



Hangar Talk

Northern Palm Beach County Experimental Aircraft Association
Chapter 203, Inc., April 2011

THE NEXT EAA CHAPTER 203 MEETING will be held at North County Airport in Jim Cook's Palm Beach Avionics hangar at 6:30 PM on Wednesday, April 13th, 2011. From the junction of the Beeline Highway (SR710) and PGA Blvd (SR786) go 2.6 miles NW; turn left at the airport sign, cross the train tracks. Follow the road to Jim's hangar, which is on the left-hand side before you get to the FBO terminal.

HAPPENINGS

By **Joe Scaglione**

March Member Meeting

The March meeting was held in **Palm Beach Avionics** hangar on the 9th of the month. Twenty-three people were in attendance, including a new member and a guest.

After the first half hour of refreshments, a very brief business period was conducted. There were short discussions about minor pending things, no new subjects.

We then launched directly to the evening's speaker, the very

captivating and supremely gracious, spellbinding, often funny, all around great lady, Ms. **Bea Haydu**. She is a spectacular speaker. She no doubt educated many in attendance about the importance of the women's war contributions during World War II. Truly a great lady, representing a whole group of great ladies

Bea Haydu, we salute you and all those whom you represent. Thanks for your sacrifices.

March Board Meeting

The March board meeting was held on the 23rd at 6:30 PM at SECO Engineering offices. In attendance were President **Steve Sinclair**, Vice

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President:	Steve Sinclair	8768 Oldham Way, West Palm Beach, FL 33412	561-758-2911
Vice President:	Bill Siegel	189 Warm Springs Terrace, Wellington, FL 33414	561-798-3826
Secretary:	Joe Scaglione	945 Marlin Drive, Jupiter, FL 33458	561-746-4229
Treasurer:	Scott Curry	11159 Thyme Drive, Palm Beach Gardens, FL 33418	561-691-4791
Young Eagles:	Rick Golightly	348 West Indiantown Road, Jupiter, FL 33458	561-747-9100
Membership:	Jim Cook	130 Euphrates Circle, Palm Beach Gardens, FL 33418	561-625-9335
Program Director:	Scott Thatcher	4174 Larch Avenue, Palm Beach Gardens, FL 33418	561-622-4237
Librarian:	Ana Scaglione	945 Marlin Drive, Jupiter, FL 33458	561-746-4229
Newsletter Editor:	Orville Alwin	638 N US HWY 1, #153, Tequesta, FL 33469	561-427-4538
Website:	Courtesy of Scott Thatcher		http://eaa203.com/

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President **Bill Seigel**, Treasurer **Scott Curry**, **Rick Golightly**, **Bill Perry** and Secretary **Joe Scaglione**. Opening business was mostly geared towards the Treasurer's report, as the annual report had been filed. Also, new accounts have been established at Wachovia bank with \$1000 deposits but with a total of \$10,760 among all accounts.

Some small things from the new storage area have been sold, bringing in a total of \$100. We resolved that the 50/50 drawing will be held at all membership meetings. During the refreshments, Scott will list the **motor glider** (\$2000) and the **sailboat** (\$1000) on Craig's list. Scott will also survey the **boat trailer** to determine if it can be immediately removed from **Paul Hershorn's** property. Then a discussion was held about other items in storage, as to where and

how to dispose of them. Steve then brought to the floor EAA national member nominations. We felt that no members should be nominated this year.

The April 13th meeting will feature **Donato Martino**, who will speak about **Light Sport Aviation** and the **Sport Cruiser** aircraft.

We are at this time making plans for the May 21st "**Learn To Fly Day**" at **North County** airport. We will host **Young Eagle** flights, with a pancake, eggs and sausage breakfast. Our event will span the hours of 8:00 AM – 11:00 AM for food, and as long as it takes to fly the kids. Plans are also in the works for **Jay Smithe** to be the July speaker with possibly a hot dog roast (if the bugs cooperate).



