

EAA 908 HYLITES

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

From the Top - By Kevin Griffin

Here we are in March already make sure you put Saturday March 19th on your calendar and plan to come out to have a great aviation day at our hangar. Here is what to expect: Fly in breakfast \$4; Young Eagles flying; EAA 908 Rummage/Garage Sale; lots of hangar talk and lots of flying. There are plans to fly some of you Old Eagles around the pattern so don't miss out.

We hope to break ground on new hangars before the year is out. Ed Elder is our lead man on the project. The hangar waiting list is growing and so is our membership.

The presentation at the meeting this month is exclusively aviation related according to our speaker coordinator Lee Roman. Those of you who are on our email list will be notified as to the identity of the speaker and the aviation subject of the presentation.

A tie down spot has opened up with the departure of the Cassidy Comanche at spot one. A crew from Johnson City, Tennessee, jacked it up put a trailer under it and removed the wings and hauled all of it away on a utility trailer. That bird had nice lines but it sure had alot of corrosion and other shortcomings. The crew said they paid ten thousand dollars for it.

As of this writing the consensus from the board of directors is to sell the Ercoupe. The tentative plan is to trailer it to Lakeland for EAA Sun & Fun in April and sell it there. We have just over \$3,000 dollars invested in it and hopefully we can get

that back and a little change. If any member is interested in purchasing the Ercoupe let me know. 772 489-7776. It doesn't have engine but there are many spare parts.

The date for the Bar B Que hasn't been set yet but anticipate it on the date of the April meeting or sometime there about.

The FAA has sent us via down link through our satellite connection a very informative Engine presentation. We have it at the clubhouse and you can view at your leisure by just stopping in. We will show an encore presentation of the program this Saturday March 5th at 10:00 a.m. It's put on by Pratt Whitney and covers the water-front on jet engine characteristics and malfunctions. I recommend it to anyone who claims to be an aviation enthusiast.

The program brought back an uncomfortable memory for me of a hot start in a General Electric -14 engine in a CH 46 helicopter. When I was a boot Marine lieutenant aviator I strapped in turned on the fuel boost pump and the ignitors before I switched on the hydraulic starter to motor the engine. It blew up. That's what happens when you skip a checklist in a rush to get going. A lesson learned.

Tell your friends about us and make sure you are responsible for bringing at least one Young Eagle and maybe an Old Eagle to the hangar on March 19th. Remember, safety is paramount.
Kevin Griffin
President



Mark Your Calendar:

- **March 11- 13 TICO Airshow**
- **March 16th Chapter meeting**
- **March 19th - Pancake Breakfast**
- **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

Last month I mentioned the www.airnav.com web site. I was there yesterday and found that they have a fuel price and availability search that can be real handy. I put in OBE and it listed all airports within 50 miles with fuel and the prices reported by date. OBE was lowest for 100LL, but FPR self service was not much higher.

There are dozens of weather sites on the internet. The one that I found a lot of years ago and continue to use almost daily is www.intellicast.com. The National Weather Service has its own web site, and all the others use the NWS info bundled into their site. I have become familiar with intellicast and have it bookmarked directly to FPR. This brings up the current conditions and the 10 day forecast. It is set up for non-pilots, so to find out the overcast ceiling a click of More Info will bring up this data. Another screen I often view is the History, 48-hour observations. This gives a listing of the last 2 days of hourly sequence reports that includes visibility, ceiling, weather condition, etc. Intellicast has a Severe Radar screen that with FPR as the location, brings up a map of Florida with the computerized weather overlaid. The usual green for light rain, then yellow, orange and red for the more severe stuff that we pilots want to stay away from. It displays the tops of convective masses as well as the direction and speed of movement. This screen is now only updated hourly, so there can be a big time lag in current conditions. Other radar screens have choices of local, regional and area Nexrad depictions that can be as current as 5 minutes. And some Nexrad screens can be set up to loop the display, similar to what the guys on TV do during the news.

