

# EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908  
 SAINT LUCIE COUNTY, FLORIDA

## President's Corner

Hello again to Chapter 908 members. Just a few items for me to comment in this issue. **Lee Roman:** Lee has had a stroke. He is doing OK but after leaving the hospital will need to go to rehab. Our thoughts and prayers are with him and his family. The family has asked that we not visit him until they advise us. I am in contact the Lee's wife and will advise the Chapter when he can have visitors. The BOD sent flowers to Lee on behalf of the Chapter. **International Learn To Fly Day/Young Eagles Rally** – Saturday, May 21, 2011: The BOD has decided that the Chapter will not be able to support EAA's International Learn To Fly Day – Saturday, May 21, 2011 for various reasons. If any members are still interested in having adults they know take a plane ride and get a free six month membership in EAA, please contact me. **Fly-Outs:** We had our first Fly-Out on May 7th to Sebring. Thanks to Mike Ketchpaw for organizing this event. Check out his article and pictures in this month's HYLITES. **Sale of Ed Elder's plane:** The Board of Directors approved the

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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](http://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:

- **May 18th - Chapter Meeting - 7pm**
- **May 21st - Pancake Breakfast 8a-11a**
- **May 21 - Learn to Fly Day**
- **June 11th - International Young Eagles Day**
- **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 — Burgers and dogs (except on pancake days)**

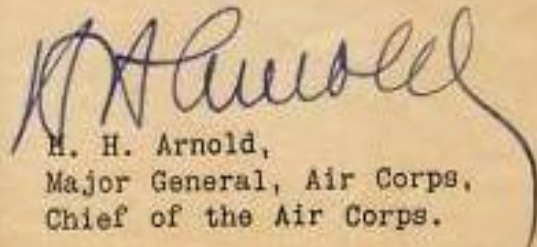
## Safety - From 1939

1. The Chief of the Air Corps is deeply concerned that senior and older pilots take no unnecessary flying risks and thus jeopardize their valuable experience to the Air Corps.

2. To this end he has directed the classification of all pilots over forty-seven years of age into a group where they will not be required to pilot at night, to lead or drill with pursuit formations, to fly single seater aircraft, or to do any other types of particularly hazardous piloting where the natural and understandable depreciations coincident with age may render them less fit than men of younger years. He believes that there should be absolutely no evidence of any competition in piloting among men of higher rank and older age. There is no necessity and no justification for the feeling on the part of a senior officer that he must continue to pile up as much pilot time, or to pilot as skillfully as he did in his earlier years, or as well as younger pilots do.

3. Your particular attention is directed to the revision of War Department Circular 26 and to the minimum requirements set up in Circular 50-12, O.C.A.C. Every senior Air Corps Officer must use the soundest judgement at all times as to the types of flying performed and as to when, how, and where to fly, after a careful analysis of tactical situations and weather conditions. Officers in the command pilot group may fly as co-pilots or command pilots in meeting their flying requirements.

4. It is desired that you be accompanied by another pilot on all military flights.



H. H. Arnold,  
Major General, Air Corps,  
Chief of the Air Corps.

**Newsletter Editor: Richard Chapman - email to: [rchap21@bellsouth.net](mailto:rchap21@bellsouth.net)**

All articles and pictures are the credit of the Editor, Richard Chapman, unless otherwise noted.

Many thanks to those that contributed. Anyone with a stories, news, trips to Key West, aircraft projects, bios of members, etc. can share it with the world through *HYLITES*, as we archive the recent issues on the web. We have not copyrighted anything in the past, but may work up something in the future. Generally, any other EAA or not-for-profit publication is free to use anything in this newsletter, just give us credit and send us a copy.

