

EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908
SAINT LUCIE COUNTY, FLORIDA

President's Corner

It's that time of year again here in Florida, HUMID -- HOT -- DRY. I hope the DRY part will change shortly. **Change To Hangar Regulations and Leases:** It's been a good time to work inside and your Board of Directors has been doing just that. The Board recognized that some of the documents that guide the Chapter in its day-to-day operations needed to be reviewed and revised. As a result, the Chapter's "Hangar Regulations (9/17/05)", "Hangar Waiting List Regulations (1/1/05)" and "Chapter Hangar Policy (1/06)" have been combined into one document titled "Hangar, Tie-down and Container Regulations". The Board also reviewed and revised the "Hangar", "Tie-down" and "Container" lease agreements. The revised regulations and lease agreements were voted on and approved by the Board at the June 7, 2011 meeting and will take effect on July 1, 2011. Those members who currently hold a lease with the Chapter will be required to sign a new lease for July 1, 2011. Should you have questions concerning any of the changes, please

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Officers:

President	Paul Dekker 908-770-1698
V. Pres.	Ed Kemper 336-0950
Secretary	Richard Chapman 467-1690
Treasurer	Ron Knaggs 429-1241
Past President	Jim Wetzel 878-1973
Directors	Romeo Vadnais 461-6089 Mike Ketchpaw 772-770-9928

WEB Site: www.eaa908.org
webmaster: Romeo Vadnais

Chapter Clubhouse:
3100 Industrial Ave 3
Fort Pierce, FL 34946
Phone - (772) 489-0420

**KFPR, east end use Taxiway
Alpha or Delta to Delta One, or
progressive to "EAA Ramp"
Pancake fly-in pilots eat free**

Mark Your Calendar:

- **June 11th - International Young Eagles Day**
- **June 15th - Chapter Meeting - 7pm**
- **June 18th - Pancake Breakfast 8a-11a**
- **July 25 - July 31, 2011 - AirVenture Oshkosh**
- **Every Wednesday — coffee and donuts at club house**
- **Every Sat. morning — coffee and donuts at club house**
- **Every Sat. Lunch — Suspended for the Summer**

Safety - A Hose is a Hose, Right?

There are many types of coiled air tubing for aircraft. Many mechanics and pilots don't understand the differences between all of them. Here are the differences.

CAT Ducting

CAT ducting is an extremely lightweight, highly flexible, low-pressure ducting which is suitable for conveying fumes and air. It is not recommended for handling liquids or materials that are highly abrasive. Short lengths can be screwed together easily to form a continuous length. The use of short lengths eliminates waste.

CEET Ducting

CEET ducting is recommended for use in hot or cold air applications and for conveying fumes. The fabric liner on the inside diameter of the ducting allows for the air to flow smoothly, even in tight bends. Thus, this type of ducting has less air friction loss than ducting which is unlined. CEET ducting is not recommended for conveying liquids or highly abrasive materials.

SCEET Ducting

SCEET ducting is ideal for use in conducting extremely cold or hot air at temperatures ranging from -80°F to +550°F, and for conveying fumes. This ducting is highly flexible and can be easily installed around obstructions and sharp bends. It has less air-friction loss than similar non-lined ducting. SCEET ducting is not recommended for applications involving liquids or highly abrasive materials.

SCAT Ducting

SCAT ducting is recommended for use in conducting extremely cold or hot air where temperatures range from -65°F to +550°F. It is lightweight and extremely flexible. This ducting minimizes waste because short sections which are normally unusable can be screwed together to form a continuous length, as shown.

Special Ducting

For certain installations, CAT/CEET/SCEET/SCAT may be perfectly interchangeable with what was installed. But be cautious. Other installations may require a hose section that is specially designed for a specific installation. One type is intake ducting. Some "aircraft" manufacturers may call out a specific part number for engine intake ducting. This may be a special piece that has been designed to not fail in a negative pressure environment. Any engine moves massive amounts of air through it and normal SCAT and SCEET can fail internally and cause damage and/or sudden engine failure. SCAT can have corrosion of the coil wiring and pieces can break off and be ingested in the engine. SCEET can have the inside liner dis-bond and cause an obstruction.

