

EAA 908 HYLITES

MONTHLY NEWSLETTER FOR EAA CHAPTER 908
SAINT LUCIE COUNTY, FLORIDA

President's Corner



Happy Easter

April has been a whirlwind of a month so far. A lot of air shows, TICO, MLB, Sun N Fun, etc.

Breakfast will be served.

Pancakes, eggs, & sausage will be served before the meeting.

Membership dues for 2017: We have 77 paid members for 2017. Keep in mind your dues for 2017 are due now. Please send your payment of \$40.00. The gate and lock codes have been changed. The new codes will be on your membership cards that have been mailed.

If you have a friend or know of anyone interested in EAA or flying in general invite them out to see our chapter. We need new members !!

No Guest speaker this month.

The keypad at the main gate is intermittent so be patient. I've had TEM systems check it twice, they think it's the circuit board. I'm waiting for an estimate.



Officers:

President	Mike Ketchpaw 772-766-6957
V. Pres.	Jimmy Hardison 772-528-09222
Secretary	Steve Brooks 772-231-4504
Treasurer	June Beers 772-595-3016
Director	Jim Rowntree 772-466-8044
Director	Everett Moore 772-336-6096
Past President	Paul Dekker 908-770-1698

WEB Site:

www.908eaachapter.org
Webmaster: Steve Brooks

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"**

Mark Your Calendar:

- **FAAST meeting Vero Beach April 20, 2017 7:00 pm**
- **908 General membership meeting April 15, 2017 10:00am**
- **Air show, Tyndall AFB Thunder Birds, April 23-24**
- **Air show, Ft Lauderdale Canadian Snow Birds May 6-7**

President's Corner - (continued)

Chapter Project: (by Paul Dekker) Work is nearing completion on Grummy!! The interior was given a fresh coat of paint, new carpet was installed in the baggage area, new flooring was installed on the pilot's and copilot's side, the interior panels were reinstalled and the seats are back in the plane. The final two items that are done, finishing off the front cowling and putting the EAA logo on both sides of the vertical stabilizer and EAA 908 lettering on both sides of the fuselage. (see picture page 5)

Club Hanger : Still sorting some small items other wise the hanger will accommodate most of our members aircraft. With annuals being done the hanger has been used quite a bit. Jason currently has the hanger for a week to knock out his annual.

Hanger Roof: Still in progress. We have the last bid in and now to determine which contractor will be awarded the work. Still looking in possibly getting some financial assistance for the hanger roof repairs. We are responsible for the upkeep and maintenance, but I'm seeking assistance from the county.

Aircraft Donation: We are working on a donation of 3 aircraft. One is on the gear with an engine and 2 are bare frame units. More info will be available as the negotiations progress. Right now the donor is in the process of getting the aircraft appraised. Donor in the process of getting an appraisal.

Student Summer Training Program: The Chapter has run a Student Summer Training Program for Young Eagles for the past several years and with your support we will do so again this year. Paul Dekker held a brief meeting immediately following last month's general membership meeting for those members interested in contributing some of their time and sharing their aviation knowledge with a new group of young aviators. Please contact Paul if you are interested in helping out with years program.

Newsletter Editor: Mike Ketchpaw - email to: ketch15@bellsouth.com

All articles and pictures are the credit of the Editor, Mike Ketchpaw, unless otherwise noted.

Many thanks to those that contributed. Anyone with stories, news, trips, 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.

President's Corner (continued)

Young Eagles March 2017



YE's registration.

**Anna Brooks,
Shirley, Elisa
Groendyke.**

**Roger with
his YE's class**



President's Corner (continued)

Aero Acres



Tom Simm with his YE's demonstrating aircraft systems

Jerry with a happy YE



Around the patch (Mike Ketchpaw)

Board of Directors Meetings: The Chapter's BOD meets on the first Tuesday of each month at 7:00 pm at the clubhouse, unless otherwise noted. Next BOD meeting 5-2-17

Use of Chapter Hangar: The procedure for scheduling use of the Chapter's hangar will be to call Mike Ketchpaw at (772) 770-9928 or 772-766-6957 in order to maintain coordinated use of the hangar. No other method is authorized.

