

EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908
SAINT LUCIE COUNTY, FLORIDA

President's Corner



Later Than Usual: I know this addition of HYLITES is reaching you a week later than usual but a lot of things have been happening. We'll be back on schedule for the November publication. Now a quick update on Chapter issues: **Snow Bird Sightings:** The other day while at the airport I looked up and saw something I hadn't seen for awhile. As it got closer I recognized it, and realized the Snow Birds are returning. That means more activity at the clubhouse, airport and, longer lines at the restaurants. Welcome back Snow Birds. **Flight Simulator:** The Flight Sim is set up on the new desk that was purchased and it looks and operates great. Ron Knaggs continues to tweak the Sim, making it easier for all of us to use. Please log the time you use the Flight Sim in the book that's provided. See Ron's article on it's use. **HD/TV:** The HD/TV is now properly configured and will stream live TV, so this project is finished. **Chapter Elections:** Elections were held at the General Membership meeting on Wednesday, October 19, 2011. Ed Kemper, Ron Knaggs and Mike Ketchpaw ran unopposed and the membership voted to keep them on in positions that they currently hold. Congratulations guys, two more years of



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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:

- **October 29th—Fort Pierce Airport/Community Day, 9am to 1pm - Member participation needed**
- **Every Wed. & Sat. morning — Coffee and donuts at the clubhouse 8:00 am until.....**
- **Every Sat. Lunch — Starting again on Nov. 12th with an up-dated menu. Come check it out!!!**

President's Corner - by Paul Dekker

hard labor...I mean hard work lay ahead. **Lee Roman's Plane:** Lee's plane is still up for sale. (see photo) Family members were at the airport this Saturday discussing sale options, log books and legal issues they are facing concerning his estate. Please contact Romeo Vadnais if you are interested in purchasing the plane. **Holes Patched:** The holes in the taxiway as you are entering the Chapter's parking area have been patched. Let a BOD member know if you see other areas needing attention. **Merritt Milano:** Merritt paid us a visit a couple of weeks ago and did some assisted annuals. He also removed some items from his container to transport back up north. He said he would be back in a couple of weeks so if you need his expertise, give him a call and let him know.

Jordan Hardison Gets His PPL - by Jimmy Hardison

On October 5th, 2011 Jordan passed his private pilot check ride. He soloed on his 16th birthday and became a private pilot on his 17th birthday. Thanks for all the help and support from the members of EAA Chapter 908. His instructor, Dave Lewis, gave him his first instruction flight at age 13. Congratulations Jordan. (see photo)

Steve Smith Gets His PPL - by Mike Young

Chapter 908 member Steve Smith recently re-furbished a Piper Cherokee PA-28-140 with the intention of learning to fly. On July 11th, 2011 he started flight lessons with yours truly and progressed quickly to first solo on August 3rd. During this time period Steve studied for the Knowledge Test (written test) and passed with a 92%. Continuing with dual and solo cross country, air work, night flying, instrument flying and practice landings, Steve prepared for the Practical Flight Test. On Sept 28, 2011, with Designated Examiner Bill Corcoran, Steve passed on his first attempt. Steve now plans to continue training for an instrument rating and also to have his wife, Paula, undertake a Pinch Hitter course to learn how to land the airplane. Steve achieved 54.7 flight hours (Dual and Solo) in 10 weeks to reach the Private Pilot Certificate. Quite an achievement considering Steve works full time in his Pool Service business. The National average varies between 55 and 70 hours. Well done, congratulations Steve.

Newsletter Editor: Richard Chapman - email to: 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 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.

Flight Simulator Operation - by Ron Knaggs

Flight Simulator X arrives at EAA 908

For those that have not visited the Chapter House recently, you will be surprised to find a new addition to a corner of the room. Flight Simulator X Gold was installed on a new Windows 7 based computer with a high end graphics card and three monitors. In order to entice members to use our new equipment we are going to be writing about its use and features in upcoming monthly Chapter newsletters.

So, on to the basics first. There is a printed set of instructions on how to turn on the equipment, and shut it down as well. The simulator has its own dedicated computer, as our older computer is still available for other uses. We have a nice set of Saitek equipment with a Pro Yoke and foot pedals, a radio stack, autopilot and switches. Much of this is already programmed into the two dozen available aircraft for you to sit down and fly. You can change the aircraft, weather, location and many other options. We set up a Cessna 172 as the default plane, with fair weather and positioned it for take-off on the end of one of the runways. For those that like to experiment, have a look at the keyboard commands on the laminated card on the desk. If you are a reader, we have provided a large book that discusses how to fly using FSX.

