



# Hangar Talk

## Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc., April 2015

The next EAA Chapter 203 meeting will be held at North County Airport in the chapter hangar 11250-5, next to the Palm Beach Avionics hangar at **9:00 AM, Saturday, April 11th, 2015**. 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 the hangar, which is on the left-hand side before you get to the FBO terminal.

## Can You Identify This Aircraft?



The answer will be in next month's "Hangar Talk"

# Happenings

By Joe Scaglione

## March Board Meeting

First up was a proposal by the President to produce a framed certificate to thank all the sponsors of the Tri-Motor flights. He had the proto-type, and the Board voted unanimously to adopt it. The certificates will be made and distributed as soon as possible.

Next up was **Young Eagles**. We will fly on **Airport Day/Learn To Fly Day**. That date is May 16th. We also have one date in April. As many know, we hosted the **Ninety Nines** event on March 7th. They had signed sixty-six kids to fly. That day was washed out because of fog. This was the first time ever that our Chapter flights were canceled. Hopefully it will be the last time. We will also be flying as many of the kids as show up on April 18th. There are a few more dates in the pipeline; there will be more on them when plans are finalized.

The next discussion concerned problems in the hangar. An un-locked door was found this past week. The board wishes to remind everyone who uses the hangar that the last person out

is responsible to secure it. It is further resolved that if someone stores a plane in it, they must be a member and provide proof of insurance. Additionally, a waiver may be appropriate.

Moving on, we discussed the filing of the income tax form and the Florida forms for 501c3 status which are both in progress. During the past week, the Chapter acquired an **Acro Sport II** project with help from member **Joe Goldman**. It is partially complete. Some work needs to be done to clean it up, so our in-house experts can evaluate the condition and workmanship. When this is done, we will bring the decision as what to do with it to the membership.

Finally, the Treasurers report. There is \$12,159.48 in the checking account as of this report, and \$5464.25 in the savings.



Used by kind permission of Dennis McLain,  
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# Here's the answer to last month's aircraft identification question

## Globe Swift GC-1B

correctly identified by Doug Carson



The **Globe Swift**, also known as the **Globe/Temco Swift**, is a light, two-seat sport monoplane from the post-World War II period.

### Design and development

The Swift was designed by R.S. "Pop" Johnson in 1940, despite

the fanciful story which has now entered into popular mythology surrounding the Swift's origins, that a Culver Cadet was obtained as a "template" aircraft. The design was financially secured by John Kennedy, president of the Globe Medicine Company, to be built by his new Globe Aircraft Company. World War II interrupted their plans, however, and the 85 hp (63 kW) GC-1A Swift advertised as the "All Metal Swift" re-designed by K.H."Bud" Knox, received its type certificate on 7 May 1946. Two prototypes were built but essentially, the design remained the same as the type entered production. Globe built about 408 GC-1As.

Later that year, the Swift received a more powerful engine of 125 hp (93 kW), making it the GC-1B. Globe, together with TEMCO, built 833 GC-1Bs in six months. Globe was outpacing sales of the Swift, however, and did not have enough orders to sell all of the aircraft being built. As a result Globe was forced into insolvency. TEMCO being the largest debtor paid \$328,000 to obtain the type certificate, tooling, aircraft, and parts to enable them to continue production in late 1947, in the hope that reviving production would enable TEMCO to recover their loss. TEMCO went on to build 260 more aircraft before shutting Swift production down permanently in 1951.

The type certificate for the Swift was obtained by Universal Aircraft Industries (later Univair) along with all production tooling. Spare parts continued to be built until 1979 when the Swift Association under the leadership of President Charlie Nelson was approached to take over the operation.

## Operational history

The most unusual variant of the series became a separate design, the **TEMCO TE-1 Buckaroo** which was built in a short-run first as a contender for a USAF trainer aircraft contract, and was later transferred to foreign service as a military trainer. Several of these trainers have since returned to the civil market.

## Specifications (GC-1B)

### General characteristics

- Crew: one
- Capacity: one passenger
- Length: 20 ft 10 in (6.35 m)
- Wingspan: 29 ft 4 in (8.94 m)
- Height: 6 ft 2 in (1.88 m)
- Wing area: 132 sq ft (12.3 m<sup>2</sup>)
- Airfoil: Root NACA 23015, Tip NACA 23009
- Empty weight: 1,370 lb (621 kg)
- Gross weight: 1,710 lb (776 kg)
- Powerplant: 1 × Continental C125 six cylinder, four-stroke aircraft engine, 125 hp (93 kW)

### Performance

- Cruise speed: 122 kn (140 mph; 226 km/h)
- Never exceed speed: 161 kn (185 mph; 298 km/h)
- Range: 1,000 nmi (1,151 mi; 1,852 km)
- Service ceiling: 18,000 ft (5,500 m)
- Rate of climb: 700 ft/min (3.6 m/s)



# Sport Pilot & Private Pilot Ground School

1. The vertical limit of Class C airspace above the primary airport is normally
  - A. 4,000 feet AGL.
  - B. 1,200 feet AGL.
  - C. 3,000 feet AGL.

