



Hangar Talk

October 2022

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

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Business Meeting Before VMC

Following the General Meeting we will have a short Business Meeting just before the VMC club meeting.

New Website. Go to <https://chapters.eaa.org/ea203> to see the new look! New Category called Membership Forms allows you to print out necessary documents.



Can You Identify This Aircraft?



Send your Answer to sdthatcher@bellsouth.net
The answer will be in Next Months Hangar Talk

Find the Air Speed Indicator

Hidden somewhere within the pages of this newsletter is an ASI similar to the one shown here (will be smaller). All you need to do is find the page on which it appears, specify article or photo and send to sdthatcher@bellsouth.net to win. Winning Entries will be published in the newsletter.

ASI Location: One Prize Only awarded for correct ASI location.

Last Month's ASI (Sept)

Location: Page 2, Barntoons. The winners this month are Mark Beeda & Russ Karnap!

Aircraft Ident: See page 3 for complete info on Lawnchair Larry's balloon flight.

Calendar of Events

October 8th EAA Meeting

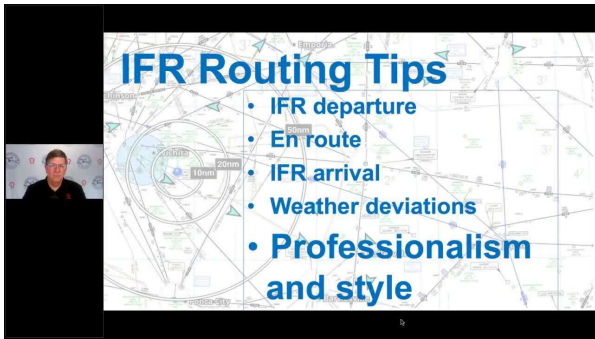
Breakfast includes sausage, eggs, pancakes, fruit and coffee!

VMC Club Following Meeting

The VMC club is an opportunity to share knowledge and experience while discussing real-world scenarios. The next meeting is this Saturday after the General Meeting. Be sure to attend this Saturday!

Eric Flaig

Webinar- IFR Routing Tricks for Efficiency and Workload



Thomas P. Turner provides ideas for planning and executing IFR flights using non-towered airports, into and out of high-density airspace using SIDs and STARs, when it's a good idea to pick up clearance in the air and when not, and other techniques.

Click on the link to the left or copy and paste to your browser to see the video.

<https://www.eaa.org/Videos/Webinars/Instrument-Flight/6311696241112>

Young Eagles



Ever wondered what your neighborhood looks like from the sky? Or maybe you're

curious how airplanes even work. You might even dream about being a pilot.

If you're nodding your head "Yes" and are between the ages of 8 and 17, you're ready to take a free Young Eagles flight and see what real pilots do on the ground and in the air.

Since 1992, more than 2 million Young Eagles have enjoyed a flight from EAA's network of volunteer pilots.

For more information contact Rick Golightly, metro9100@aol.com.

Meeting Directions

The next EAA Chapter 203 meeting will be held at the hangar located at North County Airport (F45). The EAA Hangar is found by going to the junction of the Beeline Highway (SR710) and PGA Blvd (SR786). Then go 2.6 miles NW (from PGA); turn left at the airport sign, and cross the train tracks. Follow the road to the hangar, which is on the left-hand side before you get to the FBO terminal, hangar 11250-5.

Barntoons



Used by kind permission of Dennis McLane (dennisdeanmclain@gmail.com)

Last Month's Aircraft Identification — Lawn Chair Larry

On July 2, 1982, Larry Walters (April 19, 1949 – October 6, 1993) made a 45-minute flight in a homemade airship made of an ordinary patio chair and 45 helium-filled weather balloons. The aircraft rose to an altitude of about 16,000 feet (4,900 m), drifted from the point of liftoff in San Pedro, California, and entered controlled airspace near Long Beach Airport. During the landing, the aircraft became entangled in power lines, but Walters was able to climb down safely. The flight attracted worldwide media attention and inspired a movie and imitators.



Cluster ballooning is said to have been inspired by Larry Walters's experience, although Walters was not the first to perform such a feat.

Larry: Ah, the difficulty is, ah, this was an unauthorized balloon launch, and, uh, I know I'm in a federal airspace, and, uh, I'm sure my ground crew has alerted the proper authority. But, uh, just call them and tell them I'm okay.

After 45 minutes in the sky, Walters shot several balloons, taking care not to unbalance the load. He then accidentally dropped his pellet gun overboard. He descended slowly, until the balloons' dangling cables got caught in a power line at 432 East 45th Street in Long Beach. The power line broke, causing a 20-minute electricity blackout. He landed unharmed on the ground.