## President's Corner - continued

sale of the Piper Colt to Charles Gaal for \$12,000.00. Although the BOD didn't get as much as it would have liked to for the Colt, the BOD realized the economic times we are in and didn't want to face the hurricane season having to protect this asset. Charles Gaal is a new member to Chapter 908 and has a lot of aviation experience. We welcome him to the Chapter and wish him the very best with his new purchase. I want to give a special thanks to Merritt Malano for conducting the annual inspection on the Colt and for the wonderful assistance he gave Charles. **New Computer/Flight Simulator:** This is still a work in progress so stay tuned for further developments. **Hangar Door Tracks:** The hangar door tracks have been repaired. Thanks to Bob Quick for acquiring the material and getting the installation done so promptly. I know it's a lot easier for Lee Roman and Jim Hooper to open and close the hangar doors. **Outside Lighting:** All lighting issues have been resolved, including the new light on the clubhouse so light will be focused on the area outside the clubhouse door. Thanks again to Ron Knaggs, Ron Kowalski and Paul Whelan for their time and effort.

## Around the Patch - by Richard Chapman

EAA National has about 15 "Groups" on Facebook. And don't forget, Chapter 908 is on Facebook too.

South Florida rainy season is here this month. Next month is the start of hurricane season. Everyone should be finalizing their plans and preparation for this time of year, whether at home or here at the airport. The last several years have been easy on us, we hope it stays that way. But most of us were around for the 2004 double direct hit by Francis and Jeanne and all the challenges that they caused.

I was notified that the Air Parts Mart store near the Tiki Restaurant would be closing at the end of the month. If I needed anything for the club's Cherokee, contact Duncan for possible close out pricing.

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.

## Trip Report -- by Roger Elowitz

Hi Guys,

Just wanted to let you know we arrived back in NJ on Saturday afternoon after 7.5-hrs enroute with one 20-min. stop for gas and potty in SC. Most of the flight in my Piper Dakota at 9500-ft doing about 165-mph. Smooth as glass with unlimited visibility. We saw a total of 3-planes in the sky for the entire trip. We weren't "frisked" once and all our baggage arrived with us! My son Craig, started a day before driving our car home and he got there one hour before we did... after two days (20+) hours of driving.

**BAREBONES AVIATION DICTIONARY**

**Airspeed:** Speed of an airplane. Deduct 25% when listening to a Air Force pilot.

**Bank:** The folks who hold the lien on most pilots' cars.

**Cone of Confusion:** An area about the size of New Jersey, located near the final approach beacon at an airport.

**Crab:** The squadron Ops Officer.

**Dead Reckoning:** You reckon correctly, or you are.

**Engine Failure:** A condition which occurs when all fuel tanks mysteriously become filled with air.

**Firewall:** Section of the aircraft specially designed to let heat and smoke enter the cockpit.

**Glide Distance:** Half the distance from the airplane to the nearest emergency landing field.

**Hydroplane:** An airplane designed to land on a 20,000 foot long wet runway.

**IFR:** A method of flying by needle and ripcord.

**Lean Mixture:** Nonalcoholic beer.

**Nanosecond:** Time delay built into the stall warning system.

**Parasitic Drag:** A pilot who bums a ride and complains about the service.

**Range:** Usually about 30 miles beyond the point where all fuel tanks fill with air.

**Rich Mixture:** What you order at the other guy's promotion party.

**Roger:** Used when you're not sure what else to say.

**Service Ceiling:** Altitude at which cabin crews can serve drinks.

**Spoilers:** The Federal Aviation Administration.

**Stall:** - Technique used to explain to the bank why your car payment is late.

## Sebring Fly-out

We had a total of 5 aircraft with 10 people on the fly out to Sebring last Sat.

Paul Dekker w/ copilot Jim Hooper

Dave East w/ his wife as copilot

Jeff Adams w/ copilot Michael Alexander

Mike Young w/ copilot Jim Royal

Mike Ketchpaw w/ copilot Jim Roundtree

We had great weather & clear skies for the flight as the early fog & haze burned off for an 0830 departure. The restricted area 2901 was clear for us to transition so our flight was direct to SEF. Even with the aerobatic competition there was little traffic to tend with on arrival. We all sat together for a great breakfast and lingered a while for some great hanger talk and a second cup of coffee. After we settled up we walked down the flight line to the area where the competitors were staged for the competition. Most of us looked at the different style of aircraft and watched a little bit of the flying but then it was time to get back in the air for the return to FPR.

A good time was enjoyed by all, so we'll be doing this again soon. Ask Jim Royal about his 3 landings in Mike Young's tail dragger.

Mike Ketchpaw

