

EAA 908 HYLITES

Monthly Newsletter for Chapter 908, EAA
Saint Lucie County, Florida



From the Top - Kevin Griffin, Pres.

I want to congratulate Ron Knaggs our treasurer in spiriting through our non-profit 501 (3) (c) status with the IRS. We received our letter of approval last month. If you know someone who could make a charitable donation to a good cause and receive full deduction for their contribution at present fair market value then tell them about us EAA 908. I know this is new but it is an opportunity to spread the word of aviation to the youth of our community. God knows they need something positive like EAA 908. With funding from such donations we can improve on our aviation community outreach with the children and families of the area. Aviation is one of the most positive activities a young person can be involved in. It's no secret that aviation is a special activity that teaches and instills confidence in everyone who embraces it. We at EAA 908 can engage the kids and families in our community with this special activity through our Young Eagles program and ground schools and other aviation activities. To do this efficiently we need financial support through charitable donations. Through our stewardship and programs already in place we at EAA 908 can maximize the positive impact our aviation activities have on the youth of our community.

Next, we are building an eight bay T Hangar. Contrary to my comments at the November meeting. After that meeting we went back to the drawing board and with the hangar specs and measurements of South end of the property. We are going to put a hangar exactly like our present hangar 65 feet south of it. A mirror image of our present 8 bay T Hangar. This means the FAA fences will be moved to the east and probably the FAA gate will be moved near the entrance of the property. The general contractor to erect this hangar has a track record we can depend on and I'm confident once the plans are approved and permit issued the site preparation and construction shall commence without delay. That means completion prior to hurricane season. Keep an eye on our progress.

Last year 125 Young Eagles came through EAA 908's program. This year we can double that number and do it safely. With the increase in membership and aircraft we are in an excellent position to have the best Young Eagles program ever. First and foremost in all we do is aviation safety. The pilots concentrate on flying. The ground personnel concentrate on safety. With the primary focus on

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Mark Your Calendar:

- **January 18th - Chapter meeting**
- **February 11th - Aviation Day at Vero Beach Airport**
- **February 15th - Chapter meeting**
- **February 25th - Young Eagles**
- **March 25-26, 2006 Wings and Wheels Airshow FPR**
- **April 4 - 10, 2006 Sun-N-Fun at Lakeland**
- **Every Sat. morning — coffee and donuts at club house**

Officers:

President	Kevin Griffin 579-6529
V. Pres.	Ed Elder 595-5698
Secretary	Jerry Groendyke 489-9150
Treasurer	Ron Knaggs 429-1241
Past President	Jim Wetzel 878-1973
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From the Top (continued)

safety for the Young Eagles program all benefit. There is no substitute for pilot currency and proficiency and airworthy aircraft participating in our Young Eagles program.

As President I am tasked with appointing a Young Eagles Coordinator. Tom Shedd has done an outstanding job at this position for EAA 908 and

he will continue in that position. I cannot say enough good things about this man and his contribution to this most important activity of EAA 908. If you don't believe me come out the airport on Saturday February 25th to our Young Eagles day. Seeing is believing.

Everything is organized from the passenger check in procedure, air and safety briefing, to flight operations. Thank you Tom for motivating the rest of us to do our best.

Pilots who intend to fly Young Eagles please contact Tom Shedd or put your name and number on the board in the clubhouse.

There is a rumor of an auction at the hangar for donated items we receive through our non-profit status with the IRS. It's true. As material comes in we will announce an auction and sell it. Proceeds of the sale fund the non-profit mission of the chapter. EAA 908 shall issue IRS acceptable 501 (3)(c) receipts for the donation of items and services. The chapter can turn over anything of value to fund its non-profit purpose. This includes items like airplanes, automobiles, boats, shares of stock, land, and even toasters. No junk please. Our non-profit purpose is advanced by the building of a new hangar to house the planes that fly Young Eagles. We are committed to the development of EAA 908 as the aviation community outreach program on the Treasure Coast.

From the Editor:

I've found a bunch of stuff to fill this edition, so it's almost done. 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.

Young Eagles - Tom Shedd

The next YE event is scheduled for 25 February pending coordination with the Airport Director. Flyers will be printed and distributed to the usual addresses at youth organizations. One ream of flyers will be left at the club house for distribution by the membership. Please take a dozen or so and drop one off at places where kids and/or their parents frequent. Church halls, parks, game rooms, coin laundriws, work places, doctors and dentist offices, libraries, sporting events and such. I give one to a nurse at medical appointments and ask them to post it in their lunch room, one to the bank teller, one to the dry cleaning lady and another at the health club. One member who lunches out daily, passes them out to waitresses. If your community has a newsletter ask if they will list the YE Rally in upcoming events. Put the date on your calendar and plan to come out for a fun day introducing aviation to another group of kids.

