

EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908
SAINT LUCIE COUNTY, FLORIDA

Chapter Elections

We are coming up to elections again in November. This year one director, the Vice President and the Treasurer positions will be filled. Jim Wetzel our President has appointed a nominating committee of Lee Roman, Jim Royal and Richard Creighton. Please contact any of these committee members with your nominations for the positions.

Proxy ballots were sent out via email about a week ago. You can vote in person at the meeting, or submit a proxy per the emailed instructions.

Web Site

Romeo does a great web site, I hope that other members check it for neat stuff. Call him for access to the member area.

Mark Your Calendar:

- **November 7th -- Airport Open House**
- **November 18th - Chapter Meeting - 7pm**
- **November 21th - Pancake Breakfast 8a-11a**
- **January 21-24, 2010 - Sport Aviation Expo - Sebring**
- **April 13-18, 2010 - Sun-N-Fun at Lakeland**
- **July 26 - Aug 1, 2010 - AirVenture Oshkosh**
- **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 873-2357 Randy Berry 429-0725

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**

New Airport Runway

Romeo Vadnais bought a video camera the day before the new runway opened. Its first use was at the opening ceremony. He posted about 10 minutes of the video on the Chapter web site, click on 'What's New' then the video box in the middle. The lower right button will display full screen on your monitor, and it is in high definition. My slow DSL line had pauses in some spots for the streaming to catch up to the display. But it is good video, edited for the airplane enthusiast who wants to see aircraft flying and landing -- no political speeches. Donato Martino lands his light sport cruiser, taxis to the parallel used for parking at the ceremony, and shows Paula Lewis, President of the Board of County Commissioners, getting out of the left pilot seat.

October Board of Directors Meeting

EAA 908 Board Meeting

Present: Jim Ron Dave Randy Kevin

Topics Discussed-

Merritt working on field, OK as long as it's on EAA members plane. Diana Lewis is still questioning the fact that Merritt has no insurance. Board sent letter of support. Fear is that if they can stop Merritt next will be no work allowed at all by any member, even on own plane. Take a wait and see approach for now.

BOCC meeting next week, Oct 27th 9am. Please attend to give support to Ron as he plans on questioning lease for Aero Shade.

Richard Chapman spoke about the current lease negotiation with CAP and the airport for use of the 'CAP building.' Airport has offered multi-year lease for \$1 per year, with CAP paying utilities. However the electric and water meters provide service to multiple locations on the airport, and the Airport Director got a bid to separate the electric panel at \$4,800. CAP doesn't have any budget for probable utility costs and plans are to attend the County commission meeting next week to present our position, asking for their support of CAP.

Meeting adjourned.

Editor Note: The section on Richard Chapman was revised from what the temporary secretary had submitted.

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.

German Museums

In September, I made a trip to Germany to visit my son. He's in the US Army, based near Stuttgart. While there, I visited 2 world class museums and one that is new and has potential. The first two are related with basically the same name and exhibit artifacts. "Auto and Technology" is the approximate English name, and 'artifacts' were mostly automobiles, motorcycles, trains, boats, a submarine, a John Deere tractor, and lots of aircraft. I spent a day at each one, they were great. All the display placards were in German, but many had multi-language info in English. Too many highlights to cover in a few sentences, but I did take hundreds of pictures. Some of the experimental aircraft are here. Plus the Russian Space Shuttle and both super-sonic transports (SST). The other museum was at the Donier factory, which had just opened this summer. Very well done, but much smaller than the others. Most of the early Donier's were seaplanes and have not survived time and warfare, and were displays via pictures and models.



Pictures above are the SSTs. Both are displayed in take-off position, almost as a formation with one behind the other. The Concorde is on the left, in Air France paint. The Russian TU-144 is on the right, partially obscured by a control tower, helicopter and antenna. Stairs led up to each one, enter the door near the tail, and walk up the steep slope of the small cabins to the flight deck. All gauges, controls, etc. were labeled in French or Russian.



This plane has the "Experimental" label on the side under the canopy. Note that it is a staggered wing biplane without an elevator. Ailerons on the rear wing, but could not see how a pitch control surface worked. Also not the VW engine, with heads and cylinders exposed for cooling. Probably a single seater.

Search No More for a DAR

Editor Note: from EAA Chapter E-Gram

EAA maintains a list, by state, of both amateur-built and light-sport aircraft Designated Airworthiness Representatives (DARs). You can find the listing on the Sport Pilot web site. These lists provide one-stop referral of all the DARs in your area. To find the listing go to <http://www.sportpilot.org/resources/dar.html> then select either Special Light-Sport Aircraft DARs; Experimental Light-Sport Aircraft DARs; or Experimental Amateur-Built Aircraft DARs.

Around the Patch - by Richard Chapman

Don't forget to the new FAA rule requiring a 'plastic' pilot certificate, effective March 2010. Also, if you fly internationally, the certificate should be endorsed with the English competent notation.

