

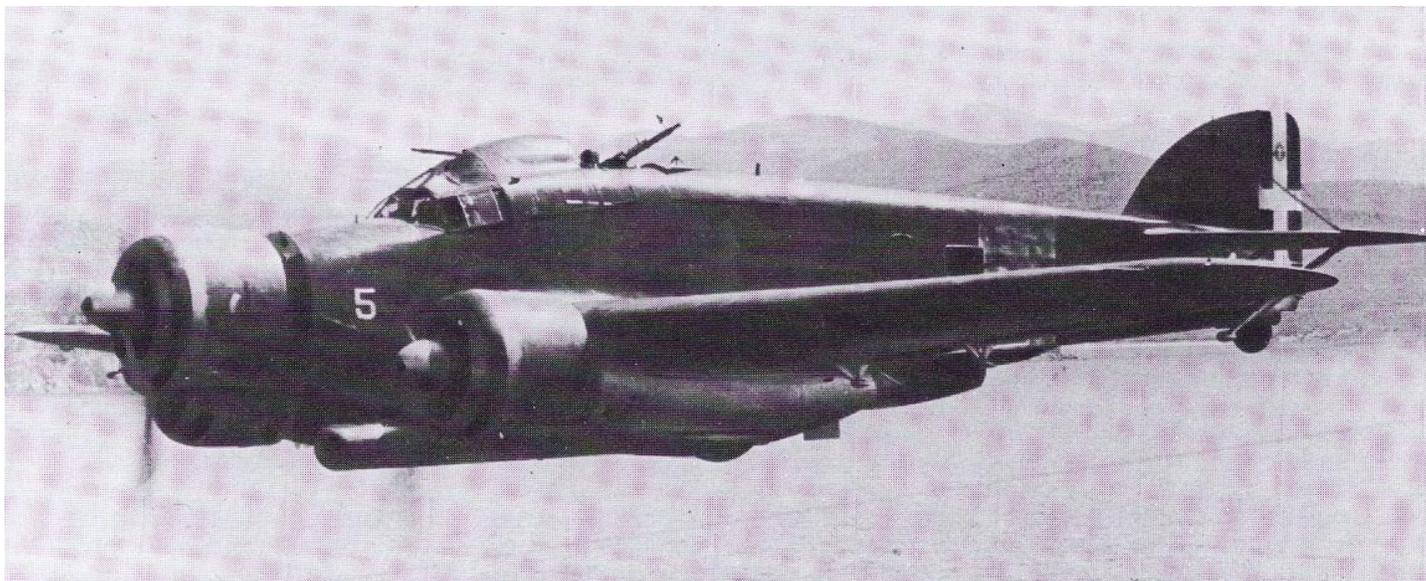


# Hangar Talk

Northern Palm Beach County Experimental Aircraft Association  
Chapter 203, Inc., July 2013

**THE NEXT EAA CHAPTER 203 MEETING WILL BE HELD AT NORTH COUNTY AIRPORT IN THE PALM BEACH AVIONICS HANGAR at 6:30 PM Wednesday, July 10th, 2013. 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.**

**Can You Identify This Aircraft?**



The answer will be in next month's "Hangar Talk"

# Happenings

By Joe Scaglione

## June Member Meeting

The June membership meeting was attended by twenty people. We began with the Treasurer's report; a total balance in all accounts of \$16,098 is on hand. We moved on to discussing an outline for the 2013 scholarship that will be awarded, including details of how the awardee will show he or she is using the monies.

We then took up **Young Eagles** and **Eagle** (adults) flight business. We are tentatively looking at a September or October date, but we will have more discussion on that in the next two months. **Barbara Perry** is presently writing some guide lines for our ground crew to aid in the efficient and safe movement of children and adults on the flight line during **Young Eagles** events. There are currently six adults interested in **Eagle** flights. **Rick Golightly** will figure something out for them in the near future.

The evening's program was a brief helicopter tutorial presented by **Steve Sinclair**. Of course, the big name in helicopters is **Igor Sikorsky** and his monumental contributions to aviation. The talk covered the span from about 1900 beginning with **George Clout's** up-sizing of a toy (the full size did not fly), to 1965's development of the **Apache**. The program concluded with a few short videos that Steve warned were very graphic accidents. After which, everyone that had the stomach to see it in its entirety vowed never to trust one of these aircraft without wings ever again. But other than that, everyone seemed to have a good time.

