



The Hernando Flyer

Chapter 1298
Brooksville, Florida
March 2009

President:

Bernie Berger

berger4@tampabay.rr.com

352-799-2721

Vice-President:

James S. Chorvat II

jchorvat@tampabay.rr.com

352-666-4701

Secretary:

Edgar Flaig

ezedgar@tampabay.rr.com

352-428-8304

Treasurer:

V. Jim Doan

352-797-4797

Newsletter Editor:

Rick Robarge

rsrobarge@Aol.com

603-848-9521

Technical Counselor:

Dan Landry

dan@3dsky.us

352-397-5729

Chapter meetings are held on the first Wednesday of the month.

All meetings are open to anyone with an interest in building, restoring, and flying airplanes. The normal monthly meeting will be held, depending on weather conditions, at either the Airport Administration Building located at 15800 Flight Path Drive on the west side of the Airport FedEx building/

Meetings start at 7:00 PM. There's ample parking in the front of the building. Please note that the Chapter does not meet during the months of July and August.

Any questions on meeting location, call Bernie or Edgar.

Message from the President

Greetings fellow chapter members. It is almost March, to me it's like time is driving past at 90 MPH.

During the past month I've been sending out emails that I received regarding ethanol in gas. It's a problem that will get worse for pilots who use mogas with ethanol in their planes. Several issues revolve around Ethanol laced Gasoline. Examples are; reduction of power, the long term breakdown of fuel lines and decomposition of the components found in carburetors. I personally have not heard of any carburetor failures, only speculation from my builder's group. The bigger concern is the long term storage in composite fuel tanks. Ethanol could eat away the fuel tank coatings.

There is a movement within Florida to pass legislating to exempt gas mogas, used in airplanes to have ethanol premixed. Some issues inside of this could be availability of Non High Test Auto Gas for Rotax powered airplanes. As the LSA population grows availability of non ethanol high test auto fuel will become a greater problem.

I'm looking forward to the March 14th fly in. Hope all Chapter members will be able to participate.

Bernie

Message from the Secretary

The Chapter meeting got started at 7.00pm at the new Airport Office in the Industrial Park. We had 18 members and 2 guests present. The guests were John Scaffè and Richard Origon.

Edgar was next with the Secretary report. It was accepted as read.

Jim Doan gave the treasury report. Last month we spend \$ 11.00 for Donuts, and currently have \$3864.78 in the bank. His report was accepted as read.

Mike January is working on another plane. Also Jim Wright is making some progress on his new plane he is building.

We also had a discussion where to hold our future chapter meetings. It was decided to play it by ear.

Next on the agenda was the flying lunch. The following members will be working on the food to be served. Edgar will have 2 potato salads, his wife will make 4 trays of Brownie's and Lemmon squares. Jim's wife will make the pasta salad. Bernies wife will make a German potato salad. We will have Sauerkraut with Kabasi , Deluxe Burgers, Brat's, Super Dogs, Potato chips. James Chorvat, Mike January and Mr.Ulrich are helping out with the cooking. Lynn Postel will be in charge of the ground crew and the safety with the Airplane parking. The following members are helping him. Jim Wright, Mike January, Paul Attard and Mr. Fryberger. Jim Doan will be in charge of collecting the money.

Our next Young Eagle's flight will be in May. We need 2 speaker's to go to Central High School for the presentation about the Young Eagle's Program. Volunteers will meet at 6:30 PM for more discussion at our next meeting on March 4th. We also want to take some photo's of the Pilot's that day. It was also decided to get a American Flag Dedicated to past Member's.

Our next Chapter meeting is on Wednesday March 4th, 7:00 PM at the Chapter Hangar.

Hope to see you all there.

Respectfully submitted Edgar Flaig Secretary

Message from the Technical Counselor

Time for Spring Cleaning?

Not really, although it's a great time to start inspecting your aircraft for areas of corrosion. In Florida, it's always a good idea to identify & take care of any issues before the rainy season.

Metal corrosion is the deterioration of the metal by chemical or electrochemical attack. This can occur internally as well as on the surface. Neglecting any areas of corrosion can come back to haunt you with major repairs and increase costs upon further delay and or neglect.

The appearance of corrosion varies with the type of metal. On aluminum alloys and magnesium, it appears as surface pitting and etching often combined with a grey or white powder deposits. On steel, it forms as a reddish rust.

Several standard methods are available for corrosion removal depending on the location and severity. Among those are the uses of mechanical or chemical processes. Hand sanding, grinding, buffing or polishing are all acceptable methods. Once removed, an agent is used to coat and cover the area to prevent further exposure to the elements and subject it to any further corrosion.

Happy Flying.

Dan Landry