



Hangar Talk

Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc., August 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, August 8th, 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"

Here's the answer to last month's aircraft identification question

AAC SeaStar



The **AAC SeaStar** is an amphibious biplane that was produced in kitplane form. The aircraft is built largely of composite materials and features wings that may be easily removed for transport, and a ballistic recovery system in the form of a parachute that can be deployed from the engine nacelle.

A version of the SeaStar is marketed by the Brazilian company, EDRA Aeronautica, as the EDRA Aeronautica Super Pétrel.

AAC also marketed a Super Petrel model in 2011.

This aircraft should not be confused with another composite-built small flying boat with the same name, the SeaStar Aircraft SeaStar.

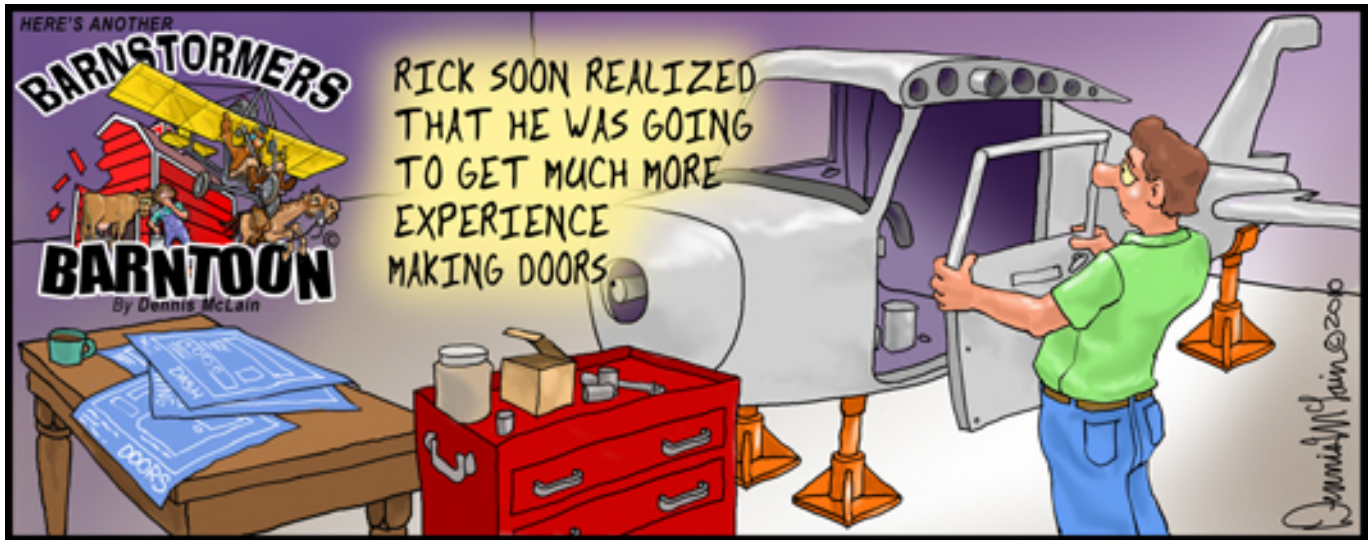
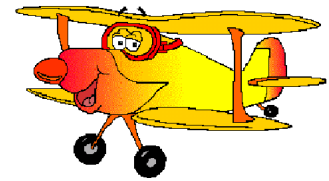
Specifications (SeaStar)

General characteristics

- **Crew:** one
- **Capacity:** one passenger
- **Length:** 21 ft 4 in (6.50 m)
- **Wingspan:** 27 ft 4 in (8.33 m)
- **Height:** 7 ft 6 in (2.29 m)
- **Wing area:** 177.6 sq ft (16.50 m²)
- **Empty weight:** 704 lb (319 kg)
- **Gross weight:** 1,320 lb (599 kg)
- **Fuel capacity:** 19 U.S. gallons (72 L; 16 imp gal)
- **Powerplant:** 1 × Rotax 912 four cylinder, horizontally opposed four stroke aircraft engine, 80 hp (60 kW)
- **Propellers:** 3-bladed ground adjustable

Performance

- **Maximum speed:** 102 mph (164 km/h; 89 kn)
- **Cruise speed:** 85 mph (74 kn; 137 km/h)



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Sport Pilot & Private Pilot Ground School

1. When an ATC clearance has been obtained, no pilot in command may deviate from that clearance, unless that pilot obtains an amended clearance. The one exception to this regulation is
 - A. an emergency.
 - B. if the clearance contains a restriction.
 - C. when the clearance states "at pilot's discretion."

