

EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908
SAINT LUCIE COUNTY, FLORIDA

Chapter Happenings

Dues notices went out in January. Thursday, March 18th the lock combinations will be changed. The new combination will be on the membership cards that Ron has been handing out at the Chapter House. If you have not seen him at the hangars, or do not attend the March meeting, your card will be mailed Thursday or Friday.

A **donation jar** is at the chapter club house for funds to purchase a memorial plaque at Oshkosh for Tom Shedd. The cast metal plaque cost is \$350.

Correction: Last months HYLITES contained two typographical errors. This first has to do with the next Young Eagle flights, the correct date is Saturday, **April 24th**. The other error was the answer to the question on runway numbering, the correct answer is the **magnetic** compass heading to the nearest ten degrees.



Officers:

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V. Pres.	Ed Kemper 336-0950
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Treasurer	Ron Knaggs 429-1241
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**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 17th - Chapter Meeting - 7pm**
- **March 20th - Pancake Breakfast 8a-11a**
- **April 13-18 - Sun-N-Fun at Lakeland**
- **April 24th - 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)**

Tom Shedd

In Requiem

Today Tom Shedd was buried at the South Florida National Cemetery located in Lake Worth.

At the National Cemetery he was attended by his wife Maureen, also a YE volunteer his four sons, their wives, grandchildren and Tom's brothers

Also in attendance were several of Tom's friends from the State Department whom he had worked with in various assignments all over the world.

For those of you who did not have the privilege of knowing and working with Tom it was an opportunity missed.

Tom as many of you know was the God Father of the Young Eagles in Chapter 908. His attention to detail and his ability to have all of our pilots work our YE rallies was not to be believed.

There will be others to take over his duties but he will never be replaced.

Rest in Peace my friend

Ed Booth March 15, 2010

Airport Update

The position of Airport Director has been eliminated in the County's budget reduction reorganization. Diana Lewis has left this position to take a job at Miami-Dade Community College. Todd Cox, Airport Manager, is now the senior airport administrator. There may be other staff reductions and/or changes by the end of the fiscal year (July).

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.

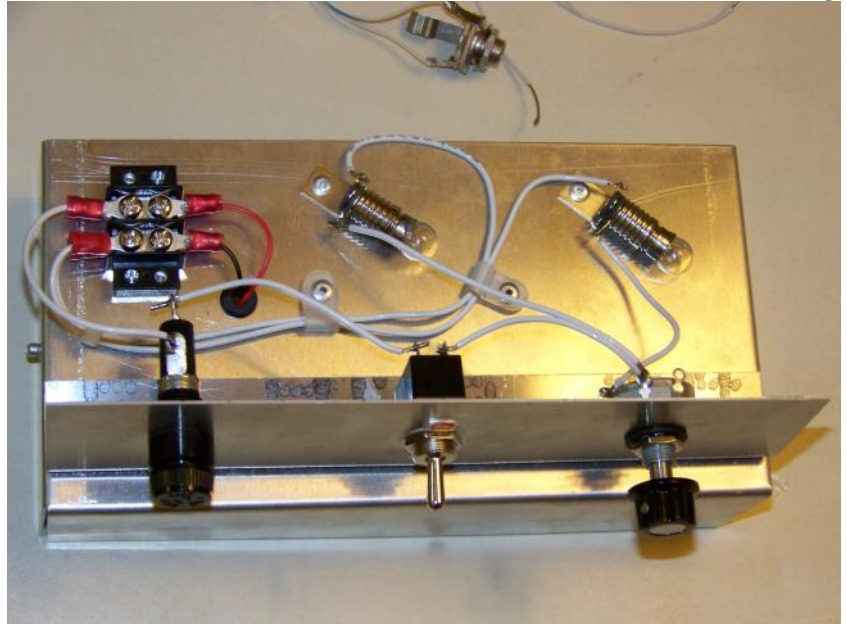
Generally, any other EAA or not-for-profit publication is free to use anything in this newsletter, just give us credit and send us a copy.

SportAir Workshop - by Richard Chapman

This is my second time to attend a workshop in as many years. Both have been great events. This year I learned about Electrical Systems, Wiring and Avionics.

