

EAA 908 HYLITES

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

From the Top - By Kevin Griffin

Membership appreciation BBQ is Saturday evening May 7th beginning at 5:00 pm. Please bring your covered dish and if you volunteered please follow through with your promise. It should be a fun evening.

Next, May 20-21 is the Wings and Wheels air show in which Paul Fischer and his group will have a corn and watermelon booth. If you want to get involved with that event see Paul Fischer or ask one of the officers. Eddy Kemper is also assisting in the air show and has coordinated on my behalf with the people in charge of the show. Eddy needs your help in putting up some posters in local business locations. This is something that will contribute to the entire community and will help us accomplish our mission of promoting aviation in our community.

Finally, and to me always the most important is the Young Eagles program. This year EAA is holding a National Young Eagles Day on June 11th and we are participating. Tom Shedd and his operations will be doing it again at the St Lucie County Airport Terminal. We have a list set up for volunteer pilots. The flying club is going to help out and we hope to have another successful

event. I have set a goal of 100 young eagles for this event. The key is getting the word out in the community and that means talking it up with your neighbors and friends. We have a promotional plan to get out the word on NPR and other radio and media outlets. What a wonderful thing a free airplane ride is to a kid between the ages of 8-17. Tell your grandchildren tell you children and tell their friends that on June 11 at the St Lucie County Airport terminal they can get a free plane ride. Don't forget to mention we need the parent or guardian to sign off on the paperwork. We will have sign up forms in the clubhouse for advanced registration.

In closing I want to express my appreciation to those members who have done outstanding work this past spring keeping the grounds squared away and also to those fellows who painted the hangar roof.
-- Kevin

**NO PANCAKE
BREAKFAST ON
MAY 21ST - SEE
YOU AT WINGS-
N-WHEELS**



Mark Your Calendar:

- **May 7th - Chapter BBQ**
- **May 18th Chapter meeting**
- **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

After writing last month's column on computerized weight and balance, one of the Flying Club members wrote a new Excel spreadsheet to calculate the figures for the club Cherokee. Justin did a fine job, he included a visual graphic of the take-off and landing CG's. The Cherokee's graph of the acceptable weight and CG limits looks like a barn roof in that it gets narrower as the total gross weight goes up. So what may be an acceptable CG at one gross weight, may be out of CG limit at a higher gross weight. I hope to try this spreadsheet on my pocket computer in the plane, but I do not think that it has the capability to display graphs. Anyway, it is a great way to check you weight and balance at home, print it out, and take with you on your flight.

On several occasions, I have been asked about the emailed or online *HYLITES* that cannot be viewed. I then ask what is happening and do they have Adobe Reader installed on their computer. Unfortunately, the discussion almost ends there, as the person does not know enough to figure out what they did or what their computer has loaded on it. Adobe Reader 7.0 is the most current for Windows computers. Go to www.adobe.com and on the left of the screen click the "Get Adobe Reader" icon and you go to the download selection page. You then select your language, internet connection speed and computer operating system. If you have a broadband connection, the windows version will be about 20MB and with dial-up it will be a 'basic' version that is about 12MB. At home, my dial-up can usually download about one MB per minute, so between 15 minutes to half an hour and you should have Reader 7.0

May Meeting by Lee Roman

At the May meeting we will have Mr. Curt Lopresti of Lopresti Speed Merchants of Vero Beach. They are presently building the "Fury", formally called the Swift. This is a certified aircraft. Lopresti also make modification kits for various aircraft that increase speed by decreasing drag. Mr. Lopresti's presentation should be very educational and interesting to all.

A good attendance can enhance our reputation of being an exciting and active EAA Chapter.

June Meeting

Lee Roman's speaker for June has rescheduled to a later month. So he has asked Richard Chapman to come up with a program. Yes, that's me the newsletter editor. I have enough for several presentations, so will come up with something from my archive of pictures. I have owned a 35mm camera since I was 12 and have slides and pictures of most every airplane that I have seen. Within a few weeks of getting to Viet Nam I bought a Super 8 movie camera and took about 1.5 hours of film over there. Also, if I can get the new computer projector figured out, I may try to give some visual demos of the stuff I write about in the Computer Column.

downloaded to your machine. You chose 'save' the file to your hard drive and not 'open' when you are given a choice. Then choose a folder to put it in, my suggestion is something called "Download Files". Just remember where it is. But the tricky part about this is that you first only download a .5MB file that is only the Adobe download manager. When you execute this file (by double clicking it) it then starts the download and install of the real file. Most software comes bundled with Reader these days, as the manuals are Reader files, i.e. they have a PDF extension. It may not be Reader version 7.0, but any version from about 4.0 and up may work ok. If you have problems, uninstall the Reader version you have, then obtain and install version 7.0.

Everyone that has a computer and internet access, should obtain a web-based email account. Yes, even if your ISP (internet service provider) gives you several free email accounts. These are hotmail.com, yahoo.com, and hundreds more. There are several distinct advantages to this type of email, one of which is that you can access email from almost anywhere in the world that has an internet connection. I checked my hotmail email from a bed and breakfast near Venice Italy a few years ago. Anyway, I'll cover more on this next month.

