



# Hangar Talk

Northern Palm Beach County Experimental Aircraft Association  
Chapter 203, Inc., October 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, October 13th, 2010. 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

### September Member Meeting

The September meeting was held in **Jim Cook's Palm Beach Avionics** hangar on the 8th. There were twenty-four in attendance, with two guests and one new member, **Joe Goldman**. Joe is building a **Sprint**. He is currently working on it in a rented shed in the **Lantana** area. He had started work initially up north in the **Long Island** area of **New York**, but has

recently become a permanent Florida resident.

Vice President **Paul Hershorn** discussed the up-coming **Young Eagle** event. He is expecting seventy-five plus students to turn out. He also talked about their pig roast fund-raiser the same day at Lantana. Our **Young Eagle** coordinator, **Rick Golightly** went over some pilot and ground crew information, including the procedures for escorting young people to and from aircraft. Of course he called for as many

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Vice President:	Paul Hershoin	6077 Pine Needle Lane S, Lake Worth, FL 33467	561-758-9174
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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volunteers, pilots and ground personnel as possible. President Perry wants all to wear the dayglow -orange tee shirts so people will know who is working the event. The membership was informed that the next **Young Eagles** event will probably be some time in November.

Another piece of information disseminated was that on October 9th **Sikorsky** will hold a **Family Day**. Chapter 203 participation will be discussed at a future time.

There was a 50/50 drawing held. The big winner was **Jim Cook** and he brought home a whopping \$31.00. The program for the night was presented by **Bernie Batt**, our man on the ground at **Oshkosh**. Bernie had agreed, before leaving on his motorcycle trip to

AirVenture, to document what he saw, heard and did at **Oshkosh**. In some cases he even brought to us what he ate, smelled and felt.

His trip covered four thousand miles in twenty-five days. He rode his **Gold Wing**, and pulled a small trailer full of camping equipment the whole way.

He camped in a tent at the airport along with 30,000 other registered people. The weather at first was not ideal. He was two miles from the nearest entrance. That meant slogging through the mud to go in. Special arrangements had to be made for people with large campers and recreational vehicles to park at a nearby Wal-Mart.

On the downside, a small criticism of the event planners was that

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initially there were not enough buses to handle shuttling. Inside the field, trams seem to be plentiful and getting around was no problem.

There were plenty of forums to keep people busy all day long. When asked what the more popular displays were, Bernie seems to think that a small **Hummel** was definitely showered with an abundance of attention. And it goes without saying that there were **RVs** all over the place. At one time there were estimated to be 10,000 planes displayed in the city at one time.

Bernie told some interesting stories about the event and also about his adventures traveling to and from. Four thousand miles on a motorcycle seat; I hope that it was a comfortable seat.

## **September Board Meeting**

The September Board meeting was held on the 27th at **Rick Golightly's Metro Embroidery** establishment in Jupiter. In attendance were President **Bill**

**Perry**, Vice President **Paul Hershorin**, Treasurer **Scott Curry**, **Bill Siegel**, Membership Chair **Steve Sinclair**, **Young Eagle** Coordinator **Rick Golightly**, and Secretary **Joe Scaglione**.

The first item discussed was the **BASA** program's participation in the **Young Eagle** event of September 25th. Paul has been collecting permission forms, and he expects seventy-five to one hundred young people. Paul ended with notice that a pilot meeting is to be held at 8:30 AM on Saturday before any flights take place.

Next up, **Rick Golightly** took over concerning the next regular **Young Eagle** event. We came up with a date of **October 30th**. This will function as an overflow if need be to the September 25 flights. We will have more information on that one at a later date.

The October program for the membership will be **Bud Smith** presenting up-dates on the development of hypersonic flight.

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The meeting will be on October 13th at **Jim Cook's Palm Beach Avionics** hangar.

A large portion of the Board meeting was dedicated to filling out government forms to renew our charitable organization status. This is to be filed with the state's Department of Agriculture.

President Perry has announced that October will be the start of nominations for the new officers to be elected. If anyone is interested in becoming an officer, or knows of someone who does, please come forward.

