

EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908
SAINT LUCIE COUNTY, FLORIDA

Titusville Fly-out Jan 17th - by Mike Ketchpaw



We had 6 aircraft with 17 participants for the fly-out to TIX to visit the Valiant Air Museum. Dave Holtje flew Harold Sabia & Paul Fisher in Dave's 172. Jerry Goendyke flew Richard Creighton & Tom Squeo in Jerry's 172. Richard Chapman flew Harry & Larry Newbern in the clubs Cherokee. David East flew Jeff Mcgee & Paul in his Cherokee. Robin Mooreman flew Tom Shedd in her Skylane. Mike Ketchpaw flew Jim Royal & Don Worden in the Grumman.

Great weather with Northwest winds and clear skies. The flights to & from were in beautiful VFR conditions. The museum is very well done and we had a very knowledgeable your guide (Terry) that was on his game. He did a very good job explaining each exhibit with many side stories to go along with each exhibit.

Upon returning Jim Royal pulled out the grill for his famous burgers & dogs for all.

Very good day, we'll be doing something like this again I'm sure.

For now best regards & blue skies, Mike Ketchpaw

Officers:

| | |
|----------------|--|
| President | Jim Wetzel 878-1973 |
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| Secretary | Jerry Groendyke 489-9150 |
| Treasurer | Ron Knaggs 429-1241 |
| Past President | Kevin Griffin 489-7776 |
| Directors | Dave East 873-2357 Randy Berry 429-0725 |

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

Chapter Clubhouse:
3100 Industrial Ave 3
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**

Mark Your Calendar:

- **February 7th - Vero Beach Aviation Day 9a - 4p**
- **February 14th - Young Eagles (at 908 clubhouse)**
- **February 18th - Chapter Meeting - 7pm**
- **February 21th - Pancake Breakfast 8a-11a**
- **February 21st - Valkaria Air Fest 8a - 4p**
- **March 7th - Missionary Flights Intl Open House -11a 4p**
- **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)**

Great Nearby Destinations

By Mark Molina

All of us have heard of—and probably have experienced--- the “\$100 hamburger”: \$7 for the meal, \$93 for fuel! We are quite lucky to live in this part of the world. A short flight from KFPR can get you to many great destinations and some pretty good food.

If you like a traditional, country-style breakfast Okeechobee (KOBE) is hard to beat. Adequate portions and prompt service bring pilots from all over south Florida to sit just feet from the ramp and enjoy the down home atmosphere.

As good as breakfast is, lunch is my personal favorite. KOBE has daily lunch specials that range from meatloaf to catfish. The house special patty melt with a side of extra crunchy fries and a ramekin of fresh and creamy coleslaw is my Okeechobee usual.

Want to keep heading west? Sebring is a two-time winner! Check with Miami Center to see if the restricted airspace is “hot.” If it’s not, fly directly to KSEF. If Center tells you that the area is active, just jog south a bit toward KOBE to skirt the airspace, or fly under it or over it. Either way you get there, the trip will be worth the flight.

At this former WW2 B-17 training base the hungry pilot and her/his crew have two choices for memorable dining. A few steps from the spacious ramp is the terminal restaurant. It has recently reopened with prices that seem to have increased and a menu offering more variety and better quality. If you enjoy stacked, deli-style sandwiches or salads as fresh as if you just picked the greens from your own garden, this restaurant’s for you.

WAIT, there’s more! KSEF has a second opportunity that could cause you to recalculate your weight and balance. Overlooking the Sebring Raceway is the dining room of the Four Points Sheraton Hotel. The hotel and raceway are built on what were WW2 vintage runways and taxiways.

Although a bit pretentious---the atmosphere and wait staff could be described as pseudo-European at best---the food is quite good, especially at dinner. I had a succulent slice of prime rib, an end cut and still medium rare! The steamy yeast rolls made superb little sponges with which to mop up every savory drop of the perfectly seasoned beef drippings. A shoe-size baked potato and lightly sautéed asparagus completed the perfect enable.

My preference is to have lunch in the terminal, dinner at the hotel. An important note: the Sheraton promptly sends a van to shuttle hungry aviators to their facility. If you call on the unicom when you are on base, the van will be waiting for you by the time you park and walk through the terminal.

By far the best nearby family destination is 2RR, River Ranch. Golf, fishing, airboat rides and swamp buggy excursions are just a few of the family oriented activities available. Kids will also enjoy a large petting zoo and pony rides. Trail rides for both young and old are popular way to explore true Florida wilderness.

Motel and camping provide overnight accommodations; two eateries offer a menu designed to satisfy any hungry wrangler. The general store provides sandwiches, salads, and breakfasts made to order. The Steak House

(Continued on page 6)

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.

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Note from Doug Wilcoxson

Editor comment: I received this from long time member Doug Wilcoxson in responsive to my mention of flying in a seaplane at Oshkosh. This had been in the September 08 issue of HYLITES.