We would ask each member that flies to indicate in our notebook the time spent on the machine so we can determine usage. Several Chapter members have gotten together to learn the operation of the simulator in depth. They are Jerry Groendyke, Jim Rowntree, Mike Gorman, Mike Ketchpaw, Richard Chapman, John Maitland, and Paul Dekker. Please feel free to ask these members about the operation of the simulator, including myself.

The Chapter purchased detail scenery for the counties surrounding FPR to make it more realistic.

Other things we are doing include a moving map and adding more aircraft. If you have an aircraft you would like to add please let me know and we will look for it on the internet. If you already are using FSX or an older version with add in aircraft, we could load those too.

Some common commands that every user should know are: press "P" or the "Pause" button on the keyboard to pause and allow for changes; press "esc" or "escape" to terminate the program; press "B" to apply or release the brakes. The throttle and mixture controls are on the quadrant next to the seat, but you can also use the mouse to move them on the screen. Try the various buttons on the yoke for trim, changing the view, setting the flaps and more.

This is a very versatile and powerful program, and like all programs takes some getting used to, but we have provided a simple and easy way to get started. Bring up FSX and click "free flight" from the menu. I think you will soon want to do more.

More next month. If you have any questions, send me an email at Treasurer@eaa908.org or contact one of the above mentioned members.

Nautical Miles & Menories - by Jimmy Hardison

It was a Saturday morning in August that started like many other Saturday mornings with a trip to the airport. We had planned to go flying. Our normal flight may be a trip to Okeechobee for breakfast, a flight along the shoreline to see the ocean and local beaches, or taking a friend for a flight to see various properties. Occasionally we fly to St Petersburg, Albert Whitted Field (SPG) to visit my father-in-law. This flight, on this Saturday, would be the start of a family vacation with the first destination being Goldsboro Wayne Airport (GWW). We arrived at the airport about 8:00 A.M. more or less on time. I had spent the last week pre-fighting the airplane and felt it was ready to go. However, I walked around N906WF performing the normal preflight I always do giving it one last check. I loaded three small bags into the plane one for each person on board which contained a few clothes, just enough for a couple of days. I climbed in along with my son Jordan and his girlfriend Lauren. With full fuel, the 3 of us and bags, N906WF was close to gross weight. With weather briefing complete, TFR'S checked and all preflight planning complete we were cleared to taxi to 10R. With run-up done and checklist complete we were cleared for departure. We were wheels up at 8:30 and our trip was underway. We turned left and continued our climb to our cruise altitude of 8500 feet. With the Cherokee loaded this did not happen in any big hurry. We flew over many of the airports we had seen before on previous flights. We crossed over Vero, and then Sebastian. We were talking about the time, just a few weeks earlier when we had flown into X26 to go skydiving. My wife had surprised me with the skydiving trip as a surprise gift, but that is another story. We continued up the coast crossing Valkaria and Melbourne. Next we spotted Merritt Island (COI). We had been to COI a couple of years ago during the Christmas season. They were having a pancake breakfast and toy drive. We talked and laughed about that flight remembering how cool the runway is sticking out into the intercoastal. Cape Canaveral was now coming into view. Jordan has always been interested in aviation including the rockets and shuttles that lift off from the cape. We were careful to watch the restricted areas but kept staring out the right window picking out the assembly building, the different launch pads and the shuttle landing facility. By now we were waking up Lauren so she would not miss all the sites we were enjoying. She somehow didn't seem to share our enthusiasm and was soon sleeping again. We continued flying watching I-95 and picking out airports and landmarks along the way. We use a Garmin AERA 500 GPS for navigation but also follow along with paper charts. I know a flight instructor who would not understand if I could not pick out my location on a paper chart at any given time. We had picked out different airports that would make good stopping points. Checking 100LL.com for fuel prices along our route determined, for the most part, what would make a "good" stop. As we past Jacksonville I was watching closely for the restricted area just north of the Florida/Georgia border. I had seen it during planning but was also aware of what it was there for. It is a small restricted area around Kings Bay Naval Station. My brother-in-law is stationed at the sub base that is Kings Bay Naval Station. I had been there several years ago for a family day. I spent the day aboard the USS Rhode Island, a nuclear sub. We were taken on a cruise into the Atlantic where we watched the crew perform their duties. All though it is a big boat it did not take very long to learn my way around. Safely clear of the restricted area we turned our attention towards Brunswick Golden Isles Airport (BQK). It was one of the airports we had identified as a possible stopping point.

