



# Hangar Talk

Northern Palm Beach County Experimental Aircraft Association  
Chapter 203, Inc., March 2009

The next EAA Chapter 203 meeting will be on **March 19th** at the **Palm Beach International Airport Fire Rescue Station**. Details will be available online on the Chapter 203 website (<http://www.eaa203.com/>). Directions are on page two of this issue.

## Happenings . . . .

By **Joe Scaglione**

**Jim Cook**, of **Palm Beach Avionics**, hosted a **Venture Fly-in** on February 21st, 22nd and 23rd. About thirty-five people attended during various stages of the weekend. Some came from as far away as Canada and the Pacific Northwest. During the three days, there were symposiums pertaining to “what, who, where, and how” the **Venture** community is, and what it does. The Chapter provided ground and moral support for Jim’s efforts. We did the cooking for Saturday and Sunday breakfast and lunch. Jim and some other **Venture** owners provided short rides to people who had come just for the fly-in, and for several members of the Chapter who came to support the fly-in.

As of this writing, President **Bill Perry** has received several emails from attendees, saying how much they appreciated our

showing up to cook. There is talk of making this an annual event. Chapter members who turned out to work were: **Bill Perry, Paul Hershoin, Rick Golightly, Sherman Corning, Victoria Albrecht, Maurice Cohen, Kevin Sheely, Fred Gramling, Ana Scaglione, Joe Scaglione, and Barbara Perry**. Barbara graciously put in two hectic days cooking and cleaning. (I certainly hope that I included all of the workers. If I missed anyone, please feel free to call me and yell as much as needed!)

## February Board Meeting

The Board meeting was held at **Rick Golightly’s Metro Embroidery** shop in Jupiter on Thursday, February 26th, at 7:30 PM. Attendees were **Bill Perry, Paul Hershoin, Scott Curry, Rick Golightly, Scott Thatcher, Steve Sinclair, and Joe Scaglione**. The meeting was relatively short, and to the point.

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<b>President:</b>	<b>Bill Perry</b>	<b>780 31st St., Palm City, FL 34990</b>	<b>772-287-8449</b>
<b>Vice President:</b>	<b>Paul Hershorin</b>	<b>6077 Pine Needle Lane S, Lake Worth, FL 33467</b>	<b>561 758-9174</b>
<b>Secretary:</b>	<b>Joe Scaglione</b>	<b>945 Marlin Drive, Jupiter, FL 33478</b>	<b>561-746-4229</b>
<b>Treasurer:</b>	<b>Scott Curry</b>	<b>11159 Thyme Drive, Palm Beach Gardens, FL 33418</b>	<b>561-691-4791</b>
<b>Young Eagles:</b>	<b>Rick Golightly</b>	<b>348 N. Indiantown , Jupiter, FL 33458</b>	<b>561-747-0324</b>
<b>Membership:</b>	<b>Steve Sinclair</b>	<b>8768 Oldham Way, West Palm Beach, FL 33412</b>	<b>561-758-2911</b>
<b>Program Director:</b>	<b>Scott Thatcher</b>	<b>4174 Larch Avenue, Palm Beach Gardens, FL 33418</b>	<b>561-622-4237</b>
<b>Librarian:</b>	<b>Ana Scaglione</b>	<b>945 Marlin Drive, Jupiter, FL 33478</b>	<b>561-746-4229</b>
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Our next meeting will be held on March 19th. Please pay attention to this, because the meeting date does not fall within our regular cycle. It will be at the Palm Beach International Airport Fire Rescue Station. Details will be available online on the Chapter 203 website (<http://www.eaa203.com/>). If you need more information, please contact one of the officers for directions. A valid current picture ID will be required. Any ladies attending will be required to wear long pants, and everyone will have to wear closed-toe shoes. These things are extremely important; participation will not be permitted unless you comply with these requirements.

April is the month for Sun N Fun and, as in the past, there will not be a Chapter 203 meeting. But it would be nice, if you attend Lakeland, to think of our fellow members for a moment, and that alone will be just as good as a meeting (but you'll have to buy your own snacks).

The Venture fly-in grossed \$600. Whoa, that was not profit. After expenses, we netted \$253.10 for the four meals we prepared.

Bill Perry would like everyone to keep an eye open for any gas stations selling fuel without ethanol; please bring it to his attention.

