

EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908
SAINT LUCIE COUNTY, FLORIDA

Chapter Happenings



Hangar Roof Paint -- the roof is scheduled for rustproofing and painting the Thursday and Friday after the Chapter Meeting. The contractor said that there should not be any significant overspray, but all airplane owners should consider moving their airplane in case the wind does pick up or the sprayer misfires.

Young Eagles -- This past Saturday we had planes and pilots ready but few kids to fly. Just after resetting the clubhouse furniture, we had one show up a few minutes after 10am. Mike Ketchpaw was about to taxi out, but stayed to fly him.

Officers:

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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:

- **June 16th - Chapter Meeting - 7pm**
- **June 19th - Pancake Breakfast 8a-11a**
- **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)**

Around the Patch - by Richard Chapman

A lot happening at the clubhouse and hangars. But its getting hot in south Florida. I flew the club Cherokee at night for the first time last week. Cooler, calm, dark (no moon) and humid. The lighting was a great improvement over the Club's previous plane. Did a couple of instrument approaches, they worked out great.

A couple of weeks ago, a club member was involved in a runway incursion. He was taxiing another member's airplane when the brakes failed at the crossing of an active runway. This was a serious event and the members received a letter and visit from the FAA. Probably no handcuffs or jail time involved. The pilot did submit a NASA safety form via an online web page.

I did see a couple of Dave East's GATV Online via the PBS broadcast channel. On my satellite box it was channel 44. About the only other thing this channel carries is polo. Anyway, it was some good episodes that had Dave smiling and having fun with Jim Alsip in a Decathlon doing aerobic maneuvers near the beach. Jim flies out of Indiantown Airport and does instruction in flying upside down, tail dragging, spins, and probably normal flying also.



Standing in front of a picture of a P-51 Mustang was Jerry Yellin, who spoke a May's meeting about flying P-51s in the Pacific Theatre of WWII. He had interesting stories and follow up of family in Japan.

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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.

New Paint and trip North



Roger Elowitz is in front of his Dakota with the new paint job. Picture taken at Tampa Executive airport in front of the paint shop.

Just a brief note to let you know Joyce and I have finally made our escape to New Jersey yesterday at 8:20-AM in our brand-newly painted and upholstered plane. Joe Dinofolo of Hawk Aircraft Painting at Tampa Executive Airport did a marvelous job.

We climbed for almost 23-minutes to 11,500-ft (a wee bit over 2-miles straight up) where the air was a delightful 53-degrees in clear, sunny skies but filled with menacing and rapidly building cumulous clouds on-shore... so we hugged the coastline going north.

We were breathing oxygen the whole way to Columbus County Airport in Whiteville, NC where we landed 3-hrs later making an average leg speed of 177-mpH weaving around cloud-tops. Nice!

After a quick fill-up of 45-gallons of avgas and a bathroom break we hopped in the plane for another quick climb to 10,500-ft and the last and best leg of the trip. Most of the clouds below had dissipated which left

Roger's trip page 2

us staring into crystal clear blue skies for most of the trip home in super-smooth clean air, listening to Andrea Bocelli and Abba on the iPod Touch.

During the entire 1020-mi. trip I saw only one other aircraft coming towards us about two miles away (looking like a black fly-speck) in the entire sky... and Joyce never saw it. It was a good thing Air Traffic Control alerted us to his passing off our right wing. It's a might big sky out there.

The state borders passed below us quickly as we munched on bagel sandwiches, spicy potato chips, cookies and sodas. One of the air traffic controllers at Washington Center asked us... "How's your ride" and we replied, "Marvelous... and how'd you like our new paint job?" He jokingly responded "It looks great!"

After 3-hours and 30-minutes we taxied to our hangar at Old Bridge, NJ, exactly FIVE MINUTES LATER than we predicted. We were delayed just a bit maneuvering around some clouds getting down. Our second leg saw a slower average speed of 140-mph due to increasing head winds.

What a totally MARVELOUS TRIP! No TSA baggage searches, no baggage limits and surcharges, no breathing exhaust from 200+-passengers in an airline cabin, no mile walk to baggage claim and waiting for our luggage and best of all, no lost luggage and no one-hour drive home. Instead, we had our car waiting for us in our hangar and we completely filled the car with our luggage to make the ten minute trip to our home down the road.

Folks... it just doesn't get better than this. <grin> It's just a shame we were delayed a whole month waiting for the plane to get refurbished. Still, life wasn't the least bit bad the extra month being among good friends EAA 908.

Have a great Memorial Day Weekend and a joyous summer. We'll see you all in about five months.

Roger and Joyce