

EAA 908 HYLITES

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

From the Top - By Kevin Griffin

I'm tentatively set to go to Oshkosh b gosh for the EAA national convention later this month. I'll probably fly commercial. Maybe next year I'll pilot my own aircraft to the worlds greatest fly in. The club house recently got a facelift with a new sign. In the photos you can see Ron Knaggs our treasurer, Director Romeo Vadnais, and Director Jerry Gordon, lifting the new sign and securing it to the south face of the clubhouse. Lee Roman supervised. Tom Shedd and Eddy Kemper put on a tremendous Young Eagles Day on June 25th with the full support of our wonderful members. Tom reported 36 children flown by 11:30 am. Kudos to all the pilots who graciously gave their time, talent and airplanes to make sure these children got a quality introduction to general aviation and the thrill of flight. Robin Moorman and Lee Roman's hangers got a complete scrubbing with a power cleaner provided by Mike Ketchpaw. Although the power sprayer made the job easier it still took 8 hours to finish but the job got done thanks to these guys, Larry Andrews, Romeo Vadnais, Richard Chapman, and Lee Roman who were all soaked head to foot at days end. If you ever need your hanger scrubbed you know who to call. Jerry Groendyke's hanger also received clean up treatment compliments of Lee Roman and his wife Mary. These few volunteers made a big contribution to the appearance of our hangers and it didn't go unrecognized. Good work fellas and you too Mary. Han-

gar development continues as our site plan is in the hands of the engineering firm. I hope to have something significant to report to you concerning the hanger project in the September newsletter. Regrettably Paul Phillips, the St Lucie County Airport director is leaving. He has been a friend to this chapter and he will be missed. Paul is taking a position with the Tampa Aviation Authority where he will be in charge of day to day operations at several airports in the Tampa Bay area. Good luck Paul and I hope we instilled in you the importance of the EAA mission in promoting general aviation, aviation safety, and our Young Eagles program. We appreciated your leadership here at the airfield and hope you continue to support the EAA mission at your new assignment. If have something to say to the membership of this fine group EAA 908 I encourage you to publish it in this newsletter. Contact Richard Chapman our newsletter editor. You can find his email address and telephone number in the member directory on our web site at www.eaa908.org. In closing I want to encourage you to visit our website as we continuously develop new pages and improve what already is online. We are preparing to post the EAA 908 by-laws and hanger regulations in the very near future. Don't forget to come to the chapter meeting, Saturday's fly-in breakfast, or to Dick's Canteen every Saturday and Wednesday morning at the chapter clubhouse for coffee and doughnuts. If you do come for coffee and doughnut's don't forget to leave a tip in the empty coffee can. See you around the hangar. Kevin



Mark Your Calendar:

- **July 20th Chapter meeting**
- **July 23th - Pancake Breakfast**
- **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 Romeo Vadnais 461-6089
Newsletter Ed.	Richard Chapman email to: cfo@cypress-und.com

Computer Corner - Richard Chapman

I use Microsoft Publisher to compose this newsletter. I've used it in its various versions for over 10 years. Its basic functions are easy to use and has a lot of advanced features that I've learned as the need presents itself. When finished, I print a black and white copy on an HP laser printer, which I then take to Staples for copying. The copying process loses a lot of resolution in the pictures, but the cost is what the Chapter can afford. However, for those members that get their copy via email, the resolution and color is all there. I use Adobe Acrobat to convert the Publisher document to a format (PDF) that most everyone can view and print if you desire. Acrobat is not free, it costs several hundred dollars to purchase. Adobe Reader is needed to view the document that I have converted. It is available for free off the internet by going to the Adobe web site at www.adobe.com. A link has also been placed on the Chapter web site. Many computers come with Adobe Reader already installed, as the manuals for the computer and the software are in PDF format. This saves the manufacturer printing costs and many people misplace the manuals within a few days anyway. So then you always have your manuals on the computer hard drive, your only chore is possibly finding it.

If your computer is not running Windows XP operating software, you should consider upgrading to new equipment and XP. Except of course, if you have a Mac or something strange.

