

# EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908  
SAINT LUCIE COUNTY, FLORIDA

## Young Eagles - by Kevin Griffin

The next Young Eagle Rally at KFPR is June 13th and we are expecting at least 50 children. This rally is being held at the Airport Terminal thanks to Ron Knaggs persistence in getting the paperwork through to the Board of County Commissioners. We need pilots and two volunteers to give a Safety Brief and the Air Traffic Control Brief. Also those active in the Civil Air Patrol are invited to participate and we could use the CAP aircraft either for a static display or to fly Young Eagles. Finally, as appreciation for the volunteers for this guaranteed hot Saturday there will be a Bar B Que with all the trimmings and cold beverages for those of young enough to take the fizz without choking at the EAA Hangar. I want to thank Fred Humphrey for the donation of the pig; Jim Royal for donating his Tennessee pork shoulder cooking expertise; and Lee Roman for coming up with the plan. Ok the weekend again is June 13th the Young Eagles fly from 8-noon and the Bar B Que begins immediately after 12:30 - 1:00 pm. Come out lend a hand and have a good time.



### 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](http://www.eaa908.org)  
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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:

- **May 20th - Chapter Meeting - 7pm**
- **May 21st - Safety seminar at VRB, Flight Safety**
- **May 23rd - Pancake Breakfast 8a-11a**
- **June 13th - Young Eagle day**
- **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)**

## Bahamas Bound by Ed Fry

I wanted to give everyone an update on the eAPIS system now required by the Customs and Border Patrol (CBP). As I had mentioned a couple of months ago, starting May 18, in order to fly to the Bahamas, all pilots must file electronically with CBP information on the pilot and the passengers that will be flying to the Bahamas and returning. Now that I have gone through the process, here is an update.

As soon as you know you are planning to fly to the Bahamas, go to the CBP website and enroll yourself with eAPIS. Within 5 days, CBP will send you a Sender ID and an Activation Key. You will need those to be able to activate your eAPIS account.

Back to the CBP website where, after you enter your Sender ID and Password (which you will create), a screen will come up. At the prompt, activate your account by entering your Activation Key. Then you will be able to enter all of your information. That information will be saved in the eAPIS system and will automatically populate the flight plan.

The CBP states that you must file your information regarding a flight to the Bahamas at least 1 hour prior to departure. My recommendation is to file your plan the day before your flight. The eAPIS requires the name and address of all passengers, their address, their date of birth, their passport number and the expiration date of the passport. Make sure you have all of that information prior to logging on to eAPIS. If you do not, too bad! There is no way to save the form and come back later. You have to start from the beginning. Once you have submitted all of the information for the outbound and inbound flight through eAPIS, you will receive an email confirmation. I recommend that you print out the Manifest.

CBP recommends that you call to notify when you are flying back. Ft Pierce Customs has not been receiving all of the Manifests. I did call, they said they had my Manifest, and I did not provide any other information. When I got back to Ft Pierce Customs, smooth sailing. All of the information was in their computer. We did have to complete Declaration Cards.

When you are entering the arrival time for your return to Ft Pierce, put down the latest time that you think you will get back. If you show up at Customs a few hours before, no problem. If you are going to be late, make sure they know. If for any reason you are unable to return when you planned, call Customs and let them know. Customs can modify your eAPIS Manifest if necessary.

Remember, you still have to file an international flight plan with FSS. Once in the air, activate your flight plan with FSS. When you get ready to return, file your flight plan with FSS, activate your flight plan when in the air and get your customs code before crossing the ADIZ.

Editor Note: Another member sent a link to the free AOPA site for eAPIS at:  
<http://flash.aopa.org/asf/eAPIS/>

**Newsletter Editor: Richard Chapman - email to: [rchap21@bellsouth.net](mailto: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.

## Wheel Balance - By Richard Chapman

Last week, Ron Knaggs and I changed two tires on the club's Cherokee. Usually a routine task that we perform a couple times a year. We usually get about 200 hours out of the main tires, and about double for the nose tire. This time we did the right main and the nose. Removal was routine, as well as the reassembly of the wheels. We then brought down the Chapter's wheel balancer and checked what the installed balance might be. As we had never balanced any wheel before, we were somewhat surprised that each wheel would need about two ounces of weight. This is about the normal for many passenger tires, which are a lot larger and heavier.

