

EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908
SAINT LUCIE COUNTY, FLORIDA

Chapter Happenings

A revote of the Vice President position was held at January's membership meeting. Ed Kemper won the election.

Young Eagles flights were held January 30th. There was a lighter than expected turnout, but several dozen kids were flown. About noon the wind was getting stronger and all kids that had shown up had gotten their rides.

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



Officers:

President	Jim Wetzel 878-1973
V. Pres.	Ed Kemper 336-0950
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:
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 17th - Chapter Meeting - 7pm**
- **February 20th - Pancake Breakfast 8a-11a**
- **April 13-18 - Sun-N-Fun at Lakeland**
- **April 30th - Young Eagle flights**
- **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)**

President's Message by 'The Hat'

Where did life go?? It just seems like yesterday we were questioning what was going to happen in 2000. Who would have "Thunk" that things could have gotten so good and so bad in such a short period of time. I'm hoping what "They" say (from the 'Land of Them') is true -- What doesn't kill us, makes us stronger.

Enough of philosophy. It's a new year and nobody has had time to mess it up. We flew Young Eagles, got all the kids flown, even with some gusting cross winds.

We are looking for a 52 inch cut zero turn mower -- used not abused.

We made a great effort to get the old Ford Hangar, but lost out.

I took my prop off my Bonanza and replaced the front engine seal. Pulled off center jug passenger side, to fix oil leak. Only to find the exhaust manifold broke --- sent it off to be rebuilt.

Did not get to Sebring this year for Light Sport Expo, maybe next year.

My goal this year is to get the roof and walls repaired on the hangars and maybe some insulation in them.

Later -- Keep the Blue side up

Airport Update

Last month I published an email from the airport manager detailing the repainting of runway 28L. This was subsequently postponed due to the Haiti relief efforts. It was accomplished the first week of February.

The airport master plan revision is still ongoing, Ron Knaggs has been attending the meetings as our official representative.

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.

ANR Headset Kit - by Richard Chapman

A few months ago, I stopped at Jerry Groendyke's hangar. He had been tinkering on something and I had just left the Cherokee Club hangar. I noticed that he had front seat headsets with three wires going to the plugs on the instrument panel and asked what the extra wire was for. He had obtained and put together automatic noise reduction (ANR) headsets that require a third wire for the power to the ANR circuitry.

Most headsets reduce noise to the ears via 'passive' noise reduction of the hardened ear cup, padding, etc. ANR is achieved through the electronic circuitry, using a sensing microphone and an extra



speaker in the ear cup. The microphone senses the 'noise', converts it to electronic signal, which the circuit board converts to a sound cancelling signal for the extra speaker. In the picture above, the two replacement ear phones are displayed. The microphone is in the "L" or left side unit on the right of the mid point between the two speakers. The back side of the right ear phone shows the green circuit board, that does all the ANR magic.

But back to the story. Jerry gave me a flyer on the units that he had purchased. I looked up the web site and found out most of the details. You do have to start with a David Clark 10 series headset or equivalent. Basically, you take out all the ear cup stuff and replace it with the parts from the kit. Standard kit prices are \$169 and include most of what you need. There are options for battery packs and aircraft power. And they have kits for military style helmets, just in case I want to convert one of my old 'brain buckets' for Army helicopter days. Anyway, the kits replace most everything internally except the boom microphone and the volume control rheostat. Standard kit comes with a power plug cable, I did the upgrade option to replace the entire wiring harness to the Mic and Audio aircraft plugs.

I had been tinkering with radios, TV's and other electronics since I was a kid. So I was not intimidated by the disassembly, wiring, soldering, and reassembly. The very small size of most of the wires (28 ga.) was a challenge for my finger dexterity and eyesight. I quickly found my 'helping hands' fixture with magnifier to help with this. After doing one kit with my old pencil tip soldering iron that had worn to a very blunt tip, I bought a new one at Wal-Mart for the second kit.

The kit instructions comes with most of the helpful hints that get you through the project. But if you have never done wiring and soldering before and wiring schematics are like hieroglyphics, then you should find a mentor or experienced helper for this project. Also, there is an instructional video on their web site if you want to see the process before ordering or during assembly. Another alternative is to send your headset into the company and they will install the kit for a nominal charge. If you don't have any Dave Clark's or clones to convert, this company sells a complete ANR unit for \$399. Or if you need kid sized units, they are \$349. Significantly less than the direct from Bose \$995 for their top of the line ANR headset.

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ANR Headset - Continued

Ok, so now the kits are in and ready to go. The instructions suggest and I did check the continuity of the wiring. Didn't want to burn up an almost \$200 kit or worse yet, an aircraft audio panel with the first usage. Continuity checking is done after all wiring is complete, but before everything is stuffed into the ear cups. Ok, everything's together and put a 9v battery in the power pack. I then turned it on at home. Things got real quiet so it must be working. Now it's off to the airport and flying! Plugged in the airplane, turn on the battery pack. First time it was amazing the difference. Especially at altitude in cruise. It does take getting used to the different engine 'drone'. You now 'feel' it more than you hear it.

So is there a down side? Only the kit price and some of your valuable assembly time. Also, I have to keep some 9V batteries in my flight bag. The specification indicate 12 to 15 hours on a battery. Haven't logged that much time yet. And found out that those batteries are up to about \$2 each .

Company name if interested: Headsets, Incorporated Web site: www.headsetsinc.com

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.

Lots of stuff going on at the hangars. Some planes for sale, including Ed Elder's Avid Flyer. And he just got it flying. But the cabin is too cramped for him to sit more than once around the patch. Package deal with the custom trailer to take home to your garage or carport. Wings fold back for towing.

Quiz Time -Last month answers

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

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