Background

Al Mingalone, an American photographer for Paramount News had in 1937 previously used 32 weather balloons for a feature photography assignment at Old Orchard Beach in Maine. While he hung suspended from the balloons by a parachute harness in order to take aerial film footage, Mingalone's mooring rope broke and he was lifted approximately 700 feet (210 m) into the air. A clergyman, Father James J. Mullen, spotted the incident, and after a chase of some 13 miles (21 km), used a 22-caliber rifle to shoot out two of the balloons, thus allowing the photographer to return safely to the ground.

Lawrence Richard "Larry" Walters had often dreamed of flying, but was unable to become a pilot in the United States Air Force because of his poor eyesight. He first thought of using weather balloons to fly at age 13, after seeing them hanging from the ceiling of a military surplus store. He had a career as a truck driver.

In 1982, he decided to try his flying idea. His intention was to float over the Mojave Desert and then use a pellet gun to burst some of the balloons in order to land.

Preparation and flight

In mid-1982, Walters and his girlfriend at the time, Carol Van Deusen, purchased 45 eight-foot (2.4 m) weather balloons and obtained helium tanks from California Toy Time Balloons. They used a forged requisition from his employer, FilmFair Studios, saying the balloons were for a television commercial.

On July 2, 1982, Walters attached 43 of the balloons to his lawn chair, filled them with helium, put on a parachute, and strapped himself into the chair in the backyard of a home at 1633 West 7th Street in San Pedro. He took his pellet gun, a CB radio, sandwiches, beer, and a camera.[citation needed] When his friends cut the cord that tied his lawn chair to his Jeep, Walters's lawn chair rose rapidly to a height of about 16,000 feet (4,900 m) and was spotted from two commercial airliners. He slowly drifted over Long Beach and crossed the primary approach corridor of Long Beach Airport.

He was in contact with REACT, a citizens band radio monitoring organization, who recorded their conversation:

REACT: What information do you wish me to tell [the airport] at this time as to your location and your difficulty?

Aftermath

Walters was immediately arrested by waiting members of the Long Beach Police Department. Regional safety inspector Neal Savoy was reported to have said, "We know he broke some part of the Federal Aviation Act, and as soon as we decide which part it is, some type of charge will be filed. If he had a pilot's license, we'd suspend that, but he doesn't." Walters initially was fined \$4,000 for violations under U.S. Federal Aviation Regulations, including operating an aircraft within an airport traffic area "without establishing and maintaining two-way communications with the control tower." Walters appealed, and the fine was reduced to \$1,500. A charge of operating a "civil aircraft for which there is not currently in effect an airworthiness certificate" was dropped, as it was not applicable to his class of aircraft.

Just after landing, Walters spoke to the press, saying:

It was something I had to do. I had this dream for twenty years, and if I hadn't done it, I think I would have ended up in the funny farm.

The aircraft was dubbed Inspiration I. Lawn Chair Larry was awarded the title of "At-Risk Survivor" in the 1993 Darwin Awards.

Ten days after his flight, Walters appeared on Late Night with David Letterman. He was briefly in demand as a motivational speaker, and quit his job as a truck driver. He was featured in a Timex print ad in the early 1990s, but never made much money from his fame.

The lawn chair used in the flight was reportedly given to an admiring boy named Jerry, though Walters regretted doing so when the Smithsonian Institution asked him to donate it to its museum. Twenty years later, Jerry sent an email to Mark Barry, a pilot who had documented Walters's story and dedicated a website to it, and identified himself. The chair was still sitting in his garage, attached to some of the original tethers and water jugs used as ballast. The chair was placed on loan to the San Diego Air and Space Museum, where it was exhibited in 2014. It was later donated to the Smithsonian and is on display at the Steven F. Udvar-

Hazy Center in Virginia.

Later life and death

Later in his life, Walters hiked the San Gabriel Mountains and did volunteer work for the United States Forest Service. He later broke up with his girlfriend of 15 years and could only find work sporadically as a security guard. On October 6, 1993, at the age of 44, Walters died by suicide after shooting himself in the heart in Angeles National Forest.



EAA Chapter 203

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Secretary	Eric Flaig
Treasurer	Bud Smith
Past President	Bill Perry(RIP)
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Meetings

The Chapter normally meets monthly at 9:00 am on the second Saturday of each month at hangar 11250-5 at North County Airport. Guests are welcome to attend two meetings but are expected to join the Chapter at the third. Dues are \$35 per year.

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 of the Editor's staff. **Be an Author!! Send us something.**

Other Stuff

Board of Directors Meeting

Please contact President Bill Siegel for time and place of each monthly meeting.

Editor's Report

October 2022 Newsletter.
114 Email Notifications Sent.

Membership

36 Current Paid Members
03 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 edition of "Hangar Talk". Send your email address to the editor at Scott Thatcher, 423 SW Talquin Lane, Port Saint Lucie, Florida 34986. 561-818-0499 or sdthatcher@bellsouth.net.

Disclaimer

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

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