

EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908
SAINT LUCIE COUNTY, FLORIDA

Chapter Happenings

A revote or the Vice President position will be at January's membership meeting. Proxy notices will be going out shortly, if you cannot attend and wish to send in your vote or appoint a proxy to vote for you.

The Holiday Social was attended by about 25 members and guests. A nice variety of snacks and goodies were brought in.

Young Eagles flights are scheduled for January 30th. This will be at the main airport terminal. All kinds of help is needed, check-in, briefers, schedulers, flight ramp marshallers, and of course pilots with planes.

Dues notices went out via email last week. Please help by paying promptly. About 1 March the lock combinations will be changed.



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	Richard Chapman 467-1690 Randy Berry 429-0725

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

Chapter Clubhouse:
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Fort Pierce, FL 34946
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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:

- **January 20th - Chapter Meeting - 7pm**
- **January 23rd - Pancake Breakfast 8a-11a**
- **January 21-24, 2010 - Sport Aviation Expo - Sebring**
- **January 30th -- Young Eagles flights**
- **April 13-18, 2010 - Sun-N-Fun at Lakeland**
- **July 26 - Aug 1, 2010 - 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)**

ADS-B by Richard Chapman

While at Oshkosh this past summer, I walked through the FAA hangar of exhibits and displays. I stopped at most of the booths, some had free literature and goodies. One had this weird acronym ADS-B which I had seen before but being a curious person, I wanted to know more. Especially since it had an interesting panel mount display.

ADS-B stands for Automatic Dependent Surveillance - Broadcast. Sounds like government techno-speak to me. The booth attendant had the display set for the local 'moving map' with weather overlay. It looked a lot like the AnyWhere Map that you can get on a yoke mount device. But it was on this display sitting on the table. I then learned that it was a free service from our taxpayer dollars, we don't have to subscribe to it. The only catch is the equipment install. As of last July, only Garmin made an interface box (GDL-69) that cost in the 5 to 10 thousand dollar range. Then you need a multi-function display (MFD) for the information to be used in the aircraft. I found out recently that MFD's are in the thousands of dollars range also. Plus antennas, wiring and installation. So for getting 'free' information, the cost is steep in today's market. But the FAA guy was quick to point out that as more companies come into the arena with their products, prices should get better. Like flat panel tv's.

ADS-B has two basic products -- traffic and weather. The traffic is called TIS-B and basically is the 'radar' image of anything near you in the sky that is displayed on the MFD. The other product is FIS-B or Flight Information Services - Broadcast. This has many things in it, including weather, NEXRAD, SIGMETs, NOTAMs, winds aloft and status of special use airspace. So after you spend a lot of money to install equipment, then you have to bring along the grandkids to be able to twist the dials, punch the buttons to bring up the many screens of information and graphic displays.

So how does all this stuff work? The simple answer is through radio telemetry to ground based stations, probably in the VHF or UHF spectrum. South Florida is one of several first install test sites. Right now there are 11 radio stations broadcasting and receiving ADS-B, including Okeechobee and Sebastian. Can you get the information on the ground at FPR in order to make a go or no-go decision? Good question, will someday find out, maybe at the FAA displays at Sun-N-Fun.

What's the future of ADS-B? The FAA guy said that contracts had been placed for nationwide install of ground stations by 2013. And by 2020 there would be a requirement for aircraft in Class Alpha and Bravo airspace to have ADS-B. The FAA will be moving away from ground based radar to ADS-B for air traffic control. The big air terminal and center radars cost millions each. And we've seen the news at PBI when their equipment fails on a busy day. ADS-B equipment is much less costly, should be more reliable, and provide pilots with more situational awareness of traffic, weather and other important data. Just bring the cost down to that of a transponder, that we will be replacing.

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.