I have had feedback from several members getting HYLITES via email that it doesn't come through or they cannot open it. I send it as an email file attachment that is "eaa news0705.pdf". If this name is different, something enroute or on your computer is changing it somehow. Your email server may possibly think that it is spam and change it. Or your anti-virus software may do the same. I use Microsoft Outlook as my mail server and it comes through fine. I have sent a copy to my Hotmail email account and it is fine. If you do receive the correct file name, and cannot open it, then you probably need to check that Adobe Reader is installed. If you could access all those IRS forms last April, then you do have Reader. You may need to just save the newsletter file somewhere in your "My Documents" folder and then open it up.

For the past year that I have been editing HYLITES, I have been placing a PDF copy on a web page for those that have

July Meeting by Lee Roman

For the month of July we are fortunate to have one of our active members, "Mike Ketchpaw" as the Guest Speaker. He recently had the experience of a life time flying a P51 Mustang. A video presentation of his actual flight will accompany his talk about this adventure.

Young Eagles by Tom Shedd

The weather cooperated on 25 July and Robin Blanton, Jerry Gordon, Robin Moorman, Pete Stryker, and Jim Wetzel flew 27 Young Eagles, three adults, and one toddler. Dave Subers had kids in his Cherokee when one of the mags indicated an abort - next time Dave. Thank you all for turning out and giving these kids a fun day. Peggy Kemper was our only registrar on the day, she signed em up, witnessed the waivers, handed out the "tickets", and even printed the Certificates. We would have been lost without her. Thank you, thank you, thank you. And thanks to all the others on the flightline and at the briefing tables. Tom

had trouble with the email. This was a "back door" page off the company web site where I work and am the webmaster. But now the Chapter web site is now up and running, under the webmastering of Romeo, I believe. If you want to see the current or past issue of HYLITES, click on Newsletters on the Chapter website home page.

There are lots of aviation web pages on the internet, the EAA site is very good. Also of interest to most of us is the AOPA site which has a lot of safety information that is available even to non-members. I searched through some of the accident reports and have a separate column on what I found. For the EAA site, there is a button on the left for EAA Chapters. After 2 more screens, I obtained a list of all the Florida chapters, and their web sites if they have one. The sites for Vero Beach, Ft. Myers and Merritt Island are very interesting. For the Vero chapter, they have a history page that indicates some years of inactivity. But now they meet monthly at a chapter hanger and have a monthly Young Eagles. Most chapter sites have past newsletters posted, and if I run low on material for HYLITES, I may borrow some items of interest.

My last suggestions are to keep anti-virus software up to date on your computer. If you do much internet surfing, you should also have anti-spyware software installed. Lastly, if you still have trouble with Adobe Reader, ask your 10 year old kid, grandkid or neighbor kid to set it up for you.



Ground School Class - Eddy Kemper, Harry Newbern, and Paul Fisher



Thanks Tom for a great Young Eagles Day



Anxious family wondering if Doc Jerry's key will arrive



Young Eagle briefing by Richard Creighton



Three Young Eagles with certificates



Robin Moorman returning with two Young Eagles



New Chapter Logo being installed

In Memoriam -- Didi Moorman



FROM Robin --

I'd like to say "thank you" to all the members who have expressed their condolences on the death of my Mother. She was an amazing woman.

Many of our "older" - perhaps I should say "long tenured" members remember Mom speaking to us about her flying experiences as a WASP - Women's Air force Service Pilots, WWII. Mom learned to fly in 1941 and was accepted into the WASP program in 1943. She flew tow-target missions at Camp Davis, NC, where she met and married my Father. She was also one of only two women to be checked out to fly the B-29 during World War II. She ended up her WASP tenure flying a B-17 with General Armstrong ("Twelve O'clock High") as his adjunct, secretary, Co-pilot.

The WASP's paved the way for our current generation of female pilots. Women now fly every type aircraft in every environment. It's quite a legacy; and one I'll never be able to live up to.

