



Hangar Talk

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

THE NEXT EAA CHAPTER 203 MEETING will be held at the restaurant at Gander Mountain in Palm Beach Gardens in conjunction with the Christmas party at **6:30 PM** on **Wednesday, December 14th, 2011**. **Contact Steve Sinclair at 561-758-2911 if you plan to attend, as reservations are required.**

HAPPENINGS

By **Joe Scaglione**

October Board Meeting

The October Board meeting was held on November 2nd. In attendance were **Steve Sinclair, Bill Siegel, Scott Curry, Jim Cook, Bill Perry, Rick Golightly** and **Joe Scaglione**.

The first order of business was **Jim Cook** discussing the proposed donation of a **Thorp T-18**. Jim gave as much information as he had, and the discussion followed.

The next topic was the **Young Eagle** event. **Rick Golightly** called for a pilot meeting at 8:00 AM on the 5th to plan

the route to be taken. The need for more shirts for the workers was brought up. A decision was made for **Rick Golightly** to print more. Steve introduced a motion and **Scott Curry** seconded it. All voted in favor.

The program for the November meeting was set. **Rick Sante** of **ALFA AERO** will speak.

Scott Curry gave the financial report; there is \$15,121 on deposit combined in the two bank accounts.

November 5th was our **Young Eagles** event. There were forty-eight kids flown. Our pilots were **C.J. Wren** who brought a **Piper Warrior** from Boca Raton, **Bill Siegel** flew his **Cherokee**, **Steve Sinclair** flew **Joe Hurtuk's**

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Young Eagles:	Rick Golightly	348 West Indiantown Road, Jupiter, FL 33458	561-747-9100
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Cessna 172, and Nicole Sodders flew BASA's SportStar.

Ground crew from the club included **Armin Widmann, Kevin Sheely, Ana Scaglione, Scott Curry, Bill Perry** and **Karl Large**. We would also like to acknowledge the two non-member volunteers who helped with the administration, **Debbie** (thanks for running to pick up the hamburgers) **Golightly**, and **Theresa Camejo**. We would also like to thank **Owen Gassaway** for making **Lantana's Cessna 172, N3YE** available to fly as needed. The fuel costs were provided by **Paul Hershorin's BASA** foundation in conjunction with the **BASA** program. The vast majority of the flights were his students. (Please excuse any omissions; just bring it to my attention at the Christmas party if you attend).

On November 9th the membership meeting was held at **Palm Beach**

November Member Meeting

Avionics. There were twenty-one in attendance including two guests. The social period including snack time began promptly at 6:30 PM. The 50/50 tickets were sold; a total of \$70.00 was collected (which means that the winner received \$35.00, for all those math challenged members). **Bob Beck** was the winner.

The regular meeting started with the two guests introducing themselves, immediately followed by noting that there would be no financial report that evening due to the fact that the treasurer was not present or accounted for.

The **Young Eagle** report was that **forty-eight kids** flew, and the next tentative event will be on or around January 28th. More on that as the time draws near.

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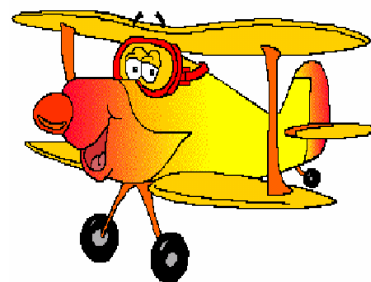
A preliminary head count was begun for the **Christmas party**. President Sinclair must make a list so as to present it to the restaurant. Please remember that the party/meeting will be at 6:30 PM on the **14th of December** at **Gander Mountain** in their restaurant. They are located behind **Home Depot** off **Northlake Blvd** on **I-95**. The cost will be \$15.00 for the member and their first guest, and any additional guests will be \$25.00.

The subject of **John Stinsons** flight scholarship program was brought to the attention of the general membership. This still being in the early stages not many details are available. This is business still in front of the board and Mr. Stinson.

Our guest speaker was **Rick Sante** of the **Tamiami EAA Chapter 620**. He directs a public service flight operation. His organization was formed in 2010 in response to the **Haiti** earthquake. Its logo is "**ALFA AERO**", **Airlift Flyers Aviation Corporation**. They are completely volunteer and non-profit. They ran the largest general aviation humanitarian airlift ever. They were the first responders to get to Haiti, bringing food, water, medical supplies and doctors, landing on roads and any flat or near flat area imaginable. Remember that the airports were unusable for a long time. People flew in private planes with STOL capability and also corporate jets.

Aside from the Haiti airlift they run other operations. They are most known for securing space available to passengers and cargo throughout the Caribbean. They connect many people who have medical problems with transportation to the States for treatment, and often aid in securing visas and permits along with pushing agencies to expedite customs.

They are what is known in the charity world as a cash poor organization, meaning that they work with donations of time and space available. They mostly just help to make the connection between people in need and a way to get them what they need.