The final business was Scott Curry's Treasurers report. After this month's bills and deposits, there was \$16,275.89 on account.

Here are directions to the **March 19th** meeting site:

Basically, the goal is to get to the "Employee Parking." If you get mixed up, just look for the signs leading to the employee parking lot.

From the I-95 access, take the first right (north). You should see a bunch of taxi cabs gathered in an area to the right. Take an immediate left (west) onto the road paralleling the terminal road. In a few hundred feet, the road will curve left and go under the road that goes to the terminal. In a few hundred feet more the road will come to a "T" intersection.

A prominent "Employee Parking" sign will suggest you turn right. Going west, now look for the gate south of a building and aligned about midway of the airliner parking at the terminal.

Be there BEFORE 7:30 PM on **March 19th**. Fire personnel will meet us at the gate and escort us in. HAVE PHOTO ID, long pants and closed-toe shoes.



## Select and Use Conventional and Unconventional Personal Minimums

The use of a *Personal Minimums Checklist* is one method for identifying and managing risks when you fly. It's an excellent starting point for considering risks, especially for low-time pilots. If you have thousands of hours of experience, it's possible you didn't learn about Personal Minimums when you got your license years ago. To have survived this long, however, you have probably developed your own routine for managing risk, or have just been lucky. Rather than waiting for the luck to run out, take the time now to develop your own Personal Minimums.

First, print a copy of the FAA's Accident Prevention Brochure P-8740-56, called [Personal Minimums Checklist](#) [See pages four and five—Ed.]. Then spend some quiet time reading through the four categories of Pilot, Aircraft, Environment, and External Pressures and decide on the minimums that you'll use to guide your decision making for every flight. Think of it as a way to not only preflight the airplane, but also to preflight the pilot and other risk factors.

In the Pilot category, you might set the minimum number of hours of sleep that you'll always require before making a flight. In the Aircraft category, you might set your minimum fuel reserves at 1 hour in the daytime and 1-1/2 hours at night. That is double the legal minimums but, when you consider that 11 percent of accidents are fuel related and mostly preventable, it makes sense to carry extra fuel.

In the Environment category, you might choose to fly with at least 5 or 6 miles of visibility in the daytime, which, again, is double the legal minimum visibility of 3 miles. Or, although it is legal to take off IFR with zero visibility, you might decide to always require a ceiling and visibility that allow you to return IFR to your departure airport if you encounter a problem after takeoff.

Also, consider unconventional minimums that you will not find on the list. For example, because most night accidents occur when the moon is not in the sky or it is obscured by clouds, you might decide to not fly at night, unless at least a quarter moon is visible. Or, because fatigue is an accident factor, you might decide never to fly after 11 p.m., or after you've had a combined workday and flying time of, for example, 10 hours. Be creative in selecting personal minimums that fit your knowledge of yourself and known accident factors. Then, never violate the minimums you have established, regardless of the internal or external pressures you may experience to complete a flight.

# EXTERNAL PRESSURES

## Trip Planning

Allowance for delays ..... minutes

## Alternate Plans for Diversion or Cancellation

Notification of person(s) you are meeting

Passengers briefed on diversion or cancellation plans and alternatives

Modification or cancellation of car rental, restaurant, or hotel reservations

Arrangement of alternative transportation (airline, car, etc.)

## Personal Equipment

Credit card and telephone numbers available for alternate plans

Appropriate clothing or personal needs (eye wear, medication...) in the event of unexpected stay

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**Importance of Trip**

The more important the trip, the more tendency there is to compromise your personal minimums, and the more important it becomes to have alternate plans.

## Your Personal Minimums Checklist—

- An easy-to-use, personal tool, tailored to your level of skill, knowledge, and ability
- Helps you control and manage risk by identifying even subtle risk factors
- Lets you fly with less stress and less risk

## Practice “Conservatism Without Guilt”

Each item provides you with either a space to complete a personal minimum or a checklist item to think about. Spend some quiet time completing each blank and consider other items that apply to your personal minimums. Give yourself permission to choose higher minimums than those specified in the regulations, aircraft flight manuals, or other rules.

## How to Use Your Checklist

Use this checklist just as you would use one for your aircraft. Carry the checklist in your flight kit. Use it at home as you start planning a flight and again just before you make your final decision to fly.

