



# Hangar Talk

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

**THE NEXT EAA CHAPTER 203 MEETING** will be held at North County Airport in Jim Cook's Palm Beach Avionics hangar at 6:30 PM on Wednesday, July 13th, 2011. 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**

### Member Meeting

The June meeting was officiated by our illustrious Vice President, **William "Wild Bill" Seigel**. The first business was a brief financial report. **Scott Curry** went over the monies collected at the **Learn To Fly Day**. We are happy to say that

it added about \$500 to the Chapter.

Then we went right into the program for the night. **Doug Carson** was the speaker. He gave an excellent talk on photography, with tips and techniques for the digital age. This was followed by a video and narrative of his **Vietnam** flying.

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Vice President:	Bill Siegel	189 Warm Springs Terrace, Wellington, FL 33414	561-798-3826
Secretary:	Joe Scaglione	945 Marlin Drive, Jupiter, FL 33458	561-746-4229
Treasurer:	Scott Curry	11159 Thyme Drive, Palm Beach Gardens, FL 33418	561-691-4791
Young Eagles:	Rick Golightly	348 West Indiantown Road, Jupiter, FL 33458	561-747-9100
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Program Director:	Scott Thatcher	4174 Larch Avenue, Palm Beach Gardens, FL 33418	561-622-4237
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After the program, a review of the **Young Eagles** was conducted by **Rick Golightly**. Two of our members have gone over the 100 mark: **Dick Williams** and **Bill Siegel**. Thanks, guys, for your dedication. We look forward to reporting when you both pass the 200 mark.

## **Board Meeting**

The June Board meeting was held on the 29th. In

attendance were **Steve Sinclair, Bill Siegel, Bill Perry, Scott Thatcher, Jim Cook, Rick Golightly** and **Joe Scaglione**.

On a sad note we have been informed that a past member, a friend of the chapter, a great aviator, a great guy, a real fun character, **Jack Riesel**, has gone west. He succumbed to cancer, and is survived by his loving

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wife, **Marion**. He will be dearly missed by many.

A **1992 Mazda Miata** has been donated to the Chapter, and will go up for auction at the July 13th meeting. You must be there or make arrangements for someone to bid for you (possibly by phone). See details in the news.

At the July meeting, **Jay Smith** will present an unusual but interesting subject; dare I say that at one time or another we may all wish to enlist his service. **Jim Cook** will include a reminder on the post cards to pay your

dues. Along with all the excitement going on at the next meeting, there will also be a hot dog and hamburger roast. Everyone is invited to bring a guest. It's for free!!!

**Dick Williams** performed a special **Young Eagle** flight for a teenager who could not make it to the **Learn To Fly Day** event. It seems this young chap wants to be eligible for the **Sporty's free ground school**, and possibly a future in aviation. Thanks, Dick, for the extra effort.





Here are some details on the auction vehicle:

**1992 Mazda Miata**

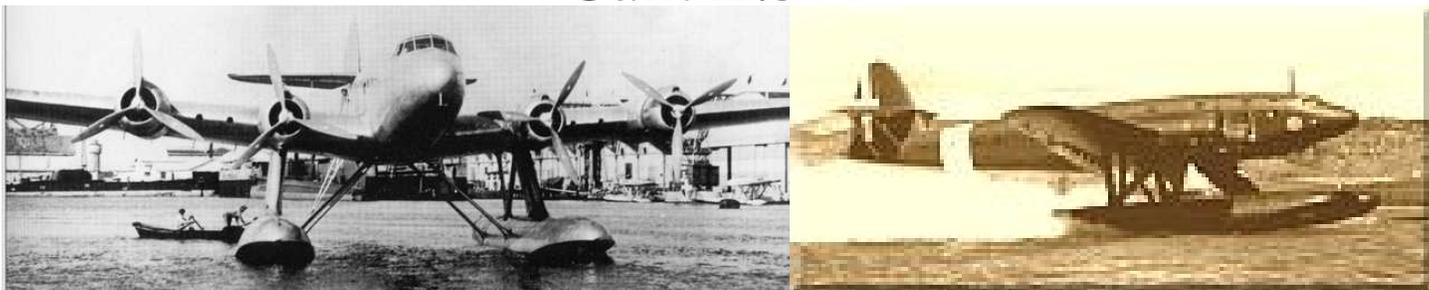
**White body, black convertible top**

**84,000 miles**

**Fair-to-good condition for its age and miles. More details at the auction.**

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

# Cant Z.511



The CANT Z.511 was a four-engine long-range seaplane designed by Filippo Zappata of the "Cantieri Riuniti dell'Adriatico" (CRDA) company. Originally designed for the Central and South Atlantic passenger routes, it was later adapted as a military transport and special raider.

