



Hangar Talk

Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc., September 2008

THE NEXT EAA CHAPTER 203 MEETING will be at **Palm Beach Propeller**, on the **Lantana Airport**, at 7:30 PM on September 11th, 2008. They're located at 2633 Lantana Rd, Suite 23, Bldg. 1501, Lantana, FL 33462.

“Words For Pilots”

courtesy of Craig Wilcox and John Rich

The scientific theory I like best is that the rings of Saturn are composed entirely of lost airline baggage

An old pilot is one who can remember when flying was dangerous and sex was safe

Airlines have really changed, now a flight attendant can get a pilot pregnant.

If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins

There are Rules and there are Laws. The Rules are made by men who think that they know how to fly your airplane better than you.

(Continued on page 2)

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Laws (of Physics) are made by the Great One. You can, and sometimes should, suspend the Rules but you can never suspend the Laws.

About Rules:

- a. The rules are a good place to hide if you don't have a better idea and the talent to execute it.
- b. If you deviate from a rule, it must be a flawless performance. (e.g., If you fly under a bridge, don't hit the bridge).

Before each flight, make sure that your bladder is empty and your fuel tanks are full!

He who demands everything that his aircraft can give him is a pilot; he that demands one iota more is a fool.

There are certain aircraft sounds that can only be heard at night.

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Sport Pilot & Private Pilot Ground School

1. The four forces acting on an airplane in flight are

- A. lift, weight, thrust, and drag.
 - B. lift, gravity, power, and friction.
 - C. lift, weight, gravity, and thrust.
-

2. The operating principle of float-type carburetors is based on the

- A. increase in air velocity in the throat of a venturi causing an increase in air pressure.
 - B. automatic metering of air at the venturi as the aircraft gains altitude.
 - C. difference in air pressure at the venturi throat and the air inlet.
-

3. What causes an airplane (except a T-tail) to pitch nose down when power is reduced and controls are not adjusted?

- A. When thrust is reduced to less than weight, lift is also reduced and the wings can no longer support the weight.
 - B. The downwash on the elevators from the propeller slipstream is reduced and elevator effectiveness is reduced.
 - C. The CG shifts forward when thrust and drag are reduced.
-

4. An on glide slope indication from a tri-color VASI is

- A. a white light signal.
- B. an amber light signal.
- C. a green light signal.

(Answers are on pages five and six.)

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Flying is a great way of life for men who want to feel like boys, but not for those who still are.

Flying is a hard way to earn an easy living.

If black boxes survive air crashes -- why don't they make the whole plane out of that stuff?

In the Alaska bush I'd rather have a two hour bladder and three hours of gas than vice versa.

I've flown in both pilot seats, can someone tell me why the other one is always occupied by an idiot?

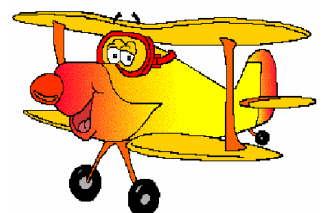
Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

There are only two types of aircraft -- fighters and targets.

New FAA Motto: We're not happy, till you're not happy.

For airlines pilots I would add a rule of my own: You must believe in God and seniority.

You might survive by not believing in God, but you cannot survive by not believing in seniority.



Sport Pilot & Private Pilot Ground School

1. Answer A is correct.

AC 61-23, Chapter 1 states: Among the aerodynamic forces acting on an airplane during flight, four are considered to be basic because they act upon the airplane during all maneuvers. These basic forces are: Lift, Gravity (Weight), Thrust, and Drag.

Reference: AC 61-23

2. Answer C is correct.

The carburetor is where the mixing of fuel and air occurs. Air flows into the carburetor and quickly through a narrow, throat-like opening, called a venturi, causing the creation of a localized area of low-pressure. This low-pressure area allows fuel to flow from a fuel jet located in the throat into the air stream, where it mixes with the air.

Reference: FAA Subject Code: H927 - Aircraft Systems

3. Answer B is correct.

When power is reduced, the nose of most small airplanes will pitch down. This is caused by the reduction in prop

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downwash on the elevators (as described in the correct answer). Think about this for a moment. The horizontal stabilizer assembly acts like an upside down wing. When more air (prop wash) passes over it, it wants to go **DOWN, pushing the nose **UP**. Similarly, when the prop wash is reduced, it "sinks" by going **UP**, pushing the nose down.**

Reference: FAA Subject Code: H917 - Design Characteristics - (refer to Aerodynamics of Flight.)