Be wary if you have an item that’s marginal in any single risk factor category. But if you have items in more than one category, you may be headed for trouble.

If you have marginal items in two or more risk factors/categories, don’t go!

Periodically review and revise your checklist as your personal circumstances change, such as your proficiency, recency, or training. You should never make your minimums less restrictive unless a significant positive event has occurred. However, it is okay to make your minimums more restrictive at any time. And never make your minimums less restrictive when you are planning a specific flight, or else external pressures will influence you.

## Have a fun and safe flight!

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# PERSONAL MINIMUMS CHECKLIST

*Think...*

**PILOT  
AIRCRAFT  
ENVIRONMENT  
EXTERNAL  
PRESSURES**

Pilot: \_\_\_\_\_

Date Revised: \_\_\_\_\_

Reviewed with: \_\_\_\_\_  
(if applicable)

# PILOT

## Experience/Recency

Takeoffs/landings..... in the last \_\_\_\_\_ days  
 Hours in make/model ..... in the last \_\_\_\_\_ days  
 Instrument approaches ..... in the last \_\_\_\_\_ days  
 (simulated or actual)  
 Instrument flight hours ..... in the last \_\_\_\_\_ days  
 (simulated or actual)  
 Terrain and airspace .....familiar

## Physical Condition

Sleep ..... in the last \_\_\_\_\_ 24 hours  
 Food and water ..... in the last \_\_\_\_\_ hours  
 Alcohol ..... None in the last \_\_\_\_\_ hours  
 Drugs or medication ..... None in the last \_\_\_\_\_ hours  
 Stressful events ..... None in the last \_\_\_\_\_ days  
 Illnesses ..... None in the last \_\_\_\_\_ days

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# AIRCRAFT

## Fuel Reserves (Cross-Country)

VFR Day ..... hours  
 Night ..... hours  
 IFR Day ..... hours  
 Night ..... hours

## Experience in Type

Takeoffs/landings..... in the last \_\_\_\_\_ days  
 In aircraft type \_\_\_\_\_ days

## Aircraft Performance

Establish that you have additional performance available over that required. Consider the following:

- Gross weight
- Load distribution
- Density altitude
- Performance charts

## Aircraft Equipment

Avionics..... familiar with equipment (including autopilot and GPS systems)  
 COM/NAV ..... equipment appropriate to flight  
 Charts ..... current  
 Clothing..... suitable for preflight and flight  
 Survival gear ..... appropriate for flight/terrain

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# ENVIRONMENT

## Airport Conditions

Crosswind ..... % of max POH  
 Runway length..... % more than POH

## Weather

Reports and forecasts .....not more than \_\_\_\_\_ hours old  
 Icing conditions .....within aircraft/pilot capabilities

## Weather for VFR

Ceiling Day..... feet  
 Night ..... feet  
 Visibility Day..... miles  
 Night ..... miles

## Weather for IFR

### Precision Approaches

Ceiling ..... feet above min.  
 Visibility ..... mile(s) above min.

### Non-Precision Approaches

Ceiling ..... feet above min.  
 Visibility ..... mile(s) above min.

### Missed Approaches

No more than ..... before diverting

### Takeoff Minimums

Ceiling ..... feet  
 Visibility ..... mile(s)

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# Commander John C. Powell

## 1919-2008

It is with deep regret that we report the passing of one of our treasured members:



Retired Navy Cdr. John C. Powell, 89, of Middletown, RI and West Palm Beach, FL, died peacefully at Newport Hospital on Dec. 11, 2008. He was the husband of Margaret Powell of Middletown.

Born in Shawnee, Okla. in 1919, Cdr. Powell joined the U.S. Navy in 1937, serving 33 years until his retirement in 1970. He was a Mustang, having joined as enlisted, and worked his way up the ranks to receive his commission as Ensign in 1946. He completed the U.S. Navy Five Term Program at the University of Nebraska in 1949. During WWII he was serving on the heavy cruiser USS Astoria when it was sunk by the Japanese in the Battle of Savo Island in the Pacific. He participated in the Battles of the Coral Sea, Battle of Midway and the Occupation of Guadalcanal. He also saw combat during the Korean Conflict.

