



Hangar Talk

Northern Palm Beach County Experimental Aircraft Association
Chapter 203, Inc., July 2010

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 **Wednesday, July 14th, 2010**. 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

June Member Meeting

The June meeting was held on the 9th at the **Palm Beach Avionics** hangar. There were seventeen members in attendance. President **Bill Perry** quickly handed the start of the meeting over to **Rick Golightly**.

First Rick informed the members that we "may" have a special **Young Eagles** event sometime in the early summer. It differs from normal in that

it would take place during the week, most probably at **Lantana**. This is still in the early stages of planning. Vice President **Paul Hershorn** will be involved with this, securing planes and pilots. Secondly, Rick summarized the "**Learn To Fly Day**" events. He fielded a few questions from the members and elaborated on the events of the day. Rick took names and shirt sizes of members that were present at the breakfast who did not receive shirts that day (the chapter has authorized shirts to be printed for identification purposes at future events).

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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
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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Next up was **Scott Curry** giving the financial report. There was a bank balance of \$10,069.78 as of the date. The breakfast on the previous week grossed \$641.00. We served 137 paid meals, and approximately 20 free ones. The expenses were \$220.00; someone donated \$20.00 and Rick sold some shirts (exact number will be reported in the board meetings notes). There were some left over eggs that were offered to those who wanted to purchase them to help defray the costs. In fact, after the meeting all the eggs were sold and that brought in \$20.00 to reduce the costs to \$200.00.

Member **Doug Carson** had donated a grist milling machine to be sold; President Perry has announced that it was indeed sold and picked up. This gained a much needed \$1500.00 donation to the treasury. Everyone thanked Doug for his thoughtfulness. We were reminded that there is still

the sailboat, motor glider and the aluminum tubes for sale.

Moving on, we discussed the upcoming November elections. Not the congressional ones, the **Chapter 203** ones. By rights, all the offices should be open for challenge. We are reminded that the office of **President** and **Vice President** must be filled by new blood because **Bill Perry** and **Paul Hershorin** will not be able to continue with their duties. An organization that does not turn over its management usually goes stale. Anyone interested please step forward.

Jim Cook then took over to present the program for the evening. Jim's son, **Travis**, was present at the **Venture Fly-In** as the official videographer. He put together a beautiful record of the weekend, and Jim felt that we who were there would enjoy seeing our contribution, and for

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those who were not there, to see what they missed. Jim passionately spoke of the **Venture** and of the dedicated people who came to the airport over that weekend. He told us it was his son's first ride in the Venture. Travis selected some thrilling footage for a CD that he put together to be distributed to the attendees. This CD was what we saw this night. It's always a pleasure to listen to Jim telling his flying stories, and he didn't disappoint us this night. At the end of the night there was a door prize given, a tee shirt donated by **Metro Embroidery**. The winner was **Bill Siegel!**

June Board Meeting

The meeting was held at **Metro Embroidery** in Jupiter at 7:30 PM. Present were **Bill Perry, Paul Hershorin, Steve Sinclair, Rick Golightly** and **Joe Scaglione**. The meeting was short.

There was no financial report because the Treasurer was unavailable that day. **Rick Golightly** spoke at length about **Young Eagles**. The possible next date under consideration is the third week in September. More thought must be put into this date, and we will get more information about that. The location will probably be **Lantana**, and will primarily

be flying students in the **BASA** program, but will not be exclusive to them. There was also a discussion of a **pig roast** at one of the flights, but this is in the very, very early planning stage. While we spoke about food there was also mention of a **BBQ** at or before one of the fall membership meetings.

The second order of business was a serious discussion about the hangar. We have not been able to secure a lot of donations in the recent past. The hangar is the single largest drain on our bank balance. At present there is no one occupying the space, and that means that we are picking up the full burden of the rent. President Perry has suggested that we think about surrendering the hangar if no one uses it in the next month or so. The board wishes that if anyone needs the space, they should come forward now before it is no longer available.

July 14th is the next regular meeting at **Palm Beach Avionics** hangar at 7:30 PM. The program will be **Jack Shaver** giving the history of the **Fieseler Storch**. If you have already heard Jack speak in the past, you know he is a fountain of knowledge on aviation. He has a multitude of good stories.



New Runway Crossing Procedure

Notice Number: NOTC2374

Runway Crossing Procedure Change

Beginning June 30, 2010, controllers will be required to issue explicit instructions to cross or hold short of each runway that intersects a taxi route.

"Taxi to" will no longer be used when issuing taxi instructions to an assigned take-off runway.

Instructions to cross a runway will be issued one at a time. Instructions to cross multiple runways will not be issued. An aircraft or vehicle must have crossed the previous runway before another runway crossing is issued.

This applies to any runway, including inactive or closed runways.

