Hangar Talk

Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc., August 2012

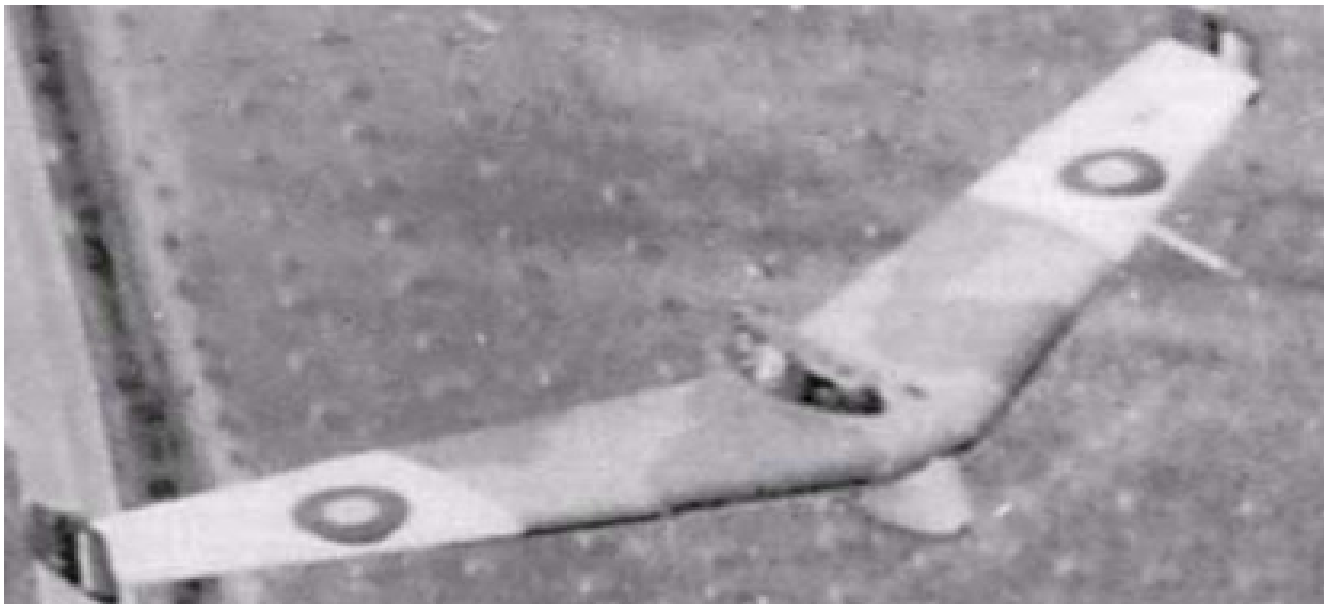
THE NEXT EAA CHAPTER 203 MEETING will be held at North County Airport in the Palm Beach Avionics hangar at 6:30 PM on Wednesday, August 8th, 2012. From the junction of the Beeline Highway (SR710) and PGA Blvd (SR786) go 2.6 miles NW; turn left at the airport sign, cross the train tracks. Follow the road to Jim's hangar, which is on the left-hand side before you get to the FBO terminal

Can You Identify This Aircraft?

The answer will be in next month's "Hangar Talk"

Here's the answer to last month's Aircraft Identification Question

Baynes Bat



The **Baynes Bat** (or sometimes **Slingsby-Baynes Bat**) was an experimental glider of the Second World War, designed by L.E. Baynes. It was used to test the tailless design that he had suggested as a means to convert tanks into temporary gliders so they could be flown into battle

Design and development

In the late 1930s, armies were looking for a way to airlift heavy military units. There were then no cargo aircraft big enough to lift a tank, and even if such a large aircraft had been created it would have needed many special facilities. A solution which was explored during the Second World War was to tow tanks as gliders, and for this wings had to be

(Continued on page 3)

(Continued from page 2)
added. Most designs were based on straight wings with extended empennage and stabilizers. The design of L.E. Baynes in 1941 was for a 100wing-span "Carrier Wing Glider" consisting chiefly of a swept wing with vertical stabilizers on the wing-tips.

A one-third scale prototype was built entirely of wood in 1943 by Slingsby Sailplanes at Kirkbymoorside, and the Baynes Bat made its first flight in July 1943 at the Airborne Forces Experimental Establishment at RAF Sherburn-in-Elmet, Yorkshire. Most of the test flights were piloted by Flight Lieutenant Robert Kronfeld.

Tests were successful, but the project was abandoned because a suitable tank was not then available and a decision had been made to develop gliders which could carry heavy equipment within their fuselages. The strategists were not convinced of the practicality of retrieving large numbers of Baynes Bats from the field, but in wartime this was not a critical factor.

