

# EAA 908 HYLITES

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



**Chapter officers Jerry Groendyke, Eddy Kemper and Kevin Griffin after finishing pot-luck dinner at August meeting**



At left is Harry Newbern receiving his certificate of completion of Ground School from Jerry Groendyke

From the Editor:

I've found a bunch of stuff to fill this edition, so it's almost done. Many thanks to those that contributed, Clem and Bob your stories and very good. 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.



## Mark Your Calendar:

- **September 14th Chapter meeting**
- **September 17th - Pancake Breakfast**
- **October 8th Fly-in at Indian Hammock**
- **October 15th - Young Eagles**
- **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: <a href="mailto:cfo@cypress-und.com">cfo@cypress-und.com</a>

**Computer Corner - Richard Chapman**

So many of the things that we have in lives these days actually have some sort of "computer" built into them. Almost every electrical or electronic device is likely to have a "computer" chip that does some computer processing of information. And they have been entering the devices that we use in aviation. The newer avionics all have some computer circuitry, and the latest GPS's all have more computer power than many business computers from just a few decades ago.

The club Cherokee has had a new Garmin 430 since last August. But I am still up on the learning curve in making good use of it, and performing some of the basic needs of say IFR approaches. It is a lot more complex than just tuning a frequency and dialing in a heading on the OBS. Just setting up the flight plan sequence of waypoints can take more time than you can stand in the hot sun on the ramp or taxiway. Then one flight I received a route clearance different than what I had filed. What a mess I made of that flight. Just learning what all the buttons and knobs can do, on each of the various screens is a challenge. Rick Whitmore is getting to be our expert, he has had to learn all its features to get his IFR rating. And Mark Frankenberger is also working on his IFR endorsement and becoming very proficient at using it. Rick has also used the PC computer based software to practice the 430 features. Last week I loaded the software on my work computer and got it started the first time, but then got busy and I haven't had a chance to really practice with it. Anyway, I encourage anyone with a GPS that has training software to use it, we all know how hard it is to fly, tune, talk, navigate, and

**September Meeting**

Our program for this meeting will be a presentation by Dave Littlefield, an air traffic controller who currently works at Ft. Pierce Tower. A few years ago, he was on duty at a northwest location where a pilot was incapacitated and he talked a non-pilot passenger to a landing. For his efforts, he received various commendations, including a Presidential one. Come to the meeting to get the interesting details and the "end of the story".

**Young Eagles - Tom Shedd**

The next YE Flight Rally is scheduled for Saturday 15 October at the Main Terminal. Since some of you will be working the Pancake Breakfast that day we are hoping for, and will need, a good turnout of pilots and flightline volunteers. There will be a sign-up board at the meeting on the 21st for those wishing to reserve their favorite task. The promotional flyers will be available in the club house as soon as they are printed. We ask every member to distribute flyers to any place where either the kids or parents are likely to see them. If you have contacts with the newspapers, community or church bulletins, or radio/TV outlets please get the word to them. We are reporter friendly. During this event we will begin to register high school students for a chance to compete in Chapter 908's upcoming scholarship for the EAA AeroScholars course in the "Fundamentals of Aviation Science". This is an on-line course with mid terms, a final proctored examination, and college credits. Check it out at [www.Aeroscholars.com](http://www.Aeroscholars.com).

read a 100 page manual all at once.

Doc Gordon has offered to give some advise in the use of the Garmin 430, as he has two installed in his Cessna 210.

## Airport Notes

In the past few weeks, contractors have been replacing the runway and taxiway lighting. Occasional closures of a runway or taxiway has occurred. But the new fixtures appear brighter and higher in some locations.

Another project that appears to be complete, is paint stripping the runways and taxiways. I made a landing on Runway 27 and found that the new paint did not provide as much traction for braking. It reminded me of icy slick spots on airports up in the colder parts of the country.

The fencing project is moving along, you can see the new posts going up just across the taxiway north of the clubhouse. I've been told that as they finish installing the fabric, we will probably be getting a gate to install at the end the clubhouse and hangars. The chapter will

have to fund the installation of an automatic gate opening mechanism. Some of the machinery has already been obtained.

