



Hangar Talk

Northern Palm Beach County Experimental Aircraft Association
Chapter 203, Inc., March 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, March 9th, 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**

February Meeting

The February meeting was held on the 9th at 6:30 PM in **Jim Cook's** hangar. There were twenty-nine in attendance, including four guests. We started the evening with refreshments promptly at 6:30 PM. At 7:00, we recited the **Pledge of Allegiance** to start normal business.

Jake Hicks offered **Rotary Club** raffle tickets, and we sold 50/50 tickets for the night. The 50/50 drawing was conducted immediately, and **Fred Gramling** was the winner.

Rick Golightly talked about the next **Young Eagles** event. It has been decided to fly at the "**Learn To Fly Day**" being held on May 21st this year. He asks that we all tell as many people as we can about our flights, and that it is in conjunction with the airport's festivities. Rick also reminded us to

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**Flying at night is the same as flying
in the day, except you can't see.**

President:	Steve Sinclair	8768 Oldham Way, West Palm Beach, FL 33412	561-758-2911
Vice President:	Bill Siegel	189 Warm Springs Terrace, Wellington, FL 33414	561-798-3826
Secretary:	Joe Scaglione	945 Marlin Drive, Jupiter, FL 33458	561-746-4229
Treasurer:	Scott Curry	11159 Thyme Drive, Palm Beach Gardens, FL 33418	561-691-4791
Young Eagles:	Rick Golightly	348 West Indiantown Road, Jupiter, FL 33458	561-747-9100
Membership:	Jim Cook	130 Euphrates Circle, Palm Beach Gardens, FL 33418	561-625-9335
Program Director:	Scott Thatcher	4174 Larch Avenue, Palm Beach Gardens, FL 33418	561-622-4237
Librarian:	Ana Scaglione	945 Marlin Drive, Jupiter, FL 33458	561-746-4229
Newsletter Editor:	Orville Alwin	638 N US HWY 1, #153, Tequesta, FL 33469	561-427-4538
Website:	Courtesy of Scott Thatcher		http://eaa203.com/

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wear our event tee-shirts to identify us as members of **Chapter 203**. Workers received shirts at the Lantana event. If you wish to buy a shirt, please see Rick.

The Treasurer's report was given by **Scott Curry**; a balance of \$10,911.37 remains. Scott informs us that the account will be moved to Wachovia Bank soon, because of certain rules at Bank of America. He briefly explained how the accounts will be set up. He also mentioned the status of our tax filings. No detail is necessary at this point as it will be taken up at the next board meeting. Last from Scott was to let everyone know we still have the **sailboat** and the **motor glider** for sale at "rock bottom prices".

Jim Cook spoke of the need to have members pay this year's dues. He may include a reminder on next month's postcard. If you have not paid yet, please do so. If you have paid and Jim

sends you a reminder, contact him to straighten it out. [For your convenience, a membership application form is on page seven of this issue.—Ed.]

After finishing membership business, Jim spoke about the upcoming **Venture Fly-In**. It will be on February 18th, 19th and 20th. He urges everyone to come and support this event. Vice President **Bill Siegel** was circulating a signup sheet for volunteers. Workers will be asked to show up at 6:30 AM on the morning of the 19th to start the morning meal which is to be served at 8:00 AM. There will be seminars held each day on topics such as safety and flying; the membership is invited to attend.

President **Steve Sinclair** pointed out that this evening we started to wear name tags again. The tags will be given out by **Sherman Corning**.

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They should be returned to Sherman and at the end of the evening.

Our speaker for the night was **Bob Beck**; his program was "**One Hundred Years of Naval Aviation**".

Bob was born in Brooklyn, NY and lived in Queens. When he was six, he was fishing on his grandfather's home-built boat in Sheepshead Bay with his dad and brother when he became fascinated watching several **F-4U Corsairs** do take off and landings at **Floyd Bennett Naval Air Station**. He was hooked and knew what he wanted to be when he "grew up" - a **Naval Aviator**.

After graduation from Brooklyn Prep HS, he attended and graduated from the **U.S. Naval Academy** in June, 1966. He received his "**Wings of Gold**" eighteen months later in Kingsville, Texas.

He then went to **NAS Lemoore**, California where he learned to fly the **A-7 Corsair II**. He made an eight-month Mediterranean cruise with **VA-113** aboard the **USS Saratoga**. After a six-month "turnaround" back at Lemoore where his squadron

transitioned from the **A-7B** to the **A-7E**, he made a nine month combat cruise to Viet Nam aboard the **USS Ranger**. He flew more than 160 missions. In addition to his piloting duties, he was his squadron's **Landing Signal Officer**.