*(Continued on page 3)*

## June Board Meeting

On June 19th the Board held a meeting at **Tall Tale's Restaurant**. Attendees were **Rick Golightly, Jim Cook, Steve Sinclair, Scott Curry, Bill Siegel, Ed Dolezal** and **Joe Scaglione**. Most of the business was concerning the transition from the Sinclair dynasty (outgoing President) and hailing the new administration, **Bill Siegel**.

Our July program is set to be by a fellow by the name of **Stiles**, first name withheld because I can't remember it, and will be on the **Comanche** helicopters development. Mister Stiles was a major participant in the program.

The next order of business was a very long and drawn out discussion on whether or not to include watermelon on the menu of our July meeting. If you would like to voice your opinion, and we encourage you do so, please contact our new President immediately any time day or night. Bill has an open door policy that he just loves us to take full advantage of.

The last order of business, again there was a knock down drag out fight over it, should we provide seeded or unseeded watermelons for the membership. On the agenda for next month's Board meeting is whether or not to have a watermelon seed spitting contest, assuming seed melons are permitted.



Here's the answer to last month's Aircraft Identification Question

## Waco Model W Aristocraft



The **Waco Model W Aristocraft** was an American four-seat monoplane, the last aircraft designed and built by the Waco Aircraft Company. It had an unusual configuration with an engine mounted at the front driving a pusher propeller at the rear.

### **Design and development**

The Aristocraft was an attempt by Waco to enter the post-war

*(Continued on page 5)*

*(Continued from page 4)*

market for light aircraft. The prototype first flew in March 1947 powered by a 215 hp Franklin 6AL piston engine mounted at the front with a shaft driven pusher propeller at the rear. Of all-metal construction it was a high-wing monoplane with twin fins and rudders, it had a partially retractable tricycle landing gear.

The company had orders for 300 aircraft but decided that the type would need costly development in a shrinking market and only the prototype was completed. Waco sold the design rights and in the 1960s efforts were made to market the type for home-construction.

## Specifications

### General characteristics

**Crew:** 1

**Capacity:** 3

**Length:** 27 ft 9 in (8.46 m)

**Wingspan:** 34 ft 9 in (10.59 m)

**Powerplant:** 1 × [Franklin 6AL](#) piston, 215 hp (160 kW)

### Performance

**Maximum speed:** 185 mph (297 km/h)

**Cruise speed:** 155 mph (249 km/h)

**Stall speed:** 57 mph (91 km/h)

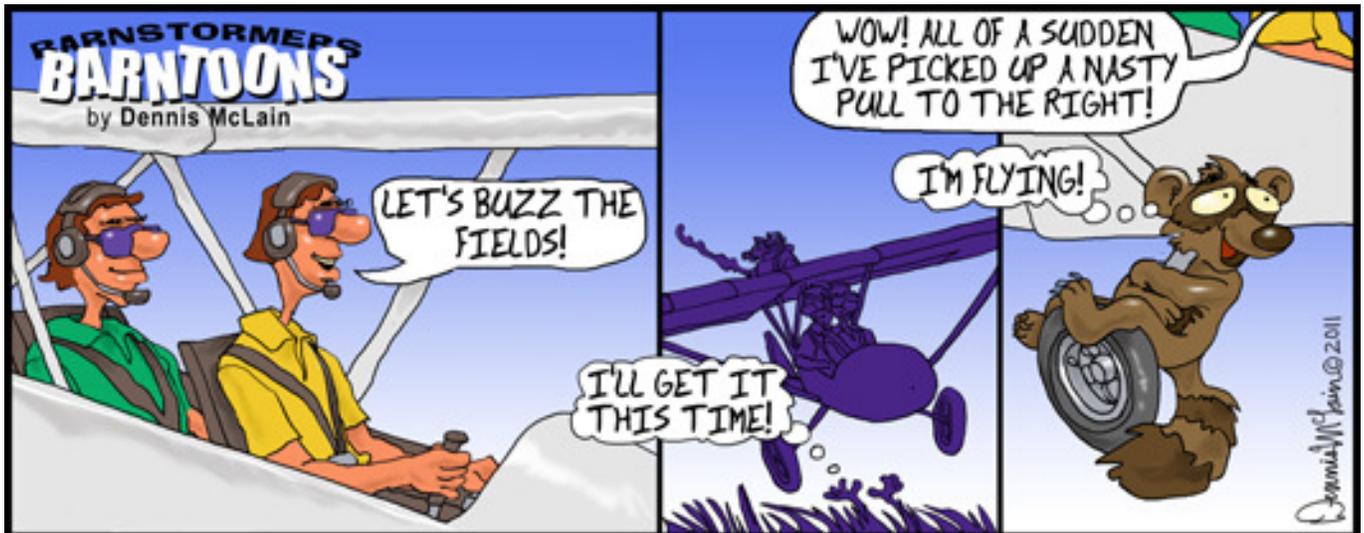
**Range:** 657 miles (1057 km)





