



# Hangar Talk

Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc.  
August, 2009

**THE NEXT EAA CHAPTER 203 MEETING will be held at North County Airport in Jim Cook's Palm Beach Avionics hangar at 7:30 PM on Thursday August 13, 2009. 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 Jim's hangar, which is on the left-hand side before you get to the FBO terminal.**

## Happenings . . . .

By Joe Scaglione

### July Member Meeting

The July 9 meeting was held once again in the hangar occupied by **Jim Cook's Palm Beach Avionics** (Thanks!! again to Jim, as always). The meeting was attended by 22 members and guests. The '**50/50 drawing**' was re-introduced; a total of \$76 was collected, \$38 of which went to the winner, the remainder to the Chapter.

We then discussed the next **Young Eagle flights** and the possibility of **rides for adults** - a kind of 'get into

flying or back into flying' 'light sport' type of thing. The idea seems to be going over nice. At our July 7 flight the **Sporty's program** was given out; hopefully this will lead to some young person pursuing an aviation career or at least enjoy recreational flight.

This meeting was not exactly what it was advertised to be; our **speaker from the FAA did not show up**. That's just what we expect from the government - not there when you need them and making pests of themselves when you wish they wouldn't. We salvaged the night by going around the room introducing ourselves and giving a short

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President:	Bill Perry	780 31st St., Palm City, FL 34990	772-287-8449
Vice President:	Paul Hershorin	6077 Pine Needle Lane S, Lake Worth, FL 33467	561 758-9174
Secretary:	Joe Scaglione	945 Marlin Drive, Jupiter, FL 33478	561-746-4229
Treasurer:	Scott Curry	11159 Thyme Drive, Palm Beach Gardens, FL 33418	561-691-4791
Young Eagles:	Rick Golightly	348 N. Indiantown , Jupiter, FL 33458	561-747-0324
Membership:	Steve Sinclair	8768 Oldham Way, West Palm Beach, FL 33412	561-758-2911
Program Director:	Scott Thatcher	4174 Larch Avenue, Palm Beach Gardens, FL 33418	561-622-4237
Librarian:	Ana Scaglione	945 Marlin Drive, Jupiter, FL 33478	561-746-4229
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Website:	Courtesy of Scott Thatcher		<a href="http://eaa203.com/">http://eaa203.com/</a>

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synopsis of our experience, projects and interests.

**President Bill Perry** informed the membership of the **donation of \$200** to a young man from Stuart, **Billy West**, to attend the camp at Oshkosh.

**Vice President Paul Hershorin** gave an update of the Palm Beach County **BASA** program; it may be a part 141 program next year, with the maintenance program starting this coming year! Paul, as part of his supervising duties in the school, attends the county aviation advisory meetings; he is very vocal about the **county not being as active as they should be promoting general aviation**, and in his discussions with interested parties has learned that Sikorsky and Pratt-Whitney may be willing to assist in promotions.

## Board Meeting

The board meeting was held at **Rick Golightly's Metro Embroidery** in Jupiter on Thursday, July 23 at 7:30. In attendance were **Bill Perry, Paul Hershorin, Scott Curry, Steve Sinclair, Rick Golightly, Joe Scaglione**, and **Jim Baxter** for his first board meeting.

The first business was our ongoing **update of the membership list**, adding the new members and culling those that are not active anymore, and updating associated information. An idea was brought up to produce a list with a **photo album**; discussion ensued and an agreement to further the idea was advanced.

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The next membership meeting was set at August 13th in Jim Cook's hangar. **Jim will be the speaker**, as he is our chapter's official representative at Oshkosh - President Perry authorized him to attend chapter related meetings and groups while there, so Jim will pass on to us all the things he learned.

An updated and **improved version of the chapter's 501c3 deeded gift form** was submitted to the board and unanimously approved. We thank **Barbara Perry** for the work she put into the new form.

President Perry has informed the board that **our current occupant of the hangar is starting a 400 day tour in Iraq** on August 1st - we all wish him well. He may be selling his plane; his plans are somewhat up in the air, but if anyone needs the hangar space the board will ensure that it is made available.

Business turned to the next **Young Eagle Flights**. At a previous meeting a date of November 7 was discussed; it has been determined that this will conflict with the **Chapter 635 Deland Fly-In**, which will be held November 6-7-8th, so a **new date of November 14th** was selected. And as previously discussed, we are trying to make it a **light sport event** - further discussion is warranted for this proposal. **The board encourages members to comment about this issue.**

The board would also like to remind the members to **hand out the cards for the Youth Flights** and remind everyone that **it will take volunteers to make this successful**. Discussion was also held on the subject of **parental consent**; the State has stalled on acting on the law, but maybe there will be some progress in the coming session.

Lastly, the Treasurer's report from **Scott Curry** recorded a balance of \$14,005.00 in the Chapter's account.



# A Great "Aviation" Story

Submitted by Bill Perry

This came from a gent who runs a 2000 acre corn farm up around Barron WI , not far from Oshkosh He used to fly F4Es and F-16s for the Guard and participated in the first Gulf War... Submitted for your enjoyment, and as a reminder that there are other great, magnificent flyers around besides us.

I went out to plant corn for a bit to finish a field before tomorrow morning and witnessed The Great Battle. A golden eagle - big bastard, about six foot wingspan - flew right in front of the tractor. It was being chased by three crows that were continually dive bombing it and pecking at it. The crows do this because the eagles rob their nests when they find them.

At any rate, the eagle banked hard right in one evasive maneuver, then landed in the field about 100 feet from the tractor. This eagle stood about 3 feet tall. The crows all landed too and took up positions around the eagle at 120 degrees apart, but kept their distance at about 20 feet from the big bird. The eagle would take a couple steps towards one of the crows and they'd hop backwards and forward to keep their distance. Then the reinforcement showed up.