As last year, this was a two day event on Saturday and Sunday. EAA has teamed up with an aircraft maintenance school to provide the workshops around the country. So the closest one is in Orlando at Executive Airport (KORL).

The Electrical Workshop instructor is Richard Kohler. He's been in aviation a lot of years as a pilot, builder and mechanic. Some of his articles have appeared in Sport Aviation. Very knowledgeable and great presentation.



Anyway, what did I learn? Plenty, and some was classroom instruction with a guidebook and some hands on actual building. The picture above was a project to build a simple light device that relates to panel lighting in an aircraft. The emphasis was on proper wires, connectors and components, using barely adequate schematic diagrams. My device worked and I graduated.

A lot of the instruction was 'textbook' out of AC43.13. This is the FAA 'bible' of how to do general tasks on an aircraft. Everything from stitching wings, hydraulics, fuel systems, and our stuff on wiring. While at the club house last Saturday, Merit Milano asked if there was one available in the library, as he had loaned his out. I plan to see I can get one at Sun-N-Fun next month. But in building an experimental aircraft, AC43.13 does not have to be followed in all cases. And there may be unique things that builders have done that are not covered by rules and regs. One example was the aircraft antennas that have been designed by Bob Archer of California. These are known as Gamma Match antennas, and use copper foil strips that are embedded into the surface of composite or wood wings, tails or fuselages. No drag penalty, no static buildup, can't break off, have great performance and all at low cost.

Other stuff that may be of Chapter members are as follows:

In a homebuilt project, do not buy avionics until it has to be installed. Features and prices are changing too quickly.

Make a wiring diagram of what you intend to install. Then when changes are made, document what you actually did. Label or color code all wires. Plan ahead, install extra wires to major areas and have an extra breaker or switch already in the panel.

When wiring is complete, run continuity and connector placement checks multiple times, in direct relation to the cost of the item being tested. A blown \$2,000 radio or transponder could be avoided.

Components fail, so consider the value of backup avionic switches, breakers, batteries, wiring for critical flight components.

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. Ed Elder's traded his Avid Flyer for a Piper Colt. Yes, it looks like a Piper Tri-Pacer, he can tell you the differences. *Picture below.*

The Flying Club has the Cherokee under a sale contract. Delivery to be made on pancake breakfast day to new owner in Bartow. And they have a deposit on a 1974 Archer that will be picked up near Charlotte, NC. It has some nice avionics that the members are looking to try out, a storm-scope, XM weather, S-Tec autopilot along with the same Garmin 430 GPS NAV/COM that is in N8871J, but coupled to the autopilot. One interesting item the owner is including is an ice bag air conditioner. Most of us will have to get used to a new call sign, N42675. One suggestion was made that we re-register as N908FC. This is only a \$20 fee for the change, but several hundred to possibly thousands for the new paint.

Romeo Vadnais has set up a live ATC tower commo feed on the internet. You can listen to the Fort Pierce Tower from anywhere. The link is <http://www.liveatc.net/search/?icao=kfpr> which he also posted on the eaa908.org web site. You do need a browser addin to play the audio, either Flash, Java or an MP3 player. These are probably already installed on your computer, but links are available if you don't have the one you need. Java is needed to view the continuous update METAR screen on aviationweather.gov that I covered briefly in a previous HYLITES issue. Also discussed previously was the FlightAware site that has real time aircraft radar and the combination of these two allow you to see and hear the airborne traffic for Fort Pierce or many other locations.

The chapter has purchased a used commercial grade lawn mower. It is a ZTR (zero turn radius) with 'laterals' for steering, so anyone with experience driving bulldozers, Army tanks or APCs come to the front of the line. And be very careful, it has a wide mower deck that is much tighter getting in the storage room.

Jim Royal keeps working away on his Sonex project. He has the engine mounted and running.

Jim Wetzel went to the Lopresti planning meeting for the build a Fury project. Lopresti is looking to form three groups of builders to work on different parts or tasks of the airplane. Three planes are to be built, with the workers getting a share of the ownership in return for their efforts. Lopresti would retain 51% ownership, but like the Green Bay Packers, would only have one vote in the mix of how the completed airplanes are managed. Lopresti is looking organize a team at Fort Pierce, generally from our membership. Interested members contact Jim or Lopresti Aviation at Sebastian Airport.

