

EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908
SAINT LUCIE COUNTY, FLORIDA



Picture above is from Oshkosh of Shawn Petty the 13 year old from Fort Pierce we sponsored to the EAA Young Eagles Air Academy last month.

Photo courtesy of EAA

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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:

- July 15th - Chapter Meeting - 7pm
- July 16th - Safety seminar at VRB, Flight Safety
- July 18th - 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)

Airport Security by Todd Cox, Airport Manager

The Phase 2 Access Control System project will be starting next week. The majority of the project will be complete by October 2009. The contractor will be starting on the west side of the airport, and will be transitioning to the east side to install upgrades. I will pass on a schedule so you know the projected dates that a particular area will be affected.

Again, this project involves installation of new gates on the west side of the airport, and upgrades to existing gates 110, 120, 130, 330, and 460. We will let everyone know when an existing gate is going to be affected, as an affected gate should only be offline for approximately 24 hours. There are a couple of gates that may be offline longer. We will make sure that affected tenants know in such cases.

It is very important that you have your badges with you at all times. Please make sure you pass on to your employees and sub-leasees that it will be important for them to have their badges with them at all times during this construction period.

If you have any questions, please let me know.

Editor Note: The big concrete pole that is laying on the property line next to Phoenix is part of this project, and will replace the power pole next to the club house.

Shop Tip

The April 2007 "Machinist's Workshop" magazine comparison test.

They arranged a subjective test of all the popular penetrants with the control being the torque required to remove the nut from a "scientifically rusted" environment.

Penetrating oil tested Average load:

None 516 pounds

WD-40 238 pounds

PB Blaster 214 pounds

Liquid Wrench 127 pounds

Kano Kroil 106 pounds

ATF-Acetone mix 53 pounds

The ATF-Acetone mix was a "home brew" mix of 50 - 50 automatic transmission fluid and acetone. Note the "home brew" was better than any commercial product in this one particular test. Our local machinist group mixed up a batch and we all now use it with equally good results.

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.

July Meeting

Mike Ketchpaw has obtained a company representative for the "SPOT", which is a satellite personal tracker.

A couple of meetings ago, Jim Roundtree told me that he was taking a motorcycle trip to Colorado and possibly Alaska. He has a SPOT that his wife tracks his location from her computer back here in Fort Pierce.

Pietenpol

Top picture is Carl Deal and his Pietenpol. This design goes back many years, some of the first ones were powered by a Ford Model A engine. Carl's has a Corvair six cylinder, horizontally opposed, of about 100hp. Two seater, pilot is in rear and passenger up front. Merit is helping rig the wings, while Gordy is observing.

Lower picture is the pilot seat, instruments, and controls. Looks like good basic, FUN flying.



Around the Patch - by Richard Chapman

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

New East-West runway has some black materials on the taxiway and runway. Was busy flying and didn't notice the status of the power lines.

Existing Runway 9-27 is now 10L and 28R. Approach plates and airport diagram have not yet been revised, except through NOTAMS.

Bid was submitted for lease of the building next door. Award date has not been announced.

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.

Also remember that the runway lights are now PCL after the tower closes.

The cooking crew is working on having the pancake breakfast in the air conditioned clubhouse this month.

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

There was not a Board meeting in June, 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. See Ron Knaggs, Richard Chapman.

The Steve Fossett crash report was released a few days ago. Crash was attributed to a downdraft that was stronger than the Decathalon's ability to climb at that altitude. Impact on the mountain rock face was so severe that the aircraft was almost 'shredded' and the ELT was destroyed. Post analysis of radar tracks found one that was probably his airplane; however, search crews did not investigate it due to an erroneous eye witness time statement.

Don't forget to sign up for eAPIS if you are going to fly to the Bahamas.

The PiperJet is scheduled to make an appearance at Oshkosh AirVenture.

I received an email about an auction of a flight school in Boca Raton on August 1st. Three Cessna 172's and a Piper Seminole, plus all the office stuff.

Next week, I hope to be on the road to Oshkosh. Long drive, but the camping is a lot more comfy with a self contained RV.

President's Report

Last Wednesday, Jim Wetzal gave me this statement: "I came, I drank coffee, I ate a donut, I flew, I left." He is flying his Bonanza to North Carolina this week, then to Atlanta to go via air-line to California for a wedding.