### General characteristics

Crew: Six

Capacity: 16 passengers (civil)

Length: 28.50 m (93 ft 6 in)

Wingspan: 39.86 m (130 ft 9 in)

Height: 11.0 m (36 ft 1 in)

Wing area: 195.0 m<sup>2</sup> (2,098 ft<sup>2</sup>)

Empty weight: 20,692 kg (45,522 lb)

Loaded weight: 34,200 kg (75,240 lb)

Useful load: 2,000 kg (4,400 lb)

Powerplant: 4× Piaggio P.XII RC.35 radial engines, 1,120 kW (1,500 hp) each

### Performance

Maximum speed: 424 km/h at 4,000 m (228 kn, 262 mph)

Cruise speed: 330 km/h (177 kn, 203 mph)

Range: 4,532 km (2,447 nmi, 2,796 mi)

Service ceiling: 7,550 m (24,764 ft)

Rate of climb: 4.16 m/s (820 ft/min)

### Armament

10 × Breda-SAFAT or Cannone-Mitragliera da 20/77 (Scotti) 12.7 mm (.5 in) machine guns in both sides, two upper turrets, and belly positions.

Up to 4,000 kg (8,800 lb) bombload in internal bomb bay and mounted on outer wing positions

4 × launch racks for 4 × 450 mm (17.7 in) aerial torpedoes or "Maiale" manned torpedoes.

“Aviation, like the sea, is not inherently dangerous. But like the sea, it is mercilessly unforgiving of any carelessness, incompetence, or neglect”



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

# Sport Pilot & Private Pilot Ground School

1. What is the first step in neutralizing a hazardous attitude in the ADM process?

- A. Dealing with improper judgment.
  - B. Recognition of hazardous thoughts.
  - C. Recognition of invulnerability in the situation.
- 

2. The most critical conditions of takeoff performance are the result of some combination of high gross weight, altitude, temperature, and

- A. unfavorable wind.
  - B. obstacles surrounding the runway.
  - C. powerplant systems.
- 

3. What is the specific fuel requirement for flight under VFR during daylight hours in an airplane?

- A. Enough to fly to the first point of intended landing and to fly after that for 45 minutes at normal cruising speed.
  - B. Enough to fly to the first point of intended landing and to fly after that for 30 minutes at normal cruising speed.
  - C. Enough to complete the flight at normal cruising speed with adverse wind conditions.
- 

4. Which combination of atmospheric conditions will reduce aircraft takeoff and climb performance?

- A. Low temperature, low relative humidity, and low density altitude.
- B. High temperature, low relative humidity, and low density altitude.
- C. High temperature, high relative humidity, and high density altitude.

(Answers are on pages eight and nine.)

# Sport Pilot & Private Pilot Ground School

1. Answer B is correct.

AC 60-22, Aeronautical Decision Making, states:

Hazardous attitudes which contribute to poor pilot judgment can be effectively counteracted by redirecting that hazardous attitude so that appropriate action can be taken. Recognition of hazardous thoughts is the first step in neutralizing them in the ADM process. This chapter is designed to familiarize the pilot with a means of counteracting hazardous attitudes with an appropriate antidote thought.

Reference: AC 60-22

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2. Answer A is correct.

The most critical conditions of takeoff performance are the result of some combination of high gross weight, altitude, temperature, and unfavorable wind. In all cases, the pilot must make an accurate prediction of takeoff distance from the performance data of the AFM/POH, regardless of the runway available, and strive for a polished, professional takeoff procedure.

Reference: FAA-H-8083-25

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3. Answer B is correct.

CFR 14 Part 91.151 states:

No person may begin a flight in an airplane under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed --  
During the day, to fly after that for at least 30 minutes; or  
At night, to fly after that for at least 45 minutes.

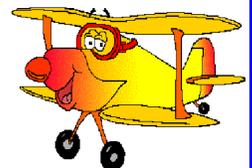
Reference: 14 CFR § 91.151

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4. Answer C is correct.

Aircraft takeoff and climb performance is best when the air is most dense. Conversely, takeoff and climb performance is worst when the air is the least dense. High temperature causes molecules to expand, so relatively higher temperatures degrade takeoff and climb performance. High relative humidity likewise decreases performance, as water molecules take up more space than air molecules, therefore making humid air less dense than dry air.

Reference: FAA Subject Code: H945 - Performance - (refer to Aircraft Performance.)



EAA CHAPTER 203  
MEMBERSHIP FORM

**Annual Dues \$30.00**

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

*Jim Cook  
130 Euphrates Circle  
Palm Beach Gardens, FL 33410*

*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	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

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### TECH COUNSELORS

Composite and FWF	Bill Perry
All	Sherman Corning

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### 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.

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### NOTICE

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### 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 July Board meeting.

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### Editor's Report

July 2011 Newsletter:  
78 Email Notifications Transmitted

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### Membership

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

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