

EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908
SAINT LUCIE COUNTY, FLORIDA

Sonex Project



Jim Royal purchased a Sonex airframe project that had been started. He's coming along fine on it, as you can see in the picture below. The gear arrangement can be either tricycle or conventional, and Jim's will be conventional, 'tail-dragger'. He recently ordered an AeroVee engine.



Officers:

President	Jim Wetzel 878-1973
V. Pres.	Ed Elder 595-5698
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:

- **March 7th - Missionary Flights Intl Open House - 11a 4p**
- **March 13 - 15 - TICO Warbird Airshow**
- **March 18th - Chapter Meeting - 7pm**
- **March 21th - Pancake Breakfast 8a-11a**
- **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)**

Composite Workshop by Richard Chapman

A few weeks ago, I signed up for one of the SportAir Workshops given by the EAA. These are offered on various locations around the country, the Lakeland Sun-N-Fun site is used several times a year, as best I could tell from the schedule. There were about 5 classes to choose from, and I tried to register for the Composite Workshop online about 3 weeks early. Somehow, I messed up some keystrokes and had to call in on the toll free line to Oshkosh a few days later. So I gave my name, address, and credit card and was soon signed up. February 14th wasn't a problem for me, but some of the guys in the class had to promise their wives a shopping trip, cruise or other treat to get there.

The course included learning about many different methods of using fiberglass cloth and resin. Which materials to use on airplane structural parts and which can be used on other projects like boats and cars. We hot wired a foam block and then applied the cloth and resin to the shaped form. The foam can remain in the part or if fabricating a fuel tank, the foam can be removed with an appropriate solvent.

Many composite construction skills were carry over from school days, cutting, pasting, gluing, etc. and easy to do. But ensuring that the completed part will withstand the rigors of flight is the goal of this learning experience. I plan to do some more practice before committing my finished products to test flight.



At left is Mark Forss, the Workshop 'chief' and our composite instructor. He is a full time EAA employee at Oshkosh and travels to all the workshops. Very knowledgeable and capable teacher. He is holding the hot wire foam cutter.



At right is me, laying up a piece of wing spar glass in the top recess of the foam block. We did several layers, and then put on a layer of fiberglass over the entire block. Things I learned included wearing clothes that may end up in the trash, covering as much skin as possible to protect from glass and resin, as these easily irritate sensitive skin.

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.

Flying to Bimini - by Ed Fry

Flying VFR to Bimini in the Bahamas is an easy and enjoyable flight. Bimini is about 120 nautical miles from Fort Pierce, lying directly east of Miami. On Valentines Day, I took my wife, Lori, and another couple to Bimini. After waiting for the fog to burn off, the weather was perfect for flying with few clouds and excellent visibility. After landing on the runway (5,600 x 100 in good condition) on South Bimini Island, we took a taxi (\$4 per person) to the Bimini Sands Resort. The Sands is on the west side of the island and has a big marina sheltered from the Atlantic. We decided to walk down the beach to the Bimini Beach Club for lunch. The beach is beautiful and the color of the water is amazing. After we got to the Beach Club, we ate our lunch overlooking the marina and the Atlantic Ocean. We enjoyed the view and didn't want to leave, but alas, we had to get back to Fort Pierce. After a short ride back to the airport, we climbed back in the plane and headed home.

So what does it take to fly to the Bahamas? The main thing is a willingness to fly over open water with no land in sight. If you can get by that, it is very simple. First, you need to have a passport, which travel between the Bahamas and the US requires. Second, you must have life jackets but a raft is not required. Third, you must have a US Customs decal.

Call Flight Service and file an international flight plan. After getting in the air from Fort Pierce, contact Miami Radio on 122.2 and open your flight plan. After landing in the Bahamas at a Port of Entry, you will need to present your passport, fill out an Inward Declaration form, and a Bahamas Immigration Card for each person. Be sure to close your flight plan, either in the air or after landing.

When you get ready to leave, there is a blue phone in Customs that has direct dial to US Customs and Flight Service. Call Fort Pierce Customs at least one hour ahead of time and let them know when you will be arriving in Fort Pierce. File your international flight plan with Flight Service. Before you can leave the Bahamas, you will need to fill out an Inward Declaration Form and turn in the Immigration card along with \$15 for each person. After getting in the air, contact Miami Radio and open your flight plan. Miami radio will give you a Transponder Code. Be sure to get this done before you penetrate the ADIZ.

After landing in Fort Pierce, taxi directly to US Customs. When you go into Customs, take any baggage with you. You will also need the air worthiness document and the registration document for your plane. Once inside Customs, you will need to prepare a US Arrival Report and a Customs Declaration Card for each family. For 908 Flying Club members, remember that the plane owner is the 908 Flying Club. Present the Arrival Report, the Declaration Card and your passport to the Customs officer.

