

EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908
SAINT LUCIE COUNTY, FLORIDA

Young Eagles - by Kevin Griffin



The Young Eagles Rally this last Saturday was a success and delight for the volunteers who witnessed the enthusiasm and excitement of the 34 children who became Young Eagles. It was as near a perfect day weather wise as we could hope for in the middle of June. No rain and the wind was not a factor (cross wind landings) like it usually is this time of year even using runway 14/32. It was hot but the pilots reported only the slightest of thermals on their last flight. We had fantastic participation from the all volunteer force which includes: Shirley Ketchpaw, registration, Ron Knaggs, certificate production and set up with Tom Shedd who also worked the flight line with Ed Blanton and a Civil Air Patrol contingent led by our own Richard Chapman; the safety briefings were conducted by our retired helicopter pilot Richard Creighton, and the air traffic control briefings and aviation briefings were conducted by Eddie Kemper, and Bill Mitchell; Jim Royal prepared the chow a bar b que special of two smoked pork shoulders Tennessee style that everyone enjoyed with the volunteers at noon in the hangar. The last airplane landed at noon, the Grumman Traveler piloted by Mike Ketchpaw to complete his ten passenger day. Other pilots who participated were Paul Dekker in his Piper Dakota, Steve Blank in his Cessna 170, Robin Blanton in the Cessna 140, Richard

(Continued on page 2)

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:

- June 13th - Young Eagle day 8a - 2p
- June 17th - Chapter Meeting - 7pm
- June 18th - Safety seminar at VRB, Flight Safety
- June 20th - Pancake Breakfast 8a-11a
- July 27 - August 2 - EAA AirVenture Oshkosh
- November 7th -- Airport Open House
- 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)

INCIDENT AT OKEECHBEE

While not wanting to broadcast a somewhat embarrassing incident, I think 908th members are interested in what occurred on runway 14 Okeechobee airport on May 7th.

Gordy and I flew to Okeechobee for a \$35. pancake under ideal weather conditions. Gordy had landed ahead of me and I made my approach advising traffic of my location on downwind, base and final for runway 14. Wind was out of SSE at 8 kts and flare at approximately 45 mph (ideal for my Zenith CH-701 STOL) which resulted in a slight bounce on my main gear. What happened next was totally unanticipated and unexpected. The nose gear collapsed resulting in prop strike and sudden stop on tarmac. I remained in the plane long enough to advise traffic of the blocked runway and then exited to assess the damage. I was flying solo and there were no injuries or third party damage. Gordy arrived out of breath from just setting an unofficial record for the 100 yard dash. With his help and that of the airport attendant, we quickly move the plane to the ramp area. With Gordy's help the fuel tanks were drained, wings, struts removed, and the plane trailored back to my Fort Pierce hanger the same day. The cause of the nose gear collapse was a bent or broken axel which wedged the wheel into the yoke. The inertia on this locked wheel resulted in the collapse. I am convinced that there had been prior damage to the axel perhaps from landings on the rather rutted strip at New Hibiscus. A more thorough pre-flight inspection might have prevented this incident.

Ray Miller

Young Eagles - continued

Whittemore and Sean Garrison sharing flight duty for the flying club in the Cherokee 180. Another Young Eagle mission accomplished safely. The next rally is scheduled for November during the Airport open house. Of the 34 total Young Eagles we had 23 pre register thanks to the online registration set up by Romeo Vadnais at www.eaa908.org. One thing I've learned during my five years of volunteering at these Young Eagle Rallys is the quality of our program in St Lucie County is second to none. This program is outstanding. This is a full Young Eagle program with emphasis on aviation safety and education through the briefings as well as the fabulous plane ride with our volunteer pilots. Do yourself a favor volunteer for the next Young Eagle Rally in November and be a part of this very special and rewarding program.

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.

June Meeting Speaker

Jack Mill will give a presentation on the Piper Jet.

