



Hangar Talk

Northern Palm Beach County Experimental Aircraft Association
Chapter 203, Inc., June 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, June 9th, 2009. Please Note: This is a change of date from Thursday to Wednesday.** 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

May Member Meeting

Our regular meeting was on May 12th at **Jim Cook's Palm Beach Avionics** hangar. It seems that there is not too much trouble with the new meeting night (the shift from Thursday to Wednesday). There were twenty-five people in attendance, including two guests. A 50/50 drawing was held, and **Kay Bein** won; five other prizes

were donated by **Rick Golightly** and given out. The only chapter business was the Treasurer's report by **Scott Curry**. The bank balance is \$11,254.00 after the month's bills have been paid.

The evening's program ran into a slight snag. Actually it did not happen at all. **Ken Tower** was supposed to bring the **Mosquito** back for an update. The last showing was such a success, we felt with the inroads he was having that it would generate

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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
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Website:	Courtesy of Scott Thatcher		http://eaa203.com/

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even more interest. But unfortunately, while Ken was hustling to get everything together, he hit his leg on a sharp edge and was forced to make an unwanted trip to the emergency room. After a few stitches he didn't feel like making the presentation (we sympathize with him). If anyone is interested, the progress is on the web under U-tube, or Google **Mosquito+flying**.

The rest of the meeting was turned over to **Rick Golightly**, as he had much info to disseminate about **Learn-To-Fly Day**, May 15th. Rick is running the **Young Eagles** flights that day. We are selling breakfasts to raise some sorely needed cash. Our bank balance is dwindling,

and it's imperative that we reverse this trend and start building some reserves. A call for volunteers was made to act as ground crew and for pilots. Along with **Young Eagles**, there is now a push to get adults on some rides too. This is to help promote the sport. But it was made very clear that on **Young Eagle** flights, no adults will be permitted. The adults must be taken separately due to insurance regulations.

Ending the night, President **Bill Perry** reminded everyone who is going to Oshkosh that the NOTAMs are on the web. We then adjourned for the serious part of the night, snacks.

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Learn-To-Fly Day

On Saturday May 15th at North County Airport, an open house day was held. This was in conjunction with the **AOPA Learn-To-Fly Day** and **EAA Young Eagles**. The force behind it was **Ocean Helicopters** and their very vivacious manager **Pam**. They flew about a hundred people to give them just a taste of the fun in a whirlybird. Also participating in providing flights was **SunQuest Aviation**; they flew about thirty people in fixed-wing birds. There were also static displays, not only for adults to ponder, but plenty for the kids to peruse. Speaking of the kids, forty-two **Young Eagles** were flown. **Dick Williams, Bill Siegel, Art Dreyer** and **Steve Sinclair** donated time and machines to moving the little people through the air.

The chapter provided breakfast beginning at 8:00 AM sharp and

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serving continued to 11:00 AM, with eggs, pancakes, sausage, coffee and juice. There were also other vendors present with varying craft and interests. Our own Vice President **Paul Hershorn** and his wife were there representing **Palm Beach County Schools** and **Embry-Riddle BASA** program at an information booth. **Rick Golightly** not only administered the **Young Eagles**, but ran the info booth for our chapter. Rick's wife **Debbie** had a booth for their **Metro Embroidery** business. It turned out to be a very nice day. An estimated seven hundred people went through. It has been deemed so successful that Pam is talking about a repeat for next

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year, and thinking of a bigger and more detailed event.

May Board Meeting

The May board meeting was held on the 26th at 7:30 PM at **Rick Golightly's Metro Embroidery** shop in Jupiter. In attendance were **Bill Perry, Paul Hershoin, Scott Curry, Rick Golightly, Scott Thatcher, Steve Sinclair** and **Joe Scaglione**.

A subject that is an ongoing discussion with the board is elections. The board wishes to remind everyone that in the Fall, officers must be elected. We urge anyone interested in helping to run the chapter to step forward. New blood must be introduced into the mix. Organizations that do not turn over officers are most likely to fail. President **Perry** has stated several times that he will step

down this Fall. Further complicating this was the notice this evening that Vice President **Paul Hershoin** is unable to continue because of his duties at BASA for the county.

Jim Cook has suggested to **Bill Perry** that we might have a barbeque before one of the meetings in the summer. The idea was bandied about, but unfortunately we feel that the mosquitoes (the little buggers that bite, not Ken's helicopter) won't cooperate. But we will keep the thought in mind for the future.

Steve Sinclair reports that we are at fifty paid members.

Bill Perry has received an email from a student group at **Jupiter High School**. It concerns a competition held by **Red Bull**. It's aviation-themed and features groups who make

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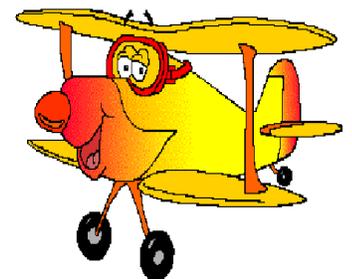
all sorts of piloted gliders that are pushed off a platform thirty feet above the water. Some may have seen this in past years; it is actually an international competition. It's called "**FLUGTAG**"; its lots of fun because some of the planes are goofy. And it also brings attention to aviation. They are looking for support. The board has authorized **Bill Perry** to look into it further.

The Treasurer reports our bank balance as of the meeting is \$11,117.78. He also reports that income tax forms, corporation papers and exemption papers are filed and in order. The breakfast we held at the **Learn-To-fly Day** netted the chapter \$450.00 from food and \$50.00 from shirt sales. There were shirts given out for the volunteers, but the board knows that not everyone who was due a shirt got one. If you worked

that day, pick one up at the next membership meeting.

Rick is working to fly a group of under-privileged kids. The sticking point is that it must be done during the week. Paul has said that if it's at **Lantana**, he can arrange for planes and pilots. But we will need help on the ground. Hopefully there'll be more information at the next membership meeting.

Wednesday June 9th is the next meeting at **Palm Beach Avionics** hangar. Our program is a video of the February **Venture Fly-In**. For those who were present, you may recall two young men shooting a lot of video. That footage was edited into the story of the weekend. It may be a kick for us to see ourselves working the event. And for those who could not be there, you can see what you missed.



Sport Pilot & Private Pilot Ground School

1. 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.

2. Where may an aircraft's operating limitations be found?
 - A. In the aircraft airframe and engine logbooks.
 - B. In the current, FAA-approved flight manual, approved manual material, markings, and placards, or any combination thereof.
 - C. On the Airworthiness Certificate.

3. What feature is associated with a temperature inversion?
 - A. An unstable layer of air.
 - B. Chinook winds on mountain slopes.
 - C. A stable layer of air.

4. 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.

(Answers are on pages seven and eight.)

Sport Pilot & Private Pilot Ground School

1. 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: H946 - Takeoff and Landing Performance - (refer to Aircraft Performance.)

2. Answer B is correct.

CFR 14 Part 91.9 states:

Except as provided in paragraph (d) of this section, no person may operate a civil aircraft without complying with the operating limitations specified in the approved Airplane or Rotorcraft flight manual, markings, and

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placards, or as otherwise prescribed by the certificating authority of the country of registry.

Reference: 14 CFR § 91.9

3. Answer C is correct.

AC 00-6, chapter 6 states:

If the temperature increases with altitude through a layer - an inversion - the layer is stable and convection is suppressed. Air may be unstable beneath the inversion.

Reference: AC 00-6A

4. 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.

Reference: AC 00-6A, Figure 15



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

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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

Please contact President Bill Perry for time and place of the June Board meeting.

Editor's Report

June 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.

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