



Hangar Talk

Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc., September 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, September 14th, 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

August Member Meeting

We began as usual with a light snack and some schmoozing and banter. There were twenty-one in attendance including guests and the speaker.

As the regular business started, we first dealt with the sad passing of our friend **Gary Gustafson**. It was suggested that we make a donation in his name to the **BASA** program. The motion was made to the membership and unanimously passed. **Jim Cook** volunteered to submit Gary's name to be included in the "Gone West" feature of **Sport Aviation**.

Next, the Chapter officer's shirts were handed out and shown to all. The officers paid for the shirts themselves.

Young Eagles came up next. The tentative date for the next **Young Eagles** flights is November 5th. It was then explained to the general membership the importance of the Coordinator's job. **Rick Golightly**, our present Coordinator, does a superb job. He has been at it for several years now. He feels a great need to move on and be useful to the organization in a different capacity. We need someone to step up to fill in as **Young Eagles** Coordinator.

Rick gave us some numbers. The **Chapter** has flown almost 1500 kids. **Fred Gramling** has over 200 alone. Both **Dick Williams** and **Bill Siegel** have just surpassed 100 each. This should show the worth of such a program.

We ended the business portion of the meeting with the financial report from our Treasurer **Scott Curry**. Our bank balance as of the night was \$14,970.00.

The night's speaker was **Dave Tibbits** of **World Aircraft Company**, makers of **Spirit**

(Continued on page 2)

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/

(Continued from page 1)

LSA. Spirit was spun off from **Skykit's Savannah**, produced in the past from their Italian factory. At present the parts and service are all American. They have only been certified to fly in the U.S. within the past three weeks, but they are in wide use in South America and Africa. Dave had brochures and fact sheets that expounded the parts distribution network and options. The prices he quoted were very attractive, although some members challenged the numbers.

August Board Meeting

Present at the Board meeting were **Steve Sinclair, Bill Siegel, Bill Perry, Jim Cook** and **Joe Scaglione**. It was decided by the Board to put on a push to collect dues from the members who are delinquent. **Jim Cook** is authorized to send a letter to people who are more than two months late that further communications from the Chapter, in essence the newsletter and notification of the meetings, will be suspended in order to save on the costs. There are still people who owe 2011 money. The dues will be accepted in November for 2012 although it is not technically due till January first. This means that by March first you will be in arrears. Please don't let this happen.

The sale last month of the **Miata** was successfully finished when the paperwork was completed and it was verified that everyone was satisfied.

For the next **Young Eagles** flights, **Jim Cook** has volunteered to pick up **Owen Gassaway's** Cessna 172 **N3YE** for use that day. The tentative date is November 5th.

Steve Sinclair has advanced the idea of a recognition board to be made and displayed at the meeting following the **Young Eagles** events. This is in response to the suggestion that people who work the event do not receive proper credit.

Also discussed was inquiring about the B-17 **Aluminum Overcast**. This would be in the far off future.

Our next meeting will be September 14th and the speaker will be **Art Michaud** of Lakeland. The subject is "**Propeller Rehab**" (it's not a place you go for character or physical shortfalls, it's about aviation).



The Pilot and the Priest



A priest dies and is waiting in line at the Pearly Gates. Ahead of him is a guy who's dressed in sunglasses, a loud shirt, leather jacket, and jeans.



Saint Peter addresses this cool guy, 'Who are you, so that I may know whether or not to admit you to the Kingdom of Heaven ? '



The guy replies, 'I'm Jack, retired airline pilot from Houston .'



Saint Peter consults his list. He smiles and says to the pilot, 'Take this silken robe and golden staff and enter the Kingdom.' The pilot goes into Heaven with his robe and staff.



Next, it's the priest's turn. He stands erect and booms out, 'I am Father Bob, pastor of Saint Mary's for the last 43 years.'



Saint Peter consults his list. He says to the priest, 'Take this cotton robe and wooden staff and enter the Kingdom.'



'Just a minute,' says the good Father. 'That man was a pilot and he gets a silken robe and golden staff, and I get only cotton and wood. How can this be?'



'Up here - we go by results,' says Saint Peter. 'When you preached - people slept. When he flew, people prayed.'



Thanks to **John Rich** for this valuable insight



Wake turbulence? I don't see no wake turbulence!

Notice Number: NOTC2994

Approach and Landing Safety Tip

It sure would be a lot easier to avoid wake turbulence if we could see it!

Unfortunately, as Pilots we must rely on understanding the behavior and characteristics of wake turbulence to visualize and avoid it. Here are a few simple points to remember when landing behind a larger aircraft:

- Stay at or above the larger aircraft's final approach flightpath.

- Note its touchdown point and land past that touchdown point.

- If you are unable to land safely beyond the touchdown point, go around.

Want to know a lot more about wake turbulence? Click [here](#).

The direct link is: [http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/list/AC%2090-23F/\\$FILE/AC90-23f.pdf](http://rgl.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/list/AC%2090-23F/$FILE/AC90-23f.pdf)

[This is highly recommended reading! - Ed.]

Here's the answer to last month's aircraft identification question:

Parker Teenie Two



The Parker Teenie Two is a single-seat, single-engine sport aircraft first built in the United States in 1969 and marketed for homebuilding. It is a low-wing, cantilever monoplane of conventional configuration and fixed tricycle undercarriage. The cockpit was designed to be left open, but plans for a canopy to enclose it were made available, the use of which would increase the top speed of the aircraft. The Teenie Two was specifically designed to use a converted Volkswagen automobile engine for power. The outer wing panels can be detached for transport or storage.