Hi Richard; You really know how to stir up memories. I started flying at about 14 1/2 yrs old on floats on the Connecticut river. It wasn't in a Cub, but a T'craft & a Luscombe. As I recall, it was quite different than a lake as there was always a current to contend with along with the wind. I got to do my first solo 6 days after my 16th birthday in a brand new 1946 J-3. The paper work was quicker then, in fact I think it was the C.A.B., not the FAA! Also around that time I got to do some flying on skis in Aeronicas 7 AC. Never made it to Oshkosh, but it looks like you planned you trip well. Take care & say hello to the troops.

ELT Update

Anyone that has used aviationweather.gov for weather information has seen the note on the home page about the change in satellite monitoring of ELT's. The message states: "COSPAS-SARSAT will cease satellite monitoring of the 121.5 MHz frequency on February 1, 2009." Then there is a reference to a web site where you can click to find out more information. I have reviewed these pages and they give a lot of interesting background as to the operation of emergency beacons and search and rescue activities.

FAR's require a TSO'd ELT in any aircraft with more than one seat. Military, federal and state government aircraft have their own rules.

CAP does search and rescue (SAR) inland from ocean shorelines in the 'lower 48' with US CG doing SAR from shoreline out to sea. Alaska and Hawaii have a unique setup.

Mexico, Canada and Bahamas now require 406mz beacons to fly in their airspace, per the ICAO requirement. Last week, the Bahamas has 'waivered' this requirement for small general aviation aircraft.

The TSO-91 beacons transmit continuously on 121.5 and 243.0, when activated via manual or 'G' force switch.

The 406mz beacons transmit a data "burst" every 50 seconds, but also have a lower power 121.5 'homing' signal. The data burst can include GPS location data if connected to a GPS receiver or it has one built in.

Installation of newer 406mz beacons is NOT required by FAA to fly in US airspace. You do not have to go out and buy new equipment this week. If you are considering a replacement or building a new airframe, then you may consider buying a 406mz unit. The cost of simple 'old' is about \$250 and simple new is about \$1,000. Or keep or buy simple 'old' and buy a portable 406mz emergency unit that goes with you anywhere. These portable units start about \$500 and have the advantage of going out the door with you if ditching in the ocean en-route to/from the Bahamas. Or fall off a cruise boat while taking a picture (recent event off Vero Beach). The Flying Club is looking into an upgrade, due to Bahamas trips and other issues.

Companion information that I received this week is on page 4.

February >
Meeting >

★
★ **Shane Rampey -- Champion** ★
★ **Spark Plugs, filters and other** ★
★ **products** ★
★

Termination of Satellite Monitoring of 121.5 MHz ELT's. - ARE YOU READY?
Notice Number: NOTC1518
FAA News received via email

Termination of satellite monitoring of 121.5 MHz ELTs will happen in under a month. Are you ready?

On 1 February 2009, the International Cospas-Sarsat [1] Organization (U.S. included) will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). Pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

Protect each other...

Currently only 12-15% of the registered aircraft in the United States are flying with 406 MHz ELTs. This means that there is at least an 85% chance that an aircraft in an accident will only transmit a 121.5 MHz signal, thus remaining silent to the satellites. It will be up to other pilots monitoring the 121.5 MHz frequency in the cockpit to alert Search and Rescue authorities to accidents involving 121.5. When you fly, look out for your fellow pilots and when possible monitor 121.5 MHz.

If a 121.5 MHz ELT is heard on guard, report to the nearest air traffic control tower, the time and location of when you first detect the ELT, when it is the loudest and when it drops off your radio. Listening and reporting may well be the difference that saves a life.

Protect yourself...

Cospas-Sarsat System (U.S. included) has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation at www.beaconregistration.noaa.gov). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail. Protect yourself and your passengers and Get the Fix... Switch to 406.

Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit www.sarsat.noaa.gov or contact Switch-to406@noaa.gov with any questions.

[1] The Cospas-Sarsat Organization provides a satellite based world-wide monitoring system that detects and locates distress signals transmitted by Emergency Locator Transmitters (ELTs), Emergency Position Indicating Radio Beacons (EPIRBs) and Personal Locator Beacons (PLBs). The system includes space and ground segments which process the signals received from the beacon source and forwards the distress alert data to the appropriate RescueCoordinationCenter for action.

Airport Update

Editor Note: The information that I received for the runway rehab project was not correct. I attended the airport tenant's meeting and found out the latest information. The funding for the projects is not 100% firm, but has been allocated and probably available. As most is FAA grants, the process is complicated. Below is the email that I received after providing a copy of HYLITES to airport management.

On the last page of the Hylties (page 4), there are some errors regarding the new runway project, as well as the runway overlay and taxiways. If you could pass this update on to your group, I would appreciate it.

1. The new runway 9L/27R will be completed in the June/July time frame.
2. The Taxiway Bravo and Charlie resurfacing is a separate project from the 9/27 rehab project. The runway rehab project is what we are currently working towards right now. Next year, we will be starting the initial process for the rehab of taxiway's Charlie, Bravo, and Alpha. Charlie is a separate project, and Alpha and Bravo are combined under another separate project.