If you would like to hear more about Mom's flying adventures, I'd be happy to make a presentation to the group in her honor. Robin

Safety by Richard Chapman

It's amazing sometimes how things repeat themselves so much in our flying area. How many fuel exhaustion accidents have happened along the Treasure Coast? It seems like once a year. The latest one was May 7th, when a pilot returning from Marsh Harbour Bahamas ditched just off Fort Pierce Beach. I did a search of the AOPA safety web pages for accidents in Florida and found the preliminary NTSB narrative. The pilot stated that his flight to Marsh Harbour lasted about 1.5 hours in his Cherokee 140. He did not purchase fuel and took off on the return with the level about 1/2 inch below the tabs in both tanks, for which he estimated was 30 gallons. For those non-Cherokee pilots, the fuel selector can only be set to left or right tank, not both. His return flight to the US was to Fort Pierce and he climbed to 8,500 where he noted a ground speed of about 70 knots. He descended to 6,500 where his ground speed rose to about 85 knots. At about 20 to FPR he descended to 3,500 where the speed increased to about 95 knots. About 14 miles to FPR the engine sputtered. Some rocking of the wings and switching of the tanks and he got 2 more minutes of engine power. Ten miles to FPR he called tower and reported out of fuel. The airplane nosed over after contact with the water and both occupants exited and were rescued by the Coast Guard. So how many mistakes were made on this flight? Will you always buy fuel at Marsh Harbour even though it is expensive? Will you stop at Freeport and buy fuel if you encounter adverse head winds? Do you compute fuel burn each time you fly? Do you brief your passengers on possible ditching procedures? Do they ask why should we need to ditch due to fuel exhaustion? We could go on with all the questions and dumb answers.

The other recent accident at FPR was a collision of two airplanes. Fortunately, it was on the ground and no injuries -- except to the ego of a pilot. A student pilot in a Cherokee was in line on a taxiway for departure. He reached into the back seat for a water bottle and guess what? He let go of the toe brakes and ran into the aircraft in front of him. His aircraft was lightly damaged, the plane he hit was heavily damaged. Both had tail numbers ending in PA, so they were both probably Pan Am Flight School aircraft.

Next month two more 'usual causes' accidents in our area.

Notes from Editor - Richard Chapman

This month's issue is a little later than normal. I was out in San Francisco the first week of July and I had not finished everything before I left. And things got busy on my return. Thanks to all those that sent pictures and articles, your efforts are appreciated.

Harry Newbern passed his Sport Pilot written test last week.

The Chapter rooster has been updated by Ron Knaggs and I will use it for distribution of this issue. As we are a transient population, if you move or change an email address, please let us know. But we are all volunteers doing the best we can with the few minutes of spare time that we can squeeze out of the 25 hour day, so sometimes things don't work as well oiled as some profit making business organizations. Ron is making some changes in how the dues renewal process will be working. The Flying Club voted to bill the dues on the monthly statement and pay the Chapter. If a member doesn't pay, his flying privileges and share ownership would be subject to forfeiture.

In getting Lee Roman's hanger "defuzzed", I also donated the use of my pressure washer. It is a small electric powered unit that did fine on the walls and floor. But thanks to Mike Ketchpaw for the big gas driven unit that had a long extension to reach the roof. We all had a "fun" time getting it all done, it did take longer than we had expected. And we were covered head to toe in the fuzzy stuff that made us all look like we had been in an oatmeal fight. So we are now the Oatmeal Gang, headed by Kevin as "Oatmeal Six".

Received a note last night that Lew Cahill is in the hospital. Get well soon wishes go to him.

Ok, I've got all the pages filled up so now time to print, publish and mail.

Flying Club by Richard Chapman

The club had two shares for sale, one was sold this week to Richard Finley. Welcome aboard Rick.

The Cherokee's annual is scheduled for August 7 - 12.

The windshield scratches are being polished off by Mike Ketchpaw. Richard Chapman degreased the belly last month while he had his power washer at the hanger.

Pilot Humor from VHPA Florida Chapter Newsletter

No matter what else happens, fly the airplane.

Forget all that stuff about thrust and drag, lift and gravity; an airplane flies because of money.

It's better to be down here wishing you were up there, than up there wishing you were down here.

If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn it back off.

A check ride ought to be like a skirt—short enough to be interesting but still be long enough to cover everything.

Speed is life, altitude is life insurance. No one has ever collided with the sky.

Always remember you fly an airplane with your head, not your hands.

Never let an airplane take you somewhere your brain didn't get to five minutes earlier.

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