So, remember to do your research first and use only what is recommended by the manufacturer.

Author - Unknown Donator

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Newsletter Editor: Richard Chapman - email to: rchap21@bellsouth.net

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President's Corner - continued

contact me or one of the Board members. These new documents will be placed on the Chapter's website and the old ones removed. Board members will be available at the General meeting on June 15th to answer any questions or concerns of the membership. **Lee Roman:** Lee Roman is still in the hospital and our thoughts and prayers are with him and his family. The family has asked that we still not visit him until they advise us. Please send him a personal card with your thoughts and well wishes as I'm sure he would appreciate hearing from our members. **New Computer/Flight Simulator:** This is still a work in progress so stay tuned for further developments. **Chapter Hangar Redesign:** Have you been inside the Chapter's hangar recently? If not, you're in for a surprise. The hangar has been rearranged with the storage racks placed at the back of the hangar and Jim Royal's table and equipment moved to the right front of the hangar. The two mail boxes (Flying Club's and Chapter's) were repositioned on the wall just inside the side entrance. Some equipment has been stored in the adjacent containers and the hangar generally cleaned up. Why the redesign you ask? Well now a member who owns a low wing aircraft can back their entire plane into the hangar and out of the rain, sun, wind etc. when performing maintenance. A couple of items inside the hangar may still have to be moved before positioning a low wing inside the hangar but this can be accomplished with very little effort. So now both high and low wing planes benefit. Additionally, a new portable air tank was purchased and a new connecting hose to fill the portable tank. The old ones leaked air and were not very efficient. Please, when you use air from the portable tank, recharge the tank for the next member. **Security:** The Chapter's clubhouse door was found unsecured the other day. During hot weather the door to the clubhouse tends to expand and hangs up when closing. Please make sure that the door is securely locked and closed before leaving. This also applies to the Chapter hangar door and side door. See you at the General meeting Wednesday, June 15, 2011.

Around the Patch - by Richard Chapman

Membership cards for 2011 have been handed out at the recent meetings and Saturday breakfasts. Any remaining will be mailed out.

If you change your phone, email or address, please send me the new info. Email or phone. Or use a Membership Form at the clubhouse and give to an officer or put in the suggestion box.

Narco Avionics filed for bankruptcy recently. They used to have a factory overhaul program, but that is probably gone. Getting service on any existing unit may also be a problem, unless a local shop can help with minor problems. When the Flying Club had N8871J, some of the avionics was Narco and had to be sent to factory for repairs.

Several airports on the Florida East coast will have some weather enhancements in September. Titusville (KTIX), Stuart (KSUA) and Fort Pierce (KFPR) will be getting terminal forecasts starting 27 September 2011. Many of us have relied on the Vero Beach FA for the closest weather forecast. Soon we will have our own forecast.

See note on Calendar for the suspension of Saturday Lunch for the summer. Too hot, low attendance, will resume in Fall sometime.

MY WINTER SNOWBIRD TRIP -- by Mike Young

On April 14/15th I had the pleasure of flying the length of the US East Coast.

Originally I had planned to build a Onex design aircraft produced by Sonex. My heart really lies with tube and fabric airplanes which started as a youth when I built balsa and tissue model airplanes. I once owned a Stinson 108-2 and really enjoyed the classic flying it offered.

When the Chapter's Colt became available for sale I considered buying it and converting it to a tailwheel airplane, but at today's prices the STC for the conversion plus wheels, brakes and the necessary rudder pedal/brake system would cost in excess of \$6000.

I found this converted PA22-108 Colt on Barnstormers and negotiated a sensible price with the seller. The Aircraft was located near Portland in Maine and I travelled there by Delta and flew the Colt back to Vero Beach over a period of two days. Total flight time was just short of 13 hours with fuel stops at Atlantic City (ACY), Grande Strand (CRE), and St. Augustine (3GJ). Fuel consumption was approx 6.5 gallons per hour at 2400 rpm.

The aircraft needs cosmetic work to fix some hangar rash but its sound and flies well. It has a vacuum pump and full gyros, after analyzing the log books most of its total time was accrued in California during its first 3 years of its life. Must have been a trainer.

Check your logbook..... N5059Z

