



Hangar Talk

Northern Palm Beach County Experimental Aircraft Association
Chapter 203, Inc., December 2010

THE NEXT EAA CHAPTER 203 MEETING will be held in conjunction with the **Christmas** party at **Crazy Buffet** in West Palm Beach at **7:00 PM**. See inside for more details.

HAPPENINGS

By **Joe Scaglione**

Member Meeting

The November membership meeting was held on the 10th of the month at **Jim Cook's Palm Beach Avionics** hangar at 7:30 PM. There were twenty-five in attendance, including six guests.

One of the more interesting guests was a fellow who had immigrated to our shores from Russia. His name is **Arcady Averbukh**; in Russia he was an aeronautical engineer, and today works for **Pratt & Whitney**. He has in the past

built five ultra lights. He circulated several pictures of his projects; by the way they were all built in the Soviet Union's satellite country of **Uzbekistan**.

The site of most of his projects was at or near the city where the Russians launch most of the space shots. (I can't mention the name of the place, not because I'm afraid of the secret police, because I can't pronounce it, or spell it). Four of the five planes did indeed fly. The fifth was a, well almost, close to, sorta like a rotor craft type thing. It did not fly. It turned out to be too heavy, but the story behind it was extremely interesting.

(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 33478	561-746-4229
Treasurer:	Scott Curry	11159 Thyme Drive, Palm Beach Gardens, FL 33418	561-691-4791
Young Eagles:	Rick Golightly	348 N. Indiantown , Jupiter, FL 33458	561-747-0324
Membership:	Steve Sinclair	8768 Oldham Way, West Palm Beach, FL 33412	561-758-2911
Program Director:	Scott Thatcher	4174 Larch Avenue, Palm Beach Gardens, FL 33418	561-622-4237
Librarian:	Ana Scaglione	945 Marlin Drive, Jupiter, FL 33478	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)

You see, in Russia you can't just go run out to the hardware store and pick up a few things. I'd be willing to bet the mortgage payment that nothing that he and his friends used on that project, for that matter any of the five projects, came off the shelf. He told the story to a few of us standing there about how the materials were gained. The aluminum was salvaged from pipes they dug from the ground. They were previously used from the fuel bunkers to the launch sites of the test missiles. The pipes were then split open and beat by hand into shape for use. He also told us that the engines that they used were completely designed and built from scratch.

People, let me tell you now this man was not the featured speaker nor the program for the night. He just happened to be interested in the Chapter.

We did actually manage to conduct some business too. The officers urged all members to pay their dues. The Christmas party is an ideal time to pay up. The membership was informed that we will be giving up the hangar by December 31st. The management of the airport is expected to allow us the use of one of the storage areas at the end of the rows of hangars.

At the last **Young Eagles** event, we flew fifteen kids, and eleven of them were signed up at the **Pratt & Whitney Family Day**. We did get some time on the news for our efforts, although it was only about one minute long. On Saturday and Sunday nights both News-29 and News-12 showed small bits. Beside the news footage that was shot, Ralph Tilgaliani, a newer member who works for **Fox News** in graphics, took many still photos to be used at a future time. Our next flights are tentatively set for January or February.

(Continued on page 3)

At the breakfast we took in \$135, and after expenses we cleared \$65. The Treasurer's report is that we have a bank balance of \$9502.00. We discussed the **Next Step** program with the **Young Eagles**, and made the membership aware of the scholarships and other benefits to older kids who have flown with us. President **Bill Perry** discussed the availability of the leadership academy in **Oshkosh**.

We moved on to the elections. As you may already know, **Steve Sinclair** will be elevated to President and **Bill Siegel** will assume the Vice Presidency. **Rick Golightly** made a motion to reelect the board, it was seconded by **Gary Gustafson**, and the motion carried. We made a quick turn around the room to give anyone with a project a chance to explain how far along they were.

Then came the program for the evening. It was to be **Jim Cook** giving a computer show about Google Earth and how its system may aid in planning trips. Well, on this night Google Earth was not cooperating. So after a half hour and many tries, Jim went to plan "B". He decided to tell us stories about his attempt to fly to **Alaska**. We know how well Jim can tell a story. We also know that no matter how I try, I cannot do

justice to his escapades. So I won't and I'll just leave it with, "you just had to be there"!