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2. Each person who holds a pilot certificate or a medical certificate shall present it for inspection upon the request of the Administrator, the National Transportation Safety Board, or any
  - A. authorized representative of the Department of Transportation.
  - B. authorized representative of the Department of State.
  - C. federal, state, or local law enforcement officer.

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3. What type fuel can be substituted for an aircraft if the recommended octane is not available?
  - A. Unleaded automotive gas of the same octane rating.
  - B. The next lower octane aviation gas.
  - C. The next higher octane aviation gas.

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4. What is a characteristic of stable air?
  - A. Stratiform clouds.
  - B. Unlimited visibility.
  - C. Cumulus clouds.

**Answers are on pages eight and nine.**

# Sport Pilot & Private Pilot Ground School

1. Answer A is correct.

The vertical limit of class C airspace above the primary airport is normally 4000' AGL.

Class C airspace is the second most busy type of airport airspace in the airspace system, behind only the class B airspace that encompasses major cities. Class C airspace is depicted on sectional charts in a dark magenta outline. Class C airspace typically has two tiers--an inner tier directly around the airport, where the airspace goes from the surface to 4000' AGL, and an outer tier that goes from (generally) 1500' AGL to 4000' AGL.

Reference: FAA Subject Code: J08 - Controlled Airspace - (refer to Aeronautical Information Manual (AIM).)

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2. Answer C is correct.

The pertinent section of the FARs states:

Inspection of certificate. Each person who holds an airman certificate, medical certificate, authorization, or license required by this part must present it for inspection upon a request from:

The Administrator;

An authorized representative of the National Transportation Safety Board;

or

Any Federal, State, or local law enforcement officer

Therefore federal, state, or local law enforcement officer is correct. An "authorized representative of the Department of Transportation" may indeed be one of the people to whom a medical certificate needs be shown

(the reading is fairly ambiguous), but "federal, state, or local law enforcement officer" is the better, more general answer. "Person in a position of authority" is too broad to be correct--there are plenty of people in positions of authority to whom you do not need to show your pilot certificate.

Reference: 14 CFR § 61.3

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3. Answer C is correct.

Substitute the next higher rated octane aviation gas when the recommended octane is not available.

Using the a lower octane aviation gas will result in detonation, high engine temperatures, and possibly even engine damage. Use of unleaded automotive gas is not recommended (unless specifically approved for your aircraft's engine), as this fuel is formulated differently than aviation fuel, and may result in numerous problems for your engine.

The use of automotive gas (also known as "mogas") is approved for some airplanes. Typically, such aircraft need to have supplemental type certificates (STCs) which document extensive testing to be eligible to use mogas.

Reference: FAA Subject Code: H927 - Aircraft Systems

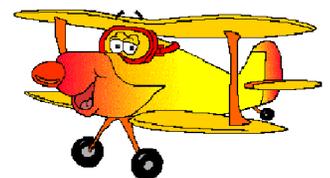
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4. Answer A is correct.

Stable air forms stratiform (layered, flat, pancake-like) clouds.

Cumulous clouds are "puffy" and "billowy", caused by the movement of air-- that is, relatively unstable air. Unlimited visibility is not a necessary characteristic of stable air. When moisture is present, stable air may have poor visibility, such as on a humid, summer day.

Reference: FAA Subject Code: I25 - Stable and Unstable Air - (refer to Aviation Weather (AC 00-6).)



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# EAA Chapter 203

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Secretary	Joe Scaglione
Treasurer	Bud Smith
Program Director	Scott Thatcher
Membership Chair	Kevin Sheely
Young Eagles	Rick Golightly
Librarian	Ana Scaglione
501(C)3 Coordinator	Bud Smith
Newsletter	Orville Alwin

## TECH COUNSELORS

Composite and FWF	Bill Perry
All	Sherman Corning

## MEETINGS

The Chapter normally meets monthly at 9:30 AM on the second Saturday of each month at hangar 11250-5 at North County Airport. Guests are welcome to attend two meetings, but are expected to join the Chapter at the third. Dues are \$35 per year.

## NOTICE

**A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL INFORMATION MAY BE OBTAINED FROM THE DIVISION OF CONSUMER SERVICES BY CALLING TOLL FREE 800-435-7352 WITHIN THE STATE. REGISTRATION DOES NOT IMPLY ENDORSEMENT, APPROVAL, OR RECOMMENDATION BY THE STATE.**

## 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 **Bill Siegel** for time and place of the April Board meeting.

## Editor's Report

April 2015 Newsletter:  
49 Email Notifications Transmitted

## Membership

18 Current Paid Members  
01 Honorary Member

## 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](mailto:sailair@alwin1.com), 561-427-4538 (cell phone), or 638 N US Hwy 1, #153, Tequesta, FL 33469.

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