BIOGRAPHY BERNICE "Bee" FALK HAYDU

The beginning of 1944 I was accepted in the 44-7 WASP (Women Airforce Service Pilots) training class. Our primary training was in PT 17's (Stearman). Our next phase was the Advanced trainer, AT 6. We then went into BT 13's for instrument training and finally into AT6 and Stearman for cross country including night flying. Our 7 month training included formation flying and aerobatics. After graduation, I was stationed at Pecos Army Airfield, Pecos, Texas which was a UC78 (twin engine aircraft) advanced training field. My tasks were engineering test pilot and utility pilot. We were disbanded Dec. 20, 1944 and the field became a B25 school. Had we been in the program just 11 more days, I would have been flying B25's - SIGH - (a twin engine Bomber).

After the WASP I tried to get a job flying to no avail. I obtained my instructor's rating, did free lance teaching in flying and ground school. I was able to get odd jobs ferrying surplus aircraft from bases all over the country to points in the northeast where they were sold. Aircraft manufacturers were just beginning to turn out new civilian use aircraft. I saw the need for ferry pilots to ferry Aeronca and Cessna aircraft from factories at Middletown, Ohio and Wichita Kansas to the northeast (I lived in N.J.) and so started this business. This led to my obtaining a Cessna dealership and in one year I sold 20 new Cessna aircraft. I then joined a group of 8 other veterans who formed a Flight School. I instructed and helped run the operations. Eventually we were put out of business by a highway that took away one of our runways. I then procured a position with Indamer in N. Y. C., a company that sold aircraft and aircraft parts to India. They had a Beech Bonanza which I could fly.

In 1951 I married Joe Haydu who had been a Stearman Instructor in Camden, S. C. during the war. At that time he had a Stagger Wing Beech and some Stearman. After a few years absent from flying because we had 3 children, we went back to flying and have done so throughout our lives until about 10 years ago. We have owned a variety of airplanes. Single and twin Beech, Stearman, Cessna 210, 152, twin, YAK 52 (Russian aerobatic trainer). I have flown in 2 Powder Puff Derbies and 1 Angel Derby.

In 1975 I was honored to have been elected President of Order of Fifinella, the WASP organization. Col. Bruce Arnold, the son of General Henry "Hap" Arnold, had in 1972 attempted to obtain veteran status for us. In 1975 he launched a full-fledged "battle" to do this. At that time we had a treasury of about \$160 and knew we would need funds and super cooperation of members as well as locating so many "lost" WASP. Ignorance is often bliss for had I known then the amount of time necessary to accomplish this, I may have thought twice before accepting the position. The task became a full time job. I had the full cooperation of our Board, Sara Hayden, V.P.; Betty Nicholas, Secy./Treas.; Marty Wyall, Historian; Betty Cross, Newsletter Editor; Di Di Deaton, Chief Staff Executive Officer at the Sweetwater, TX. Training school; Ziggy Hunter, Membership (the one who located so many "lost" WASP); the many throughout the country who jumped on the band-wagon and OF COURSE, Col. Bruce Arnold without whom this would never have happened. I followed all of his instructions and advice which necessitated much midnight oil being burned. So many people had to be kept informed, so many Newsletter articles to be written, so many House of Representatives and Senators to be contacted, so much publicity to be sought and the public to be informed - the job was endless. Between 1976 and 1977 I appeared on over 14 TV and Radio programs including Good Morning America and To Tell The Truth, was interviewed for many nationwide newspapers. Finally with the invaluable help of Col. Bruce Arnold, Sen. Barry Goldwater, House Representatives Lindy Boggs and Margaret Heckler as well as our scattered membership, the Congress voted to have us declared as veterans of WWII. President Jimmy Carter signed this bill into law Nov. 23, 1977

We started a new organization with the name originally Women Military Pilots to incorporate the current women military pilots. The name was changed to Women Military Aviators so more of the women other than the pilots could be included. We have many distinguished members including Eileen Collins, Astronaut. I was the Historian for this outstanding group but turned this over to a younger member, Margie Varuska in 2006.

Joe died June 18, 2006 at the age of 90. We had been married 55 years. I still maintain interest in flying and am active in the Valiant Air Command, Florida Aero Club, WASP and WMA organizations.

I was appointed to the Aviation and Airports Advisory Board which reports to the County Commissioners of Palm Beach County, Florida. Because of time constraints I resigned in 2007 after serving for 22 years.

My uniform is on display at the Smithsonian Air & Space Museum in Washington, D.C.