2. Loading an airplane to the most aft CG will cause the airplane to be
 - A. less stable at slow speeds, but more stable at high speeds.
 - B. less stable at high speeds, but more stable at low speeds.
 - C. less stable at all speeds.

3. What service should a pilot normally expect from an En Route Flight Advisory Service (EFAS) station?
 - A. Severe weather information, changes to flight plans, and receipt of routine position reports.
 - B. Actual weather information and thunderstorm activity along the route.
 - C. Preferential routing and radar vectoring to circumnavigate severe weather.

4. The width of a Federal Airway from either side of the centerline is
 - A. 8 nautical miles.
 - B. 4 nautical miles.
 - C. 6 nautical miles.

Answers are on pages five and six.

Sport Pilot & Private Pilot Ground School

1. Answer A is correct.

During an emergency, pilots are free to ignore clearances and restrictions to the extent needed to meet the circumstances of the emergency.

Reference: FAA Subject Code: B08 - Flight Rules--General - (refer to General Operating and Flight Rules (14 CFR Part 91).)

2. Answer C is correct.

Loading an airplane to the most aft CG will cause the airplane to be less stable at all speeds.

Reference: FAA Subject Code: H940 - Balance, Stability, and Center of Gravity - (refer to Weight and Balance.)

3. Answer B is correct.

The Aeronautical Information Manual, paragraph 7-1-4 states:

EFAS is a service specifically designed to provide en route aircraft with timely and meaningful weather advisories pertinent to the type of flight intended, route of flight, and altitude.

"Any Flightwatch, Cessna 123AB."

"Cessna 123AB, Jonestown Flight Watch, Go Ahead..."

"Jonestown Flight Watch, Cessna 123AB is type Cessna 172, 20 miles west of the Smalltown VOR at 4500' heading for Springfield. VFR. I'm seeing a large front ahead of me that I didn't expect given the weather briefing I got earlier. Will that be a factor preventing us from continuing under VFR?"

"Cessna 123AB, My radar picture for your route of flight currently indicates ..."

In conjunction with this service, EFAS is also a central collection and distribution point for pilot reported weather information. EFAS is provided by specially trained specialists in selected AFSSs controlling multiple Remote Communications Outlets covering a large geographical area and is normally available throughout the conterminous U.S. and Puerto Rico from 6 a.m. to 10 p.m. EFAS provides communications capabilities for aircraft flying at 5,000 feet above ground level to 17,500 feet MSL on a common frequency of 122.0 MHz.

Discrete EFAS frequencies have been established to ensure communications coverage from 18,000 through 45,000 MSL serving in each specific ARTCC area. These discrete frequencies may be used below 18,000 feet when coverage permits reliable communication.

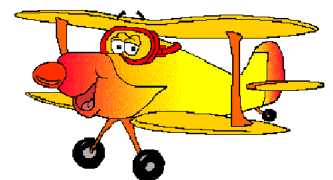
Reference: AIM 7-1-4

4. Answer B is correct.

The width of a Federal Airway (Victor Airway) from either side of the centerline is 4nm. This means that each airway is 8nm wide.

Since Victor Airways are mostly related to IFR flying, how does this affect a Private / Recreational Pilot? Remember that the area of Victor Airways is considered Class E airspace under VFR, NOT class G. Additionally, aerobatics is prohibited along victor airways, so if you plan on doing some aerobatics, it's not enough to do them away "not on" the airway drawn on your sectional chart - you have to remember that the airway itself is 8nm wide.

Reference: FAA Subject Code: A60 - General -
(refer to Designation of Class A, Class B, Class C,
Class D, and Class E Airspace Areas; Airways;
Routes; and Reporting Points (14 CFR Part 71).)



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Program Director	Scott Thatcher
Membership Chair	Kevin Sheely
Young Eagles	Rick Golightly
Librarian	Ana Scaglione
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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 August Board meeting.

Editor's Report

August 2015 Newsletter:
52 Email Notifications Transmitted

Membership

40 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, 561-427-4538 (cell phone), or 638 N US Hwy 1, #153, Tequesta, FL 33469.

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