



# Contact!

## Special COVID issue June 2020

### *Special Edition*

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### **Saturday, June 20**

**10:00am EAA Ch 108 Membership Meeting (Sam Dawson's Hangar)**

**When Sat, June 20, 10am – 11am**

**Where 1492 Vinson Ray Rd, Baker, FL 32531, USA**

Description Fly or drive in. If you haven't already, fliers would need to complete a Hold Harmless Agreement). 3000' grass strip well maintained...fields to the east and trees/power lines to the west.

Welcome to my special edition of the

## Contact!

I've asked the membership to send me their comments and any pictures of what they have been doing during the state restrictions caused by the coronavirus crisis.

### **From Lane Watkins;**

Thanks to a heads up by Chad Baker I enrolled in the Doug Stewart IFR Training. These are excellent courses! I have participated in the 3 offered thus far.

### **From Chad Baker;**

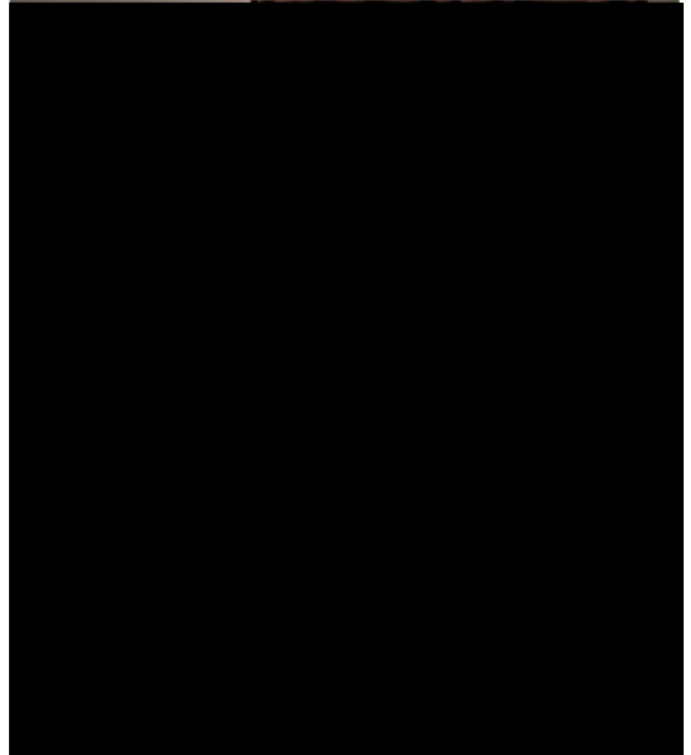
I've been teleworking much of the time but there's only so much I can do from home. When not working I've been taking advantage of numerous online aviation webinars and broadcasts. In particular I've been watching...

- Jason Miller from The Finer Points live broadcast on Instagram M-F at 1100 local. While in quarantine himself he's been picking a theme each week to discuss. He has discussed and had guests on everything from non-towered operations, ATC operations, survival kits, professionalism while flying, emergency procedures, you name it.

- Doug Stewart has been having webinars on Zoom discussing Situational Awareness and

Communication during IFR flying through Community Aviation.

I've also been making some progress on building my Cozy MkIV. The past couple of months I've fabricated the elevators and installed the elevator hinges. I'm currently fabricating the tips for the canard and will soon be ready to construct the mounts for attaching the canard to the fuselage. See attached pictures or you checkout my builders log at [www.mycozyadventure.blogspot.com](http://www.mycozyadventure.blogspot.com) . This crisis has given birth to a weekly Zoom meeting that Cozy builders around the globe are participating in to talk about each other's projects, share ideas and techniques, learn about modifications others have done, and just have a good time and get to know each other. We typically have around 25 builders participate including some from New Zealand, South America, Canada, and Europe. It's been great inspiration to keep me building away.



When I'm not doing anything else, I'm either working on a honey dos, binge watching some TV show, or doing some home flight simulation. While on the subject, for those that may not have known, home flight sims have come a long way in the last 15 years. Not only can they be a bit of fun, but when used correctly, they are great tools for practicing procedures, flows, dead reckoning & pilotage, and especially IFR approaches and procedures. They can really help you keep your head in the game between flights. There are ways to use your electronic flight bag moving map and there are even live ATC services (both free and



pay) available to make it as real as possible and keep your ATC communication up to speed. I'm happy to make myself available to anyone interested in learning what's available. Here is a picture of my home sim...sitting on the ramp at John Wayne Airport, Ca. (PS...3 screens are not required...I'm just a bit of a nerd.)



Hope everyone is safe. Look forward to seeing you all again.

**From Chris Foltz;**

Too much yard work and not enough flying! Seriously though: Flew every Saturday in this beautiful weather to maintain proficiency. Local flights only, but lots of good VFR maneuvers and IFR practice. ATC happy to help as they had nothing else to do!

**From Mason Gaines;**

I spent the COVID period 13 March to 3 May flying in New Guinea. Working an oil and gas contract we shuttled various cargos between Port Moresby, Lae and the highland airport at Komo. Challenging weather and terrain but a very rewarding experience. The drop in oil prices ended our adventure and we ferried the aircraft to Alaska via the Marshall Islands and Hawaii.



Fly safe, Mason

**From Richard Russell;**

Other than hibernating and wearing a mask the past 90 days, I've otherwise had to continue to keep doctors in the lifestyle to which they have become accustomed, just hanging loose. My offer of my hangar for our November meeting stands and we can have a cookout if someone will cook? I just installed ADS-B and strobes in the 120, my OTW has met it's annual inspection requirement and I've been enjoying fresh air and freedom of Flight. The V-tail is running well as it's had ADS-B installed with modern radios and GPS; strobes soon so I can use it for what it's built for: cross country flying. Otherwise, I've 2 transponders, audio panel and DME available to a good home.

