



Hangar Talk

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

THE NEXT EAA CHAPTER 203 MEETING will be held in conjunction with the **Christmas Party** at 6:30 PM on **Friday, December 14th, 2012**. The meeting/party will be conducted at the restaurant at Gander Mountain in Palm Beach Gardens. Please see page three for details.

Can You Identify This Aircraft?



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

Happenings

By Joe Scaglione

November Member Meeting

There were twenty people at the membership meeting. We had a fifty-fifty drawing which was won by **Matt Hurley**. The prize was \$23. **Ed Dolezal** cooked hamburgers and hot dogs. Special thanks to **Emmet Whitten's** kids for providing the dessert; we always enjoy their sweets.

The meeting was very short for the business end of it. We had the pleasure of entertaining two different programs this month. The first was very brief. It was a demonstration of aerial photography done on a radio controlled mini-copter. It was approximately four feet with a five foot rotor blade, powered by an electric motor with a flight endurance limit of eight minutes. It actually was just a preview of a program that they will do in the spring when we return to daylight saving time. That is the reason we were only shown such a short piece of the program, it got dark fast.

The second talk was presented by **Tri-Nav** of Port St. Lucie. It is a company that produces a bound aviation atlas. They presented information on the points of switching to the larger (meaning more area coverage in one book) than one single chart. Each volume covers what many single charts do. Economically, for the same area, the atlas is much cheaper. The company sends you an update every 28 days automatically and the subscription is good for one year of updates. Also no more folding and unfolding a chart in a small cockpit. There are other pluses to the atlas too. Several members purchased them that night, including my wife as a present for me. By the way I already received my first update and it's complete and a real breeze to use.



Christmas Party

The Christmas party will be held in conjunction with a brief member meeting at 6:30 PM on **Friday, December 14th** at the **Tall Tales Restaurant** in the **Gander Mountain Plaza** in Palm Beach Gardens. Those planning to attend should **RSVP** to **Steve Sinclair** no later than **December 10th**. Steve can be reached by email or phone at ssinclair@secopbg.com or 561-758-2911.

The cost will be \$15 per person for members and one guest, and \$25 per person for non-members. Payment may be made at the door. However, **RSVP** is essential to enable planning for the number of attendees.



GA Maintenance Alert

Notice Number: NOTC4455

Safety and Security of Components

A review of recent helicopter accidents has revealed a number of improper maintenance practices and techniques. Significantly to these accidents is the improper safety and security of critical flight control systems, engine systems, and drive system components. In some cases, proper torque was not applied, safety wire or cotter pins were not installed, self-locking nuts were reused numerous times where they lost their self-locking capability, and critical components were removed and reinstalled without following the Instructions for Continued Airworthiness (ICAs).

A preliminary review as to why these improper maintenance practices and techniques were performed and were overlooked indicates that human factors and failure to follow written procedures are potential factors. Fatigue, time constraints to perform the maintenance tasks, cell phone activity, and complacency were the serious factors related to these accidents.

Go to this document to review 11 safety recommendations: https://www.faa.gov/files/notices/2012/Nov/GA_Maintenance_Alert_121121.pdf.

The ultimate question the pilot or mechanic who performed the work should ask is, "Would I place my family in this aircraft on its first flight after maintenance?" Responding favorably to the safety recommendations in the document will help us answer that question with a resounding YES!

[Editor's Note: Those of us who maintain and/or build our own aircraft could benefit from attention to these details.]



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

Henschel Hs 132
Correctly identified by Doug Carson



Henschel's **Hs 132** was a World War II dive bomber and interceptor aircraft of the German *Luftwaffe* that never saw service. The unorthodox design featured a top-mounted BMW 003 jet engine (identical in terms of make and position to the powerplant used by the Heinkel He 162) and the pilot in a prone position. The Soviet Army occupied the factory just as the **Hs 132 V1** was nearing flight testing, the **V2** and **V3** being 80% and 75% completed.