It was featured on the cover of a Popular Mechanics magazine issue in May, 1971. The caption on the cover read, "Build a VW-Powered Plane for \$750." While the cost of materials have increased since the article's publication, the Teenie Two remains one of the cheapest homebuilt metal airplanes that one may undertake. The Teenie Two may be certified in the Experimental category in the US. A pilot license is required to fly it, as it is not considered an ultralight aircraft in the United States. The airplane does however meet the Light Sport Aircraft requirements as defined by the FAA.



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

Sport Pilot & Private Pilot Ground School

1. Which weather conditions should be expected beneath a low-level temperature inversion layer when the relative humidity is high?

- A. Turbulent air, poor visibility, fog, low stratus type clouds, and showery precipitation.
 - B. Smooth air, poor visibility, fog, haze, or low clouds.
 - C. Light wind shear, poor visibility, haze, and light rain.
-

2. Density altitude, and its effect on landing performance, is defined by

- A. pressure altitude and ambient temperature.
 - B. headwind and landing weight.
 - C. humidity and braking friction forces.
-

3. What is the relationship of lift, drag, thrust, and weight when the airplane is in straight-and-level flight?

- A. Lift equals weight and thrust equals drag.
 - B. Lift and weight equal thrust and drag.
 - C. Lift, drag, and weight equal thrust.
-

4. The most effective method of scanning for other aircraft for collision avoidance during daylight hours is to use

- A. peripheral vision by scanning small sectors and utilizing offcenter viewing.
- B. regularly spaced concentration on the 3-, 9-, and 12-o'clock positions.
- C. a series of short, regularly spaced eye movements to search each 10-degree sector.

(Answers are on pages eight and nine.)

Sport Pilot & Private Pilot Ground School

1. Answer B is correct.

AC 00-6A states:

A ground based inversion favors poor visibility by trapping fog, smoke, and other restrictions into low levels of the atmosphere. The wind shear and turbulence would be present just above the inversion, not beneath it.
Reference” AC 00-6A

2. Answer A is correct.

Density Altitude — This altitude is pressure altitude corrected for nonstandard temperature variations. When conditions are standard, pressure altitude and density altitude are the same. Consequently, if the temperature is above standard, the density altitude will be higher than pressure altitude. If the temperature is below standard, the density altitude will be lower than pressure altitude. This is an important altitude because it is directly related to the aircraft’s takeoff and climb performance.

Reference: FAA Subject Code: H946 - Takeoff and Landing Performance - (refer to Aircraft Performance.)

3. Answer A is correct.

This question probably should be corrected (by the FAA) to read “.. when the airplane is in straight and level UNACCELERATED flight.”

In straight and level un-accelerated flight, lift equals weight and thrust equals drag. The upward force of lift equals the downward force of weight,

(Continued on page 9)

(Continued from page 8)

and the forward force of thrust equals the rearward force of drag.

Don't be confused by this. "Thrust equals drag" does not mean that the airplane is not moving. It means that the airplane is not accelerating/ decelerating.

Reference: AC 61-23, Chapter 1

4. Answer C is correct.

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

While the eyes can observe an approximate 200 degree arc of the horizon at one glance, only a very small center area called the fovea, in the rear of the eye, has the ability to send clear, sharply focused messages to the brain. All other visual information that is not processed directly through the fovea will be of less detail. An aircraft at a distance of 7 miles which appears in sharp focus within the foveal center of vision would have to be as close as 7/10 of a mile in order to be recognized if it were outside of foveal vision.

Because the eyes can focus only on this narrow viewing area, effective scanning is accomplished with a series of short, regularly spaced eye movements that bring successive areas of the sky into the central visual field. Each movement should not exceed 10 degrees, and each area should be observed for at least 1 second to enable detection.

Although horizontal back-and-forth eye movements seem preferred by most pilots, each pilot should develop a scanning pattern that is most comfortable and then adhere to it to assure optimum scanning.

Reference: AIM 8-1-5



Maintenance Safety Tip
Notice Number: NOTC3119

FAA Team Maintenance Safety Tip
August 2011

Fire Prevention and Safety

Prevention

- Do not store flammable liquids outside of a fire proof storage locker.
- At the end of the work day or at break times, put the flammable liquids back in the locker.
- Used shop rags should only be stored in small containers with tight fitting lids that are spring loaded closed.
- Clean-up flammable liquid spills quickly using “kitty litter” or similar materials. The used clean-up materials should not be put in regular trash cans. Flammable liquid-soaked clean-up materials should be kept in a sealed container until proper disposal can be accomplished.
- Promptly repair any defective electrical connections in the work area to prevent sparks.
- Smoking in or near the hangar or work areas must not happen.

PLAN FOR A FIRE

Assure that fire extinguishers are maintained and are the correct type for the types of fires likely to be found in an aviation work area.

- Make sure that everyone knows when to stand and fight or run from the fire.
- Have a fire drill.

Always, always sound the fire alarm first (call 911 in most areas in the US), then fight the fire.

Small fires have a bad habit of becoming big fires quickly and you want the fire department on the way and the building empty first. It is far better to have the fire department show up to a small fire that is out and be embarrassed than to have them called when the control tower can see the fire and they get there too late.



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 September Board meeting.

Editor's Report

September 2011 Newsletter:
93 Email Notifications Transmitted

Membership

45 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

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.