Jack is currently the Director of Aircraft Certification at Piper Aircraft, Inc. in Vero Beach, Florida, Jack has held the position of Director of Engineering, Director of Product Development, Chief Engineer of Propulsion & Mechanical Systems and various design engineering positions at Piper, Northrop Grumman and Cessna Aircraft. Jack received his Bachelor of Science in Engineering degree from the University of Central Florida, is a registered professional engineer in Florida, an FAA Authorized Representative engineer for Powerplant and Mechanical Systems and, a Commercial Pilot with multi & single-engine instrument rating and Certified Flight Instructor.

At right is Mike Ketchpaw flying "Lima". This was taken by Jerry Grondyke's wife Eliza on the quickly organized fly-out to TIX last month.



Airport Lights by Todd Cox, Airport Manager

We will be activating the pilot-control lighting (PCL) system at the airport after the Control Tower closes on May 11, May 13, and May 15. This phased approach is to allow pilots an opportunity to get used to using the PCL system again. This system has been inactive for some time and a new system has been installed and tested under the electrical vault upgrade project. We will be transitioning to full PCL usage by the end of May.

As a reminder, the PCL system is activated via microphone on the airport CTAF/UNICOM frequency (128.2).

The PCL system has three settings:

Low intensity: Three (3) clicks within 5 seconds

Medium intensity: Five (5) clicks within 5 seconds

High intensity: Seven (7) clicks within 5 seconds

When the system is activated, a 15-minute countdown starts, after which the lights turn off. While the lights are on, whenever a lighting command is issued, whether it changes the lighting intensity or not, the 15-minute countdown is reset.

When using PCL, it is strongly recommended that aircraft on final approach to the airport issue a fresh lighting command, even if the lights are already on (especially if the lights were activated by another aircraft). This is so that the lighting does not turn off at a critical moment (such as when crossing the runway threshold).

Around the Patch - by Richard Chapman

Don't forget to the new FAA rule requiring a 'plastic' pilot certificate.

A rattlesnake was spotted under Pete's twin Baron on Monday 1st of June. It was reported to Airport personnel who stated that it is not the only one that might be around.

Joe Gardner had the name of the yellow airplane picture in the last issue, but I didn't write it down.

Jim Wetzel returned from a flight to the Carolinas last Wednesday. Somehow his aux tank didn't get filled properly and he had to land in Jacksonville to top off some fuel.

New airport runway was to be completed by this month per the airport web site. But recent rain and power line movement has stalled this project. There are notams out for the construction of the connecting roadway to tie into the A4 runup area. This is for vehicle traffic only. Title to the privately owned land near the new runway is being obtained via 'eminent domain', per a newspaper article. Email note received from airport Manager:

On Monday, June 22, 2009, Runway 9-27 will be closed for 24 hours in order to paint the new threshold numbers (10R/28L). New taxiway signange will also be installed at that time. NOTAMS will be issued accordingly for the closure, as well as lighted X's placed on both threshold ends. Rwy 14/32 will not be affected by the closure.

Please pass the word to everyone on the airport, as well as any customers that may be planning to fly in that day. This closure is needed as part of the updating to coincide with the painting of the new runway 10L/28R that is currently under construction.

Bid package was obtained for lease of the building(s) next door. Due date for submittal is July 8th. There are 5 businesses that requested the package via the internet, including 908.

Remember to lock or close the gates. For the ones with a padlock, you must move the digits off the combination to allow it to lock. If you are the last out of the clubhouse, turn off coffeepot, lights and computer.

Several planes are for sale, Robin Moorman's 182, Dave East's Cherokee and last I knew, Doc Swiezy's Cessna 140. Mark Molina's Ercoupe was sold to a person in Texas and he flew it about half way to deliver it to the new owner.

Thanks goes out to the mower crew, especially Joe Kohl.

Quote of the day, last Wednesday, "You don't realize it, but it's pretty high up there!" Joe G.

Quote from last Saturday, "That Cessna 150 I own is the best airplane built." Mike S.

There was not a Board meeting in May, so no minutes for this issue.

Ron Knaggs stated that there are a few open tie-down spots available.

Shares for sale in the Flying Club.

This issue only filled up 4 pages, more pictures maybe next month.