Regards,
Todd A. Cox
Airport Manager
St. Lucie County International Airport

Ron Knaggs is our Chapter 908 representative to the airport tenant meetings. The airport received a \$225k grant to do a new Airport Master Plan. This just started and may take a year to complete. Contact Ron if you have any input concerning the master plan. This document is used to obtain grants and funding for airport projects, such as the runway rehab.

Board Minutes - January 21st

Meeting called to order at 8:25P.M.

The issue concerning the Cherokee parked on Chapter property by a non-member owner was deferred until the February Board of Directors meeting.

Bill Stewart addressed the Board and indicated he felt some changes to the Chapter By-laws were needed. Mr. Stewart was appointed as Chairman of the Bylaw committee. Mr. Stewart will present suggested bylaw changes to the Board at a future meeting.

Kevin Griffin indicated an interest in the Chapter pursuing solar power, and was selected as Chairman of the Chapter Solar Power committee.

David East volunteered to paint the taxiway center line leading onto Chapter property, if the County does not do so.

Bill Stewart mentioned that there is no hold short line indicating the beginning of the movement area on taxiway Delta when exiting the Chapter property. Secretary Groendyke will address this with the Airport Management.

President Wetzel said he will be checking on adding some or all of the Treasure Coast Fastener property adjacent to Chapter property to Chapter lease, when Treasure Coast vacates.

Meeting adjourned at 8:52P.M.

Respectfully submitted,

Jerry Groendyke-Secretary

Around the Patch - by Richard Chapman

Fuel price at Key Air was \$2.99 last week. This was at the self service pump. I then found out that the full service tank truck price was actually less, at \$2.49 per gallon. Only catch is there is a \$15 service charge on top of the fuel cost. If you buy more than 30 gallons, this is a savings. I also asked about any discounts for EAA and was informed that they would deliver the fuel in the truck for the same as the self service price and waive \$15. When flying the club Cherokee, we are required to top off the tanks when we return to the hangar, so this will be more convenient for us to bypass the fuel pump and get the truck to the hangar. They do have a Unicom frequency that was changed in the past year. They are open until 9pm and can be reached via Unicom 129.625 or phone number 772-464-0336.

Someone told me that Dave East's phone number was incorrect in the last few issues. Dave told me the correct digit to fix, and I hope that I did it right. But I had pulled it off the chapter web site, so now that it probably incorrect. Anyway, if you change any of your address, phone, email, etc. please advise Ron Knaggs. He has been keeping the master roster for dues billings, etc. and passing to others such as Romeo for the web site.

If you are not a member of EAA national, then you need to go to the eaa.org web site and fill out the online application. This is both a national and local chapter requirement.

Bill Stewart asked that anyone with input for Chapter 908 ByLaw changes, contact him at 772-785-9302. The current ByLaws are posted on the web site at eaa908.org in the Members section. This does require you to log in with password.

Great Nearby Destinations -- continued

Grill serves char grilled steaks, chicken, and fish. The restaurant overlooks the marina and it's not uncommon to be entertained by the frolicking native birds, turtles, and alligators.

Most guests choose to rent a golf cart to traverse the hundreds of acres that comprise River Ranch. Luckily for pilots, the golf cart rental is located right at the airport.

A couple of other lunch spots worth the flight include Bartow (KBOW) and Deland (KDED). Both have the usual salad and sandwich fare. Bartow has a compact, but well organized and presented WW2 era flight museum.

Deland, too, has its form of entertainment: SKYDIVERS! I spent over an hour munching on nachos, onion rings, and hot wings, all the while being exposed to and entertained by stories of the daring jumps, precise landings, and something called "foot dragging." The late twenty-something male skydivers seemed to impress few except the late teen to early twenty-something females who hung, glassy-eyed, on every word. No wonder they jump out of perfectly functioning airplanes!

If you want the BEST fish sandwich that I've had at any Florida airport (except for KFPR, of course!) try KSGJ, St. Augustine. Paying for the pricey fuel at the Galaxy is well worth a trip upstairs to their restaurant. Surrounded by aviation memorabilia, I was served a lunchtime feast: a thick, lightly breaded boat-fresh fillet of grouper that not only was bigger than the bakery bun on which it was served, but actually exceeded the size of the plate! Crisp hand cut fries and a large portion of better-than-Dale's coleslaw completed meal.

Still looking for an excuse to fly? Set your GPS for Marco Island (KMKY), Titusville (KTIX), Crystal River (KCGC(X01)), Cedar Key (KCDK), Cross City (KCTY), or Apalachicola (KAAF). All offer good eating and friendly folks. Most offer a crew car or reasonable taxi service if the restaurant's not on the field.

We are lucky to be within range of wonderful food and unique destinations.

I love to fly. I love to eat. Take off...hungry!