For several weeks, you may have noticed that the ILS was notamed down. Jerry Groendyke informed me that the airport bought a new ILS unit, and after it was installed it was actually working but not fully certified. He flew it in this state while VFR, and said that it was right on. After certification flights were made by an FAA aircraft, it is now ready to go. So hopefully we shouldn't encounter as many outages as had been for the older unit that was a hand-me-down when it was installed many years ago.

West end of Runway 9/27, with the ILS transmitter in the center, painted red and white stripes. Just to the right is the AWOS unit, dial-up 489-4281, or 134.825 when tower is closed.



## What does a homesick sailor turned into a pilot do? - By Clem Kremer

Get his seaplane rating of course! It all started with my trip to the Bahamas this June in my C150 (N8856G). It was my first trip by plane to the islands (a trip I had made 40 plus times in a sailboat) and of course I was all hipped up with the anticipation of the ocean crossing, however the trip went off without a hitch and I was actually a bit disappointed as I sat eating my cracked conch at a Marsh Harbor Restaurant over looking the harbor. It took me a while to figure it out but it finally came to me, I was a tourist!! Nothing to do but walk up and down the streets looking in the gift shops and or eat (can't drink if your not staying over night).

No boat no fun for this old salt!! However I thought if I had a seaplane then I could fly out to the out islands and dive and explore like I used to do on my boat.

That was that, I needed to get my seaplane rating and since my birthday was on a weekend in July; I decided to give myself a present and made reservations at Jack Brown's Seaplane School. My BFR was also coming due in August so this would accomplish two things!. It's a two day course with 5 ½ to 6 hours of flying a J3 on floats with an O-200 continental, hand prop of course. Didn't go much faster than a regular Cub but it sure did climb! There was a 2 hour ground school first, very well done I might add, then a break for lunch. The afternoon was awesome, the first take off a real high, followed by your first splash down, what a rush!! Tail dragger time is a plus in this rating. Stick in the gut on landings and taxing. My time flying the Corben Baby Ace and a J-3 paid off, I felt right at home and I saw my instructor relax a little after my first take off and landing.

Glassy water landings is by far the most

thrilling maneuver of the course. Dive for the last visual reference (LVR) with power off, flare around 5 ft and balloon (yes I said balloon), count to 3 thousand, set rpm to 1700 and hold the take off attitude and wait and wait and wait until it touches down.

It reminds me of skiers jumping off a ramp. Your LVR might be the top of 50 ft trees or a sandy beach, no matter, the process is the same, it just takes longer to settle to the surface. The anticipation of touch down is unnerving and the tendency is to change the attitude as you are waiting, not a good idea unless you want to spin in.

I forgot to mention that there are no electronics in these planes (no radios, gps, transponders, etc.). Your stall warning indicator is when the lower half of the door floats up to horizontal position! What fun!

Keep'm Flying

Picture of Clem at right was taken last summer at a breakfast that he flew in for.



## Safety by Richard Chapman

This month I will only cover one accident, and embellish it with some of my personal experience.

The preliminary accident narrative from the FAA is as follows:

On June 20, 2005 at 1110 eastern daylight time, a Piper PA-23, N6886Y, registered to and operated by the commercial pilot, never arrived at its intended destination after departing from the Treasure Cay International Airport, Abaco Island, Bahamas enroute to Ft. Pierce, Florida. The personal flight was operated under the provisions of Title 14 CFR Part 91, and instrument flight rules. Instrument meteorological conditions prevailed and an IFR Flight Plan was filed. The pilot and two passengers are presumed dead and the airplane is presumed to have sustained substantial damage. The flight originated from the Treasure Cay International Airport, Abaco Island, Bahamas on June 20, 2005, at an undetermined time.

According to preliminary radar data the airplane was last observed on radar at Longitude 27-degrees and 03 minutes North and 079-degrees 35 minutes west. A search and rescue operation conducted by the United States Coast Guard found no evidence of the airplane during their search. Search and rescue operations were suspended by the Coast Guard on June 21, 2005.