After returning to Lemoore, he served as an instructor and Senior LSO at the **A-7 RAG** for two years and then left active duty.

He was employed for the next seventeen years as a pilot for **Eastern Airlines**. After the airline ceased operations, he joined **United Air Lines** in 1990 and retired in 2005. He flew the **McDonnell-Douglas DC-9**, **Airbus A-300**, the **Boeing 727, 737, 757, 767, 777**, and the **747-400**.

He remained active in the Navy Reserves where he flew the **Vought Photo Reconnaissance RF-8 Crusader** with **VFP-206** based at **Andrews AF Base** from 1975-1983. He was the Commanding Officer from 1981-1983. After his flying tour, he remained in the Reserves, serving in various organizations at the **Pentagon** and other locations in the DC area. He retired in 1994 after thirty-two years, with the rank of

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Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills.

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Captain.

In 1978, he and two close friends who were airline and ex-Air Force pilots bought a brand new **Great Lakes** bi-plane. He owned and flew it around the Annapolis area for almost twenty years. Last year, he purchased a **Zodiac 4** place, **CH 640** which is hangared about forty yards from here. He flies it to his summer home on Long Island in June and returns here in October.

In total, he has accumulated more than 25,000 hours of flight time. He has logged more than 400 carrier landings, almost 200 of them at night.

As this year Naval Aviation is celebrating its 100th Anniversary, Bob thought it appropriate to give us somewhat of a pictorial review.

Included in the presentation were well over 125 pictures of military

aircraft and an exciting video of pitching deck carrier landings. At certain junctures, Bob added commentary concerning carrier ops. We want to thank Bob for giving us an "A-1" presentation.

February Board Meeting

The February Board meeting was held on the 14th. The main purpose of this meeting was to finalize the preparations for the **Venture Fly-In**. Very little regular business was conducted. The full report of the meeting is pending the results of the March Board meeting when the finances of the fly-in can be better discussed.

The March speaker is scheduled to be **Bea Haydu**, who will be sharing some of her experiences with the **Wasps**.

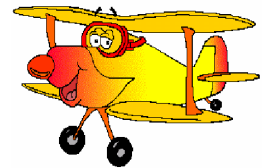
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Flying is not Nintendo. You don't push a button and start over.

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The **Venture Fly-In** was held on the 18th, 19th, and 20th. On Friday late afternoon, participants arrived and were greeted by **Jim Cook**. Friday evening was spent getting settled in, and some informal talk. Saturday and Sunday were sponsored by **Chapter 203**. Those two days were filled with safety seminars and general aviation info talks. Each day had a few different speakers. Interspersed with the talks that were of general interest, were discussions that were specifically geared to the **Venture** community. These **Venture**-specific workshops got very in-depth, but all were invited to attend.

On both days at 8:00 AM till 9:00 AM, breakfast was served. Then from 12:00 Noon through 1:00 PM, lunch was served. For breakfasts there were pancakes, scrambled eggs, sausage, coffee, and juice. On Saturday, lunch was Heroes (Italian sausage and peppers) with potato salad. Sunday lunch was hot dogs, hamburgers, beans and chips. Everything went extremely smoothly. Everyone seemed to have a good time. If you were not there either as a participant or as part of the ground crew, think about all the fun you missed. Next time be there or be square.



When I graduated from flying school, I was given two bags. One was a bag full of luck and the other was an empty bag for experience. I was told the secret was to fill the empty bag before I ran out of luck.



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

FAA Safety Team | Safer Skies Through Education

Safety Tip for Avoiding Surface Deviations

Notice Number: NOTC2822

February Monthly Tip

The numbers are in and it is not good! The number of Pilot Deviations for the first part of FY11 is on the rise. This is not a good trend. As Pilot in Command of your aircraft, it is your responsibility to ensure safe operation of your aircraft at all times. You must follow ATC instructions with regard to taxi and hold short of active runways or crossing taxiways.

Arm yourself with simple tools to help you stay off the Pilot Deviation Report or off an accident report. Write down your taxi clearances or use a digital recorder like the ones built into several intercom systems. If in doubt, ask for a progressive taxi or, at a minimum, ask for clarification.

Remember you are the final authority as to the operation of your aircraft. Don't take clearances as you "think" they were intended if there is any question about them. Speak up, get clarification, and stay safe.

FAA Safety Team | Safer Skies Through Education

Quit Pushing!

Notice Number: NOTC2674

Landing Safety Tip

During the landing roll, wheel-barrowing can occur if you touch down on the main wheels and the nose wheel simultaneously while holding excessive speed, and then add forward pressure to the yoke. Wheel barrowing will not occur if the pilot maintains the correct speed, and touches down main wheels first, then gently lowers the nose wheel.

