



Hangar Talk

Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc., July 2008

THE NEXT EAA CHAPTER 203 MEETING will be at the North County Airport terminal spare conference building at 7:30 PM on July 10th, 2008. From the junction of the Beeline Hwy (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 terminal complex.

First Flight of Scott Thatcher's Zodiac

Well, I did it! At 12:30 today (Friday, June 6th), I made two high speed passes down runway 8R at F45 (North County Airport in Palm Beach Gardens, FL), and managed to get about 5 feet of air between me and the tires.

On the third attempt, I switched to the right ignition and got a little better full power output. While looking at the RPMs (2550), I then looked up and noticed that the speed was 70mph and I was a lot closer to the end of the runway than I felt comfortable with.

Now I know that the real first flight was done by Gus Warren but that flight also was just above the runway, not actually in the pattern. Knowing that I wouldn't stop in time, I elected to continue flying.

Since I had not done a test with the nose pointed upward while tethered to the ground, I elected to do a very shallow climb out while looking down to see where I would put it in the event of an engine failure. I never noticed before how really poor the terrain is on the end of 8R at F45!

I climbed at about 500 fpm and 90 mph (I'll get better as I practice with stalls, etc) and made the right turn to crosswind. By the



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time I turned downwind, I was still only 700' and still climbing. The speed was inching up to about 110mph and by the time I was abeam the approach numbers, I noticed someone on a three mile final so I extended the downwind considerably. I throttled back to about 2000 and then turned base, followed by a quick turn to final.

Descending at 500 fpm and a speed of 90mph, I came over the numbers a little hot, but it floated for awhile and then touched down in the nicest 3-point attitude (if I had a tailwheel), with the nose coming down shortly after. I did not use flaps on takeoff or on final.

As far as handling, the elevator seemed heavy, as did the ailerons (I use the riveted ailerons). I was able to trim up the elevator slightly on downwind which gave my arm a rest. I had just gotten done with three hours in a Gobosh 700 with balanced controls, so I may have been mentally comparing the two without knowing it.

So it was an exciting day today.

..... **Scott Thatcher**



Sport Pilot & Private Pilot Ground School

1. Except when necessary for takeoff or landing, what is the minimum safe altitude required for a pilot to operate an aircraft over congested areas?
 - A. An altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.
 - B. An altitude of 500 feet above the highest obstacle within a horizontal radius of 1,000 feet of the aircraft.
 - C. An altitude of 1,000 feet above any person, vessel, vehicle, or structure.

2. Guy wires, which support antenna towers, can extend horizontally; therefore, the towers should be avoided horizontally by at least
 - A. 2,000 feet horizontally.
 - B. 300 feet horizontally.
 - C. 1,000 feet horizontally.

3. If a flight is made from an area of low pressure into an area of high pressure without the altimeter setting being adjusted, the altimeter will indicate
 - A. the actual altitude above sea level.
 - B. lower than the actual altitude above sea level.
 - C. higher than the actual altitude above sea level.

4. Susceptibility to carbon monoxide poisoning increases as
 - A. altitude increases.
 - B. altitude decreases.
 - C. air pressure increases.

(Answers are on pages five and six.)

GENERAL AVIATION AND DENSITY ALTITUDE

Notice Number: NOTC1281

Trivia question: What is the temperature for a "Standard" day in Albuquerque, NM? Answer: Would you believe about 40°F! And when was the last day this year that Albuquerque had a temperature of 40°F? April 28 at 3:59 a.m. The next "Standard" day may not be until October.

The article about General Aviation and Density Altitude, which you can find at this link:https://faasafety.gov/files/notices/2008/Jul/GASafety_and_DAlt.pdf, is written by pilots/engineers, so it gives some great insight into the problems we face as General Aviation pilots pertaining to density altitude. We invite you to read and ponder this article before you plan your next flight this summer.

We welcome your feedback on this article. You can provide us your feedback using the Aviation Safety Customer Feedback Form available on the internet at: http://www.faa.gov/about/office_org/headquarters_offices/avs/customer_feedback/airfield/.

Please choose Small Airplane (ACE) from the pull-down menu and provide your comments in the space provided.