Changes will also be made to the Aeronautical Information Manual (AIM) and AIP to reflect the new procedures.

Never cross a hold line without *explicit* ATC instructions.

If in doubt ASK!

Reminder: You may not enter a runway *unless* you have been:

- instructed to cross that specific runway;
- cleared to take off from that runway; or
- instructed to position and hold on that specific runway.

See https://www.faasafety.gov/files/notices/2010/Jun/Runway_Crossing_Procedural_Change_FAAST_Blast.pdf for the Runway Safety notice. Click this next link for a video of the change. http://www.faa.gov/airports/runway_safety/news/current_events/taxi_to/media/TaxiTo_V3_3wPreloader.swf (You may have to copy and paste the links into your browser.)

For additional information, go to <http://www.faa.gov/go/runwaysafety>

Subject: The Moral of the Story is



The Woman Marine Pilot

The teacher gave her fifth grade class an assignment: Get their parents to tell them a story with a moral at the end of it. The next day, the kids came back and, one by one, began to tell their stories.

There were all the regular types of stuff: spilled milk and pennies saved. But then the teacher realized, much to her dismay, that only Janie was left.

“Janie, do you have a story to share?” “Yes ma'am. My daddy told me a story about my Mommy. She was a Marine pilot in Desert Storm, and her plane got hit. She had to bail out over enemy territory, and all she had was a flask of whiskey, a pistol, and a survival knife.

She drank the whiskey on the way down so the bottle wouldn't break, and then her parachute landed her right in the middle of 20 Iraqi troops.

She shot 15 of them with the pistol, until she ran out of bullets, killed four more with the knife, till the blade broke, and then she killed the last Iraqi with her bare hands.

"Good Heavens," said the horrified teacher. "What did your Daddy tell you was the moral to this horrible story?"

"Stay the Hell away from Mommy when she's been drinking."

Sport Pilot & Private Pilot Ground School

1. Prior to takeoff, the altimeter should be set to which altitude or altimeter setting?

- A. The current local altimeter setting, if available, or the departure airport elevation.
 - B. The corrected pressure altitude for the departure airport.
 - C. The corrected density altitude of the departure airport.
-

2. SIGMETs are issued as a warning of weather conditions hazardous to which aircraft?

- A. Large aircraft only.
 - B. Small aircraft only.
 - C. All aircraft.
-

3. What is one purpose of wing flaps?

- A. To decrease wing area to vary the lift.
 - B. To enable the pilot to make steeper approaches to a landing without increasing airspeed.
 - C. To relieve the pilot of maintaining continuous pressure on the controls.
-

4. Except when necessary for takeoff or landing, an aircraft may not be operated closer than what distance from any person, vessel, vehicle, or structure?

- A. 1,000 feet.
- B. 500 feet.
- C. 700 feet.

(Answers are on pages seven and eight.)

Sport Pilot & Private Pilot Ground School

1. Answer A is correct.

Prior to takeoff, the altimeter should be set to the current local altimeter setting or, if that's not available, to the departure airport elevation. The local altimeter setting is typically available from ATIS, AWOS/ASOS, and other weather reporting services. The goal of this action is to set the altimeter to the correct altitude, MSL given current atmospheric conditions.

Reference: FAA Subject Code: B08 - Flight Rules--General

2. Answer C is correct.

AC 00-45, section 4 states:

A SIGMET advises of non-convective weather that is potentially hazardous to all aircraft. In the conterminous U.S., SIGMETs are issued when the following phenomena occur or are expected to occur:

Severe icing not associated with thunderstorms

Severe or extreme turbulence or clear air turbulence (CAT) not associated with thunderstorms

Dust storms, sandstorms, or volcanic ash lowering surface or in-flight visibilities to below three miles

Volcanic eruption.

Reference: AC 00-45D, Section 4

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3. Answer B is correct.

AC 61-23C, Chapter 2 states: Wing flaps are a movable part of the wing, normally hinged to the inboard trailing edge of each wing. Flaps are extended or retracted by the pilot. Extending the flaps increases the wing camber, wing area (some types), and the angle of attack of the wing. This increases wing lift and also increases induced drag. The increased lift enables the pilot to make steeper approaches to a landing without an increase in airspeed.

Reference: AC 61-23, Chapter 2

4. Answer B is correct.

In FAR 91.119 - Minimum safe altitudes: General, it states that:

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. This is the least-restrictive 'close to any person vessel, vehicle, or structure' condition in the Federal Aviation Regulations, and hence 500 feet is the correct answer.

Reference: 14 CFR § 91.119 (c)



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

TECH COUNSELORS

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

MEETINGS

The Chapter normally meets monthly at 7:30 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 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 July Board meeting.

Editor's Report

July 2010 Newsletter:
66 Email Notifications Transmitted

Membership

50 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.

Disclaimer

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