Nautical Miles & Memories - by Jimmy Hardison - continued

I asked Jordan if he was ready to stop or if we should go on. With everything else going on I had failed to notice the head that had popped up between our two front seats. Before he had the chance to answer the decision had already been made. Lauren had woke up on her own and, we all know what happens when you first wake up. We began our descent into BQK noticing how Jekyll Island (09J) and Mc Kinnion (SSI) both were on islands sitting on the edge of the water. We quickly determined they should be destinations for future trips. We landed safely on their 8001x150 runway 25 and taxied to their FBO. We were met on the ramp where airport personnel offered to help us in any way they could. We asked him to top off the plane with fuel but more importantly he was able to point Lauren towards a restroom. After a snack and something to drink we were back in the plane. Leaving Brunswick it was north east following the coast towards the South Carolina line. We noticed the many rivers meeting the coast. We looked for some of their unique features as we compared what we saw on the ground to our chart. Soon after crossing the state line we spotted Hilton Head, a popular vacation destination. I know it is usually busy but it seemed packed with people along the beach and resort area. Moving away from the coast a few scattered clouds began to appear. We were comfortably above most of them as we watched more develop along the way. Airport after airport passed below. We would find one, estimate its distance from us, and determine if we could glide in with no power if necessary. Checking the distance on the GPS we would determine how close our estimates were. With outside air temperatures registering 100 degrees at the surface we cruised along comfortable and cool. With our passenger sound asleep in the back we were closing in on Goldsboro Wayne (GWW). Our descend into GWW involved avoiding several clouds around the airport. We were careful to avoid the Seymour Johnson Air Force Base airspace which lies just a few nautical miles south of GWW. With the airport in sight and Jordan at the controls we entered our 45 degree midfield left downwind. I looked over expecting to see a head pop up between our seats, but it didn't. Seeing Lauren still asleep I turned to Jordan and asked, " Think you can get us down without waking her up?" His answer was just a confident nod. We turned base, then final, and lined up on runway 5. After touching down we headed to the FBO where an attendant was waiting to park us. It felt good to be at our destination in about half the time it would have taken to drive. It was about then I heard the voice from the back seat say " Hey where are we and do they have a bathroom? "

Young Eagle Flights - by Mike Ketchpaw

On Saturday, October 22, 2011 the Chapter held Young Eagle Flights at our facility for Boy Scout Troop #420 from Port Saint Lucie. Fourteen scouts were flown in all with no mishaps or problems. We had a beautiful day for the event with many members providing their assistance. We were done flying by 11:30am and all logbooks signed by noon. Thanks to all who participated and made this a safe and wonderful experience for the scouts. Jim Royal and Alan Benson prepared the free lunch for those that had worked the event. (see photos)

Around The Patch - by Paul Dekker

Airport Day Mark your calendar for October 29th which will be Airport Day at FPR. We plan on having a display and flying Young Eagles. This is always a big event and we will need lots of help from the membership to make it a success for our Chapter.

Airport Construction Don't forget that construction on taxiway Alpha and Bravo has started. Both are being widened and resurfaced and will take approximately five to six months to complete. Stay tuned for updates and make sure you check for NOTAMS before going flying and make sure you understand the instructions you receive from the ground controller. If you're not sure ask the controller to repeat the instructions or ask for progressive taxi instructions.

Jim Alsip Jim Alsip, a Master CFI was the speaker at this month's General membership meeting. He shared his Alaska experiences with us and all enjoyed his stories. Lots of animals to watch out for and lots and lots of planes. Looks like a great place to visit, just make sure you're prepared.

Lee Roman's Plane for Sale



Jordan Hardison—New Private Pilot



Flight Simulator Final Configuration



Young Eagles Event—October 22, 2011



Young Eagles Event—October 22, 2011



**Sorry, I Didn't Get
Everyone's Picture**