

EAA 908 HYLITES

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



Around the Patch — by Ed Booth

Don't forget the next meeting is our Christmas meeting with dinner, if Harry Newbern hasn't contacted you yet call him at 467-0180. Turn out to welcome in the New Officers and Board Members of your Chapter. With the necessity of covering the Chapter buildings and property with insurance we find it necessary to raise the hangar rents to \$225.00 per month and tie-down fees to \$25.00 per month. This will be effective with your March fee payment.

Effective immediately please send all mail to:

P.O. Box 3894
Fort Pierce, FL 34948-3894

We continue to ask all members

with computers to request HYLITES be delivered via email. This saves the Chapter about 55 cents per issue per member. Another benefit is a color edition of our Newsletter when sent via email.

A new addition to the flight line is Tom Squeo's really sharp Air-coupe. This aircraft along with the J-3 Cub and others fits the new Sportsman category and will allow older pilots to fly with only their Driver's license and NO PHYSICAL. Paul Fisher as well as Tom are really up on this new category.

See you at the meeting. To all those that we don't see have a Safe And Happy Holiday Season.

Mark Your Calendar:

- Dec 15th Chapter meeting -- Christmas Party
- Jan 19th Chapter meeting
- March xxth Young Eagles
- May 21-22 Wings & Wheels Air-show
- Every Sat. morning — coffee and donuts at club house

From the Left Seat

Our new president Kevin is real busy like most of us, but when we met at the clubhouse on Saturday afternoon, he passed along these comments. As new President, his two primary goals will be Young Eagles and the airplane project. Yes, other chapter activities will be supported and encouraged.

Young Eagles dates are early in March and November, possibly one or two more.

The airport fencing project is at

our facility and the posts and fabric is almost finished. The gates will be up shortly, with a manual lock at first. We will be responsible for the expense and installation of an automatic gate.

Young Eagles dates are early in March and November, possibly one or two more.

Officers:

President	Kevin Griffin 579-6529
V. Pres.	Eddy Kemper 336-0950
Secretary	Jerry Groendyke 489-9150
Treasurer	Pete Stryker 467-1515
Past President	Jim Wetzal 878-1973
Directors	Dr. Jerry Gordon Paul Fischer 464-0538 Rameo Vadnais

Newsletter Ed. Richard Chapman
email to: cfo@cypress-und.com

Notes from the Editor - Richard Chapman

I tried to get HYLITES back on schedule, but I'm not back to normal yet. I've always been a doer and a joiner and that results in being over extended with our job-jar and activities calendar. I would like to help with the aircraft project, but just keeping the club Cherokee flying keeps me busy at the hanger. A 40 year old airframe always has something to tinker on.

The results of election of officers at November's meeting is posted on the front page side bar box. Will update phone numbers as I get them. The By-Laws states that they are to be installed at the December meeting. Congratulations to all.

A suggestion was made to re-instate the person profile that used to appear in the HYLITES. I had already considered doing this, just how to choose someone and then get their info isn't always as easy as it sounds. So I can start by doing myself, then our new president, some other officers, and then some of the newer members. I won't run your whole autobiography, but some highlights and your aviation background. So to Kevin and other officers, you can start by emailing a bio in the next few weeks.

Always looking for input from anyone, and will require stuff from officers.

908 Flying Club by Richard Chapman

In the last HYLITES, I put the wrong day of the month for club meetings. The correct date is the second *Wednesday*, 7pm at the club house.

When Dr. Edmonston put his share up for sale, he ran a newspaper ad. He had such a good response that he gave the leads to Ron Knaggs for follow-up. Currently with 20 fairly active members and several on the "waiting list", the addition of a second airplane is a possibility.

The club still has a Narco 120 comm. and Narco 121

nav radios for sale.

Mike Ketchpaw coordinated a tower tour on a Saturday morning. Four of us showed up and learned a lot.

At the December 8th meeting, a lengthy discussion was made of expanding membership and adding another plane. There seemed to be enough interest in going ahead with both, adding 5 more members and another Cherokee. Also at the meeting, Eric Pinon resigned as VP due to his relocation down the coast. Mike Ketchpaw was elected to take his place.

Odds and Ends by Editor

The PanAm fleet is returning from Arizona. And things are now sort of crowded because of the next item.

Runway 14-32 is still closed for resurfacing. A hazardous material site was found near the intersection of the runways. Work was stopped while the extent of it was determined, as well as who and how it would be cleaned up.

Christmas dinner meeting on Dec. 15th is at the clubhouse. Social time and setup is about 6pm and dinner at 7pm.

Dues for 2005 will be due 1 January. The treasurer will be happy to get your check for \$30 at any time.