4. Answer C is correct.

A tri-color VASI usually consists of a single light that projects amber when you are above the glide slope, green when you are on the glide slope, and red when you are below it.

In practice, there seem to be fewer and fewer tri-color VASI in existence, so a good percentage of readers may never encounter one.

Amber = Above Glide slope

Green = Go = On Glide slope

Red = Danger = Below Glide slope

Reference: FAA Subject Code: J03 - Airport Lighting Aids - (refer to Aeronautical Information Manual (AIM).)



Happenings

By Joe Scaglione

Member Meeting

The August meeting was attended by twenty-three members and guests.

Before the meeting began, **Bill Perry** was interviewed by **John Bernardo** of **Airport Journal** magazine. The subject, of course was experimental aircraft building and our movement's relationship to the rest of the aviation world. The interview also included substantial input from **Paul Hershoin** and **Rick Golightly**. There may also be follow up interviews with Paul. By the way, John stayed for the

Keith W. McIntyre was a member of Chapter 203 from 1971-1975 before he moved to Washington state. He's looking to hear from some of our older members. You can contact him at: kwmc@u.washington.edu.

majority of the membership meeting.

The meeting started with the financial report from **Scott Curry**. The bank balance is \$18,658.81; this is including the deposit of the check for the sale of the Morgan sailboat.

The next business was the use of the internet for all newsletters starting in October. The board has decided that September is the last printing and mailing of the letter, citing the cost of each mailing; the mailings are actually much more than the annual dues. **Paul Hershoin** brought us up to date on the **Boynton Beach High School** aviation program. He has seventy-seven new students in the program this year (he started the program last year with twenty-five).

Rick Golightly has brought to our attention a seventeen-year old **Juno Prep** student. He is a Russian émigré and is studying material for ground school on his own. Rick

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has made the suggestion of inviting this young man to the next **Young Eagles** flight. And he has also suggested that the Chapter pay his dues as a student member of the **EAA**. This will be discussed at the next board meeting.

Our next **Young Eagles** event is scheduled for October 18th. In the past few months there has been discussion about liability connected with the youth events in Florida. It has been learned that the **EAA** has left this up to the local chapters to decide what to do. It is the new practice of this Chapter to require the signatures of both parents of a **Young Eagle** on the permission forms as per the directive of President **Bill Perry**.

The program was "daredevil, funnyman, and all around nice guy" **Paul Herrick** talking with us about stories of, "sitting in, on or jumping out of perfectly good airplanes", and also one story about having to jump from a plane that was not in perfect flying condition.

Of course we know that Paul is a Guinness record holder; he has jumped from 116 different types of planes, and that record keeps growing. Some of his personal records are: he flew at Mach 2.03 with a test pilot, jumped at an airspeed of 243 mph, reached a speed of 199 mph in freefall, has flown to 53,000 ft altitude, lowest jump was 700 feet, jumped from a burning Pawnee (probably the only jump he did not want to make), was one of the first high altitude low opening jumpers. He has had to deploy his emergency chute five times, jumped with Russian smoke jumpers and paratroopers in Russia. He has been jumping for fifty-one years and has in his own words "only 1070 jumps". Paul told a few stories that we don't have space to relate here. He's a great guy, and you all should have a chance to talk to him yourselves.

Our next meeting will be at **Palm Beach Propeller** located at **Lantana** airport on September 11th. For directions, they can be contacted by phone at 800-965-7767.



EAA Chapter 203

President	Bill Perry
Vice President	Paul Hershorin
Secretary	Joe Scaglione
Treasurer	Scott Curry
Program Director	Scott Thatcher
Membership Chair	Victoria Albrecht
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 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.

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 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

Contact President Bill Perry for time and place of the September Board meeting.

Editor's Report

September 2008 Newsletter:
30 Copies Printed
29 Copies Mailed
26 Email Notifications Transmitted

Membership

36 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.

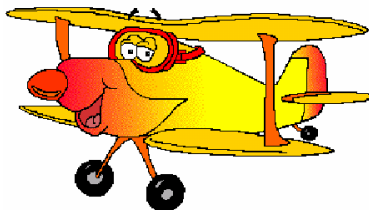
Chapter 203 members with email addresses on file will receive email notification of the link to the on-line "Hangar Talk". Send your email address to the editor at sailair@alwin1.com, 561-427-4538 (cell phone), or mail your request to 355 Saturn Ave., Tequesta, FL 33469-3016.

Disclaimer

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**EAA Chapter 203
September 2008 Newsletter
355 Saturn Ave.
Tequesta, FL 33469-3016**

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September 11th 2008, 7:30 PM**



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See Inside for Further Information.**