All of this weather stuff is really nice for planning, and

would be even better if we could see it in the cockpit. It is now available! Robin Moorman bought the AnyWhere Weather display that uses a pocket PC and a satellite phone to retrieve the data. A few months ago she was having trouble with the phone connection obtaining the data. Mark Frankenberger bought the same service, but via a satellite XM radio connection. He reported that the XM connection is much more reliable and can display weather continuously, whereas the phone connection is only updated when you push a button.

Besides weather being hazardous to our flying, it can be hazardous to our computing. After returning from a vacation years ago, some of my phone didn't work, the computer didn't work and part of the cable TV box was inop. A cable service call discovered that the power pole behind my house had been struck by lightning, which then entered all the wires coming into the house, destroying or damaging any devices connected to the lines. I had no surge protectors on phone or cable lines. But note that surge protectors will not stop a direct or near direct lightning hit on your house, they should prevent damage from lightning a few miles down the road. You need surge protectors on phone, cable, satellite, and power lines. I also recommend that you have a battery backup on the power system, which also has built in surge suppression. Some of these also have protection for phone and video lines. The best protection is to unplug all lines if a storm is near. But during our summer thunderstorm season, this is often impractical except if you go away on an extended trip.

Anyway, safe flying and computing to all.

More From the Top - By Kevin Griffin

The guest speaker at this month's meeting is an F-14 Naval Aviator who will talk about the development of unmanned aircraft deployed from aircraft carriers.

Don't forget to bring some rummage to be sold at the March 19th rummage garage sale. Drop off your items at

the EAA hangar

Our board of directors has decided to offer the Ercoupe project to any member willing to cough up \$3,500 our cost in the project. If no member comes forward by April 15 we will advertise it and sell it at a profit.

908 Flying Club by Richard Chapman

One member has put his share up for sale.

Two weeks ago, the transponder smoked some of its wiring, and a replacement has been obtained. It is a new Narco AT-165 that has a digital display that includes the pressure altitude and timers.

Expansion of the club is still a possibility.

Young Eagles by Tom Shedd

Some of you have already signed up to fill ground positions and others will be busy at the hangar working the breakfast and flea market. The following vacancies will need filling at the terminal building for the rally: One more registrar, three ground instructors, one dispatcher, one lineman, and one or two at 0700 to help complete the set-up. In addition need one aircraft for static demonstration. We could also use any additional aircraft/pilots. Our grand total flown should top 1,000 during this rally. Come on out and meet the kids and parents. If you can help please call me at 772.564.0201. Tom



Hanger Roof Repairs by Jerry Grondyke



SuperFlite J-3 Cub enroute to Sun-N-Fun 2004



Jim Wetzel and wife on bikes to hanger



If Burt Rutan had been born 50 years sooner - and worked at Boeing.



Allegro 2000 at Feb 19th Fly-in Breakfast

Allegro 2000 panel and barely visible central control stick on right. Rotax engine powered, 2 place, light sport aircraft.



Pilot Humor

Rules of the Air

1. Every takeoff is optional. Every landing is mandatory.
2. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
3. Flying isn't dangerous. Crashing is what's dangerous.
4. It's always better to be down here wishing you were up there than up there wishing you were down here.
5. The ONLY time you have too much fuel is when you're on fire.
6. The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.
7. When in doubt, hold on to your altitude. No one has ever collided with the sky.
8. A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
9. Learn from the mistakes of others. You don't live long enough to make all of them yourself.
10. You know you've landed with the wheels up if it takes full power to taxi to the ramp.
11. The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.
12. Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.
13. Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.
14. Always try to keep the number of landings you make equal to the number of take offs you've made.
15. There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.
16. You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.
17. Helicopters can't fly; they're just so ugly the earth repels them.
18. If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.
19. In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.
20. Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.
21. It's always a good idea to keep the pointy end going forward as much as possible.
22. Keep looking around. There's always something you've missed.
23. Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.

EAA Chapter 908
3100 Industrial Ave 3
Ft. Pierce, FL 34946