In the past few weeks, the main driveway automatic gate failed to close. I was the last one through it and after a few minutes, checked to see if the electric reset switch would resolve the problem. It did not. So I found that the big roller wheel on the fence were loose and their guide piece would catch the support bar and cause the gate to jam, and stop the motor. Called Ron, he and I did a temporary fix until new wheels could be obtained. The wheels contain roller bearings that require a periodic squirt of grease. The gate company failed to inform us of this maintenance issue, and in about 2 years of use, the bearing wore out and failed. But we are not alone in this problem, the gate next to the CAP building had the same problem.

Also remember that the runway lights are now PCL after the tower closes. This includes all the runways, including the new one.

The planners for the Christmas banquet have a proposal for use of the meeting room at the Vero Beach Airport Terminal. It's across the hall from C. J. Cannon's Restaurant, who would cater the event. The cost is probably \$25 a person, and at the November meeting, there will be a sign up sheet for commitment and payment. Date proposed is Wednesday, December 23rd. And you can fly to the dinner, park your airplane on the terminal ramp at no charge and walk through the gate.

The past several issues of HYLITES have not contained any pictures, as I have filled up 4 pages with stories and information. This issue will have some more stuff and pictures, including a quiz. No one responded to the last HYLITES question, not even some professional pilots in the Chapter. Was the question too hard? Do you not read this stuff? No, I've got my new GPS?

Quiz Time

1. What do you set your altimeter to: (Select all correct answers)
 - a. Field elevation
 - b. Altimeter setting from FSS
 - c. Altimeter setting from ATIS
 - d. Altimeter setting from AWOS
 - e. Leave it from the last flight, it's close enough
 - f. Ramp elevation painted on the building
 - g. 29.92
 - h. What altimeter? I use the GPS
 - i. Altimeter setting from Ground Control
2. What two extremely opposite weather conditions would cause you to run out of numbers in the Kollsman window of the altimeter? Identify which is high and which is low.
3. If you set your altimeter to 29.92, what do you read on the hands?
 - a. Density Altitude
 - b. Pressure Altitude
 - c. Field Elevation
 - d. Temperature in Centigrade
 - e. What altimeter? I use GPS
4. The Field Elevation of an airport is:
 - a. Elevation at the end of the main runway
 - b. Elevation of the ramp near the tower
 - c. Elevation of the tower
 - d. Elevation in the geographic center
 - e. Elevation of the rotating beacon
 - f. Elevation at the high spot of any runway
 - g. Elevation of the runway at the ILS touchdown point, 1000 feet from the threshold
 - h. I don't care, I use GPS
5. If you set the altimeter to the ATIS numbers, and the field elevation has more than a 100 foot difference, what two things would you check?

More German Museum Pictures



Homebuilt, experimental plane on display. Note the twin engines, unusual tail fuel tank on the top of the strut braces, and the tube and tent, shoelace construction. Gordy would be right at home in this if it was painted yellow.

Safety

An issue came up recently as to the personal flight minimums for crosswind operations. The flight manual for both a Piper Cherokee and a Cessna 172 state that 15 kts is the maximum permissible crosswind component. Could an experienced pilot safely take off with more than that? Probably. But at what risk? What if your wife and kids were on board? What if you were flying Young Eagles? What if you were in the Bahamas and a hurricane was bearing down and you needed to “get out of Dodge” ASAP? We should all have personal minimums for our flying activities. These may vary with the seasons, the passengers, the location. Steve Fossett should have had more experience before trying to fly around mountain tops at 10,000 feet, on a windy day. In a lot of my military flying, we were on the edge of the flight envelope, gross weight, and weather conditions a lot of the time. Especially if there was ‘enemy on the wire or incoming rounds.’ We did what we had to and were experience to do in order to get the mission done. But I was younger and flew almost every day.

Experience is a big factor in our personal minimums. I recently took an instrument competency ride and was asked by the CFII what was my personal weather minimums. Before take-off, I stated that I’d try to shoot an ILS to reported weather of 200 and a half. After the flight, I changed my minimums upward. There is an FAA fill in the blank card that I encourage every pilot to obtain, review and complete before each flight. I certainly don’t have the capabilities that I had 40 years ago, and need to consciously review minimums and IM SAFE at each flight.

More German Museum Pictures



This is the Russian Space Shuttle, Bruan. It was a test model that had jet engines mounted on the tail to experiment with the flight characteristics in the atmosphere. Would it fly, would it cruise and could they land it? Yes.

Does this look fast or what? No, I don't remember what it is, but looks a lot like the Q-200 that was at the Aero Acres open house.



What a 'Kontraption' is this?



Yes, I have to get in some helicopter pictures. These are Russian built, on left is an MI-24 transport, on the right is the much feared combination troop transport and gunship "Hind-D". Like most Russian aircraft, they are built big, sturdy and powerful. I climbed the steps to the cabin to peek in the flight deck. Rich Creighton and I would feel right at home, grab the cyclic and collective and go to a hover.