

EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908
SAINT LUCIE COUNTY, FLORIDA

Chapter Officer Elections

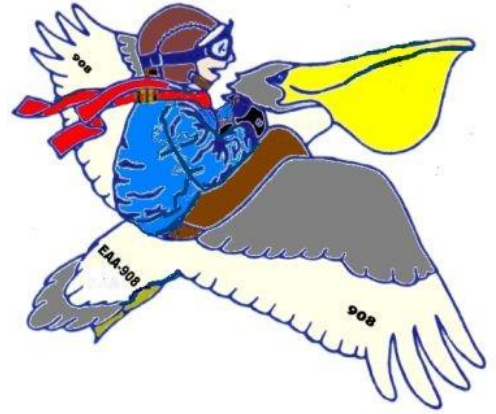
Chapter elections will be held at the November's meeting. The three positions this year are: President, Secretary, and a director. Proxy voting is allowed and forms were emailed out a few weeks ago for those that cannot attend.

Young Eagles - November 15th

About 60 Young Eagles were flown by five airplanes. Fog caused a delayed start, but with ground crews having new kids ready, it all got done in a few hours. The Airport's open house included a dedication of their historical pictures and documents in the lobby. News reporters from both the Tribune and Hometown News were doing interviews and taking pictures. The turnout was very low compared to the 'Muster' event at the Seal Museum. Some of us flying did see the C-130 circle the museum and drop a Seal Team via parachute.

Mark Your Calendar:

- **November 15th - Young Eagles and FPR Airport Open House**
- **November 19th - Chapter meeting with elections**
- **November 22th - Pancake Breakfast**
- **December 19th - Christmas Party at Elk's Club**
- **January 22 - 25, 2009 Sebring Light Sport Expo**
- **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)**



Officers:

President	Jim Wetzel 878-1973
V. Pres.	Ed Elder 595-5698
Secretary	Jerry Groendyke 489-9150
Treasurer	Ron Knaggs 429-1241
Past President	Kevin Griffin 489-7776
Directors	Dave East 893-2357 Bill Stewart 772-785-9302

WEB Site: www.eaa908.org
webmaster: Romeo Vadnais

Chapter Clubhouse:
3100 Industrial Ave 3
Fort Pierce, FL 34946
Phone - (772) 489-0420

**KFPR, east end use Taxiway
Alpha or Delta to Delta One, or
progressive to "EAA Ramp"
Pancake fly-in pilots eat free**

GPS in your pocket

A few months ago, I purchased a handheld GPS unit. It's a Garmin eTrex HCx and I got it off the web for \$187.50 delivered to the door. There are about 5 different units in the eTrex line with varying capabilities. But this unit has the best features for what I needed. The higher priced unit has a barometric altimeter in addition to the GPS altitude, which I didn't think I needed.

Anyway, why would I be writing about this in our newsletter, you ask? Well the simple answer is that it can display four flight instruments plus a moving map, all in a case about the size of older cell phones. I used it several times in the Cherokee, and it is amazing. The downside is that the display is small and that you need a holding fixture of some sort to view it while flying. It will fit the yoke mounted fixture that is used for other mobile electronic things. Or there are other universal holders available that can be found in electronics or auto sections of stores.

The display can be switched between three screens via a page button. On the moving map screen, there is an option for displaying several different info 'bars' that are stacked above the map. I selected the clock, speed, altitude and heading, the four most appropriate for flight. Note that the clock is based on GPS signal, not something that's internal and needs setting or winding. As to speed and altitude, there is a settings screen where you can choose various units such as feet, meters, miles (either statute or nautical) and some others. The unit keeps 'bread crumbs' that can be downloaded to a computer. So if you've broken the speed limit, you can see how much and for how long.

It comes with a built in base map of the US that has bodies of water, major highways and towns. A CD map disk is available for about \$75 that has detailed streets and points of interest (POI). To use it for enroute navigation, the POIs include most airports and the direct course to this waypoint is then selected. Without the CD, I can use the free form waypoint entry to create the destination by entering the lat/long. Or, for returning home, I stood outside the hangar and saved a waypoint called EAA908. The built in POIs include all the exits on interstate highways to include food, fuel and lodging at the cross road.