RIP Doug Wilcoxson



Grummy with new decals and lettering

News and Views by Richard Chapman

One of the common hot topics at the airport has been about what moving map, GPS, ADS-B hardware and software we are using. There's been a big expansion of what is out there, how it works (or doesn't work), and trying make it happen in both preflight and in the air reliably. And I forgot to mention the post flight, some apps will make the log book entries for you. Seems like the computers are taking over the entire work load of flying! But not so fast, the learning curve can be extensive and some apps have little documentation, or the manuals are not up to date for the latest releases of the equipment or software. The good news is that panel mounted hardware has to have updated manuals for every software revision. The bad news is that Garmin makes you buy the new manuals with every update, and the Flight Manual Supplement to the POH requires the manuals to be in the airplane for it to be airworthy. But the good news is that the manuals are usually on the internet for free download, then you print out on your color printer the 200 or so pages.

I remember about 15 years ago when Anywhere Maps came out with software that ran on HP compact computers. For about \$1000 total you could have a moving map on a yoke mount! Several of us did this, and I still have the HP 5555 computer in the closet. Fast forward to today, and most of us now have smart phones and/or tablets that can do all of this for a lot less. Here are some of the things that I've learned about these new marvels.

Smart phones and tablets that have cell data capability also have a built in GPS receiver. If you obtain a tablet without cell data, then you need an external GPS receiver to have moving map on the flight chart software. Also, the early tablets have a slower CPU processor that may have trouble keeping up with the speed of faster airplanes. But for "100-knot" GA airplanes we fly it is not that critical an issue.

Several years ago I bought an iPad 2 that had cell data interface, because the premier flight chart software app, Foreflight, only runs on iPad units. There were some other apps available, but other members of the Flying Club were using Foreflight and it was beneficial to have others to share knowledge of problems and techniques. So after buying the iPad, Foreflight basic app was \$75 per year that gave me VFR and IFR charts for the entire USA. What a deal, I had been subscribing to paper charts for just a portion of the US for over \$200 per year.

Recently, Ed Fry and I had upgraded our Cherokee to ADS-B in and out, and installed a Garmin Flightstream wireless interface for tablets. With this upgrade we got a trial subscription to Garmin Pilot, a software app that runs on both Apple and Android tablets and smart phones. To my knowledge, the Flightstream interface only works with Foreflight and Garmin Pilot. I have used both in the air, and they are both fine products. But they both have a learning curve that can be challenging to stay proficient with. Both have updates 2 or 3 times a year that change stuff around or add new features. I was at an ATT store a few months ago and found that they had a sale on a Samsung Android tablet for \$100 that included cell data. An Apple costs that much extra just for the cell data interface. So I brought it home and loaded the Garmin Pilot to see how it works on Android. One of the big advantages of the Android tablets over Apple is that most Androids have an SD card slot to increase storage memory. I had been having data storage problems on the iPad, both Foreflight and Pilot are memory hogs if you load more than the State of Florida charts. But then I found that Garmin Pilot had different versions for the Apple and Android systems. Pilot on Android is missing Weight and Balance and logbook modules. What's up with that? In flight, both work great. Until the iPad starts to overheat, then it slows down and will go blank if you don't ice it somehow. This was one reason I'm trying to migrate to the Android. Or have both, so I have a backup. One of the greatest features is the Flightstream interface that puts the ADS-B traffic and weather on the tablet. As soon as I start the engine, then avionics on, the tablet software starts to display other aircraft that have ADS-B equipment. This is airplane to airplane, no radar or ADS-B antenna connections required. (Closest ADS-B antennas are Sebastian and Okeechobee.)

For those that do not have panel mounted ADS-B and wireless interface like Flightstream, there is a Stratus ADS-B unit that is sold at Sporty's or maybe others, that will receive the aircraft transmissions and ground antennas. These are on two different frequencies so as not to interfere with each other. But in the spirit of ham radio and experimental aircraft, there is a way to build your own receiver from parts and modules for about \$125. I have acquired most of the parts and hope that I can put it together as soon as other projects in my job jar get completed. Anyway, I could go on for more, but you're getting tired of reading this. So more next month.

As to other topics, I read in the paper that Treasure Coast Airport received a \$1.5M federal grant toward construction of a 30k square foot hangar. Also, it appears as if the construction of a connecting taxiway to Runway 10Left/28Right is underway. It appears that it will connect to the middle of taxiway Foxtrot and angle to the end of Runway 10Right. The recent edition of the FAA published chart for KFPR no longer has the x-ed out roadway between these runways.