Board Meeting

Because of Thanksgiving, the November Board meeting was held by teleconference on Tuesday the 23rd. Business was abbreviated. The new President, **Steve Sinclair**, and the new Vice President, **Bill Siegel**, will take over from **Bill Perry** and **Paul Hershorin** after the meeting has been called to order at the Christmas party. The information concerning the party has been sent out. If you have not received it yet, it will be sent out again and the postcard that you normally get for the regular membership meeting will act as a reminder.

The Christmas party/member meeting will be on Saturday, December 11th at Crazy Buffet on Palm Beach Lakes Blvd in West Palm Beach. A mailer has been sent to all members, and a reminder will be sent out by postcard like a regular meeting. Anyone that did not receive either, should contact a Chapter officer. We will again be holding the white elephant gift exchange. An aviation-oriented gift of \$20 or less is suggested.



The FAA is trying to change the definition of "actively engaged" IA's. Basically they want to pare down the number because cuts in FAA staffing means they can't monitor them as well as they would like. The basic premise is that they want IA's to be employed full time to keep the rating. This could potentially eliminate a great number of part time IA's or retirees that only work on a few airplanes.

Here's the link to the Federal Register:

<http://edocket.access.gpo.gov/2010/2010-27834.htm>

Please distribute to all EAA members, and any other pilots/groups you might be affiliated with. The date for comments to be in is December 6th - not too far away. They want to put it into effect before March 31st when all IA's come up for renewal. Please comment against this change!!!

Approach and Landing Safety Tip

Notice Number: NOTC2648

Don't Come Up Short!

Approach and Landing Safety Tip

November 2010

If the desired landing spot is being undershot and a shallower approach is needed, both power and pitch attitude should be increased to readjust the descent angle. It is important to remember that a constant airspeed must be maintained. The pitch and power change must be made both smoothly and simultaneously. This will result in a shallowing of the glidepath with the resultant aiming point moving towards the desired touchdown point.

Want to learn more about approaches and landings? You can find the Airplane Flying Handbook [here](#). If that link does not work, copy and paste the following link into your browser. http://www.faa.gov/regulations_policies/handbooks_manuals/aircraft/airplane_handbook/

Aircraft Intercept Procedures

Notice Number: NOTC2636

Intercept Procedures

The FAA would like to remind all aviators of the procedures used if intercepted by air defense aircraft. During national security events, Temporary Flight Restrictions (TFR) are NOTAMed and enforced by NORAD interceptors. Due to the dire consequences of not following the correct procedures, it is highly advisable to be fully aware of what to do during an intercept.

These procedures have been updated in the Aeronautical Information Manual (AIM) and Aeronautical Information Publication (AIP), however due to the long publication cycles they will not be incorporated until August 25, 2011. Please take a few minutes and review the procedures and make yourself aware of what to do if intercepted. Intercept Procedures can be reviewed at: https://www.faa.gov/files/notices/2010/Oct/Intercept_Procedures.pdf.

We have also included the Visual Warning System (VWS) information if you are flying around the Washington DC SFRA. More details including a video demonstration of the VWS are available from the following

FAA web site: <http://www.faa.gov/VisualWarningSystem/VisualWarning.htm>.

There will soon be a PowerPoint presentation that addresses Intercept Procedures from a US Air Force perspective. We'll let you know when that is available.

Airport Surface Deviation Safety Tip

Notice Number: NOTC2699

Sport Pilot & Private Pilot Ground School

1. Most midair collision (MAC) accidents occur during

- A. hazy days.
 - B. clear days.
 - C. cloudy nights.
-

2. For aviation purposes, ceiling is defined as the height above the Earth's surface of the

- A. lowest reported obscuration and the highest layer of clouds reported as overcast.
 - B. lowest broken or overcast layer or vertical visibility into an obscuration.
 - C. lowest layer of clouds reported as scattered, broken, or thin.
-

3. When converting from true course to magnetic heading, a pilot should

- A. subtract easterly variation and right wind correction angle.
 - B. subtract westerly variation and add right wind correction angle.
 - C. add westerly variation and subtract left wind correction angle.
-

4. After takeoff, which airspeed would the pilot use to gain the most altitude in a given period of time?

- A. VY.
- B. Va.
- C. VX.

(Answers are on pages seven and eight.)