For in flight monitoring, just turn it on, it finds the satellites, and you're ready to go. It runs on 2 AA batteries which last about 12 hours. Not using the backlight display will get you more time. On a flight in the Cherokee, I did notice on climbing that the altitude was several hundred feet behind the panel's altimeter. When level, the altitude was very close to the Cherokee's Garmin 430, but maybe 100 feet different than barometric. On an airline flight to Chicago (then on to Oshkosh) the display was several thousand feet different from the flight level that the flight attendant had announced. Probably every flight is 37,000, or did ATC amend the altitude and they didn't tell us passengers. I could check our ground speed, and see what highways and towns we were going over.

I've used it walking around town and driving to Virginia which included going across the Cape Hatteras ferry boats. This would display the 12 mph boat speed and our moving map position.

I recommend this as an addition to any experimental pilot's equipment list. And use it for driving, motorcycling, hiking, biking, cruise boat, fishing boat or any other traveling.

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.

Larry Andrew's Eurcoupe Panel

This is the all original panel from 1948. Note the funny looking round guage at the right, behind the control yoke. He's asking what is it and what does it read? (Enlargement on insert) Notice no rudder pedals, but there is brake pedal on the left floor.



Christmas Dinner

The Chapter Christmas dinner party is scheduled for Friday, 19 December. It will be at the Elks Club on US 1 Fort Pierce. The driveway entrance is on 5th Street, between Delaware and Georgia Avenues. The Chapter is paying the cost of dinner for members and one guest each. Sign up at the Chapter house or call Ed Elder. Sign up by November meeting. Program is to be determined, advise a board member if you have any suggestions. There will probably be a cash bar, so bring some folded presidential portraits.

Around the Patch—by Richard Chapman

Peninsular Avionics has closed its ‘satellite’ shop that was located with Aircraft Turbine works on the west side of the airport.

The changes to the voluntary noise abatement procedures have not yet been approved. Staying west of US 1 will be removed as an exception. “Limited” touch and goes has been extended to 10pm from 9pm. It has to go before the County Board of Commissioners and also gets FAA approval.

The county has authorized their staff to make a \$1.3 million bid on about 29 acres of land located on the west end of Airport property. If the land owner does not take the bid, they would consider eminent domain.

Security of the access gates has improved. Please keep up the vigilance of keeping our area secure.

There are still several shares of the flying club for sale.

Parking: If you don’t need to park around the hangar, please park outside the gate. Some Saturday’s is so crowded that airplanes have trouble taxiing.

Engine run-ups should only be done on taxiways or other designated ramp locations. Not at the hangars or on the adjoining taxiway.

A few weeks ago, I purchased the new 2009 edition of the FAR/AIM book at the Parts Mart. In the front is a page summarizing the major changes to the FARs. One thing that looks important to pass along is the new pilot certificate requirement. After March 31, 2010 the paper pilot certificates (also called a pilot license by many) will not be valid, you will need to get a plastic one. This can be done via the web at faa.gov. If your old certificate number is your social security number, you can get a new number and not have to pay for the plastic card. Otherwise, the plastic card is \$2 paid by credit card. For those without much computer savvy, you can be a paper form and send in a \$2 check. But it’s a lot easier on the web and someone can help you use the Chapter’s computer at the clubhouse.

Also in the AIM are a lot of pages on airport and runway markings. These haven’t changed much this year, but there are a lot of things that I don’t remember being there 40 years ago when I first soloed. There will be an FAA Safety Seminar on November 20th at Vero Beach Flight Safety classroom on this topic.

This above topic reminded me of my pet peeve at the airport, the rough condition of Taxiway’s Delta and Charlie. If we complain, maybe they’ll find some left over money from resurfacing Rwy 9/27 that is scheduled in a few weeks.

Last Friday I called Key Air to see if the light was now working on their ramp. No, but probably next week. So I flew that night anyway, took off at 1930 hrs, Rwy 14, climbed to 1500, then a climbing left turn to 2500 to clear Class D airspace, then a slight left turn climbing to 6000 over VRB. Then at 1955 the Shuttle launch went off on time and it was quite a sight on a clear night with just a rising moon out over the ocean. I wasn’t the only one up there watching, it got crowded over Vero Beach between 3000 and 6000. I had tuned to Miami Center to monitor traffic, and about four aircraft requested turns to the south for home to Lantana, Hollywood, Boca, etc. as soon as the Shuttle was out of sight.

After refueling the Cherokee Friday night, I taxied back to the hangar to see the fire department practicing with their airport truck on Delta One and the Treasure Coast Fastener ramp. Picture at right.

