

# EAA 908 HYLITES

MONTHLY NEWSLETTER FOR CHAPTER 908, EAA  
SAINT LUCIE COUNTY, FLORIDA

## Young Eagles Award

Tom Shedd received the Conoco Phillips Young Eagles coordinator award for 2008. He was not able to travel to Oshkosh to receive the award and the trophy was being shipped to his home. Alan Bretz of Conoco Phillips made the award announcement at the Young Eagles banquet Wednesday July 30th at EAA Air Venture.



## Young Eagles - June 14th

69 Young Eagles flew with EAA 908 at our YE rally at the St Lucie County International Airport on June 14th. Airport management provided the terminal facility for all the briefing and registration; the Civil Air Patrol was there to lend a hand and furnished the static display CAP Cessna 172. A big thank you to Pete Stryker for his contribution in motivating and briefing the boys and girls from the DATA program in St Lucie County. He flew a few too. We had help with the registration from Eliza Groendyke and Shirley Ketchpaw; on the flightline we had Paul Fischer keeping everyone safe and moving, and of course our pilots who stayed on course throughout the morning giving these young people a taste of aviation and a memory they will never forget. Leading the pack in her Cessna 182 is Robin Moorman with 19 flown at this event; next, a new comer and hopefully a regular participant from now on flying his Cessna 170 is our flying Dentist Paul Blank with 17 flown; then our Grumman owner, Mike Ketchpaw with 16 flown, the flying club Cherokee 180 checked in with Rick Whittemore flying 5, and Dave Maitland with 5 flown; flying his Beechcraft Debonair, Pete Stryker flew 4; and tail end charlie was David East in his Cherokee flying 3 Young Eagles. Kudo too to Jim Royal who served up those high dollar hamburgers that everyone likes at the end of a very busy flying event. We did it safely and efficiently and most importantly everyone had a fabulous time.

Kevin Griffin

Chapter 908 YE Coordinator

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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**

## Security

Jerry Groendyke has found the gate unlocked and unmonitored on several occasions. If airport personnel continue to find us in violation of airport perimeter security, we could incur all sort of problems with leases, gate locks, etc. ALL members need to be cognizant of security and if in doubt, LOCK THE GATE.

## Oshkosh Trip Report by Richard Chapman

I've got a three hour wait for the airline flight to Orlando, and the SW boarding gates at Midway Airport now have comfy chairs with power plugs close by for computers or other electronic devices. So making use of the time, place and notebook computer that I've lugged along on the trip to Oshkosh for this update.

It was 22 years ago that I was last at Oshkosh, and things have changed a lot, mostly the exhibitor displays and the forum area. The flight line was essentially the same for many years, the warbirds to the north, then going south, were homebuilts, AeroShell Square, vintage, ultralights and rotocraft, amphibians, and then some more airplanes. Brochure from last year said about 10,000 aircraft, 30,000 campers and hundreds of thousands of visitors. A lot of foreign countries represented, and like Wal-Mart in Fort Pierce, many languages heard spoken through out the event. I noted a large contingent from South Africa tenting in Camp Schoetler. One of their leaders was interviewed on the radio.

I arrived Sunday evening, pitched my tent and was ready for the Monday opening of Air Ven-

ture 2008. I had planned to attend about 10 or so forums, visit all the flight line and exhibit hangars, and all the outdoor exhibitors. Evening activities as I could hope to find entertaining. And the museum, which I did not visit previously due to the short weekend for that

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### Mark Your Calendar:

- **August 20th - Chapter Meeting**
- **August 23th - Pancake Breakfast**
- **November 15th - Young Eagles and FPR Airport Open House**
- **November 8 - 9 - VNA Airshow - Stuart**
- **April 21 - 26, 2009 - Sun-N-Fun Lakeland**
- **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)**

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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.

## Oshkosh Report (continued)

trip. In five days, my success rate for this was probably 90%. And I worked in a visit to the seaplane base that I had not originally intended to visit. That turned out to be a highlight of my entire Oshkosh experience.

I had printed a list of all the forums before leaving home and had marked quite a few for must do and some more for "if I get a chance." I did get to the 'must do' ones, which were mostly on building airplanes. Two others that I had to attend were Viet Nam pilots that told of their experiences flying A1 Skyraiders or F100 SuperSabers. Both had a primary mission along the Ho Chi Minh Trail, where I also had been on some missions during my tour flying with the 101<sup>st</sup> Airborne Division. The F100 presenter was non-other than "around the world pilot" Dick Rutan.

Parts of the flight line change during the week, due to individual pilot itineraries. There are many that stay all week, but a significant number come and go during AirVenture. So what I saw on any given time or day may be different from other visitors. The main featured display at AeroShell Square was usually large multiengine aircraft surrounded by vintage warbirds. On Friday morning, a KC-10 tanker was followed by the V-22 Osprey, and the F-22 Raptor. Around these included a Spitfire, U-2, B-26 Liberator, DC-3, H-60 Blackhawk, and others I'll have to show you in the pictures I took.

In the 8 plus years that I've lived in Fort Pierce, I was visited Sun-N-Fun every year except this year. Having surgery the day it started this year altered my plans to attend. So I penciled in this Oshkosh trip pending my successful healing process. And it has all worked out well so far, as I composed this waiting for my return flight to MCO. It was a very busy week, and I had a choice of buying an additional suitcase for the stuff I bought or as an alternative, I found the FedEx tent near the main entrance where I boxed up 25 pounds of purchases, catalogues and freebies to ship back home.