Safety is a learned behavior...Learn to be safer at the Learning Center found on FAASafety.gov.



Sport Pilot & Private Pilot Ground School

1. Answer A 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:

(b) Over congested areas. Over any congested area of a city, town, or settlement, or over any open air assembly of persons, an altitude of 1,000 feet above the highest obstacle within a horizontal radius of 2,000 feet of the aircraft.

References: 14 CFR § 91.119 (b)

2. Answer A is correct.

Extreme caution should be exercised when flying less than 2,000 feet AGL because of numerous skeletal structures, such as radio and television antenna towers, that exceed 1,000 feet AGL with some extending higher than 2,000 feet AGL. Most skeletal structures are supported by guy wires which are very difficult to see in good weather and can be invisible at dusk or during periods of reduced visibility. These wires can extend about 1,500 feet horizontally from a structure; therefore, all skeletal structures should be avoided horizontally by at least 2,000 feet. Additionally, new towers may not be on your current chart because the information was not received prior to the printing of the chart.

References: Aeronautical Information Manual

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3. Answer B is correct.

When flying from high pressure to low pressure at constant indicated altitude and without adjusting the altimeter, you are losing true altitude. Conversely, if you fly from low pressure to high pressure, you are gaining true altitude, therefore the altimeter will indicate lower than true altitude.

References: AC 00-6A, Figure 15

4. Answer A is correct.

The Aeronautical Information Manual, paragraph 8-1-4 states:

Carbon monoxide is a colorless, odorless, and tasteless gas contained in exhaust fumes. When breathed even in minute quantities over a period of time, it can significantly reduce the ability of the blood to carry oxygen. Consequently, effects of hypoxia occur.

Most heaters in light aircraft work by air flowing over the manifold. Use of these heaters while exhaust fumes are escaping through manifold cracks and seals is responsible every year for several nonfatal and fatal aircraft accidents from carbon monoxide poisoning.

A pilot who detects the odor of exhaust or experiences symptoms of headache, drowsiness, or dizziness while using the heater should suspect carbon monoxide poisoning, and immediately shut off the heater and open air vents. If symptoms are severe or continue after landing, medical treatment should be sought.

References: AIM 8-1-4



Happenings

By Joe Scaglione

June Member Meeting

June 12th was our members' meeting. There were only thirteen people in attendance. The program was presented by **Dan Getz**, who flew in from Albuquerque with his family. For those who don't know, Dan was a member here, and has held President, Secretary, Newsletter Editor, and whatever-else-had-to-be-done positions in Chapter 203.

Dan is doing very well at **Eclipse Aviation**. This is the second time Dan has returned to speak about the company. I can't really do justice to his presentation; it was just one of those meetings that we all should have been at. He explained the workings of the business, including the assembly line, what challenges they face, and the solutions they've come up with. He got the point across about the high quality of the products, (and I'll add, the high price of them too), although relatively speaking these are the cheapest small jets on the market.

The New Mexico line is not putting out enough planes to keep up with demand right now, so Eclipse is in a partnership with a Russian company to produce them in Europe. Their line right now is putting out only a six passenger aircraft for about \$1.5 million; please don't hold me to that figure it may be a little more or less. (I didn't

think that I wanted to get an exact figure because it doesn't do me any good to know.) In the near future, they will come out with a four passenger aircraft. Dan brought several Eclipse-related door prizes, and as the meeting was lightly attended, practically everyone got something.

June Board Meeting

On June 14 we held **Young Eagles** flights and a pancake breakfast. Seventeen kids were flown, and approximately fifty people were fed.

We had two planes up. **Bill Siegel**, a first time **Young Eagles** pilot, flew for us. He said he enjoyed the experience. We truly hope he did, and that he flies for us in the future. Our other pilot was our grand old veteran **Fred Gramling** using the borrowed **Cessna 172** from **Mr. Gassaway** in **Lantana**. Many thanks to the pilots and ground crew. A special thanks to our friends in Lantana for the plane.