In nose wheel airplanes, a ground loop is almost always a result of wheel-barrowing. The pilot must be aware that even though the nose wheel-type airplane is less prone to ground looping, virtually every type of airplane, including large multiengine airplanes, can be made to ground loop when sufficiently mishandled.

Do you want to know more? The Airplane Flying Handbook and other FAA manuals are available [here](#).

EAA CHAPTER 203
MEMBERSHIP FORM

Annual Dues \$30.00

Please make your check payable to EAA Chapter 203 and return this form and check to:

Jim Cook
130 Euphrates Circle
Palm Beach Gardens, FL 33418

Thank you!

EAA Membership Number _____ (Required by EAA National)

Name _____

Address _____

City/State/Zip _____

 Home _____

 Work _____

 Cell _____

 Fax _____

 Email _____

Occupation _____

Employer _____

Spouse's Name _____

Emergency Contact Name
and Telephone Number(s) _____

Currently-owned Aircraft _____



Sport Pilot & Private Pilot Ground School

1. If an altimeter setting is not available before flight, to which altitude should the pilot adjust the altimeter?

- A. The elevation of the departure area.
 - B. Pressure altitude corrected for nonstandard temperature.
 - C. The elevation of the nearest airport corrected to mean sea level.
-

2. Pilots flying over a national wildlife refuge are requested to fly no lower than

- A. 2,000 feet AGL.
 - B. 3,000 feet AGL.
 - C. 1,000 feet AGL.
-

3. After landing at a tower controlled airport a pilot should contact ground control

- A. when advised by the tower.
 - B. prior to turning off the runway.
 - C. after reaching a taxiway that leads directly to the parking area.
-

4. Which records or documents shall the owner or operator of an aircraft keep to show compliance with an applicable Airworthiness Directive?

- A. Aircraft maintenance records.
- B. Airworthiness and Registration Certificates.
- C. Airworthiness Certificate and Pilot's Operating Handbook.

(Answers are on pages nine, ten, and eleven.)

Sport Pilot & Private Pilot Ground School

1. Answer A is correct.

For VFR flight, if a local altimeter setting is not available (local meaning either at the airport itself or from an acceptably nearby source), set the altimeter to the elevation of the departure area. If your altimeter has no calibration or installation error, you should be able to derive the current altimeter setting by setting this elevation and then reading the resulting setting in the altimeter's Kollsman window.

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

2. Answer A is correct.

The Aeronautical Information Manual, paragraph 7-4-6 states:

Pilots are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas and Scenic Riverways administered by the National Park Service, National Wildlife Refuges, Big Game Refuges, Game Ranges and Wildlife Ranges administered by the U.S. Fish and Wildlife Service, and Wilderness and Primitive areas administered by the U.S. Forest Service.

Reference: AIM 7-4-6

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3. Answer A is correct.

The Aeronautical Information Manual, paragraph 4-3-20 states:

Stop the aircraft after clearing the runway if instructions have not been received from ATC. Immediately change to ground control frequency when advised by the tower and obtain a taxi clearance.

Reference: Aeronautical Information Manual

4. Answer A is correct.

CFR 14 Part 91.417 states:

Except for work performed in accordance with §§91.411 and 91.413, each registered owner or operator shall keep the following records for the periods specified in paragraph (b) of this section:

Records of the maintenance, preventive maintenance, and alteration and records of the 100-hour, annual, progressive, and other required or approved inspections, as appropriate, for each aircraft (including the airframe) and each engine, propeller, rotor, and appliance of an aircraft.

The records must include –

A description (or reference to data acceptable to the Administrator) of the work performed; and

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The date of completion of the work performed; and

The signature, and certificate number of the person approving the aircraft for return to service.

Records containing the following information:

The total time in service of the airframe, each engine, each propeller, and each rotor.

The current status of life-limited parts of each airframe, engine, propeller, rotor, and appliance.

The time since last overhaul of all items installed on the aircraft which are required to be overhauled on a specified time basis.

The current inspection status of the aircraft, including the time since the last inspection required by the inspection program under which the aircraft and its appliances are maintained.

The current status of applicable airworthiness directives (AD) including, for each, the method of compliance, the AD number, and revision date. If the AD involves recurring action, the time and date when the next action is required.

Reference: 14 CFR § 91.417



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

TECH COUNSELORS

Composite and FWF	Bill Perry
All	Sherman Corning

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.

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.

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 March Board meeting.

Editor's Report

March 2011 Newsletter:
64 Email Notifications Transmitted

Membership

52 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.

Disclaimer

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