

EAA 908 HYLITES

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



Dave giving his great presentation

September's meeting featured Dave Littlefield, an air traffic controller who currently works at Ft. Pierce Tower. He told the story of his talk-down of a non-pilot flying due to the incapacitation of the pilot. It was an interesting, exciting and emotional presentation.

Mark Your Calendar:

- **October 15th Young Eagles**
- **October 19th Chapter meeting**
- **October 22nd Pancake Breakfast**
- **October 27 - 30 Sebring Sport Pilot Expo**
- **November 12-13 Stuart Airshow**
- **November 16th Chapter Mtg**
- **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

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October Meeting

This month's meeting will be mostly business. There will be an officer election for three positions, Vice President, Treasurer and a Board member. The nominating committee has been recruiting candidates and there will be nominations from the floor. Ballots will be handed out to all dues current members. There will also be some other business items on the agenda, including next year's airshow.

Young Eagles - Tom Shedd



F4F Wildcat fighter, at Titusville

See article next page. No, its not the one that Kevin fished out of the Lake, but it's the same kind of situation. Kevin said that there are dozens of them out in Lake Michigan. This one was retrieved in 1994 and restored by Valiant volunteers. They found the pilot who last flew it, and he came over for a visit.

Sport Pilot FLYING CLUB EAA Vero Beach Chapter

Marty Marug held the first organizational meeting of the proposed flying club. They are now looking for a light sport aircraft for possible purchase and members. With the presence of such a flying club there will be an opportunity for older pilots to get back into flying and new pilots to enter flying at the lowest possible cost. If you are interested, call Marty at 564-2903 or E-mail at makind@bellsouth.net.

Donato A. Martino

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.

Early in October the Flight Service Stations were converted to contract operations. Lockheed has the contract and essentially hired all the existing FAA personnel that were being laid off. There is to be a lot of conversion, consolidation, and modernization of the "automated" flight service stations. So it will be interesting to see how all this may work in the future.

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. 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.

Valiant Air Command Museum by Richard Chapman

About two weeks ago I met a relative from up north at the Valiant Air Command at Titusville. Time permitting, I try to find and visit every aviation museum in the world. This was my second visit to this one, and I will still go back to see more. A few years ago the UH-1 Huey was outside and needing some reburshing. It is in display shape and inside, but not flyable.



The S2F Tracker in the background is flyable. It is a Navy plane used for carrier logistical deliveries.



Back in a corner was this airplane with what looks like a VW engine and metal Q-tips on the end of the prop. Many other airplanes of various eras, both jets and props. The rehab hangar has a DC3 being rebuilt, their flagship airplane. Outside were a Viet Nam era F105 Thunderchief and an F4 Phantom.

Well worth the trip and you can fly up, taxi to the back door and walk in.

From the Top by Kevin

FAA Advisory Circular AC 150/5300-13 CHG 4 table 2.3 sets out Taxiway and taxilane separation standards. These apply to our T Hangar building plans and this confirms the minimum distance between the hangars must be 79 feet. To put this into context please try to follow this attempt to explain the dimension of the project. The lot depth of our property at EAA 908 is 300 feet. It is 164.5 feet from the chapter's southern boundary to the southeast corner of the existing hangar. The hangar is 34.5 wide. Therefore the distance to the southeast corner of the proposed hangar is $164.5 + 34.5 + 79 = 278$ feet; The width of the proposed hangar is 35 feet. Since our lot line is only 300 feet deep the proposed hangar's northeast corner is 313 feet from the EAA 908's southern boundary of its leasehold. The airport director and her engineers figured this out before we did and she was letting us down gently to her credit. So like the marines we regroup, improvise and adapt a new plan to fit the size of our leasehold.

Bad news for you all around good guys. FAA regulations require a minimum of 79 feet between hangars and structures of any kind that parallel a common taxiway. The FAA requires a taxiway safe clearance of 49.5 feet from the taxiway centerline to any structure This is the Achilles heal of the 10 T Hangar project. Category I aircraft requires a minimum taxiway clearance of 49.5 feet measured from the taxiway centerline to any structure building or fence We do not have room to build even 8 T Hangars in the southern part of our property. This is because a taxiway would have to run between the south facing hangar doors and the fence along Industrial Drive 3. We do not have the minimum 79 feet for taxiway clearance the new south edge of the hangar and the fence. Here is the math again it is 164.5 to the southeast edge of the existing hangar from EAA 908 southern boundary. The FAA requires a minimum of 79 feet between the two hangars for taxiway safe clearance. This is for Category 1 aircraft. Incidentally, category 1 aircraft are those that weigh 12,500 lbs or less. That's us. In addition to the width of the new hangar 35 feet we must have a minimum of 79 feet between the new hangar and the fence along the southern boundary of EAA 908 property line. So my message to the membership is T Hangars are out of EAA 908 development plans. We must improvise and adapt a development plan that will benefit the chapter. Community hangars? We need consensus.

Kevin

Miscellaneous Notes - Editor

The flying club had one share sold this month. Alan Koeding sold his share to Fabian Arroyo.

Thanks to Jim Wetzell for flying Ron Knaggs over to fix a tire on the Club Cherokee at Cedar Key.

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

The airport has about completed the fencing project. We should be getting a gate for the ramp entrance soon. The Chapter already has some of the actuating hardware, latest info is that it will be rolling open via a digital code box.



Larry Andrews working on his Aircoupe project. He has a spare partial fuselage for parts, and continues to make progress toward completion. Recently, he obtained new control cables and as this airplane doesn't have rudder pedals, it was interesting to see how all the stuff worked.

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