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General characteristics:

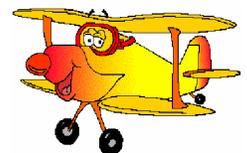
- **Crew:** 1
- **Length:** 8.90 m (29 ft 2½ in)
- **Wingspan:** 7.20 m (23 ft 7½ in)
- **Height:** 3.00 m (9 ft 10 in)
- **Wing area:** 14.80 m² (159.30 ft²)
- **Loaded weight:** 3,400 kg (7,496 lb)
- **Powerplant:** 1 × BMW 003A turbojet, 7.8 kN (1,760 lb at 9,500 rpm)

Performance:

- **Maximum speed:** (780 km/h at 6,000 m (700 km/h with bomb)) (485 mph at 19,685 ft (435 mph with bomb))
- **Range:** (with bomb) 1,120 km (696 miles)
- **Service ceiling:** (with bomb) 10,000 m (32,810 ft)

Armament:

up to 500 kg (1,100lb) of disposable stores on external rack



Sport Pilot & Private Pilot Ground School

1. Which aircraft has the right-of-way over all other air traffic?

- A. An aircraft on final approach to land.
 - B. An aircraft in distress.
 - C. A balloon.
-

2. The vertical limit of Class C airspace above the primary airport is normally

- A. 1,200 feet AGL.
 - B. 3,000 feet AGL.
 - C. 4,000 feet AGL.
-

3. When an air traffic controller issues radar traffic information in relation to the 12-hour clock, the reference the controller uses is the aircraft's

- A. true course.
 - B. ground track.
 - C. magnetic heading.
-

4. How does frost affect the lifting surfaces of an airplane on takeoff?

- A. Frost may prevent the airplane from becoming airborne at normal takeoff speed.
- B. Frost will change the camber of the wing, increasing lift during takeoff.
- C. Frost may cause the airplane to become airborne with a lower angle of attack at a lower indicated airspeed.

(Answers are on pages eight and nine.)

Sport Pilot & Private Pilot Ground School

1. Answer B is correct.

Throughout the Federal Aviation Regulations, we see clauses such as "except for in an emergency..." This is no exception-- FAR 91.113 states:

An aircraft in distress has the right-of-way over all other air traffic.

Think of an aircraft in distress as an ambulance with its sirens on. You are required to yield to it, period.

Reference: 14 CFR § 91.113

2. Answer C is correct.

The vertical limit of class C airspace above the primary airport is normally 4000' AGL.

Class C airspace is the second most busy type of airport airspace in the airspace system, behind only the class B airspace that encompasses major cities. Class C airspace is depicted on sectional charts in a dark magenta outline. Class C airspace typically has two tiers--an inner tier directly around the airport,

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where the airspace goes from the surface to 4000' AGL, and an outer tier that goes from (generally) 1500' AGL to 4000' AGL.

Reference: FAA Subject Code: J08 - Controlled Airspace - (refer to Aeronautical Information Manual (AIM).)

3. Answer B is correct.

Since traffic advisories are issued based on the aircraft ground track, we need to determine the effect of wind.

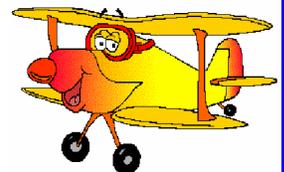
Reference: Aeronautical Information Manual

4. Answer A is correct.

AC 00-6A, Chapter 10 states:

Frost does not change the basic aerodynamic shape of the wing, but the roughness of its surface spoils the smooth flow of air thus causing a slowing of the airflow. This slowing of the air causes early air flow separation over the affected airfoil resulting in a loss of lift. A heavy coat of hard frost will cause a 5 to 10 percent increase in stall speed. Even a small amount of frost on airfoils may prevent an aircraft from becoming airborne at normal takeoff speed.

Reference: AC 00-6A, Chapter 10



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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.

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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 December Board meeting.

Editor's Report

December 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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