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He served as Battalion Officer at the Officer Candidate School in Newport and in the office of the Chief of Naval Operations in Washington, D.C. His last tour of duty prior to his retirement was as administrative officer at the Boston Naval Shipyard. Recently he completed an oral history on the Battle of Midway for the Naval War College archives.

As a child, he began building model airplanes from chunks of wood. He taught himself to fly by trial and error after he and some high school friends rebuilt a Longster plane in 1936. In 1959, he began building his first full-size airplane in his garage in Middletown. The single-seat Baby Ace airplane was completed in 1960 and flew to many air shows around the country. In 1970 he completed the two-seat Acey Deucy, a biplane he designed and built over a period of three years. Acey Deucy also flew to many air shows around the country. Both planes are still flying today. He was an active member of the Experimental Aircraft Association for many years. In his later years he built and flew radio-controlled airplanes.

His talents were not limited to building airplanes. In the 1960's, he built a 15-foot sailboat in the Navy hobby shop and handmade all the sails. He taught his children about the sea and how to sail, inspiring in them their lifelong passion for the ocean and sailing.

He also enjoyed traveling. For the past 30 years he traveled from coast to coast to visit friends and family. He also visited Russia, China, Australia, and Hawaii. Cdr. Powell also assisted in organizing Ship Reunions and attended many during his time in Middletown and in

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Florida. His reunions with USS Astoria crewmembers were especially bittersweet. His experiences at Midway and throughout his career in the Navy will soon be documented and archived at the Naval War College. Recently, John and his wife, Peg, donated to the City of Newport a large blue spruce from their yard in Middletown for this year's Christmas tree located on Washington Square. He was a man for all seasons.

He is survived by his daughter Barbara Powell Keeley of Miami, FL, sons Peter C. Powell of Sausalito CA, Matthew L. Powell of Middletown, J. Christopher Powell and his wife Candace of Jamestown, and grandchildren Marissa C. Corda of Miami, and Tyler Lane of New Port Richey, FL. He leaves a brother, A. Vern Powell and his wife Melba of Mt. View, CA and brother Lawrence Powell and wife Mona of Petaluma, CA. His brother Charles Ross, a sister Marie Laury of Chula Vista, CA, and his first wife Catherine, mother of his children, predeceased him.

A memorial service was held Thursday, December 18 at Memorial Funeral Home in Newport. Burial with military honors took place at Arlington National Cemetery in Arlington, VA on 18 February 2009.

In lieu of flowers, donations in his memory may be made to the Experimental Aircraft Association's Scholarships or Youth Programs, P.O. Box 3086, Oshkosh, WI 54903-3086, <http://eaa.org/>, or to the charity of your choice.



**Join Up!** If you cannot make it to the next Chapter function, the following Renewal/Membership Form is provided for renewal by mail. Please renew or join. After that, volunteer to help out with something. Your Chapter really needs you.

**EAA Chapter 203 Membership Form**

**Send to: Steve Sinclair**

**8768 Oldham Way  
West Palm Beach, FL 33412  
561-758-2911**

**EAA Membership Number:** \_\_\_\_\_ **(Required by EAA National)**

Name \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Spouse's Name: \_\_\_\_\_ Emergency Contact: \_\_\_\_\_

**Phone Numbers:**

Home: \_\_\_\_\_ Work: \_\_\_\_\_ Cell: \_\_\_\_\_

Email: \_\_\_\_\_ Fax: \_\_\_\_\_

Occupation: \_\_\_\_\_ Employer: \_\_\_\_\_

Aircraft you currently own: \_\_\_\_\_

Membership Dues, \$20.00 per year, Please make checks payable to EAA Chapter 203

## 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

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### TECH COUNSELORS

Composite and FWF	Bill Perry
All Except Composite	Craig Wilcox
All	Sherman Corning

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### 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.

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### NOTICE

**A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL INFORMATION MAY BE OBTAINED FROM THE DIVISION OF CONSUMER SERVICES BY CALLING TOLL FREE 800-435-7352 WITHIN THE STATE. REGISTRATION DOES NOT IMPLY ENDORSEMENT, APPROVAL, OR RECOMMENDATION BY THE STATE.**

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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 March Board meeting.

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### Editor's Report

March 2009 Newsletter:  
29 Email Notifications Transmitted

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### Membership

33 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 355 Saturn Ave., Tequesta, FL 33469-3016.

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