

EAA 908 HYLITES

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



From the Top - Kevin Griffin, Pres.

Tax Deduction by Giving to EAA 908

Receive Tax Benefits when you give to EAA 908 which recently was designated as an IRS recognized 501(c)(3) not for profit organization. Please discuss with your legal and financial advisers the tax benefits you and your family or business may derive from giving to EAA 908 a not for profit organization.

Outright Gifts: cash, securities, real estate and airplanes, automobiles, boats. Gifts of cash and appreciated property provide you with an income tax deduction for the full market value of the gift, as well as meaningful support for EAA 908's mission to promote aviation through programs to reach and educate the youth of our community.

Gifts of Cash: cash contributions are deductible on your income tax return for the year in which the contribution is made.

Gifts of Personal Property: donation of a plane, automobile, or boat, provide you with an income tax deduction for the full market value of the gift and the means to continue an active Young Eagles program or send a deserving youth to aviation camp or attend ground school organized and presented by EAA 908.

Appreciated Property: common stocks, real estate, and artwork, provide an especially attractive tax benefit for the contributor. Donors may choose to make current gifts in the form of common stocks or other securities that have appreciated in value. In such cases, capital gains tax on long-term holdings may be eliminated, and you will be able to claim the full market value of the securities as a tax deduction in the year the gift was made.

Gifts in Kind: tools, shop equipment, and the like, can be put to immediate use by EAA 908 and provide you with a tax deduction in the year the gift was made.

Contact the President or Treasurer of EAA 908 by phone or email if you have any questions about giving.

Kevin Griffin griffin@treasurecoastlaw.com

Ron Knaggs rknaggs@bellsouth.net

Mark Your Calendar:

- February 11th - Aviation Day at Vero Beach Airport
- February 15th - Chapter meeting
- February 18th - Pancake B'fast
- 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
Directors	Dr. Jerry Gordon 343-7226 Robin Moorman 595-9865 Romeo Vadnais 461-6089

Newsletter Ed. Richard Chapman
email to: cfo@cypress-und.com

WEB Site: www.eaa908.org

February Meeting -- This will be at the Sheriff's Aviation Bldg, a couple of buildings to the East. Please arrive early!

Computer Corner - Richard

I do admit that I don't check the 908 Chapter web site every day. I try to check once a week. I am usually pleasantly surprised to see the new additions that Romeo has found and posted. We both got the info and pictures of Robin's mid-air with the b1rd about the same time. He posted it long before this issue of HYLITES was completed, published and distributed. So that may not be news to those that have already seen it there. But that's the changes that are taking place in our lives, internet computer technology that is, or already has replaced mail, news, weather reporting, book, music and software publishing. I have taken a few classes at IRCC and some homework is sent in via the internet, as well as some tests.

Back to the 908 web site. I found a new link to an Airport Monitor web page. There are several to choose from, but the top left one is for Boca Raton. This will display all the aircraft that are appearing on local radar. You can double click on one and see the type of aircraft and altitude. The ones off shore are usually big airliner arrivals or departures for a major air terminal. The site has the capability to display previous time periods. So if you fly down to, or through the West Palm Beach/Miami area, after you get to your computer, you can see your aircraft track and all the other traffic that was in the area. On the 80 mile setting, the top of the chart is just about Stuart and the bottom near Homestead. You do need Java to display the 'radar screen', I'll cover that next month.

I have had an FAA airman's certificate since 1970. My last add-on was April of 1982. This was when the certificate was paper, and almost everyone would laminate it to keep from being destroyed from humidity, handling, sweat, laundry mishaps, etc. Later I learned that you

(Continued on page 3)

Young Eagles - Tom Shedd

YE Flight Rally scheduled on FEBRUARY 25TH. Mark your calendar and please come out to work the rally.

Remember that your direct YE expenses are tax deductible, see the YE board in the hangar for the eligible deductions.

PSL and SL West members please get the flyers out to ball fields and recreation centers, laundromats, home schoolers, and anywhere else we can reach the kids and parents - our coverage of that pool of kids has been low.

New members owning aircraft, please contact your YEC at 772/564-0201 so I can get you a pilot's YE package and take your information for the aircraft pool list.

Tom - your YEC

Flying Club

There are two shares that are in the process of being sold. Long time owners Leon Weech and Mark Bennett have not been very active lately and new buyers have come along. Mark has retired and is planning to move to Mexico to do missionary work.

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

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.

Mid-Air?

On a recent Saturday morning, EAA 908 member Robin Moorman was returning from a local flight in her Cessna 182 Skylane. While on final at 150 feet, 90 knots, landing long on runway 9, St Lucie Co International, a Turkey Vulture attacked her. The bird struck the left wheel pant. After reporting the incident the bird was recovered by airport operations Richard Dent and Tower Chief Jerry Groendyke both members of EAA 908.

A girl that keeps what she kills.

Kevin Griffin



(Continued from page 2)

weren't supposed to laminate it, but by then it was too late. Also, I did not have to provide my SSAN to get the original certificate. Later I did, and the 1982 edition contained my SSAN printed in the middle, but not identified with any legend. I had seen in various publications that any airman certificate that had a SSAN as the certificate number could be replaced with one that did not use this number. Identity theft has become rampant and the FAA was cooperating and eliminating a possible hazard to our financial well being. Last year I had registered myself on the FAA web site access. So a few weeks ago I went to it and requested a new airman certificate without a SSAN on it. But I had a 'gotcha' in that I didn't get a new certificate for free as mine had a non-SSAN certificate number. So I reluctantly paid the \$2.00 via credit card and applied for a new certificate. It arrived

Safety - Richard Chapman

A few months ago, I discussed extra lighting for night flying. Rick Whittmore then mentioned to me a light that he uses at night. It is a small headlamp that attaches to your head via an expansion band. He said that he bought it a Wal-Mart. I found it there for about \$10 and it is very nifty. The bands are adjustable and can be put on to your comfort level. One of the great features for flying purposes is that it has both white and red lamps built in. In the club Cherokee that has only a single overhead "flood" lamp, this make it very good to illuminate exactly the portion of the panel that you are looking at. With the red lamp on, it provides primary lighting very nicely, especially if you are wearing a headset and/or a cap that blocks the left portion of the panel.. The display on the Garmin 430 has a automatic light sensing device, but with the overhead light on bright, most of us have found that the display is still too bright for night flight. The Garmin display can be manually set to a lower level, but this is not easy to find through the menu system and does not remember the setting when powered off. I have heard that some have used sticky notes to cover the sensor and thereby lower the display brightness. The frequency displays in the other nav/com and transponder also have automatic sensors that change their display brightness.

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 info

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

about a week later and is of the new format of credit card size hard plastic. And it does not have my SSAN anywhere on it. Nice graphics and hologram logo of the FAA that make it difficult for terrorists to forge. Also hard for us in the Flying Club to copy for our insurance records.

Airport Notes & Miscellaneous

Keep watching 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.

There are modifications to the MCO Class B airspace that will be effective 16 February. Please check your charts and airport directories for these important changes.

The gate has been modified for easier use, and will probably stay this way until the new hangars are completed.

The ILS glide slope is fixed and back in service.

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.

From EAA Headquarters:

Aircraft owners and operators have until February 2, 2006 to ensure their aircraft registration information is properly completed and up to date (including address) or they may be denied access to the National Airspace System (NAS).

EAA Chapter 908
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