Alloy or cast wheels cannot use 'normal' hammer on tire weights, so we called around to find some stick-on weights that are used on alloy, cast or 'mag' wheels. After 3 or 4 calls, we found that St. Lucie Tire and Battery on Orange avenue near I-95 has them. Ron went over and obtained a couple of strips that had about 10 pieces of 1/2 oz. weights. They cut apart with scissors and have double stick tape on the back. As they are made to go on high performance 'sports car' wheels, we hope that they would hold up on the Cherokee.

Anyway, the procedure is to temporarily tape the weights with something like masking tape to the side of the wheel or tire. This is a trial and error process, add weights to the high side until the wheel can be stopped in any part of the rotation and it doesn't move. But it is hard to get a perfect balance, you will probably will give up when the wheel just creeps a little when stopped and released from trial positions. It's somewhat similar to adjusting artillery fire -- too much, too little, then halving the distance each correction until you're on target. Once the location and amount of weight is ascertained, then clean the inside of the wheel where the weights will be mounted. On the nose wheel, put half of the weights on each side. For the mains, you have to put all on the side opposite the brake rotor.

Later that day, I did a test flight and all was well. We had been experiencing a bad nose wheel shimmy before, at speeds above 15kts. No shimmy any more.



Airplane parked behind classrooms at Sun-N-Fun. Note the engine, a VW. Anyone know what kind of airplane? I don't have the answer, I'm curious.



Randy Berry helping Lee Roman with his Ercoupe project

## Wife vs. Airplane by Mark Molina

Well, it's like this: I retired two and a half years ago after 32 years as a teacher and administrator in the St. Lucie County School District. All was going well until our economy went into a flat spin. My mutual funds followed. Besides, I'm a coupe pilot, remember, an "aircraft characteristically incapable of spinning." It has been tough, so tough that I must sell my prized 1946 Ercoupe 415C (LSA).

I'm not giving up aviation. When I retired I wanted 3 things: a garden, cable TV (I always had an aerial, and the chance to fly. I got all three. Now the wife says "two out of three isn't bad. Sell the coupe. We have bills to pay." Of course, family **MUST COME FIRST!**" Still, I am filled with a great sense of loss. After all, I have flown 2 to 5 hours a week for the last few years. A habit of flying often developed within me as an expectation of daily life. It was wonderful---too good to be true.....or last.

My sweet loving wife is not a pilot. In fact, she doesn't like to fly. Upon boarding a 747 she starts to act nervously: increased respirations, hyper-perspiration, darting eyes. She has flown with me as PIC only once. Once was enough for me...you can imagine.

For now, the coupe must go. OK, I've said it. It will go. Family first! Someone will get a bargain. Is flying one's own aircraft the only way to aviation bliss? No.

My first option is to decrease my aviation expenditures by joining a flying consortium, like the two easily available at EAA chapter 908. This option still costs money, albeit much less than single owner ship. Will this option fit my budget and please the one I love above all others -- maybe.

Another option is also a **BIG REASON** to join the EAA: chapter members are usually more than happy to have a co-pilot aboard. Hanging around the chapter, being helpful on projects, generally helping fellow EAA members can result in weekly flights -- maybe not as PIC, but SIC is just about as good -- and a lot cheaper!!! The freedom and joy of flight is wonderful from the left or right seat!

Civil Air Patrol participation may also be an answer. Volunteering to help up and coming pilots may result in low cost flights and much satisfaction. The possibility of saving a life along the way is also a huge motivator.

Are there other creative options---sure! One thing is certain: I shall not be held prisoner by gravity, by the "surlly bonds of earth." For an enthusiastic pilot, being unstoppably determined and a bit "surlly" himself will assuredly lead to the air!

See you in the pattern.