More meeting notes from the Tower Chief: The ARTS radar that is displayed on a screen in the tower is slaved off an antenna in Melbourne. Because of line of sight interference, it does not pick up traffic much less than 1500 MSL. In addition, it has a 14 second delay in the display. So all traffic pattern tower operations are done visually. Even IFR traffic in and out of FPR is considered on-radar. IFR traffic is basically a one in and one out at a time operation.

Harry Newbern has a possible guest speaker for the Christmas dinner meeting.

The Wings and Wheels Airshow is scheduled for May 21-22. The Chapter is looking into a larger participation for next year's show.

Larry Mage's RV project has slowed considerably because of the storms. He hopes to get back to setting rivets after the holidays.

There will not be a pancake breakfast in December. They resume in January.

Please welcome new members Louis Chavenello and Phil Dunn.

Member Profile - Richard Chapman

I was born in Detroit back in '46. Same year as George Bush and Bill Clinton. Grew up in Michigan, Alabama, Florida, New Jersey and Missouri. My first in depth exposure to aviation was as a kid in Pensacola, listening to the steady drone of Navy trainers flying all around the area.

After high school in a St. Louis suburb, I went to Bradley to study engineering. But after two and a half restless years, dropped out. Then it was a race to get in the Army before I was drafted. So we tied, I enlisted on the day that I was to be drafted. Passed the tests to go to Warrant Officer Flight Training and after basic at Fort Polk was off to Mineral Wells TX.

The first aircraft that I ever flew was a TH-55, the military version of the Hughes 300 helicopter. It was quite a fun aircraft, even at 60 to 70 knots. The tactical landing areas in West Texas were marked by different color tires, which the TH-55 could easily accomplish all levels. Sometimes cows would wander into the areas and would have to be 'herded' out. After 6 months and about 100 hours, it was off to Ft. Rucker AL.

Here we flew TH-13T instrument trainers for 50 hours and became qualified with a Tactical Instrument ticket. This meant that if we got caught in weather (IMC) somewhere, we should be able to get back to a safe landing. But we were not qualified to file IFR. Then we went to Huey (UH-1) transition, followed by Huey tactical training. About 50 hours, for a total of 200 hours in flight school. I graduated 2nd out of 175 in the class. The top ten graduates all got either Cobra or Chinook transition straight from flight school. So off to Savannah GA for Cobra school, then to Viet Nam.

I was assigned to the 101st Airborne Div, then located just outside the city of Hue. This was August 1967, a few months after the Tet Offensive. My unit didn't have Cobras, only UH-1C gunships. So I had to get checked out in this aircraft. We flew all kinds of gun support missions, from just two aircraft to everything that the 101st could put in the air. We also supported a Special Forces unit, that did all its missions along the Ho Chi Minh Trail. In September, I was shot down on one of these missions. A Huey hovered over us and dropped ropes with a web seat attached. After being pulled out, the NVA couldn't resist shooting at us guys dangling from the Huey, as there was no way to pull us in. After a 45 minute ride, we were let down at a artillery base near Khe Sahn, which was closed.

In December, we picked up 12 brand new Cobras. I flew one up the coast and raced across a lagoon at 166 knots. That was the only time we could ever cruise that fast, as the armorers mounted rocket and gun pods as soon as we landed at home base. Then it was about 120 knots most of the time.

After 365 days, 25 Air Medals, Air Medal with V Device, Bronze Star, Army Commendation Medal, Purple Heart, Distinguished Flying Cross, and some others, I got to go home. I was assigned to Ft. Rucker and requested to be an Instrument Instructor in a TH-13T.

Left the active Army in 1971, settled in Panama City, leased a Texaco station. After a couple of years, decided to return to college and finished a degree in Accounting at Univ. of West Florida. Got a job back in St. Louis at McDonnell Douglas as an Auditor. It was interesting place with all the aircraft, missile and related production. I joined a reserve unit just east of St. Louis at Scott AFB that had Hueys. I flew around the Midwest for about 10 years. After leaving active reserves, I bought into a four person club that owned a Cherokee 235. It was a great cross country 4-seater that I enjoyed to fly.

I ended up in Ft. Pierce in January 2000, joining my brother who was starting an insurance brokerage firm. He needed an accountant and computer geek. After getting settled in, I found the 908 Chapter and Flying Club. The club then found out that I could fix things and made me the Maintenance Officer.

So in summary I accumulated 2450 helicopter hours in the Army and have a little over 500 airplane hours. I need 6 more hours to have 3,000 total hours. I'll throw a party when I get there, probably next month. I was going to put in my picture, but ran out of space, I'll put one in next month..

Membership Renewal:

Attached is \$30 check for 2005 dues year.

Information on address label (below) is correct: ___ Yes ___ No ___ N/A (email)

If No or email, please put your correct info below.

I would like to get newsletter via email at: _____

My comments to the Chapter:

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3100 Industrial Ave 3
Ft. Pierce, FL 34946