Also there were some folks from the **Southeast Hot Rod** and custom cars, with some beautifully restored vehicles. Both the kids and the adults enjoyed those old cars. **Mike Carroll** also brought the **Huey** helicopter back. That chopper is always a big hit with all. We thank you once again for showing up.

The June board meeting was held on the twenty fifth at **Rick's** shop on Indiantown road. In attendance were President **Bill**

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Perry, Vice President **Paul Hershoin**, Treasurer **Scott Curry**, Secretary **Joe Scaglione**, **Young Eagles** Coordinator **Rick Golightly**, and Program Chair **Scott Thatcher**.

The business that was discussed was as follows. **Dan Getz**' presentation was very nice, and we are happy to have hosted him and wish to see more about **Eclipse** in the near future. The July program is set to be **Rick Golightly**'s graphic designs. The date for that is July 10th.

Scott Curry gave the financial report: \$6538.76 on deposit after July's rent had been paid. There was a total of \$108 taken in at the pancake breakfast. The sailboat has been reduced to \$13,500 and is negotiable. A new ad is to be placed in a "By Owner" publication. The other sailboat for sale, a Catalina 21, was moved by **Paul Hershoin** and did some damage to his truck. The damage came to \$393.95. **Scott Curry** made a motion to pay Paul immediately for the damage, and it was seconded by **Joe Scaglione**. A check was then issued.

Paul Hershoin said that his program at **Boynton High School** is set to expand and that he saw an interesting offer from **Sonex Aircraft** for kits to be used by students to get them started in the building of an airframe.

The scholarship program is not doing as well as we had hoped. There seems to be a lack of communication with the school. A serious look must be taken if this is to

survive, or we may put the resources to better use.

Scott Curry will put the Flight Simulator back in use at the meeting room, and a cabinet should be made to store it. If anyone would like to make the cabinet, please come forward. Looking ahead to the August meeting, we may have a sheet metal demonstration.



"Hangar Talk" Newsletter Editor Prepares for Retirement

While I'll still be holding down my full-time job, I'll be handing over the reins as Newsletter Editor to someone else later this year. My last issue as Editor will be the December 2008 number (unless relieved earlier).

This volunteer effort has been both rewarding and at times frustrating for me, but I think that I have most of the bugs worked out of it. It really IS a fun job.

Thanks to the web-posting by **Scott Thatcher**, the editing and information-gathering is the fun part. With more and more members opting for the web version, paper printing and mailing takes less time and effort.

Whether or not you have newsletter/flyer/information hand-out experience, you'll find editing "**Hangar Talk**" a rewarding pursuit. I'll provide you with the tools and resources to do the job, and guide you along the way.

Are **YOU** the next "**Hangar Talk**" Editor? Call, email, or write me.

Orville Alwin

EAA Chapter 203

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Program Director	Scott Thatcher
Membership Chair	Victoria Albrecht
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

MEETINGS

The Chapter normally meets monthly at 7:30 pm on the second Thursday of each month at the North County Airport spare conference room. Guests are welcome to attend two meetings, but are expected to join the Chapter at the third. Dues are \$20.00 per year.

NOTICE

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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

Contact President Bill Perry for time and place of the July Board meeting.

Editor's Report

July 2008 Newsletter:
30 Copies Printed
28 Copies Mailed
28 Email Notifications Transmitted

Membership

36 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.

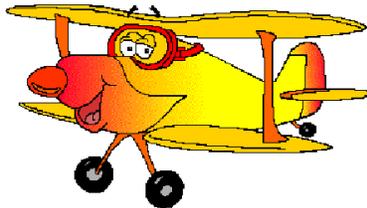
Chapter 203 members with email addresses on file will receive email notification of the link to the on-line "Hangar Talk". If you need a paper version mailed to you, contact the editor at sailair@alwin1.com, 561-427-4538 (cell phone), or mail your request to 355 Saturn Ave., Tequesta, FL 33469-3016.

Disclaimer

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**EAA Chapter 203
July 2008 Newsletter
355 Saturn Ave.
Tequesta, FL 33469-3016**

**The Next EAA Chapter 203 Meeting is
July 10th 2008, 7:30 PM**



**at North County Airport.
See Inside For Details!**