Last up, a discussion was held on what to do with the hangar. Realistically, it is a drain on the Chapter 203 bank account. We have come to the agreement to let the hangar go. We will wait until the present occupant working on a project leaves. If by then no one else can pay part of the rent, we will empty the hangar and seek a storage area. **Scott Curry** made a motion as

agreed, and it was seconded by Paul Hershorin.

## **Young Eagles**

On the 25th of September, Chapter 203 hosted **Young Eagles** at **Lantana** airport. It was in conjunction with the **BASA** program. Most of the youth flown were in BASA, but it was not exclusively a school thing. The flights started at 8:30 AM, and continued till 3:00 PM. The unofficial tally of those flown was 104, and this is a conservative number.

An estimate of the actual takeoffs and landings is **fifty individual flights by six pilots**. Our volunteer pilots were **Dick Williams** in his own **Cherokee**, **Steve Sinclair** in his own **Robinson R-22**, **C.J. Wren** (who incidentally joined the **EAA** recently just to make these flights) in his **Cessna 172**, **Jay Smith** in his **Grumman**, **Ray Piespik** in **Owen Gassaway's Cessna 172 N3YE**, and last but not least was **Nicole Soddors**, who is

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the BASA flight instructor, in the BASA **Evektor SportStar Max**. Nicole not only flew **Young Eagles** but also flew BASA students who were there for the school program.

The ground crew was large, but was kept very, very busy matching passengers and planes. The ground crew was **Bill Perry, Armin Widmann, Sherman Corning, Scott Curry, Gary Gustafson, Ana Scaglione, Kevin Sheely, and Rick Golightly** (our **Young Eagle** Coordinator), all of whom are members of Chapter 203.

We also had a few non-members who contributed an enormous amount of work to the effort. **Linda Curry, Teresa Camejo**, and a nice lady whose name is **Karen**; no one seems to know exactly who she was with. If anyone knows her, please tell her, “thanks”, from all of us.

We would also like to point out that some chapter members came out just to show support. Thanks to **Fred Gramling** and **Dave Bogue**. In addition to the flights, the

chapter provided coffee, juices, milk, donuts, cookies, and Danish rolls.

At twelve noon **Paul Hershorn** and the **BASA** students held a pig roast as a fund raiser for their program. As of this writing, the exact details were not available, but Paul has assured me that it was a tremendous success.

At this time I would like to pass along the praise that **Rick Golightly** asked me to relay. In his words, “We are very appreciative of all the hard work you all did. This has been one of, if not the best, of the events we have staged” Singled out is the supervision of the young people escorted to each and every flight. Rick wishes that all future events are carried out in such a safe way.

Last now, if I left out anyone’s name that came, please excuse me (I’m old and my mind is feeble), but my wife gives you permission to get even.



# Sport Pilot & Private Pilot Ground School

1. Wingtip vortices are created only when an aircraft is
  - A. operating at high airspeeds.
  - B. heavily loaded.
  - C. developing lift.

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2. When must the battery in an emergency locator transmitter (ELT) be replaced (or recharged if the battery is rechargeable)?
  - A. After one-half the battery's useful life.
  - B. Every 24 calendar months.
  - C. During each annual and 100-hour inspection.

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

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4. What are the standard temperature and pressure values for sea level?
  - A. 59 °C and 1013.2 millibars.
  - B. 15 °C and 29.92" Hg.
  - C. 59 °F and 29.92 millibars.

(Answers are on pages seven and eight.)

# Sport Pilot & Private Pilot Ground School

1. Answer C is correct.

The Aeronautical Information Manual, paragraph 7-3-2 states: Lift is generated by the creation of a pressure differential over the wing surface. The lowest pressure occurs over the upper wing surface and the highest pressure under the wing. This pressure differential triggers the roll up of the airflow aft of the wing resulting in swirling air masses trailing downstream of the wing tips. After the roll up is completed, the wake consists of two counter rotating cylindrical vortices. Most of the energy is within a few feet of the center of each vortex, but pilots should avoid a region within about 100 feet of the vortex core.

