

# EAA 908 HYLITES

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



## From the Top - By Kevin Griffin

Our first board of directors meeting was held January 26<sup>th</sup> at the clubhouse. All were present except for one member. The items discussed at this meeting affect all of you in one way or another: insurance for chapter buildings; lease agreements for hangars and tie downs; hangar rules and safety issues; hangar roof painting; Rummage sale for month of February at the Fly In Breakfast; participation in May 21-22 Wings & Wheels Air Show (food booths sweet corn and watermelon), Young Eagles & Pancake Breakfast Fly In and Military Vehicle and Equipment Show on March 19<sup>th</sup> at EAA 908 hangar; the building of 10 T hangars; and the development of EAA 908 web site. All of these items were discussed some approved some tabled.

My biggest disappointment was the failure to get support for a chapter website. I asked for \$600 to have a professional put it together since no one in the chapter has come forward to help. I am all for this and I know that it is important for spreading our membership and communicating with all of you. A second disappointment came with the approval of spending \$2,300 of chapter money to paint the hangar roof. This is the responsibility of St Lucie County and it says so in our lease. I did get a concession from the board to delay the purchase of the paint for 7 days so I could lobby the county to provide the paint. The big move and one which I support is the requirement of a written lease for renting chapter hangars and tie downs. The

treasurer will be coming out to all of you who rent a hangar and tie down with a lease. The biggest item is the approval to go forward with building a new hangar.

The new lease requires tenants to have a minimum of \$500,000 liability coverage on their airplane. This figure was not picked out of thin air but recommended to our treasurer, Ron Knaggs, by National EAA. I do see however, where an exception may have to be made for a project airplane which is still being put together by a tenant. I acknowledge that to require a member to pay premiums for a \$500,000 policy for an aircraft still in production is unreasonable.

One of the most important decisions made and approved was to assign Ed Elder project manager or the new hangar project. He is tasked with obtaining plans and estimates for construction of a new hangar. Ed the project began on January 26, 2005 when you were appoint project manager. Go get em.

A last item worth mentioning here is I appointed secretary Jerry Groendyke to fill the chapter appointment chart. This is an organizational chart of responsibilities for the chapter. For instance, Tom Shedd wanted to retire from Young Eagles but no one would volunteer to take up the project. Go get em Tom Shedd. Jerry will put Tom down on the organizational chart as the chapter Young Eagles representative. We have other positions like build-

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### Mark Your Calendar:

- **Feb 16th Chapter meeting**
- **Feb 19th - Pancake Breakfast**
- **March 11- 13 TICO Airshow**
- **March 19th Young Eagles**
- **April 12 - 18 Sun-N-Fun**
- **May 21-22 Wings & Wheels Airshow**
- **Every Sat. morning — coffee and donuts at club house**

### Officers:

President	Kevin Griffin 579-6529
V. Pres.	Eddy Kemper 336-0950
Secretary	Jerry Groendyke 489-9150
Treasurer	Ron Knaggs 429-1241
Past President	Jim Wetzel 878-1973
Directors	Dr. Jerry Gordon 343-7226 Paul Fischer 464-0538 Rameo Vadnais 461-6089
Newsletter Ed.	Richard Chapman email to: cfo@cypress-und.com

## Computer Corner - by Richard Chapman

With so much information and communication now available on computers and the internet, I plan to include this column in most future newsletters. If anyone has more info, hints, web sites, etc. that would be of interest to us all, please email it to me.

After moving due to the storms, I needed to update my address with the FAA. So I found their web site, set up my logon, and changed address. It was pretty straight forward. You can find the FAA site at [www.faa.gov](http://www.faa.gov) or the Airmen Services site at [registry.faa.gov/amsvcs.asp](http://registry.faa.gov/amsvcs.asp). I also had received a notice in the mail that I should provide an email address, as the FAA is no longer mailing out Safety Seminar and Safety of Flight information. So non-computer pilots will not receive this information any longer. I will try to include any local seminars here in the *HYLITES*, but timing may not work out too well. We are in the Orlando FSDO area, and their web site has included an annual schedule of everything that they sponsor or co-sponsor. Most tend to be at the Lakeland video production site, and may actually be available via the satellite feed that Kevin has set up.

Bookmarked in My Favorites Aviation Folder are dozens of sites. If you did a Google search of airplanes or aviation you would get millions of pages. I have not surfed the EAA site very much, but hope to have more time for it in the future. I do know that it has some tech-

nical articles that can be good newsletter material. As not everyone of our members is computer and/or internet literate, I may use some as space permits. I will try to find out what level of computer savvy and interests that our chapter members have.