'It is generally inadvisable to eject directly over the area you just bombed.' - US Air Force Manual -

Thanks to John Rich for this contribution



Used by kind permission of Dennis McLain,  
dennisdeanmclain@gmail.com

# Sport Pilot & Private Pilot Ground School

1. The numbers 8 and 26 on the approach ends of the runway indicate that the runway is orientated approximately

- A. 008° and 026° true.
- B. 080° and 260° true.
- C. 080° and 260° magnetic.

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2. What action, if any, is appropriate if the pilot deviates from an ATC instruction during an emergency and is given priority?

- A. Take no special action since you are pilot in command.
- B. File a detailed report within 48 hours to the chief of the appropriate ATC facility, if requested.
- C. File a report to the FAA Administrator, as soon as possible.

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3. What is pressure altitude?

- A. The indicated altitude corrected for nonstandard temperature and pressure.
- B. The altitude indicated when the barometric pressure scale is set to 29.92.
- C. The indicated altitude corrected for position and installation error.

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4. An airplane and an airship are converging. If the airship is left of the airplane's position, which aircraft has the right-of-way?

- A. The airship.
- B. Each pilot should alter course to the right.
- C. The airplane.

**(Answers are on pages eight and nine.)**

# Sport Pilot & Private Pilot Ground School

1. Answer C is correct.

The numbers 8 and 26 indicate that the runway is oriented approximately 080 and 260 magnetic.

One effective habit of many pilots is to set / confirm the directional gyro (heading indicator) with both the magnetic compass and the runway heading when either lined up on a numbered runway or taxiing parallel to one. If you do this good practice, you will quickly surmise that the runways are oriented on magnetic headings.

Reference: Aeronautical Information Manual

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2. Answer B is correct.

Pilots need only submit a detailed, written report of an emergency which caused the pilot to deviate from an ATC clearance when requested by ATC. This report should be filed within 48 hours of the request.

Some pilots, unfortunately, are hesitant to declare an emergency when circumstances dictate that they should because of a fear of the ensuing paperwork. In truth, the procedures are usually very streamlined, and often there is no paperwork at all.

Reference: 14 CFR § 91.3

*(Continued on page 9)*

*(Continued from page 8)*

3. Answer B is correct.

AC 61-23, chapter 3 defines:

**Pressure Altitude** — The altitude indicated when the altimeter setting window (barometric scale) is adjusted to 29.92. This is the standard datum plane, a theoretical plane where air pressure (corrected to 15° C) is equal to 29.92 in. Hg. Pressure altitude is used for computer solutions to determine density altitude, true altitude, true airspeed, etc.

Reference: AC 61-23, Chapter 3

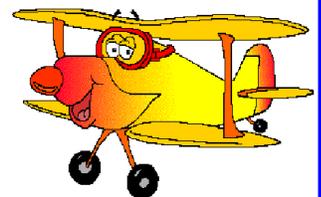
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4. Answer A is correct.

Per FAR 91.113, for aircraft converging other than head-on:

(3) An airship has the right-of-way over an airplane or rotorcraft.

Reference: 14 CFR § 91.113



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## EAA Chapter 203

President	Bill Siegel
Vice President	TBD
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 **Bill Siegel** for time and place of the July Board meeting.

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### Editor's Report

July 2013 Newsletter:  
89 Email Notifications Transmitted

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### Membership

28 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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