There is a change coming for flying to the Bahamas. Starting May 18, 2009, all pilots flying from the US to the Bahamas and back must use the Electronic Advance Passenger Information System (eAPIS). Pilots will be required to send US Customs their electronic manifest data relative to all people in the plane. This information must be sent electronically at least one hour prior to departing the US and at least one hour prior to entering the US. For more information, please go the Department of Homeland Security website, www.dhs.gov.



Ercoupe - Part 2

Last week, Larry Andrews flew his latest Ercoupe project. This was the first flight in many years for this airframe and report is that all went well. Romeo Vadnais took the picture on the right. This one is all polished aluminum fuselage, but has fabric wings, painted a silvery color. It has 337 hours on engine and airframe, as per the 'hobbs' recording clock that was featured in a previous issue of HYLITES.



Young Eagles - 14 February

YE Rally marred by member using profane language in front of children and voicing loudly his opinion so parents and the child could hear that the Young Eagles and their family should not be at our facility. I know old age is an excuse for some of our members to act irrationally but this crossed the line. We flew 16 children and special thanks to Robin Moorman, Jim Wetzal, Jim Royal, Jerry Groendyke, Mike Ketchpaw, Dave East, Roger Elowitz, Harry Newbern, Paul Fischer, Ron Knaggs, Lee Roman, and the new member (help me Richard with this one) who owns the bright yellow very light sport plane. The next Rally date has not been set as of this writing.

Kevin Griffin

EAA 908 Young Eagle Coordinator

Board Minutes - February 18th

Meeting called to Order at 8:46P.M.

Present were: Vice President Elder, Treasurer Knaggs, Secretary Groendyke, and Directors Berry and East. President Wetzal was absent.

Discussion on removal from bylaws on requirement to participate in Chapter meetings and/or Young Eagles. Will be addressed through bylaw review/change.

Different methods of protecting the hangar roof were discussed, no plan was agreed on.

Vice- President Elder said that if he were supplied with more egg crates he would complete the Chapter clubhouse ceiling sound deadening project.

Meeting adjourned at 9:02P.M.

Respectfully submitted,

Jerry Groendyke-Secretary

Around the Patch - by Richard Chapman

The new runway being built will be number 10/28. Then next year after 9/27 is resurfaced, it will be renumbered as 10R and 28L. If you check the airport diagram published in either the approach plates or the airfield directory (green book), it shows the current magnetic runway centerline as 096.1°. As this is more than half way to 100°, the runways are no longer correctly named. However, scraping off old paint and applying new numbers is costly and can be postponed to a time when other maintenance is performed. So we should be prepared for number and suffix changes for the next few years, as the construction, resurfacing and repainting gets accomplished.

Work is progressing on the new runway, but it is obvious that the power lines will need to be moved soon to permit the completion of the final stages of work.

Last week, a portion of Taxiway Alpha was closed, between Bravo and Runway 14/32. This requires a lengthy taxi regimen to get to Runway 9, via Delta, Charlie and then Alpha. I accepted this last Wednesday for a Cherokee test flight, after some maintenance that included the cleaning and rotating the spark plugs. If your performance permits, you can ask for an Alpha 2 departure and still have about 3,000 feet of runway.

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.

Chapter dues for calendar year 2009 are now past due, for those that have been behind in their checkbook duties.

Ron Knaggs has sent out tie-down and hangar leases for the current year. Please return them at your earliest convenience. And thanks if you've already sent in.

The Chapter has purchased a used 'Lug-Bug' that is gasoline powered. This is a tow-bar device that can be used for aircraft movements, especially for larger aircraft. Adapters to fit our fleet are available or being fabricated by Don Worden. To use it, contact Ron Knaggs for training and to sign a waiver if you mess up.

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.

As indicated in Ed Fry's article on Page 4, anyone flying to/from foreign countries should register on the eAPIS system. The first time registration results in the Customs and Border Patrol site checking your entries and emailing a logon and password to you in 5 to 7 days. So guess what, a short lead time trip to the Bahamas is now out of the question unless you have completed your initial registration. This new requirement became effective in December 2008, however the grace period for full implementation is the May 18th date mentioned by Ed Fry. The registration is for the pilot, not the airplane. There is a separate, 'sticker' registration for the airplane. With eAPIS you then can use any authorized airplane and then you add your passengers to a manifest for each flight. This can be done before you leave the US, as long as you know the time of your return.

There is a proposal out to modify the restricted airspace over the Avon Park bombing range. If interested, the web site is at

The FAA Safety Meeting on March 19th, is entitled "Ask the Experts".. There will be a panel of knowledgeable persons representing CFI's, ATC, Light Sport, Maintenance, and other aviation topics and interests. A short presentation will be followed by questions from the floor.