



# Hangar Talk

Northern Palm Beach County Experimental Aircraft Association  
Chapter 203, Inc., June 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, June 8th, 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**

### May Member Meeting

The May meeting was held on the 11th. There were twenty-two in attendance. At the half hour social before the meeting, we conducted the 50/50 drawing, which garnered \$28.00 for the Chapter. The one guest for the evening, Jerry Savage, was the winner.

There was a very short opportunity to conduct business, mostly going over old things. **Rick Golightly** went over the most recent plans for "Learn To Fly" day. We then jumped right into the program for the evening.

The speaker was **Rick Boyette**, a consulting engineer operating locally in the building industry. Rick

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belongs to a group trying to preserve the historical aspects of **Cape Kennedy (Cape Canaveral)**. He told us that it is his group, not our government or politicians, who have this priority. Please trust me in saying that I'm not trying to sound political at all, but he has brought to our attention this grievous shortcoming of the elite class.

Some history of the Cape area:

It's been continuously inhabited for over 10,000 years. Its name stems from

the Indian word for cane. There are many Indian mounds on the site. Europeans have lived in the vicinity since the mid 1500's. The oldest structure on the site is the lighthouse, circa 1850. Modern development from 1950's is due to the military's interest, and **NASA's** need to be located near the open water to the east. In the 1950's it was the original cruise missile development site. A lot of testing was done with the **German V2** rockets from World War II, which led to American 2 stage rockets. Rick, through

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photos, showed a brief history of each launch pad, including Pad #5 which was the birthplace of the **Mercury** and **Gemini** missions. All this was closely watched by those friendly Russian fishermen off the coast.

An interesting fact that not too many know is that after the investigation of the **Challenger** disaster was completed, the crew's remains were unceremoniously entombed in an old Minuteman silo with very little to let anyone know what a hallowed spot it is. Ending the presentation was the reminder of the three other astronauts who lost their lives there. At Complex #34,

**Grissom, White** and **Chaffee** perished.

## **May Board Meeting**

The May Board meeting was held on the 25th. In attendance were **Steve Sinclair, Bill Siegel, Scott Curry, Rick Golightly,** and **Joe Scaglione.**

**Young Eagles** was the first order of business. On "**Learn To Fly**" day, fifty-four kids got into the air. At the breakfast we profited \$587. It was determined that we could have had the help of at least five more members on the field. And sadly, our coordinator Rick has informed us that he can no longer do this job. We will be in a search to fill the

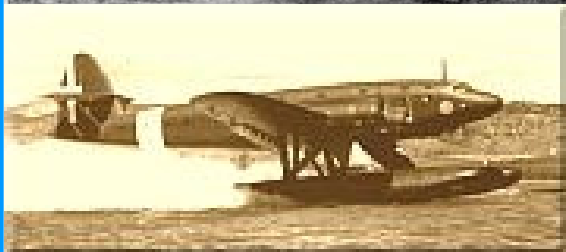
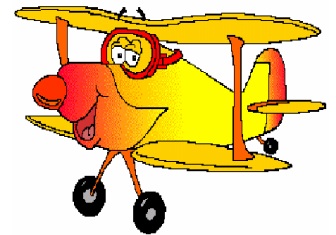
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very big shoes of **Rick Golightly**. But on the bright side, Rick has told us that we have surpassed **1500 Young Eagles** for the Chapter. We will make an appeal at the June meeting.

If the membership did not already know this, the refrigerator went bad a week before **“Learn To Fly”** day and we were forced to purchase a new one at BrandsMart. The cost was \$408.

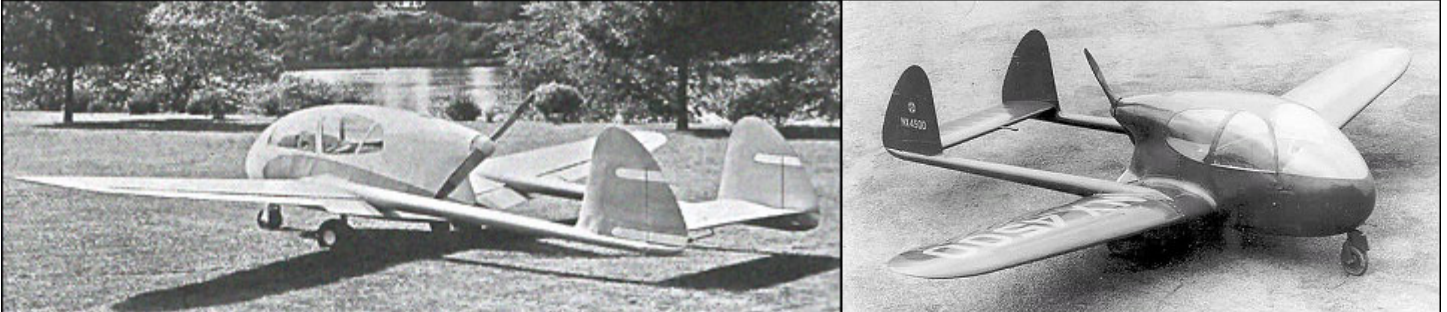
**Scott Curry** informed us that the Bank of America account will eventually be closed and we will be doing all business through Wachovia. The June meeting, on the 8th, will feature **Doug Carson** and he will speak about aerial photography. Looking ahead, July 13th may very well be our weenie roast meeting. The Board sincerely hopes that everyone comes hungry.