I was inducted into the Aviation Hall of Fame, Teterboro Airport, Teterboro, N.J. May 11, 2000.

I have written a book entitled LETTERS HOME 1944-1945 detailing my life as a WASP and thereafter.

For information contact me by email: beehaydu@beehaydu.com

**Here's the answer to last month's aircraft identification question.
Congratulations to Jim Scroggins who was the first to correctly identify it.**

Ryan XF2R Dark Shark

XF2R Dark Shark	
	
Role	Fighter
Manufacturer	Ryan Aeronautical Company
Status	Cancelled
Number built	1 prototype
Developed from	FR Fireball

The **Ryan XF2R Dark Shark** was an experimental aircraft built for the United States Navy that combined turboprop and turbojet propulsion. It was based on Ryan's earlier FR Fireball, but replaced the Fireball's piston engine with a General Electric T-31 turboprop engine driving a huge 4-bladed Hamilton Standard propeller.

The turboprop made for much improved performance over the Fireball, but the Navy showed little interest in it; by that time, they had abandoned the idea of the combination fighter and were instead looking into all-jet fighters.

The United States Air Force, however, showed a little more interest; they were at the time evaluating the Convair XP-81 of similar concept, and asked Ryan to modify the XF2R to use the Westinghouse J-34 turbojet instead of the General Electric J-31 used previously. Modifications to the prototype created the XF2R-2, with the jet intakes moved to the sides of the forward fuselage with NACA ducts instead of the inlets in the wing leading edge used before.

Although the Dark Shark proved to be a capable aircraft, it never got further than the prototype stage; all-jet aircraft were considered superior.

Specifications

Data from The Complete Book of Fighters''

General characteristics

- **Crew:** 1
- **Length:** 36 ft 0 in (10.97 m)
- **Wingspan:** 42 ft 0 in (12.80 m)
- **Height:** 14 ft 0 in (4.27 m)
- **Wing area:** 305 ft² (28.3 m²)
- **Loaded weight:** 11,000 lb (4,990 kg)
- **Powerplant:**
 - 1x General Electric J31 turbojet, 1,600 lbf (7.1 kN)
 - 1x General Electric T31 turboprop, 1,760 hp (1,310 kW)



The XF2R-1 in flight.

Performance

- **Maximum speed:** 497 mph (432 kn, 800 km/h) (at sea level)
- **Service ceiling:** 39,100 ft (11,900 m)
- **Rate of climb:** 4,850 ft/min (24.64 m/s)
- **Wing loading:** 36.1 lb/ft² (176 kg/m²)

Armament: 4 x 12.7mm machine guns

Paul Ogden would like to borrow a Nicropress tool. If you have one to lend, please contact him at:

pogden@asgmedical.com

Can you identify this aircraft? The answer will be in next month's "Hangar Talk".



Sport Pilot & Private Pilot Ground School

1. What must a pilot be aware of as a result of ground effect?

- A. Wingtip vortices increase, creating wake turbulence problems for arriving and departing aircraft.
 - B. A full stall landing will require less up elevator deflection than would a full stall when done free of ground effect.
 - C. Induced drag decreases; therefore, any excess speed at the point of flare may cause considerable floating.
-

2. An aircraft is loaded 110 pounds over maximum certificated gross weight. If fuel (gasoline) is drained to bring the aircraft weight within limits, how much fuel should be drained?

- A. 18.4 gallons.
 - B. 15.7 gallons.
 - C. 16.2 gallons.
-

3. What wind condition prolongs the hazards of wake turbulence on a landing runway for the longest period of time?

- A. Light quartering headwind.
 - B. Direct tailwind.
 - C. Light quartering tailwind.
-

4. Outside controlled airspace, the minimum flight visibility requirement for a sport pilot flying VFR above 1,200 feet AGL and below 10,000 feet MSL during daylight hours is

- A. 1 mile.
- B. 3 miles.
- C. 5 miles.

(Answers are on pages seven, eight, and nine.)

Sport Pilot & Private Pilot Ground School

1. Answer C is correct.

AC 61-23, chapter 4 states:

When an airplane is flown at approximately one wing span or less above the surface, the vertical component of airflow is restricted and modified, and changes occur in the normal pattern of the airflow around the wing and from the wingtips.