Picture of the West end of the new runway, taken 6 weeks ago. The power lines are still crossing the runway as of this week. The airport will have an access road to the runway, but no taxiway that connects to the main airfield. There is plans for a connector taxiway, but until it is built, this will be a training runway only

## Quicky Fly-out

We had 3 aircraft with 7 people fly up to Titusville (TIX) for breakfast Sunday 5-3-9. Pictured is Mike ( Dave's future son-in-law), David East, Jeff Adams, Jerry Groendyke, Shirley, & Mike Ketchpaw, Eliza Groendyke is our photographer. The weather was great going up & a few clouds coming back. Eliza took some great air to air of our Grumman.

This trip was quickly organized on Saturday, and we'll plan another get-a-way to get more members to join us.

Mike



## Board Minutes - April 15th

Meeting was called to order at 8:42P.M.

All Board members were present with the exception of President Wetzel and Director East.

Any further work on the hangar roof is on hold.

Ron Knaggs and Jim Wetzel will make a proposal to the County of \$1,000/month to lease the Treasure Coast Fastener building closest to the Chapter property. The building has an apartment upstairs, and the hangar door needs repairing.

Kevin Griffin will work on getting estimates for a lighted flagpole.

Ron Knaggs is working on getting some action on the derelict Cherokee currently tied down in the southeast corner of the south tie down area. He may look into moving it to a spot which will be more out of the way for other tie down renters.

Meeting adjourned at 9:17P.M.

Respectfully submitted,  
Jerry Groendyke-Secretary

## Around the Patch - by Richard Chapman

Same report on the work for the new runway: the power lines will need to be moved soon to permit the completion of the final stages of work. As of early May, the power lines were still crossing the first section of the approach end of runway 10.

May 16th, I flew the club Cherokee up to Merritt Island to fly Young Eagles. I did 16 kids. I've a long way to go to catch up to Robin Moorman and her 300 plus YE's flown. The Young Eagles coordinator for Merritt Island Chapter 724 is Tony Yacono, who I saw receive the EAA Young Eagle's coordinator of the year last year at Oshkosh. Tony does a great job, and has all the ground tasks organized so that he can fly Young Eagles in his Mooney. He has over 500, and even at age 80, plans to get more.

Several chapter members made it to Sun-N-Fun last month. I went for five days, saw a lot, learned some more, spent some money, got some freebies, and was tired when I got home. The KR-2 builders group met Thursday evening at a local restaurant. It was a popular, noisy place but I still learned some things from the new acquaintances.

At Sun-N-Fun, I attended the Chapter Officer's ice cream social on Wednesday evening. There were a few speakers, including Paul Poberezny, Tom Poberezny, and the owner of Sporty's. Sporty's had small, introductory log books printed to give to any Young Eagle over 11 that wants one. Also, there will be a web site that the Young Eagles can log into for more aviation and pilot training.

Last Month's quiz: No correct answer was received. The barometric pressure is coded by the 3 digits after the SLP, which stands for sea level pressure. If the first digit is a 0, 1, 2 or 3, then the implied leading numbers are 10. If the first digit is a 7, 8, or 9, then the implied leading digit is a 9. Between the last two digits is a decimal point. In this case the barometric pressure is 1024.4 hectopascals.

KFPR 220453Z AUTO 32003KT 10SM CLR M02/M05 A3025  
RMK AO2 SLP244 T10221050 401171022 FZFRANO



Paul Poberezny with microphone. His wife on left. He started EAA in the early 50's from his basement, with his wife's help.



At left is Tom Poberezny, current EAA President and Paul's son.

## Air Academy Scholarship - by Kevin Griffin

We are pleased to announce the St Lucie County Chapter of the Experimental Aircraft Association, EAA 908, will sponsor full room and board for one 14-15 year old son or daughter of a St Lucie County employee to attend a 5 day summer camp at the Young Eagle Air Academy in Oshkosh Wisconsin. Those employees interested in sending their child to the Young Eagle camp should send an email to [griffinlaw@gmail.com](mailto:griffinlaw@gmail.com) or telephone Kevin Griffin at 772 489-7776. Room and Board is paid in full by our group and openings are closing fast for all of the three sessions 6/27-7/2; 7/6-7/11; and 7/13-7/18, so don't delay. Transportation is not included in the sponsorship. The commercial airport that serves Oshkosh is Appleton, WI with service from three major airlines Northwest, Delta, and United. Visit [www.airacademy.org](http://www.airacademy.org).