While at Oshkosh, I had a phone call from an old friend that had just arrived at the Seaplane Base. He had finished restoring a J-3 Cub, flew it to Minnesota for installation of Bauman floats and arrived NORAD Wednesday at Lake Winnebago. Thursday I rode the shuttle bus and met him at the dock. It was my first seaplane experience and I was in the front (co-pilot) seat. Engine start was via 'Armstrong' due to no electrical system. The helpers pushed off from the dock and we were into the 'runway.' Gathering speed slowly due to drag on the water, some bouncing and we were airborne. It was also my first experience with a 'control stick' airplane, but with 2500 hours of helicopter time with a 'cyclic' I felt right at home and almost started to feel with left hand for the collective. Cruise was about 65 mph with the floats putting a lot of drag on the little airplane. I got fifteen minutes of time to make turns, climbs and descents. This was basic flying similar to when I first soloed in a TH-55 forty years ago – rpm, airspeed, and altimeter. No trim ball, no radio, no gyros, no vertical speed. But then the landing, or should it be called the 'sealing' because land is not a good surface for a float plane. Aim toward the dock, descend and slow to about 40, back stick, touch down. Deploy the water rudders and we are now a boat. Like a boat, there's no brakes, just aim to where you dock and cut the engine. Drift slowly to a person on the dock that grabs a wing or the float. I can see where this could be a lot of fun if you have the places to use a float plane. My friend had a storage tube installed behind the rear seat that he put a fishing rod in. So find the backwaters where the big ones linger, and we're off to get them.

## **Around the Patch—by Richard Chapman**

For a variety of reasons, the HYLITES dropped to a lower personal priority. But I'm getting health back, slower than I'd like. Doctor told me that I won't be 25 again, so adjusting to what I can do at my age. I'll be working on airplanes real soon, and got my FAA medical renewed last month.

The badges that are issued by the Airport office expire on your birthday, about 2 years after they were issued. The date is on the front of it, and should be renewed by filling out the new form in the clubhouse, have it signed by a Chapter Officer, and take it to the airport office. There is no cost for a replacement as long as you have the old one to turn in.

Two share of the Flying Club sold in the past few months. But there are still several shares for sale. A new headliner was installed by Richard Chapman in March. Also put in new plastic overhead panel and window trim. The side panels were fixed as best could be done for 42 year old original items. In July's meeting, the club voted to purchase new panels, for installation during the annual inspection, scheduled for the third week of August.

Jerry Hoyes helped Victor Taylor pick up his KR2 project in Oklahoma and transport it to his permanent home in Tennessee. Victor is mostly back home in Alabama, but shows up in Fort Pierce every now and then.

Joe Gardner's Zenith 601XL is almost ready to fly, thanks to Carl Deal, Bill Stewart, Don Worden, Eddy Kemper, and some others. He still has a punch list of several dozen small items that need completion. The plane is about 98 percent complete and 98 percent to go (Joe's words, verbatim). Almost all the paperwork is done and the DAR is soon to visit for the last signature(s).

Eddy Kemper's Airbike II has a brand new motor, a Rotax 503 that he has yet to start. He plans to get it finished in the next year and fly to Oshkosh, with co-pilot Joe Gardner.

Larry Mage sold his share in the flying club, sold his RV project and bought a Mustang II that is completed and flying.

Ed Elder and Bob Jubiak are still waiting on paperwork to clear FAA to get their Avid Flyer in the air. Taxi tests have been successful.

Recently a chapter member was at the airport office and was told that one Saturday the flying club's Cherokee was doing touch and go's before 9am. This violated the 'voluntary' noise abatement procedures. However, any touch and go operations are allowed at any time if West of US 1 only. But how does airport personnel know if you were West of US 1? They don't, unless you make a radio call that includes some words to the effect that you are staying West of US 1.

I received an email last week that had an article about the FAA trying to have their air traffic controllers 'write up' any pilot that did something wrong. The controllers union was fighting this action, as unnecessary work load, not in their job responsibilities, and not a positive enhancement to aviation safety.

The airport will be doing some projects on taxiways in the next few weeks. Notams will be posted and only a few minor delays or deviations may result.

While at Oshkosh, I ran into J.W. French, of Buckingham Airpark near Fort Myers. He had flown over to one of our breakfasts and also looked at the Thorpe 18 that Ed and Bob were selling. The Baking Duece that he was flying at the time was subsequently sold and he bought an AcroSport. He used this plane to finish his 48 state visit flights and flew it to Oshkosh.

Parking: If you don't need to park inside the gate, please don't. Also remember that the hangars are all active with airplanes and could need the taxiway at any time.

Corsair engine: Bob Quick donated a radial engine last year. But the chapter has not found a use or buyer and has offered it to the TICO warbird museum at TIX. Bill Fraizer of the museum stopped a few weeks ago to see it and they are making plans to get it.

Mike Ketchpaw is planning the speakers and programs for the upcoming chapter meetings. This month Richard Chapman will do an Oshkosh trip report with video of the YE presentation to Tom Shedd.

Opps, no more space, so no pictures this month. I'll get some to Romeo for the web site and use some from recent events in future issues of HYLITES. Keep your updates, info and articles coming unless you want to only see my diatribes.