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

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

# The Piper PA-7 Skycoupe



was a 1940s American two-seat light aircraft designed and built by Piper Aircraft at Lock Haven. Towards the end of 1944 Piper announced a number of aircraft it intended to build after the war. One of these was the **PWA-1 Skycoupe** (Post War Airplane 1). A prototype was built in 1943, it was a two-seat side-by-side low-wing cantilever monoplane with a twin-boom fuselage with a tricycle landing gear. It had a Franklin 4ACG-199-H3 engine driving a pusher propeller. In 1945 it was redesignated the **PA-7 Skycoupe** but no further examples were built.

CREW	1	
PASSENGERS	2	
ENGINE	1 x Franklin 4ACG piston engine, 113hp	
WEIGHTS		
Take-off weight	764 kg	1684 lb
Empty weight	346 kg	763 lb
DIMENSIONS		
Wingspan	9.14 m	30 ft 0 in
Length	6.98 m	23 ft 11 in
Height	2.12 m	7 ft 11 in
Wing area	16.43 m <sup>2</sup>	176.85 sq ft
PERFORMANCE		
Max. speed	177 km/h	110 mph
Ceiling	4120 m	13500 ft
Range	856 km	532 miles

# Sport Pilot & Private Pilot Ground School

1. A blue segmented circle on a Sectional Chart depicts which class airspace?

- A. Class B.
- B. Class C.
- C. Class D.

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2. Low-level turbulence can occur and icing can become hazardous in which type of fog?

- A. Upslope fog.
- B. Rain-induced fog.
- C. Steam fog.

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3. What should an owner or operator know about Airworthiness Directives (AD's)?

- A. They are voluntary.
- B. For informational purposes only.
- C. They are mandatory.

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4. Altimeter setting is the value to which the barometric pressure scale of the altimeter is set so the altimeter indicates

- A. calibrated altitude at field elevation.
- B. absolute altitude at field elevation.
- C. true altitude at field elevation.

(Answers are on pages seven and eight.)

# Sport Pilot & Private Pilot Ground School

1. Answer C is correct.

A blue segmented circle on a sectional chart depicts class D airspace. Class D airspace represents that airspace around the smallest / least busy airports that have a control tower.

Typical class D airspace is a simple cylinder of air of a radius of 4 or 5 nm centered on the airport from the surface to 2500 feet AGL (above ground level).

Reference: FAA Subject Code: B08 - Flight Rules--General - (refer to General Operating and Flight Rules (14 CFR Part 91).)

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2. Answer C is correct.

AC 00-6A, Chapter 14 states:

Steam fog, often called "sea smoke," forms in winter when cold, dry air passes from land areas over comparatively warm ocean waters. Moisture evaporates rapidly from the water surface, but since the cold air can hold only a small amount of water vapor, condensation takes place just above the surface of the water and appears as "steam" rising from the ocean. This fog is composed entirely of water droplets that often freeze quickly and fall back into the water as ice particles. Low level turbulence can occur and icing can become hazardous.

Reference: AC 00-6A, Chapter 14

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3. Answer C is correct.

Compliance with Airworthiness Directives (ADs) is mandatory for all owners/operators.

ADs are essentially "product recalls" or "product updates."

ADs are not exactly looked forward to by owners in the sense that there is generally cost involved, occasionally significant, to implement them. On the other hand, there is a definite recognition that the FAA is looking out for the safety of pilots, as irritating as getting such a "bill" may be.

Reference: FAA Subject Code: A13 - Airworthiness Directives - (refer to Airworthiness Directives (14 CFR Part 39).)

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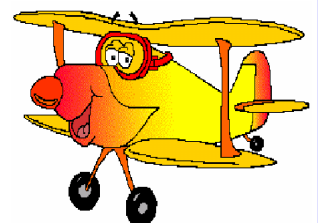
4. Answer C is correct.

True altitude is altitude above mean sea level (MSL). When you set the barometric pressure in the altimeter's Kollsman window, you are setting the airport's true elevation in MSL.

Absolute altitude is the height above the ground. If you were on the ground, this would presumably be zero. Setting the barometric pressure properly does not set the altimeter to zero in general.

There is nothing that is commonly known as "calibrated" altitude. Calibrated AIRSPEED is airspeed corrected for nonstandard temperature.

Reference: FAA Subject Code: H931 - Pitot-Static Flight Instruments - (refer to Flight Instruments.)





## 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 June Board meeting.

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### Editor's Report

June 2011 Newsletter:  
64 Email Notifications Transmitted

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### Membership

52 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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