Each issue of Sport Aviation now has a index of web sites for advertisers, technical articles, etc. It is a great place to start when looking for more info on something. The on going problem with the starter on the Flying Club Cherokee got me into searching for info on starters. I found the SkyTec site, checked all the specs, found the application list for each aircraft and links to sites to buy one.

A few weeks back, we had a visitor from Illinois in an experimental airplane (Zenith 601, I believe) powered by a Harley motorcycle engine. I got their business card with the web site [www.Hog-Air.com](http://www.Hog-Air.com). It is very interesting to see how they have adapted the Harley engine to power an airplane.

Other good sites that I have found are [www.airnav.com/airports/](http://www.airnav.com/airports/) and [www.landings.com](http://www.landings.com). At the landings site, there is a huge amount of info, a lot of it is links to other sites. I browsed the Experimental Aircraft section and found all kinds of fun sites to dream about a project for my retirement.

### 908 Flying Club by Richard Chapman

We are still filled up on shares and are still looking into the addition of another airplane. A newspaper ad was run last week and about a dozen people responded for information.

In 2004, the plane flew 420 hours. This is remarkable considering it was down for several weeks of engine overhaul, annual inspection, GPS install, and starter, strut, tire, seat and brake repairs

The new heading gyro broke the setting knob and was sent out for warranty fixing. It's back now and hopefully will work for a long time.

The new aileron skin is in and being installed. Piper had to find the tooling, fix it from some hurricane damage, and produce a part just for us. Ron Knaggs picked it up at the factory to avoid a crating charge.

### From the Top (con'd)

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ings and grounds, etc. I know Jerry Groendyke is a good judge of character and if he asks you to accept a job consider it a complement and please accept.

Oh yeah, we have to collect dues for 2005. Membership dues are \$30 so make the check out to EAA 908 and mail to EAA 908  
P.O. Box 3894  
Fort Pierce, FL 34948-3894

See you at the hangar  
Kevin Griffin  
Chapter president

Chapter 908 is sponsoring a *FREE* aviation ground school. It will start in February and be on Tuesday and Thursday evenings. Runs from 7pm to 9pm. Books are available, contact Eddy Kemper for more info.



Attendees at Christmas Dinner



Attendees at Christmas Dinner



Pancake Breakfast



Attendees at Christmas Dinner

## Odds and Ends by Editor

Runway 14-32 opened, but then the contractors forgot to rewire the taxiway lights. So it was closed for much of several weeks during daylight working hours.

I would like to run any stories or information on Sun-N-Fun that any member has. A lot of us have gone over for either a day or maybe the whole show, so please share any thing of interest. I found a gotcha last year when I wanted to stay in the campground. They have a three night minimum which is not published, so ended up paying \$60

## RV7 Project by Larry Mage

No building since hurricanes, up and riveting January 17. It took me 18 hours to build left aileron and 8 hours to build right one this thing almost builds itself. Have 2 hours left to rivet, and all control surfaces done, 8-10 hours left on tanks and install control tubes, pitot, and tie downs, then rivet skins and on to the fuselage. Total time to date: 366 hours Tail done and 18-20 hours tops to finish wing, should have less than 400 total when I start fuselage. Call me at 332-8411 and stop by and hold the bucking bar. Larry

for Saturday night's camping in a tent. But the night airshow was that night and quite enjoyable. Woke up to the sound of propane burners from the balloon launching.

The Chapter will have a garage sale at the hanger on the Saturday of the Young Eagles. So collect all your stuff and have it ready for the sale. Consignment are available for some larger items. Contact Romeo for more information.

## Pilot Humor

Quantas Airline maintenance log: Never let it be said that ground crews and engineers lack a sense of humor. Here are some actual logged maintenance complaints and problems as submitted by Qantas pilots and the solution recorded by maintenance engineers. By the way, Qantas is the only major airline that has never had an accident. (P = The problem logged by the pilot.) (S = The solution and action taken by the mechanics.)

P: Left inside main tire almost needs replacement.  
S: Almost replaced left inside main tire.

P: Test flight OK, except auto-land very rough.  
S: Auto-land not installed on this aircraft.

P: Something loose in cockpit.  
S: Something tightened in cockpit.

P: Dead bugs on windshield.  
S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 feet per minute descent.  
S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.  
S: Evidence removed.

P: DME volume unbelievably loud.  
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.  
S: That's what they're there for.

P: IFF inoperative.  
S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.  
S: Suspect you're right.

P: Number 3 engine missing.  
S: Engine found on right wing after brief search.

P: Aircraft handles funny.  
S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.  
S: Reprogrammed target radar with lyrics.

P: Mouse in cockpit.  
S: Cat installed.

P: Noise coming from under instrument panel. Sounds like a midget pounding on something with a hammer.  
S: Took hammer away from midget.

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