Sport Pilot & Private Pilot Ground School

1. Answer B is correct.

Pilots should also keep in mind their responsibility for continuously maintaining a vigilant lookout regardless of the type of aircraft being flown. Remember that most MAC accidents and reported NMAC incidents occurred during good VFR weather conditions and during the hours of daylight.

Reference: AC 90-48

2. Answer B is correct.

The key here is that ceilings are defined as the lowest broken or overcast layer--NOT scattered. The "vertical visibility into an obscuration" phrase is a relatively recent addition to this question and reflects new FAA definitions, but the key point of this question is to understand that a ceiling = the lowest broken or overcast layer.

Reference: FAA Subject Code: I36 - Glossary of Weather Terms - (refer to Aviation Weather (AC 00-6).)

3. Answer C is correct.

AC 61-23C, Chapter 8 states:

Because courses are measured in reference to geographical meridians which point toward true north, and these courses are maintained by reference to the compass which points along a magnetic meridian in the

(Continued on page 8)

(Continued from page 7)

general direction of magnetic north, the true direction must be converted into magnetic direction for the purpose of flight. This conversion is made by adding or subtracting the variation which is indicated by the nearest isogonic line on the chart. The true heading, when corrected for variation, is known as magnetic heading.

If the variation is shown as “9° E,” this means that magnetic north is 9° east of true north. If a true heading of 360° is to be flown, 9° must be subtracted from 360°, which results in a magnetic heading of 351°. To fly east, a magnetic heading of 081° (090° - 9°) would be flown. To fly south, the magnetic heading would be 171° (180° - 9°). To fly west, it would be 261° (270° - 9°). To fly a true heading of 060°, a magnetic heading of 051° (060° - 9°) would be flown.

Remember, to convert true course or heading to magnetic course or heading, note the variation shown by the nearest isogonic line. If variation is west, add; if east, subtract. One method for remembering whether to add or subtract variation is the phrase “east is least (subtract) and west is best (add).”

Reference: AC 61-23

4. Answer A is correct.

VY is the best RATE of climb speed, that is, you get the most altitude in the shortest TIME when you fly at VY.

Flying at VX provides the best ANGLE of climb, that is, the greatest gain in altitude for the shortest distance after takeoff.

VA is maneuvering speed.

Reference: 14 CFR § 1.1



Americas First Jet Aircraft [TOP SECRET in 1941]



This is America's first jet airplane -- the P-59 first flown in Oct.1942. Volunteers have spent the last 10 years restoring this airplane, and they put the wings back on last weekend just in time to be on static display at an air show this weekend. In 1942, this was a Top Secret project located at Edwards AFB. When the dry lake flooded, they had to transport it by road so it was disguised with a dummy wooden propeller on the front and covered with a shroud.



There is also the story behind the hats. On one test flight the jet was spotted by pilots getting checked out in P-38s operating from Van Nuys Airport. When the P-38 pilots reported seeing an airplane with no propeller, their account met with skepticism but the story kept circulating, so on a subsequent flight the test pilot of the P-59 dressed up in a gorilla mask, put on a derby hat and smoked a cigar. He then made a point to fly next to the P-38 pilots and waved at them. When the P-38 pilots got back to the base, they told everyone about the plane with no propeller flown by a gorilla wearing a derby and smoking a cigar. The result of their report was total disbelief, so the airplane remained a secret until after the war.





General characteristics

Power plant Two General Electric J31-GE-5 turbojets

Thrust 907 kg 8.89 kN

Max. speed 413 mph 664 km/h

Range: normal 240 miles 386 km

ext. tanks 520 miles 836 km

Wingarea 386 sq ft 35.86 sq m

Weight empty 7,940 lb 3,600 kg

max. takeoff 12,700 lb 5,760 kg

Wingspan 45.5 ft 13.88 m

Length 38.85 ft 11.84 m

Height 12.3 ft 3.76 m

Armament One 37 mm cannon, three 12.5 mm machine guns;
under wings 2x 450 kg bombs or 8x 27 kg rockets

Date deployed to active service: 1944

EAA Chapter 203

President	Steve Sinclair
Vice President	Bill Siegel
Secretary	Joe Scaglione
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
Assistant Newsletter	Michael Kaiser

TECH COUNSELORS

Composite and FWF	Bill Perry
All	Sherman Corning

MEETINGS

The Chapter normally meets monthly at 7:30 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 December Board meeting.

Editor's Report

December 2010 Newsletter:
64 Email Notifications Transmitted

Membership

50 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.