Continue to fly safe

**From Rick Bernardi;**

Well after a few hospital visits for some minor medical problems (Gall bladder removal) I've spent most of my time at home or at the hangar. I did get some flying time in. On my last flight I noticed the left brake squealing and thought it was the pad. As it turned out it

I found a badly worn disc on the pilot's side and decided to replace both discs and pads on both wheels. The replacement was a lot easier than the effort required for me to get down on the floor and roll around doing the work. I went through the process before hand to get all the tools and parts on the ground before I had to get myself there and wouldn't you know it I forgot the darn cotter pin! "Help I'm on the floor and I can't get up!" 😂



Fly Safe  
Rick Bernardi

From: Richard Russell <otw34349c@gmail.com>  
Date: Mon, May 11, 2020 at 10:03 AM Subject:  
ADS-B replaces these make offer over \$100:  
worked fine when removed



Rick Bernardi, our dear editor of this fine publication, asked me to write something about what I have done during this lock-down/quarantine period of my life so far.

My first thought was that this will be difficult since this period feels like the most uneventful time of my life. Even so, I believe it could be valuable information for myself as well as others if we end up in this place again in the future.

After spending a lot of time on the couch, in front of the TV, playing spider solitaire, watching YouTube videos, washing cars, planting tomatoes, bike riding and taking orders from the domestic top management I went on to the list called “when I have time I will.....”.

On the top of the list was to clean up and organize the hangar. I started building my RV8A in my basement in Peachtree City GA in 2002. Having never really built anything before in my life or tinkered with cars I needed a lot of tools. After buying the starting package of tools suggested by Vans Aircraft the so called “Quick-built” kit arrived from Vans. If there ever was an “oxymoron” (baby-elephant, military intelligence, etc.) this is it. It was neither “built” nor “quick”. After organizing the hundreds of parts and thousands of pieces of hardware, the building process began.

### From Richard Russell;



### From Ulf Petersson;

What to do in CORONA times.



After six years and over 2,000 hours confined to my basement it was finally time to move the creation to the hangar. I had it completely assembled in my basement prior to moving it to the airport but it still took an additional 4 months until my white knuckled and dry mouth test flight.



In 2017 we decided to move to the beach after visiting the 30A area for several decades. We built a small house close to the beach and the disassembling of a 30-year life in the Atlanta area began. It is truly amazing how much things one can accumulate. In our house, things tended to migrate from the living area to the basement and later to the attic and in my case to its final resting place – the hangar.

After a year of downsizing we finally did the physical move. What did not find room in the main part of our new house ended up in the attic. Thankfully, my wife requested our builder put in an attic in our new home. Even so some things ended up in the hangar.

Back to the forever procrastinated task of cleaning up the hangar. The decision was made, and it was finally time for execution. I was fortunate to have some extra space in the T-hanger at the Defuniak Springs airport. The extra space is due to the fact that I have the last bay in a row of T-hangers. This space disappeared when I decided to help a friend. Mason Gains a fellow EAA chapter member had a beautiful clip wing J-3 Cub stored in a hangar in Carrollton, Georgia. He was planning on bringing it down to our area and needed a temporary hangar space to store the plane while it was being put up for sale. We decided to see if we could fit the Cub in my hangar.

Early in March I flew Mason up to Carrollton to pick up the bird. Back in Defuniak we were able to fit his J-3 in the corner of my hangar. Some of my stuff found a temporary new home in Mason's hangar next to mine where he keeps his Cessna 180.

The space that used to inhabit my various "it could come in handy" items was now taken up by Mason's beautiful plane. This finally created the necessary urgency that some things must go. I am known for blaming my wife for hoarding and I finally realized that you should not throw stones while living in a glass house.

I started by moving some of the things that I believed I would not need again to the front of the hangar. This quickly became a sizable pile. The pile found its final resting place in the airports trash container.

When you are building an airplane, you get pretty good at putting things back in a specific place so that you can find it again without wasting time looking for it. This skill is lost when you move to occasional maintenance. I now found myself running around looking for things that I knew I had. Time is wasted. I also kept finding tools I thought were lost right and a new one bought.

I started by reorganizing and labeling my tool box. It became obvious that I had a lot of duplication. How many screwdrivers does a man really need? Next was to organize all the rest of the stuff. I had cleaning supplies in several places – more duplication. I had dirty towels mixed with clean towels. While going through all my

stuff I realized how quickly they get dirty sitting on a shelf in a hangar. Accumulation of various spiders and exotic bugs was another issue.

In Georgia we had problems with mud dauber wasps. In Florida we have spiders the size of house pets. My solution was to buy some smaller plastic, transparent containers. I bought a cheap label maker and started sorting and labeling what was in each container.

While building the RV in my basement I needed some work benches. I built several of them from plans I found in the EAA magazine.

[http://www.communitygroundworks.org/sites/default/files/workbench\\_plans\\_SA1.pdf](http://www.communitygroundworks.org/sites/default/files/workbench_plans_SA1.pdf)

These workbenches are great but have some drawbacks. They became discolored and dirty after many years of storage in a hangar. And the benches are heavy and hard to move by one person. Since time was no longer a precious resource I decided to varnish and put wheels on my work benches. This means that I can now move the workbenches where I've stored tools and parts around the airplane during the annual maintenance. I can now also easily move them away from the wall when I start hunting for tarantulas, scorpions, black widows, snakes and other exotic Florida wild life.

I hope I have fulfilled Rick's task of describing what can be done when we accidentally find ourselves with an unusual amount of extra time in our lives.

Stay safe and keep busy.  
Ulf Petersson

