



Hangar Talk

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

THE NEXT EAA CHAPTER 203 MEETING will be at the North County Airport at Jim Cook's Palm Beach Avionics hangar at 7:30 PM on February 12th, 2008. 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 the hangar.

Happenings

By Joe Scaglione

Member Meeting

The January member meeting was held on Saturday the 10th, in a remote location in Martin County at **Rick Johnson's** workshop. Because of the nature of the project that he is working on, not a lot of information can be disseminated right now. I can tell you that it involves a flying machine. This alone should be of interest to our group. Rick and his wife were very gracious hosts.

I have been told in the past several months that Rick is an exceptional craftsman, and I can attest to that fact after viewing his work. Everything he has done absolutely looks like it was manufactured in a machine shop. As far as concept goes, I call Rick a genius. He has come up with something so good that it requires applying for patents. Therein lies the reason for secrecy.

The meeting was attended by nineteen people, which included three guests. Later, after the meeting, two more people passing by saw the EAA sign on the road and briefly stopped to see what was happening.

One of the guests was **Sid Schuyder**, who was a past presenter from **Williams Jet Division**, and who had given one of the best talks we have had. Sid had nothing but good things to say about Rick's project. Rick has told us that in the next few months he hopes to be completed. That's after four and a half years of work.

Our regular meeting business was short. It basically consisted of an update on the motor glider, and some discussion of **Jim Cook's** upcoming **Venture Fly-In**. Afterward, we adjourned to picnic tables to have a pleasant cookout with hotdogs and hamburgers.

Like so many other programs in the recent past, those of you who missed it, missed a

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good one. Again I'd like to thank Rick and his wife for sharing this with us. Our next meeting is February 12th at **Jim Cook's** hangar and the program is **Tru Trac** products.

Board Meeting

The Board meeting of January 29th was held at **Metro Embroidery** with **Rick Golightly** as our host. It was attended by **Rick, Bill Perry, Paul Hershorin, Scott Curry, Steve Sinclair, Scott Thatcher,** and **Joe Scaglione.**

The first order of business was to remind everyone that February 20th to the 22nd is the **Venture Fly-In** hosted by our own **Jim Cook.** The Chapter will be providing breakfast and lunch on the 21st and 22nd (\$5-\$6) for the registered attendees. This will be a fund-raising for the Chapter, and volunteers are needed to work. We will have details at our next meeting.

The next business was the Treasurer's report. We have a balance of \$15,572 after the hangar rent has been paid. This brings us to the subject of people that owe money. If you have forgotten to pay dues, we haven't forgotten you.

President Perry has informed the Board that there is still someone from out-of-town interested in purchasing the **motor glider.** However, no one seems to be interested in the **sailboat** at this time. Members are encouraged to spread the word that the boat is for sale.

Bill quickly went over the papers that were filed with the **State of Florida** and **EAA** for the Chapter. Our next meeting is February 12th at the **Palm Beach Avionics** hangar. The program will be presented by **Jim Cook,** and will be mainly about **Tru Trac** products. Some upcoming programs will be fire safety, and of course in April, **Sun 'n Fun,** the 21st through the 26th.

The Board would like to inform the members that February 7th is **Aviation Day** at **Fort Pierce** airport. And lastly, we want to remind everyone that on February 1st, the new regulation for 406 MHz ELT is in effect. Your 121.5 MHz ELT will not be continuously monitored by satellite. Please go over the regulations as they apply to you individually. For info go to www.faasafety.gov. [Also see pages three and four of this issue for more info – Ed.]



**Termination of Satellite Monitoring of 121.5 MHz ELT's. -
ARE YOU READY?
Notice Number: NOTC1518**

Termination of satellite monitoring of 121.5 MHz ELTs will happen on February 1st, 2009. Are you ready?

On 1 February 2009, the International Cospas-Sarsat Organization (U.S. included) will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). Pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over-flying aircraft and/or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

Protect each other...

Currently only 12-15% of the registered aircraft in the United States are flying with 406 MHz ELTs. This means that there is at least an 85% chance that an aircraft in an accident will only transmit a 121.5 MHz signal, thus remaining silent to the satellites. It will be up to other pilots monitoring the 121.5 MHz frequency in the cockpit to alert Search and Rescue authorities to accidents involving 121.5. When you fly, look out for your fellow pilots, and when possible monitor 121.5 MHz.

If a 121.5 MHz ELT is heard on guard, report to the nearest air traffic control tower, the time and location of when you first detect the ELT, when it is the loudest, and when it drops off your radio. Listening and reporting may well be the difference that saves a life.

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Protect yourself...