I happened to spot the eagle's mate hurtling down out of the sky at what

appeared to be approximately Mach 1.5. Just before impact the eagle on the ground took flight, (obviously a coordinated tactic; probably pre-briefed) and the three crows which were watching the grounded eagle, also took flight thinking they were going to get in some more pecking on the big bird. The first crow being targeted by the diving eagle never stood a snowball's chance in hell. There was a mid-air explosion of black feathers and that crow was done. The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later. Another crow dead.

The grounded eagle, which was now airborne and had an altitude advantage on the remaining crow, which was streaking eastward in full burner, made a short dive then banked hard right when the escaping crow tried to evade the hit. It didn't work - crow #3 bit the dust at about 20 feet altitude.

This aerial battle was better than any air show I've been to, including the warbirds show at Oshkosh! The two eagles ripped the crows apart and ate them on the ground, and as I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by and you could see in the look of that bird that it knew who's Boss Of The Sky. What a beautiful bird!

I love it. Not only did they kill their enemy, they ate them.

# Sport Pilot & Private Pilot Ground School

1. Under what condition will true altitude be lower than indicated altitude?

- A. In colder than standard air temperature.
  - B. In warmer than standard air temperature.
  - C. When density altitude is higher than indicated altitude.
- 

2. The danger of spatial disorientation during flight in poor visual conditions may be reduced by

- A. shifting the eyes quickly between the exterior visual field and the instrument panel.
  - B. leaning the body in the opposite direction of the motion of the aircraft.
  - C. having faith in the instruments rather than taking a chance on the sensory organs.
- 

3. What action should the pilots of a glider and an airplane take if on a head-on collision course?

- A. Both pilots should give way to the right.
  - B. The airplane pilot should give way to the left.
  - C. The glider pilot should give way to the right.
- 

4. A pilot unintentionally enters a steep diving spiral to the left. What is the proper way to recover from this attitude without overstressing the aircraft?

- A. Relax the back pressure and shallow the bank; then apply up-elevator pressure until the nose has been raised to the desired position.
- B. Apply more up-elevator pressure and then use right aileron pressure to control the overbanking tendency.
- C. Apply up-elevator pressure to raise the nose.

(Answers are on pages six and seven.)

# Sport Pilot & Private Pilot Ground School

1. Answer A is correct.

In colder air, actual true altitude is lower than in warmer air of the same pressure.

Reference: AC 00-6A, Figure 16

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2. Answer C is correct.

The Aeronautical Information Manual, paragraph 8-1-5 states:

Various complex motions and forces, and certain visual scenes encountered in flight, can create illusions of motion and position. Spatial disorientation from these illusions can be prevented only by visual reference to reliable, fixed points on the ground or to flight instruments.

Reference: AIM 8-1-5

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3. Answer A is correct.

Even though FAR 91.113 states:

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(d)(2) (when converging) A glider has the right-of-way over an airship, airplane, or rotorcraft;

In the case of head on-convergence, it also states that:

(e) Approaching head-on. When aircraft are approaching each other head-on, or nearly so, each pilot of each aircraft shall alter course to the right.

Therefore, the best answer is that both pilots should give way to the right.

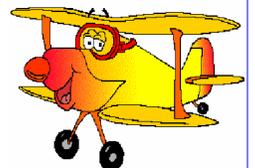
Reference: 14 CFR § 91.113

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4. Answer A is correct.

Allowing the nose of the aircraft to get excessively low during a steep turn may result in a significant increase in airspeed and loss in altitude. This is known as a spiral dive. If the pilot attempts to recover from this situation by only applying back elevator pressure, the limiting load factor may be exceeded, causing structural failure. To properly recover from a spiral dive, the pilot should first reduce the angle of bank with coordinated use of the rudder and aileron, then smoothly increase pitch to the proper attitude.

Reference: FAA-H-8083-13, Glider Flying Handbook



EAA CHAPTER 203  
MEMBERSHIP FORM

**Annual Dues \$20.00**

Please make your check payable to EAA Chapter 203 and return this form and check to:

Steve Sinclair  
8768 Oldham Way  
West Palm Beach FL 33412

Thank you!

EAA Membership Number \_\_\_\_\_ (Required by EAA National)

Name \_\_\_\_\_

Address \_\_\_\_\_

City/State/Zip \_\_\_\_\_

 Home \_\_\_\_\_

 Work \_\_\_\_\_

 Cell \_\_\_\_\_

 Fax \_\_\_\_\_

 Email \_\_\_\_\_

Occupation \_\_\_\_\_

Employer \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Emergency Contact Name  
and Telephone Number(s) \_\_\_\_\_

Currently-owned Aircraft \_\_\_\_\_

\_\_\_\_\_



## EAA Chapter 203

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

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### TECH COUNSELORS

Composite and FWF	Bill Perry
All Except Composite	Craig Wilcox
All	Sherman Corning

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### MEETINGS

The Chapter normally meets monthly at 7:30 pm on the second Thursday of each month at the North County Airport spare conference room. Guests are welcome to attend two meetings, but are expected to join the Chapter at the third. Dues are \$20.00 per year.

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### 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.**

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### NEWSLETTER

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

## Other Stuff

### Board of Directors Meeting

Please contact President Bill Perry for time and place of the August Board meeting.

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### Editor's Report

August 2009 Newsletter:  
69 Email Notifications Transmitted

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### Membership

47 Current Paid Members  
04 Honorary Members

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### 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.

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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 355 Saturn Ave., Tequesta, FL 33469-3016.

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