"Say Again? Radio Communication Done Right"

**Topic: Say Again? Radio Communication Done Right
On Thursday, December 8, 2011 at 7:00 PM**

Location:

Marriott

4000 RCA Blvd.

Palm Beach Gardens, FL 33410

Select Number:

NR0340486

Description:

Stymied by radio chatter every time you fly? Does everybody else get "cleared direct" and you don't? The Air Safety Institute digs deeper into radio communication in this information-packed seminar. Hear the other side of the story from air traffic controllers. Find out how to increase your margin of safety through effective communication with ATC. Don't miss this informative safety seminar designed to improve your communication skills and decrease your workload as a pilot.

To view further details and registration information for this seminar, [go here](http://www.faasafety.gov/SPANS/event_details.aspx?eid=40486): http://www.faasafety.gov/SPANS/event_details.aspx?eid=40486.

The sponsor for this seminar is: **FAASTeam**

The following credit(s) are available for the WINGS/AMT Programs:

Basic Knowledge 3 - 1 credit

EAA CHAPTER 203
MEMBERSHIP FORM

Annual Dues \$35.00

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 _____



FAAST Blast — Week of Nov. 14 – Nov. 20, 2011
Biweekly FAA Safety Briefing News Update

Rulemaking Proposed for Cessna 172; Cirrus SR22T

The FAA published two Notices of Proposed Rulemaking (NPRM) in November to propose separate Airworthiness Directives (AD) for certain Cirrus SR22T and Cessna 172 aircraft. The proposed Cirrus AD was prompted by reports of partial loss of engine power due to a dislodged rubber gasket being ingested into the turbocharger. To correct the condition, the proposed AD would require inspection and modification of the air box flange welds and slots and installation of air box seals as applicable.

The NPRM for Cessna proposes to supersede an existing AD that applies to 172R and 172S models. The original AD was issued in 2008 to detect and correct chafing of the fuel return line assembly, which could result in fuel leaking under the floor and fuel vapors entering the cabin. The proposed revision would require the fuel return line inspection for another 768 airplanes.

The FAA is accepting comments on the Cirrus NPRM until December 19, and until Dec. 29 for the Cessna NPRM. You can review and submit comments on either of the proposed rules by going to <http://www.regulations.gov/>.

Mark Your Calendars

It's only November, but 2012 will soon be here. Despite the long nights and cold temperatures, the new year gets off to a flying start with several major aviation events. First is the annual U.S. Sport Aviation Expo from January 19 – 22 at Florida's Sebring Regional Airport. One of the new attractions is a Seaplane Base at Lake Jackson. At the same time, to the north on January 19 and 20, the Professional Aviation Maintenance Association holds its National Aviation Maintenance Symposium at the Eastern Michigan University Student Center in Ypsilanti, Michigan. Then, head south again for two more events in Dallas, Texas. Heli-Expo 2012 takes place February 11 - 14, followed by the 23rd Annual International Women in Aviation Conference, March 8 – 10. Be sure to look out for FAA and FAAS Team members at each of these events.

Report Wildlife Strikes

Remember the “Miracle on the Hudson” in January 2009 when migratory Canada Geese brought down a US Airways Airbus A320? That flight had a happy and safe ending in the Hudson River — thanks to the outstanding airmanship of the US Airways crew. Wildlife strikes are a growing safety issue, especially with significant population increases of a number of bird species. Read more about wildlife strikes on page 22 in the November/December *FAA Safety Briefing*:

www.faa.gov/news/safety_briefing/2011/media/NovDec2011.pdf. More information about the agency's initiatives to reduce strikes is available at www.faa.gov/news/fact_sheets/news_story.cfm?newsId=13209.

Air Traffic Control Changes during Runway Construction

Notice Number: NOTC3380

Air traffic controllers implemented a policy change on September 22, 2011, that they thought was straight-forward and would improve safety during periods of runway construction. They recently received some feedback from GA pilots that their policy changes might be confusing to anyone seeking a "short" approach, land-and-hold "short," or other use of short/shortened.

To avoid any further misunderstanding, please make note of the following language that might be used during periods of construction at an airport.

ATIS - When a runway length has been temporarily or permanently shortened, the word "WARNING" will preface the runway number, and the word "shortened" will be included in the text of the message. The ATIS will include the available runway length, as stated in the NOTAM, and must be broadcast for the duration of the construction project.

Example: "Warning, Runway One-Zero has been shortened, niner-thousand eight hundred and fifty feet available, consult NOTAMs."

Departure Information - ATC will not use the term "full length" when the runway length available for departures has been temporarily shortened. The use of the term "full length" could be interpreted by the pilot(s) as the available runway length prior to the runway being shortened. Whenever a runway length has been temporarily or permanently shortened, the word "shortened" will be used immediately following the runway number as part of the lineup and wait clearance.

*Example: "(Call sign), Runway Two-eight shortened, line up and wait."
"(Call sign), Runway Two-eight shortened, cleared for takeoff."*

Landing Information - The addition of "shortened" must be included in the landing clearance for the duration of the construction project when the runway is temporarily shortened. Note that the use of the term "shortened" in this case has nothing to do with short approaches or short field landings and everything to do with jogging your memory (NOTAMs and ATIS were your first awareness) about the condition of the runway in use.