Paragraph 7-3-3 says: The strength of the vortex is governed by the weight, speed, and shape of the wing of the generating aircraft. The vortex characteristics of any given aircraft can also be changed by extension of flaps or other wing configuring devices as well as by change in speed. However, as the basic factor is weight, the vortex strength increases proportionately. Peak vortex tangential speeds exceeding 300 feet per second have been recorded. The greatest vortex strength occurs when the generating aircraft is **HEAVY, CLEAN, and SLOW**.

References: AIM 7-3-2, AIM 7-3-3

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2. Answer A is correct.

14 CFR Part 91.207 states:

Batteries used in the emergency locator transmitters required by paragraphs (a) and (b) of this section must be replaced (or recharged, if the batteries are rechargeable) -

When the transmitter has been in use for more than 1 cumulative hour; or

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When 50 percent of their useful life (or, for rechargeable batteries, 50 percent of their useful life of charge) has expired, as established by the transmitter manufacturer under its approval.

Reference: 14 CFR § 91.207

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3. 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.

Reference: Aeronautical Information Manual

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4. Answer B is correct.

AC 00-6 states:

A hypothetical atmosphere based on climatological averages comprised of numerous physical constants of which the most important are a surface temperature of 59° F (15° C) and a surface pressure of 29.92 inches of mercury (1013.2 millibars) at sea level. Notice the units of measurement in the answers are designed to distract you.

Reference: AC 00-6A



## HUMAN-POWERED AIRCRAFT MAKES AVIATION HISTORY BY BECOMING THE FIRST TO FLY USING FLAPPING WINGS

By [Niall Firth](#)

It has been the dream of eccentric inventors and ever since sketched the first ornithopter in 1485, take to the air like their wings. But now a human-made aviation the first with continuously.



of engineers and for centuries. Leonardo da Vinci human-powered humans have tried to birds by flapping

powered aircraft has history by becoming flapping wings to fly

The Snow Bird takes off on its record-breaking flight as it becomes the first wing-flapping machine to fly.

Read more: <http://www.dailymail.co.uk/sciencetech/article-1314509/Human-powered-aircraft-makes-aviation-history-fly-using-flapping-wings.html#ixzz10euTRiSN>

## AIRCRAFT ACCIDENT!

Brace yourself before looking at the image on the next page.

The pilot has no control over his aircraft.

It narrowly misses a crowd gathered for the air show and slams into four buildings.

One can only imagine the **horror** of the occupants inside those buildings.



**John Rich** thought this was funny enough to share with you!

# Cub Fly-In Convoy, 75th Anniversary



SUN 'n FUN is pleased to host the 75th Anniversary of the Cub Convoy, the modern-day equivalent of the

Miami All-American Air Maneuvers initiated in 1936 by William T. Piper. SUN 'n FUN was the site of the 70th Anniversary organized by Harry Mutter of the Piper Aviation Museum in which fifty-six Cubs of various heritages participated, from J3s to PA-12s and PA-18s, to new Legend and Cub Crafters Cubs.

The 75th anniversary arrival, according to Amy Gesch, Convoy Coordinator ([cubconvoy@gmail.com](mailto:cubconvoy@gmail.com)), will take place on March 28, 2011, the Monday before the official SUN 'n FUN opening. The rally point will be Plant City Municipal Airport (KPCM). Participating aircraft should arrive Sunday, March 27, to be present for the mandatory departure briefing on the morning of the mass flight. All Cub derivatives are welcome for 2011. For information and the list of state or regional coordinators, visit [www.cubconvoy.com](http://www.cubconvoy.com).



## 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
Assistant Newsletter	Michael Kaiser

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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 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.

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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 Bill Perry for time and place of the October Board meeting.

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### Editor's Report

October 2010 Newsletter:  
67 Email Notifications Transmitted

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### Membership

50 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, 561-427-4538 (cell phone), or 638 N US Hwy 1, #153, Tequesta, FL 33469.

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### Disclaimer

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