Check this web site by an EAA member in Palm Beach County -- www.placestofly.com

Odds and Ends by Richard Chapman

The Flying Club has one membership for sale. I did get a call about it a few weeks ago, it was one of Jerry Groendyke's co-workers in the tower, who is interested in a share. The plane is staying busy between oil changes, tires and other miscellaneous fixit's. Annual is coming up this summer.

Young Eagles

Saturday 11 June is International Young Eagles Day. Our chapter president requested that preparations be made for Chapter 908 participation. The insurance has been requested and new fliers are being prepared. Outside coordination is pending.

As I will be out of town three weeks in May and will miss the May meeting I will need help with promotion. If you can help please call me at 772-564-0201.

Pilots who will be available to fly please notify me by email or phone (answering machine) by Saturday 28 May. Ground volunteers who will be available also please advise by 4 June.

Tom your YEC



Gulfstream N22 'Finding' Doc Jerry

Lost? by Doc Jerry Gordon

It was a beautiful day April 21, 2005. The sun was shining and the sky was clear of clouds full of blue skies. Don Worden and Doc Gordon topped off N25JG to 114 gallons. This was good enough for seven and a half hours of engine time. A flight plan was originated as well as flight following. At 10:07a.m. we were airborne. Our flight plan was activated with St. Petersburg Flight Service. We departed from Ft. Pierce, Florida (KFPR). Miami Center was contacted for flight following and a transponder code was received. The flight plan was a direct route to Old Bridge Airport, NJ (3N6).

The flight was over the Atlantic Ocean, at least a hundred miles from the shoreline. We climbed to the cruise altitude of 13500 feet. We were CAVU for the next two hours. However, we lost contact with Miami Center. Try, as we could, no "Joy" for communication. As we merrily chugged along, suddenly there appeared a Gulfstream II coming right at us. We identified this Gulfstream as N22 as it passed beneath us, rose to the pilot-in-command side, turned 360 degrees, dropped its landing gear and was in formation on the pilot's side, close on the wing. They waved to us and we waved back. It seemed as if N22 was playing with us. We decided to try the emergency frequency 121.5. There was no "Joy" and a whole lot of static. N22 was still on our left wing. After, what seems like hours, a voice was heard on 121.5 emergency frequency. The first words out of my mouth were: "we have a Gulfstream playing with us identified as N22." The voice replied: "we are N22. We have been trying to contact you. We were sent to investigate a report of two slumping pilots in an aircraft that was low on fuel and no "Joy" on communication with Miami Center". I informed N22 that all was well and obtained a new frequency for contact. N22 raised its landing gear and off went the Gulfstream not to be seen again.

As before, no "Joy" on the new frequency. Approximately two hours of flying time passed without communication except for an American Airliner. We requested and received another frequency. There was no "Joy" in attempting contact. We decided to head for dry land and input a course towards Kitty Hawk airport NC. I tuned in to an ARTC frequency that produced a voice. I transmitted identifying my aircraft. We were instructed to land at the nearest airport and call the Miami Center Controller Manager. We diverted to Manteo County Airport (MQI).

I called Miami Center. Due to lost communication, they feared the worst when we drifted approximately 20 miles off of our planed route. They sent N22 as well as several military aircraft (that we never saw) to determine our safety. No violations were found and we were told to have a nice weekend. They wanted us on the ground so that we could contact them.

N25JG was topped off and we departed for our final destination 3N6. A relatively short flight of 90 minutes, that included filing IFR that landed us safely. A lasting memory of that experience were the digital pictures taken by Don of N22 in formation on our wing that are included in this episode. This was another day in the lives of aircraft drivers.

Pilot Humor

If you want to grow old as a pilot, you've got to know when to push it, and when to back off. - Chuck Yeager

Never fly in the same cockpit with someone braver than you. - Richard Herman Jr., 'Firebreak'

There is no reason to fly through a thunderstorm in peacetime. - Sign over squadron ops desk at Davis-Monthan AFB, AZ,

Life is simple. Eat, sleep, fly.

The three best things in life are a good landing, a good orgasm, and good bowel movement. --- The night carrier landing is one of the few opportunities in life to experience all three at the same time.

(A DC-9 captain trainee attempting to check out on the 'glass cockpit' of an A-320.) "Now I know what a dog feels like watching TV."

It only takes two things to fly:--- airspeed and money.

What is the similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies. If ATC screws up, the pilot dies.

It's better to break ground and head into the wind than to break wind and head into the ground.

The difference between flight attendants and jet engines is that the engine usually quits whining when it gets to the gate.

A copilot is a knothed until he spots opposite direction traffic at 12 o'clock, after which he's a goof-off for not seeing it sooner.

Without ammunition the USAF would be just another expensive flying club.

If something hasn't broken on your helicopter, it's about to.

I give that landing a 9 . . . on the Richter scale.

Basic Flying Rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly there.

Unknown landing signal officer to carrier pilot after his 6th unsuccessful landing attempt: "You've got to land here son, this is where the food is."

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