Apparently, the pilot elected to fly into sever weather of some sort and did not come out the other side. This accident was carried in the local media, and there was an aircraft tire and fire extinguisher found on the beach within a few weeks.

I have been caught twice in thunderstorms and can testify that it is not a fun experience. The first time was on a special VFR into an Alabama airfield, but made a landing in a scrubby grass area about a mile from the pavement. This was in an Army TH-13 helicopter and I waited 15 minutes or so for the weather to pass, restarted the engine, then repositioned to the helipad. The other time was in a Cherokee at 9,000 on an IFR flight near Little Rock. I made a quick 180 turn, then was advised by ATC that airliners were diverting and the severity of the weather ahead. A few months later, we voted to install a Stormscope system.

Things we can learn from all this:

1) Flying into a thunderstorm in the Bermuda Triangle can swallow you up with hardly a trace.

## Safety Corner - by Bob Juback

For you folks building or maintaining aircraft, you may wish to consider using a product called Invisible Gloves #1211.

It is American manufactured product. It was awarded a federal stock number in 1995, Best Value Gold Medalist by the Defense Supply Center Richmond in 1996 and listed in the Defense Logistics Agency's Environmental Products Catalog in 1997.

It offers hand protection against products such as Skydrol, hydraulic and purging fluids, zyglo, zinc chromate, jet fuels, epoxies and adhesives and sealants such as RTV, PRC, Permatex #980, #8802, #1826 and A12.

Factually tenacious sealants, epoxies and adhesives can be wiped fro the hands with only a clean cotton cloth and water in about 30 seconds. The gloves are non-toxic, hypoallergenic, biodegradable and nonabrasive.

Besides being used by many US governmental agencies, many airlines aircraft repair shops, both domestic and foreign, have found the gloves to be cost effective.

They can be purchased from Aircraft Spruce and Specialty, Lockwood Aviation or Wicks Supply. At about 8 cents per pair, it is an economical personal health and safety item.

No, I don't receive a commission on this product. After 12 years of hard work and extensive travel, I sold the company in 2000 and retired again for the third and final time.

- 2) Get some onboard weather system if you fly near bad weather.
- 3) Don't try to scud-run under a thunderstorm unless you're in a helicopter with places to land.
- 4) Ask ATC if there is any weather nearby, and the best way around it.
- 5) Don't fly in a state beginning with "A" that has a democratic governor.

### Miscellaneous Notes - Editor

The web site is back up, thanks to Romeo. I looked at it today and it is nice. The Chapter By-laws are posted there, if you would like to see them.

The flying club has a share for sale, Ron Knaggs is showing the plane this week to an interested party. The Cherokee's annual was completed and new front seat upholstery was obtained. Thanks to all that helped with the various tasks. But then we had a wheel fairing bracket break. It has been repaired, but for a few days we were "one shoe off and one shoe on".

There is a Chapter project to add hangar door reinforcing devices for hurricane preparedness. I don't have all the names to thank for those that have done the work.

The hangar project is moving along, a meeting was held with airport and county planning officials. Several estimates have been obtained from contractors.

As part of the hangar project, we need to

change our Articles of Incorporation by modifying our purpose to be primarily educational. A vote on this will be made at the September meeting. Then we can apply for IRS Section 501C(3) charitable organization status.

A ground school is being planned to start in January. See Eddy Kemper if you are interested.

George Daniels is buying an Affordable Flyer. Paul Fisher is going to Pennsylvania to get it for him.

From Clem Kremer:

Fly In Pancake Breakfast October 8, 2005  
8:00am to 11:00 am Indian Hammock Hunt and Riding Club (FL75)

FL75 122.8 100 x 3000 grass strip

\$ 5.00 for pancakes, sausage, coffee, juice

Must fly-in !

We're celebrating the finishing of rebuilding our 5 bay hangar. We average 20 to 30 planes, new and old plus our local folks. Come one come all

EAA Chapter 908  
3100 Industrial Ave 3  
Ft. Pierce, FL 34946