*Example: "(Call sign), Runway Two-eight shortened, continue."
"(Call sign), Runway Two-eight shortened, cleared to land."*

ATC phraseology will include "warning" and "shortened" for operations on permanently shortened runways for at least 30 days or until the Airport/Facility Directory has been updated, whichever is longer.

Bottom line, whenever you hear ATC use the term "shortened", this is your cue that the runway you are about to use has been shortened and has a relocated threshold on at least one end. If that surprises you in any way, get all the information you need prior to using the runway!

Always check NOTAMs and the latest publications for other updates.

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

Loening OL



The **Loening OL** was an American two-seat amphibious biplane built by Loening for the United States Army Air Corps and the United States Navy.

First flown in 1923, the OL was a high-performance amphibian with a large single float and stabilizing floats fitted underneath each lower wing. It had retractable landing gear and a tailskid for operations on land. It had a tandem open cockpit for a crew of two.

The United States Army Air Corps ordered four prototypes as the **XCOA-1** powered by a 400hp Liberty V-1650-1 engine. A number of variants were introduced for both the Army and United States Navy. During later production the company merged with the Keystone Aircraft Corporation.

General characteristics

- **Crew:** Two
- **Length:** 34 ft 9 in (10.59 m)
- **Wingspan:** 45 ft 0 in (13.72 m)
- **Height:** 12 ft 9 in (3.89 m)
- **Wing area:** 504 ft² (46.82 m²)
- **Empty weight:** 3649 lb (1655 kg)
- **Gross weight:** 5404 lb (2451 kg)

- **Powerplant:** 1 × Pratt & Whitney R-1340-4 Wasp radial piston engine, 450 hp (336 kW)

Performance

- **Maximum speed:** 122 mph (196 km/h, 106 kt)
- **Range:** 625 miles (1006 km, 543 nm)
- **Service ceiling:** 14,300 ft (4360 m)

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



Sport Pilot & Private Pilot Ground School

1. Which is true regarding flight operations to a satellite airport, without an operating control tower, within the Class C airspace area?

- A. Prior to entering that airspace, a Sport Pilot must contact the FSS.
 - B. Prior to entering that airspace, a Sport Pilot must contact the primary airport tower.
 - C. Prior to entering that airspace, a Sport Pilot must receive the appropriate logbook endorsement.
-

2. VNO is defined as the

- A. normal operating range.
 - B. never-exceed speed.
 - C. maximum structural cruising speed.
-

3. Except when necessary for takeoff or landing, what is the minimum safe altitude required for a pilot to operate an aircraft over other than a congested area?

- A. An altitude of 500 feet above the highest obstacle within a horizontal radius of 1,000 feet.
 - B. An altitude allowing, if a power unit fails, an emergency landing without undue hazard to persons or property on the surface.
 - C. An altitude of 500 feet AGL, except over open water or a sparsely populated area, which requires 500 feet from any person, vessel, vehicle, or structure.
-

4. The pilot in command is responsible for ensuring that each person on board applicable U. S. registered aircraft is briefed and instructed on how and when to

- A. fasten and unfasten their seat belt and shoulder harness.
- B. adjust their seat.
- C. operate the fire extinguisher.

(Answers are on pages eleven and twelve.)

Sport Pilot & Private Pilot Ground School

1. Answer C is correct.

When operating to a satellite airport within class C airspace, contact ATC prior to entering that airspace. A pilot must establish and maintain communication with the ATC serving facility. Sport Pilots also require an appropriate logbook endorsement.

Reference: General Operating and Flight Rules (14 CFR Part 91).

2. Answer C is correct.

VNO is defined as the maximum structural cruising speed. On the airspeed indicator, this is the top of the green arc/ beginning of the yellow arc.

You might be tempted to think that the correct answer is "Normal Operating Range" based on the letters "NO." The Normal Operating Range is represented by the entirety of the green arc on the airspeed indicator.

Never exceed speed, VNE is indicated by a red radial line on the airspeed indicator.

Reference: 14 CFR § S1.2 - S1.3, Part I - Definitions and Abbreviations

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3. Answer C is correct.

From FAR 91.119 - Minimum safe altitudes: General:

Except when necessary for takeoff or landing, no person may operate an aircraft below the following altitudes:

(c) Over other than congested areas. An altitude of 500 feet above the surface, except over open water or sparsely populated areas. In those cases, the aircraft may not be operated closer than 500 feet to any person, vessel, vehicle, or structure.

Reference: 14 CFR § 91.119 (c)

4. Answer A is correct.

91.107 - No pilot may takeoff a U.S.-registered civil aircraft (except a free balloon that incorporates a basket or gondola, or an airship type certificated before November 2, 1987) unless the pilot in command of that aircraft ensures that each person on board is briefed on how to fasten and unfasten that person's safety belt and, if installed, shoulder harness.

Reference: 14 CFR § 91.107



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

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 Steve Sinclair for time and place of the December Board meeting.

Editor's Report

December 2011 Newsletter:
89 Email Notifications Transmitted

Membership

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

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