

EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908
SAINT LUCIE COUNTY, FLORIDA

Chapter Officer Elections

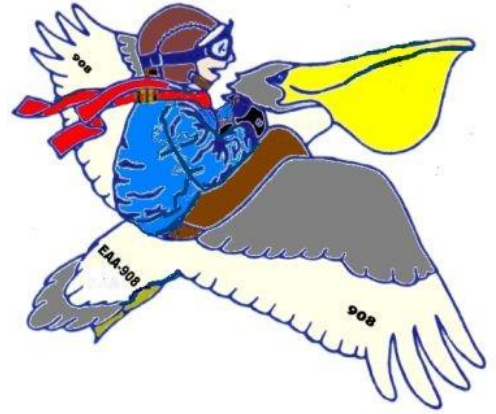
Chapter elections were held at November's meeting. The Re-elected for two year term was to President was Jim Wetzel and Secretary was Jerry Groendyke. For the director position, Randy Berry was the winner.

Patty Wagstaff visits Lopresti

December 6th was the first Saturday open house event at Lopresti Aviation in Vero Beach. About 6 of us from Chapter 908 attended and were treated to a great presentation. Mike Ketchpaw was an electron for the demo on aircraft "wax". The guest speaker was delayed for low ceilings and fog, Patty Wagstaff flew down from her home near Daytona Beach. She told of her early interest in flying, growing up in Alaska the daughter of an airline pilot. But she wanted to fly aerobatics, not that easy, boring airline driving stuff. Great to here her stories and how during the 'off season' from the air show circuit, she goes to Africa and currency and update training to some of the bush pilots.

Mark Your Calendar:

- **January 21st - Chapter Meeting - 7pm**
- **January 24th - Pancake Breakfast 8a-11a**
- **January 22 - 25, 2009 Sebring Light Sport Expo**
- **February 7th - Vero Beach Aviation Day**
- **March 7th - Missionary Flights Intl Open House**
- **March 13 - 15 - TICO Warbird Airshow**
- **April 21 - 26, 2009 - Sun-N-Fun Lakeland**
- **July 27 - August 2 - EAA 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)**



Officers:

President	Jim Wetzel 878-1973
V. Pres.	Ed Elder 595-5698
Secretary	Jerry Groendyke 489-9150
Treasurer	Ron Knaggs 429-1241
Past President	Kevin Griffin 489-7776
Directors	Dave East 893-2357 Randy Berry 772-429-0725

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

Chapter Clubhouse:
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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**

The View from Coupe Corner

By Mark Molina

Being a new 908 member and by nature NOT a joiner, I was not quite sure what to expect during my first few months of membership. While my impressions of 908 are still unfolding, I have some vivid initial responses.

First, everyone whom I've met has been sincerely warm and helpful. I'm a new, quite inexperienced aviator. I need all the help I can get. 908 members have come forward to help me when I needed help and willingly shared their collective years of aviation knowledge and skill.

After a meeting of a 17 pound wood stork and my new wooden prop---the result of which was an interesting landing in a pasture about 3 miles north of KSEF---I acquired Larry Andrew's first born: his Ercoupe N2214H. It is a superb aircraft. Larry's years of work are a pleasure to fly! I have flown it to South Carolina, the North Carolina mountains, New Orleans, and many places around Florida, southern Georgia and Alabama. It will be ramped in the vintage aircraft section, near Larry's new and very special Ercoupe project and Merrit's pristine, high-performing Tri-pacer.

Lee's sunshine--yellow "Tweetie Bird" Coupe is coming along nicely in his gentle and precise hands. His daughter will eventually fly a stunningly and tastfully restored piece of aviation history.

Jim, 908's master hamburger and hotdog chef, is working feverishly on his Sonex project. When completed, his state-of-the-art kit plane will provide Jim with a nibble aerobatic aircraft, superior fuel efficiency, and astounding cross-country performance. Go for it, Sonex Man! I'll never keep up with you in my Coupe.

I took a taildragger lesson with Bill. Well, it was sort of a lesson: we never left the ground. Taxiing gave me lots to work on. Wow! "I'm not worthy....I'm not worthy...." Bill's a former Luscombe pilot. He makes pedaling Doc's Cessna 120 seem like effortless ballet. I DO see, however, why Carl---of Volksplane fame---is enamored of conventional gear.