Cospas-Sarsat System (U.S. included) has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation at www.beaconregistration.noaa.gov).

Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a simple telephone call often solves a 406 MHz alert without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit to 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail.

Protect yourself and your passengers and Get the Fix... Switch to 406.

Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit www.sarsat.noaa.gov or contact Switchto406@noaa.gov with any questions.

T'was the month after Christmas,
And all through the house,
Nothing would fit me,
Not even a blouse.

The cookies I'd nibbled,
The chocolate I'd taste
At the holiday parties
Had gone to my waist.

When I got on the scales
There arose such a number!
When I walked to the store
(Less a walk than a lumber),

I'd remember the marvelous
Meals I'd prepared;
The gravies and sauces
And beef nicely rared,

The wine and the rum balls,
The bread and the cheese
And the way I'd never said,
"No thank you, please."

As I dressed myself
In my husband's old shirt
And prepared once again
To do battle with dirt...

I said to myself,
As I only can,
"You can't spend a winter,
Disguised as a man!"

So, away with the last
Of the sour cream dip.
Get rid of the fruit cake,
Every cracker and chip.

Every last bit of food
That I like must be banished
Till all the additional
Ounces have vanished.

I won't have a cookie,
Not even a lick.
I'll want only to chew
On a long celery stick.

I won't have hot biscuits,
Or corn bread, or pie.
I'll munch on a carrot
And quietly cry.

I'm hungry, I'm lonesome,
And life is a bore...
But isn't that
What January is for?

Unable to giggle,
No longer a riot.
Happy New Year to all,
And to all a good diet.

Submitted by
Victoria Albrecht

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

Sport Pilot & Private Pilot Ground School

1. A pilot should be able to overcome the symptoms or avoid future occurrences of hyperventilation by

- A. closely monitoring the flight instruments to control the airplane.
 - B. slowing the breathing rate, breathing into a bag, or talking aloud.
 - C. increasing the breathing rate in order to increase lung ventilation.
-

2. When approaching taxiway holding lines from the side with the continuous lines, the pilot

- A. may continue taxiing.
 - B. should not cross the lines without ATC clearance.
 - C. should continue taxiing until all parts of the aircraft have crossed the lines.
-

3. Under what condition will true altitude be lower than indicated altitude?

- A. In colder than standard air temperature.
 - B. In warmer than standard air temperature.
 - C. When density altitude is higher than indicated altitude.
-

4. The danger of spatial disorientation during flight in poor visual conditions may be reduced by

- A. shifting the eyes quickly between the exterior visual field and the instrument panel.
- B. leaning the body in the opposite direction of the motion of the aircraft.
- C. having faith in the instruments rather than taking a chance on the sensory organs.

(Answers are on pages eight and nine.)

Sport Pilot & Private Pilot Ground School

1. Answer B is correct.

The Aeronautical Information Manual, paragraph 8-1-3 states:

The symptoms of hyperventilation subside within a few minutes after the rate and depth of breathing are consciously brought back under control. The buildup of carbon dioxide in the body can be hastened by controlled breathing in and out of a paper bag held over the nose and mouth.

Reference: AIM 8-1-3

2. Answer B is correct.

The side with the continuous lines is the non-runway (airport) side.

The Aeronautical Information Manual, paragraph 2-3-5 states:
HOLDING POSITION MARKINGS

Runway Holding Position Markings: For runways these markings indicate where an aircraft is supposed to stop. They consist of four yellow lines two solid and two dashed, spaced six inches apart and extending across the width of the taxiway

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or runway. The solid lines are always on the side where the aircraft is to hold.

Reference: Aeronautical Information Manual

3. Answer A is correct.

In colder air, actual true altitude is lower than in warmer air of the same pressure.

Reference: FAA Subject Code: I22 - Atmospheric Pressure and Altimetry - (refer to Aviation Weather (AC 00-6).)

4. Answer C is correct.

The Aeronautical Information Manual, paragraph 8-1-5 states:

Various complex motions and forces and certain visual scenes encountered in flight can create illusions of motion and position. Spatial disorientation from these illusions can be prevented only by visual reference to reliable, fixed points on the ground or to flight instruments.

Reference: AIM 8-1-5



EAA Chapter 203

President	Bill Perry
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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

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

Please contact President Bill Perry for time and place of the February Board meeting.

Editor's Report

February 2009 Newsletter:
29 Email Notifications Transmitted

Membership

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

Disclaimer

The content of this newsletter is provided for entertainment only. No claim is made, nor assurance given, for the accuracy of material presented, nor do we verify anything before we print it. Send rumors.