Flying Club

The plane schedule stays busy and it has had few maintenance problems lately. The new Sky-Tec starter has worked very well for several months.

There is a share for sale

Chapter dues become due on January 1, 2006. Treasurer Ron Knaggs sent out bills for your membership renewal. Dues went up to \$40 per year.

If you have changes in address or email, please call, mail to the chapter address, or email it to Ron Knaggs at rknaggs@bellsouth.net

Fly Out Trip

Looking for a place to have breakfast? Mike and Shirley Ketchpaw and Ed and Lori Fry flew to Space Coast Airport for a \$100 breakfast on Saturday, December 10th. Ed flew up and Mike flew back. Space Coast has 2 runways, 9/27 which is 5,000 feet and 18/36, which is 7,320 feet. Since Space Coast has a helicopter school and a great view of Cape Canaveral, its always busy.

After landing on runway 27, we taxied to the Outer Marker Cafe. The Outer Marker is a very popular café and many pilots fly in for breakfast. The food is very good, friendly service, and a great view of the air field and all of the helicopters practicing maneuvers.

When we got ready to leave, we asked the tower for permission to fly down the river. Permission was granted and we had a great view of the Vehicle Assembly Building on the Cape. On the way in to landing at Fort Pierce, Ed took pictures of Mike's perfect approach to runway 9.



Starting the first Wednesday in February, Eddy Kemper will be doing a TIG welding class. This will include hands on experience and projects to complete. Contact Eddy for more information.

Collings Foundation, Wings of Freedom Tour, stops at Vero Beach 10 - 12 February. B-17 and B-25 are scheduled to visit. Also 11 Feb (Saturday) is Aviation Day at VRB, with many displays, open houses, events, etc. EAA Chapter 99 is participating.

Safety - Richard Chapman

Fuel -- it's your best friend or your worst enemy. Too much and you can't take off, too little and you make an unplanned landing. Today's Avgas is much more expensive than we'd like, yet it has some of the best engineering and quality control for any fuel produced. The controlled combustion inside the engine gets us airborne and to our destination. An accident can result in a blazing inferno that destroys the aircraft and kills people. We can easily take it for granted. Contaminated fuel can turn a nice flight into something we want to forget. That's why we pull a fuel sample looking for particles and water that are visible. And look for the color to be light blue for 100LL. Auto gas will be straw color, similar to diesel fuel. But diesel fuel or Jet fuel smells distinctly different. Put a drop of auto or avgas on paper and it evaporates without a stain. Jet fuel leaves a stain.

Below is a picture of Jim Royal adding auto gas stickers. He purchased the STC from EAA. In 1986 I was with a club that bought the Petersen Aviation STC for a Cherokee 235. Petersen's STC allowed both unleaded and leaded auto gas. However, within 2 years leaded auto gas was no longer produced. We used auto gas probably 80 percent of the time and noticed easier starting, hardly any fouling of the spark plugs, and a much lower cost. Auto gas does have a shorter shelf life and should be used with a very few months. Petersen's web site has much more information on auto gas use and the engines and airframes that can use this STC.



Airport Notes & Miscellaneous

The runway lights on 09-27 are fixed. The ILS glideslope is still OTS due to antenna damage from Wilma. A contractor was looking at it recently, but even when he gets it fixed, it will be notamed down until a flight check is completed. Watch out for vehicles on taxiways, there are several projects using dump trucks.

Save your used airplane tires, Ron Knaggs is having to make more tie-downs. We are filled up on paved spots.

There is a revised Chapter Hangar Policy. Ron Knaggs covered the highlights at the January meeting. More containers are being procured for storage of projects and parts.

Bob Allen has his seaplane project for sale at a bargain price. Most of it is in Ed Elder's hangar, if you want to look at it.

The Wings and Wheels Airshow is coming up soon, almost 2 months earlier than last year. The Chapter is looking into giving airplane rides, before and after the afternoon airshows. There is a lot of coordination to do for this, but we can make considerable profit for our efforts. We will not sell food.

This issue of *HYLITES* is later than usual. We are all volunteers at Chapter 908 and my volunteer time was running thinner than usual for the last few week. I already have some material for the next issue, so please send any contributions as soon as you can, and we can all get back on schedule.

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