One of our new members, Gordy from the NE and former police officer, is fast getting his Australian conceived high-wing ready for fair-weather flying. Gordy tells me that he loves STOL flying. He seems to have the right plane! His former aircraft include ultralights and a Zenair 201.

Ed's Avid Flyer is still a hanger queen---but not for long. He and his buddies have been working on it---especially the paperwork. Given Ed's creative ingenuity, I'm certain that he will be in the air soon. (BTW, he, like many of us, is a dog lover!)

I see lots of activity at the flying club hanger. Looks like a lot of fun happening.

If my son's tuition requires that I sell my bird, I may be a candidate.

All in all, I LOVE 908! Fun folks give great help and support to greenhorns like me.

Peace, love.....out!

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 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.

Around the Patch—by Richard Chapman

The changes to the voluntary noise abatement procedures have been approved. Staying west of US 1 was removed as an exception, however it now requests that pilots turn before reaching US 1 if it is safe to do so. There were other changes made to the proposal, I had pointed out in the tenant's meeting that the times were on clear on what was allowed at night. The "Limited" touch and go wording was removed, and the times for closed traffic continuous landings has been extended to 10pm from 9pm. The procedure is posted to the airport web site and I have printed a color copy and will post in the clubhouse.

Security of the access gates has improved. Please keep up the vigilance of keeping our area secure. However, the gate control mechanism sometimes gets 'confused' and doesn't work properly. First try to reset the controller by turning off the power switch that is located on the stubby post near the motor box. Leave off for a minute or two, then turn back on. If the system still doesn't work right, then turn off and call Ron Knaggs.

There are still several shares of the flying club for sale. Last year we flew just short of 300 hours. Time SMOH is 1600 hours and we are on track to make it to TBO. Seems like just yesterday we had it overhauled, but that was 4.5 years ago, just before the hurricanes of 2004. One member had alternator problems on returning from the Bahamas, and we are still working out some of the problems. Electrical systems seem to be the weakest part of an otherwise great airplane. One lesson learned is that you can call tower on a cell phone as a backup if you lose all commo power.

Parking: If you don't need to park around the hangar, please park outside the gate. Some Saturday's is so crowded that airplanes have trouble taxiing.

Engine run-ups should only be done on taxiways or other designated ramp locations. Not at the hangars or on the adjoining taxiway.

Again a reminder that after March 31, 2010 the paper pilot certificates (also called a pilot license by many) will not be valid, you will need to get a plastic one.

Fuel price at Key Air was \$2.99 last week. This sure was nice to see, from the \$5 price a few months ago.

After complaining last issue about the condition of taxiway Bravo, I found out from Rick Dent of the airport staff, that the new runway 9-27 will be completed in the Spring, and then as part of the 'old' runway 9-27 resurface project, taxiways Bravo and Charlie will also be resurfaced.

Fly out has been set up by Mike Ketchpaw to Titusville Executive (TIX). We donated the Corsair engine to the Valiant Air Command Warbird Museum, located off the northeast part of runway 36-18. We were given a bunch of passes to the museum and what better way to get there than by our fleet of airplanes.

There are a bunch of EAA SportAir workshops at Lakeland on the weekend of 14 - 15 February. I tried to sign up this week via the internet page, but something didn't work right. So hope to get it fixed early next week.

There was a note on the clubhouse chalk board that the next Young Eagles flights are to be February 14th. The club Cherokee has already been booked for a Bahamas flight that day.

Thanks to Roger for some safety tips on his flight down from NJ, at the November 2008 meeting. However, only a few wanted to then stay for my presentation. Mike has scheduled a guest speaker for the January meeting, please give him your attention.

I noticed a current issue of Trade-a-Plane at the clubhouse, marked "EAA COPY, DO NOT REMOVE". Could be that this is a Chapter subscription that will be there on a regular basis?

It was great to get some more input from members, hope you enjoyed Mark Molina's article on page 2. Now if there's still a possibility that the President will find his way to grace these pages with some words, the members would certainly like to hear what is going on with the organization at his level.