This change alters the direction of the relative wind in a manner that produces a smaller angle of attack. This means that a wing operating in ground effect with a given angle of attack will generate less induced drag than a wing out of ground effect. Therefore, it is more efficient.

While this may be useful in specific situations, it can also trap the unwary into expecting greater climb performance than the airplane is capable of sustaining.

In other words, an airplane can take off, and while in ground effect establish a climb angle and/or rate that cannot be maintained once the airplane reaches an altitude where ground effect can no longer influence performance. Conversely, on a landing, ground effect may produce “floating,” and result in overshooting, particularly at fast approach speeds.

Reference: AC 61-23, Chapter 4

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2. Answer A is correct.

AC 61-23C, Chapter 4 lists the "Standard Weights" as:

Standard weights have been established for numerous items involved in weight and balance computations. These weights should not be used if actual weights are available.

Some of the standard weights are:

General aviation—crew and passenger -- 170 lb each

Gasoline -- 6 lb/US gal

Oil -- 7.5 lb/US gal

Water -- 8.35 lb/US gal

110 divided by 6 equals 18.33 gallons, the closest answer is 18.4 gallons.

Reference: AC 61-23, Chapter 4

3. Answer C is correct.

AC 00-6A, Chapter 9 states:

An aircraft receives its lift by accelerating a mass of air downward. Thus, whenever the wings are providing lift, air is forced downward under the wings generating rotary motions or vortices off the wing tips. When the landing gear bears the

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entire weight of the aircraft, no wing tip vortices develop. But the instant the pilot pulls back on the controls, these vortices begin. These vortices continue throughout the flight and until the craft again settles firmly on its landing gear. These vortices spread downward and outward from the flight path. They also drift with the wind.

Therefore, a light quartering tailwind would tend to hold the vortices over the landing area for the greatest time.

Reference: AC 00-6

4. Answer B is correct.

This is one of the few references specific to Sport Pilots:

Reference 14 CFR part 61, subpart J "Sport Pilots", specifically 61.315, paragraph c, item 12:

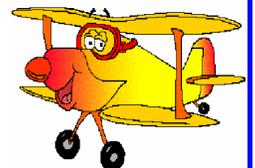
(c) You may not act as pilot in command of a light-sport aircraft:
... (12) When the flight or surface visibility is less than 3 statute miles.

CFR 14 Part 91.155 requires the following weather for all other pilots in this operation:

Day visibility - 1 statute mile,

Cloud clearance - 500 feet below, 1,000 feet above, 2,000 feet horizontal.

Reference: 14 CFR § 91.155



EAA Chapter 203

President	Steve Sinclair
Vice President	Bill Siegel
Secretary	Joe Scaglione
Treasurer	Scott Curry
Program Director	Scott Thatcher
Membership Chair	Jim Cook
Young Eagles	Rick Golightly
Librarian	Ana Scaglione
501(C)3 Coordinator	Scott Curry
Newsletter	Orville Alwin

TECH COUNSELORS

Composite and FWF	Bill Perry
All	Sherman Corning

MEETINGS

The Chapter normally meets monthly at 6:30 PM on the second **Wednesday** of each month at Palm Beach Avionics hangar at North County Airport. Guests are welcome to attend two meetings, but are expected to join the Chapter at the third. Dues are \$30.00 per year.

NOTICE

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NEWSLETTER

Contributions need to be in the editor's hands by the last Wednesday of the month preceding publication, unless the moon is full, in which case the deadline is the Thursday preceding the first Wednesday prior to the next scheduled meeting. Be an author! Send us something!

Other Stuff

Board of Directors Meeting

Please contact President Steve Sinclair for time and place of the April Board meeting.

Editor's Report

April 2011 Newsletter:
64 Email Notifications Transmitted

Membership

53 Current Paid Members
04 Honorary Members

Advertising

Two and one-half column-inches costs \$5.00 per month. A half-page ad is \$15.00 per issue. Digital artwork or photos are preferred. Contact the editor for further details.

Chapter 203 members with email addresses on file will receive email notification of the link to the on-line "Hangar Talk". Send your email address to the editor at sailair@alwin1.com, 561-427-4538 (cell phone), or 638 N US Hwy 1, #153, Tequesta, FL 33469.

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