The one Bat which had been built was the first tailless flapped monoplane to be available for research and it was flown extensively by the Royal Aircraft Establishment to test the stability and control of tailless aircraft. The Bat was last seen in 1958, lying behind a hangar at Croydon Airport.

Specifications

General characteristics

Crew: 1
Length: 11(3.46)
Wingspan: 33(10.16)
Height: 4.8(1.340)
Wing area: 160.0(14.86^2)
Aspect ratio: 7
Empty weight: 763(346.1)
Gross weight: 963(436.8)

Performance

Maximum speed: 120; 104(193/h)
Cruising speed: 80; 70(129/h)
Stall speed: 40; 35(64/h)
Wing loading: 6.0/sq(29.3/m²)

Sport Pilot & Private Pilot Ground School

1. How long does the Airworthiness Certificate of an aircraft remain valid?

A. As long as the aircraft is maintained and operated as required by Federal Aviation Regulations.
B. Indefinitely, unless the aircraft suffers major damage.
C. As long as the aircraft has a current Registration Certificate.

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2. The numbers 35 and 17 on a runway indicate that the runway is oriented approximately

A. 035 and 017 magnetic.
B. 350 and 170 magnetic.
C. 350 and 170 true.

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3. With certain exceptions, safety belts are required to be secured about passengers during

A. flight in turbulent air.
B. all flight conditions.
C. taxi, takeoffs, and landings.

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4. To obtain a continuous transcribed weather briefing, including winds aloft and route forecasts for a cross-country flight, a pilot should monitor a

A. regularly scheduled weather broadcast on a VOR frequency.
B. VHF radio receiver tuned to an Automatic Terminal Information Service (ATIS) frequency.
C. Transcribed Weather Broadcast (TWEB) on an NDB or a VOR facility.

(Answers are on pages five and six.)

1. Answer A is correct.

CFR 14 Part 91.405 states: Each owner or operator of an aircraft --

Shall have that aircraft inspected as prescribed in subpart E of this part and shall between required inspections, except as provided in paragraph (c) of this section, have discrepancies repaired as prescribed in part 43 of this chapter;
Shall ensure that maintenance personnel make appropriate entries in the aircraft maintenance records indicating the aircraft has been approved for return to service;
Shall have any inoperative instrument or item of equipment, permitted to be inoperative by §91.213(d)(2) of this part, repaired, replaced, removed, or inspected at the next required inspection; and
When listed discrepancies include inoperative instruments or equipment, shall ensure that a placard has been installed as required by §43.11 of this chapter.
References

14 CFR § 91.405

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2. Answer B is correct.

The numbers 35 and 17 indicate that the runway is oriented approximately 350 and 170 magnetic.

One effective habit of many pilots is to set / confirm the directional gyro (heading indicator) with both the magnetic compass and the runway heading when either lined up on a numbered runway or taxiing parallel to one. If you

(Continued on page 6)

(Continued from page 5)

do this good practice, you will quickly surmise that the runways are oriented on magnetic headings.

Reference: Aeronautical Information Manual

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3. Answer C is correct.

It's good general practice to have passengers wear seat belts as much as possible during the entire flight and especially during flight in turbulent air. However, the relevant regulations state only that passengers must wear safety belts during taxi, takeoff, and landing. Hence, this is the correct answer.

To remember this rule, recall your flights aboard commercial airliners. Recall that the aircraft will not push back for taxi until all passengers are in their seats and buckled up, and that once in cruise flight, the fasten seat belt sign does at times indicate that passengers may unbuckle (though of course they are encouraged to keep their safety belts on at all times).

Reference: 14 CFR § 91.107

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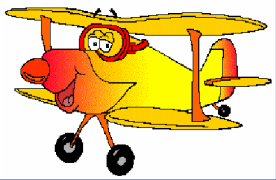
4. Answer C is correct.

TWEBs are available typically over an NDB or VOR facility.

There is no such thing as a "regularly scheduled broadcast on a VOR facility" (though a few things in aviation come close to that, the term is included here just to throw you off). Similarly, ATIS provides airport status information including local conditions, but not weather briefing information and route forecasts for cross-country flight.

Reference: FAA Subject Code: I57 - Aviation Weather Forecasts - (refer to Aviation Weather Services (AC 00-45).)



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Membership Chair	Jim Cook
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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

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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 **Steve Sinclair** for time and place of the August Board meeting.

Editor's Report

August 2012 Newsletter:
89 Email Notifications Transmitted

Membership

34 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.

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