More ADS-B



At left is the ADS-B antennas at Sebastian airport. The system broadcasts weather, traffic and other data, via digital radio technology. Your airplane receiver gets it, stores it, then displays what you have selected on the MFD. The airplane radio also transmits aircraft data similar to what a transponder does, but includes GPS location and altitude. For ATC purposes, this will allow closer traffic density due to the greater precision over ground based radar. Clearances, altitude changes and other ATC messages could eventually be included in the send and receive products.

Airport Update

The purpose of this email is to update you regarding the repainting of Runway 10R/28L markings. Originally, the repainting was to commence this coming Wednesday, January 6, 2010. However, due to the cold weather we are currently experiencing, this will impact the proper application of the paint. As such, we will have to delay the application of the paint.

The following revised schedule is provided:

Wednesday, January 20, 2010 – 10R/28L closed from 7am to 5pm. Runway reopens after 5pm. 14/32 will be open the entire time.

Thursday, January 21, 2010 – 10R/28L closed from 7am to 5pm. Runway reopens after 5pm. 14/32 will be open the entire time

Friday, January 22, 2010 – Both 14/32 and 10R/28L will close starting at 4am. However, 14/32 will reopen at 7am. 10R/28L will remained closed until 5pm and then reopen.

Runway 10L/28R will not be affected and will be open. All NOTAMS will be in place for the closures.

There may be a *possibility* that the repainting may go into that weekend. This would only happen if there were any weather-related issues that were beyond the control of the contractor. We will keep all tenants notified of any additional changes as soon as possible.

Please let me know if you have any questions.

Regards,
Todd "TC" Cox, C.M.
Airport Manager

Around the Patch - by Richard Chapman

Don't forget to the new FAA rule requiring a 'plastic' pilot certificate, effective March 31, 2010. Also, if you fly internationally, the certificate should be endorsed with the English competent notation. This should come on new certificates automatically, mine did from an Oshkosh application.

Larry Andrews bought an early '80s vintage Cessna 172. IFR equipped, and original paint. He picked it up in Pennsylvania and 12 hours of flying had it 'home', tied down at Fort Pierce. It also has an engine upgrade to 160hp.

Airplanes for sale: Doc Swiezy's Cessna 120, Carl Deal's Peitenpol, Merit Milano's Piper Pacer, and Bill Stewart's American. Bill did a demo ride to a prospective buyer last week. But looking to buy is Kevin Griffin.

Ed Elder and Bob Jubick's Avid Flyer was trailered to Aero Acres for some test flights. Last report was it did fly. And land safely.

In November, John Maitland and Ed Fry flew the club Cherokee to Stuart for Young Eagle flights. They each added several more to their tally.

Quiz Time

This month's questions have to do with compass and units of measure

1. The unit of measure of field elevation is:
 - a. meters
 - b. feet
 - c. fathoms
 - d. nautical miles
 - e. statute miles
2. The unit of measure for the Class D air space ring around FPR is:
 - a. meters
 - b. feet
 - c. fathoms
 - d. nautical miles
 - e. statute miles
3. Wind direction at an airport is reported as:
 - a. true degrees
 - b. magnetic degrees
4. Winds aloft are reported as:
 - a. true North degrees
 - b. magnetic North degrees
5. At most airports, the runways numbers are based upon heading to the nearest 10 degree for:
 - a. true degrees
 - b. magnetic degrees
6. VOR airway courses are based upon:
 - a. true degrees
 - b. magnetic degrees
7. GPS airway courses are based upon:
 - a. true degrees
 - b. magnetic degrees
8. Approach chart courses and bearings are based upon:
 - a. true degrees
 - b. magnetic degrees
9. US weather reports of prevailing visibility uses what unit of measure?
 - a. meters
 - b. feet
 - c. fathoms
 - d. nautical miles
 - e. statute miles
10. Bahama weather reports of prevailing visibility uses what unit of measure?
 - a. meters
 - b. feet
 - c. fathoms
 - d. nautical miles
 - e. statute miles