Company and along with its new (in flight test now) High-Wing TSi Brother they are the flagship's of the company's line of 2 seat LSA and 2/4 seat Sling kit aircraft.

The aircraft was made possible by Rotax's introduction of its 140-hp 915 iS turbocharged and fuel-injected FADEC (full authority digital engine control) engine in 2015. This engine provides 35 percent more power than

the turbo-charged Rotax 914 engine but can still use either Auto or Aviation gasoline. It's a true four-seater: It's got a 145-knot cruise at altitude, fantastic handling qualities, good range, and lots of space inside."

The wing is optimized for the aircraft's power and weight, and the leading edge is flush-riveted for low drag, as are the forward fuselage and empennage. The wheel pants are low drag, the landing gear is airfoiled, and the cowling is also redesigned. The aircraft (including my Sling 4) were designed to support a ballistic parachute for emergencies.

The TSi's useful load, at 1,015 pounds, almost equals its empty weight of 1,080 pounds. The TSi climbs at 1,000 fpm at gross weight and reaches its max cruise of 148 KTAS at 9,500 feet MSL, where it burns just 8 gph. Maximum range is 880 nm. Service ceiling is 18K, but the Sling folks at Torrance just flew one of their TSi aircraft to 30K!

Any one interested in seeing my Sling Kit please give a call and stop by.

<https://www.airplanefactory.com/aircraft/sling-tsi/>

Cecil

