



Contact!

April 2021

From President Chad;

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

Today I was trying to remember the last time we held a Young Eagle rally. I think it's been close to two years...Wow! Mark Kellner, a former Young Eagle, took over as our Young Eagle Coordinator and did a tremendous amount of work to get us better organized for an event. Then we had something like four cancellations in a row due to weather. Of course that was then followed by the COVID pandemic. It's unfortunate that we were never able to execute a rally under Mark's leadership, but trust me, it certainly wasn't for a lack of trying.

Mark has let us know that he will be leaving the area in mid-May. He's leaving active duty USAF and heading for the California skies. I think he said he landed a National Guard gig fighting fires in C-130s! All the best Mark! And thank you for all your service to the chapter.

Mark is vacating one of the most important coordination roles in our chapter. I would argue that the single most important thing we do in our community is reach out to the younger generation through Young Eagle rallies where they can experience what it's like to fly an airplane. We'll never know which of these kids will become inspired by that flight and go on to become a pilot, maintainer, controller, FBO operator, airport manager or one of hundred other aviation related professions, but some of them

<https://chapters.eaa.org/ea108>

<https://www.facebook.com/eaachapter.oneoeight>

**The next meeting is at the CEW FBO on
April 17th at 10am**

will...and it will be in part because our chapter played a role in that inspiration.

With Mark leaving, we need to fill his YE Coordinator role. We always have plenty of volunteers to execute Young Eagle Rallies, but to run really smooth, we need a dedicated coordinator...someone to ensure there's some organization to the chaos and to ensure we're following EAA guidance. I'm asking all of you to consider if this is something you could do for the chapter. I think you would find it both rewarding and fun and a tremendous way to serve the chapter and the community. You'll get all the help you need from the many chapter members who participate in executing YE rallies. There's no better way to enjoy the passion of aviation than to share it with others and YE is a great way to do it. Please give it some thought and feel free to reach out to me for questions at cbav8r@gmail.com or I can put you in touch with Mark to discuss it before he leaves.

Chad A. Baker

President, EAA Chapter 108 | IMC Club Coordinator | Webmaster

EAA Chapter 108 meeting minutes

The following people were in attendance:

- Chad Baker Ralph King
- Howard Walton Bill Cuilik
- Charley Booton Bob Burnet
- Gary Bean Rick Bernardi
- Lane Watkins Mark Kellner

- Tim Cook Bobby Goodwin
- Tom Godbold Emil Pagliari

The above folks attended the IMC meeting at 9m, and the chapter meeting at ten. The following folks were in attendance for the chapter meeting only

- Kyle Koncak Charlie Starr
- Shaun Ellis Butch Raber
- Paul Vermillion Paul Danclovic
- George Roll

Chad Baker called the meeting to order at 10:11. **There was a lot of communication that had to be overcome to start the meeting!!!!** That really is good!!

Chad gave the chapter the county response to our proposal of the compass rose, and the KCEW painting on the taxiway. He has sent an email to all members giving the response. The county declined both offers. They do not want the responsibility of keeping them up to date, I think was included in their response.

Chad asked again for a Young Eagles coordinator to volunteer for this role. Mark Kellner will be leaving, and there are some really good things he has done that he will leave behind for the volunteer.

Gary Bean gave a treasurer report. We have \$3520.06 in the bank, and about \$14 in petty cash. There are lots of folks who have not paid their dues for chapter membership. There was a motion made, and seconded, and passed to waive the dues for 2020 due to the COVID situation. Those who have paid for 2020 will be credited for paying their dues for 2021.

Other business: There is a link to be published in the newsletter that will provide training for tower proficiency. Please check if you are interested in learning/keeping up to date on tower lingo/proficiencies.

There are Eagle flights for those folks who are too old for the Young Eagles program. Chad showed a booklet that is available for those pilots who want to participate in helping older folks start their pilot training. Any pilot who is interested in this can obtain the booklets.

Charlie Starr has invited the club over to his Baker Sky ranch hangar for the 15 May meeting. Charlie was asked if we could make it a lunch/meeting. This will be open to spouses as well. He readily agreed to this proposal. Tim Cook said that for a \$5 donation, he will provide filet mignon!!! (He did not say this very loudly!!! But I heard him and will surely give him my \$5!!!!) Maybe he will provide more Cowboy BBQ beans as well!!!! I am sure more discussion of this will be had at our next meeting on 17 April. What will you bring, how you will help, etc.

In April 13 – 18, there is an air event being held at Sun and Fun. Charley Booton will be going there to attend some of the flying event as well. For more information you can contact Charley.

Charley Booton gave a safety presentation concerning similarity/differences of aircraft. He was doing a night flight for a commercial rating update. He left after dark, and made it up to about Andalusia before his battery started going dead. He squawked 7600 and landed at Andalusia airport safely. It turned out that the two aircraft cockpit layouts are almost identical, but that the alternator switch on the aircraft that he was flying that enables the alternator to function was labeled differently than on the other aircraft he is accustomed to flying, and did not get turned on. After some time, and some help, he got his batteries recharged and continued on with his flight. The alternator switch was turned on for the rest of the flight!!!!

Chad Baker adjourned the meeting at 10:47.

Rick Bernardi gave a special presentation of a trip he made from Connecticut to Edwards AFB in

California, and showed interesting photos of things on the way. This was a special event, to be attended by invitation only, and actually was an honor to be allowed to go there. The entire trip was over a week, with several stopovers on the flying out and back from Edwards.

Respectfully, submitted by Ralph King.

SAFETY Issue

Author: Allan Burtness - PHI Air Medical Area Maintenance Manager, East Coast

All,

In trying to figure out new ways of getting all of us to be safety minded, I am going to revert back 40 years to something my father told me when I was a kid and it remains with me today as an important thought in my mind. "In driving a car safely, he said, you must always remember the drive from point A to point B". He said "if you arrive at your destination and can't remember details on how you got there, you drove the car in an unsafe manner, not rubber necking at intersections or noticing traffic signs, and are just plain lucky you arrived without harming yourself or someone else". He went on to say "the only reason you wouldn't remember the trip is because you were thinking about other things instead of thinking about what you were doing which was driving the car". That little talk stuck with me and I have tried to live up to that logic every time I get behind the wheel, heavy emphasis on tried. I can honestly say it hasn't happened all the time which leads me to believe I have been very lucky over the years but I can also say it has served me well in keeping me on the safe side when I allowed it to. We must all allow it to, every day, during every activity. Although my father directed that philosophy toward driving a car it works well for virtually everything we do. So I want everyone to try it out. Next time you drive your car, do an inspection on your aircraft or just about anything

else that could cause you or someone else harm, stop at the end of the process and see if you can remember details of what you did. If you can, you can be very proud of yourself for keeping your head in the game, if you find holes in your memory or simply can't remember...WHAT WERE YOU THINKING! Can you safely say you did everything right when you can't even re-member what you did! Try it out, it will surprise you. If you remind yourself that you are going to try to remember the details of what it is your about to do, your already "in the game" and thinking safely.

"Yankin n Bankin"

