



Hangar Talk

Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc., December 2013

The next EAA Chapter 203 meeting and **Christmas Party** will be held at North County Airport in our new hangar (Hangar 11250-5), next to the Palm Beach Avionics hangar at **7:30 PM, Friday, December 13th, 2013**. 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 the 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"

Happenings

By Joe Scaglione

November Member Meeting

The meeting was well attended, with pleasant weather that enabled us to keep the hangar door open for most of the meeting. The pancakes and sausage made for a nice breakfast.

The business consisted of discussions regarding Young Eagles plans, the Christmas party details, and election of officers for the year.

The new officers, who will assume their duties as of the December meeting, are:

President	Bill Siegel
Vice President	Ed Dolezal
Secretary	Joe Scaglione
Treasurer	Bud Smith

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November Board Meeting

On November 21 there was a Board meeting. **Bill Siegel, Bill Perry, Jim Cook, Bud Smith, Scott Thatcher, Rick Golightly, Ana Scaglione** and **Joe Scaglione** were in attendance. The main business was to report on the progress of the **Christmas party** plans. **Ana Scaglione** brought everyone up to date, after which suggestions and changes were discussed. As a result, there was an emergency cleaning party formed for Saturday November 23rd.

We hastily reached out to members to help. If you were not contacted, please don't be offended (the next cleanup, you will be).

Notices of the party are being sent to everyone on the postcards for our meeting. The card you will receive is the party and the regular meeting notice. The final plans for the Christmas party are as follows:

The date is December 13th, Friday the 13th, the time is 7:30 pm, at our new **hangar, #5**, next to the

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Palm Beach Avionics hangar, for a buffet style dinner. **RSVP** by midnight **December 7th** to Joe and Ana at **561-746-4229** or **Rick Golightly** by computer at **metro9100@aol.com**. The fee for members and their spouses or significant others is \$5 per person, guests are \$10 per person.

We will be holding a White Elephant gift exchange. An aviation related item of \$20 or less (suggested), plain-wrapped, must be brought if you plan on participating. We are also asking that you bring an hors d'oeuvre and a small dessert to share with all. Lastly about the party, if you have not paid your dues for the coming year and wish to avoid the extra \$5, this is the most opportune time to pay. We hope to see everyone there.

Other business at the meeting was a discussion on hosting the **Ford tri-motor**. And finally, this night was the first time that our new **Treasurer, Bud Smith**, was at the meeting. The members of the Board want to extend their most sincere thanks to our outgoing **Treasurer, Scott Curry**, for his years of service and expertise to the organization.



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

Aerokopter AK1-3



The Aerokopter AK1-3 is a Ukrainian helicopter, designed and produced by Aerokopter of Kharkiv. The aircraft is supplied as complete ready-to-fly-aircraft.

Some sources refer to the AK1-3 as the Sanka or San'ka while others do not.

Design and development

The AK1-3 was designed to comply with the Ukrainian AP-27 rules, which are similar to the European Aviation Safety Agency CS-27 standard. The aircraft features a single main

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rotor with a tail rotor, a two-seats-in side-by-side configuration enclosed cockpit, skid-type landing gear and a four cylinder, air-cooled, four-stroke, 156 hp (116 kW) Subaru EJ25 automotive engine.

The aircraft's 6.84 m (22.4 ft) diameter three-bladed Starflex rotor has a chord of 15 cm (5.9 in) and employs a unique torsion bar blade mounting that allows blade movement to produce pitch angle changes, flapping, as well as lead and lag. The main transmission consists of belt drives, with the tail rotor driven by a solid shaft. The aircraft has an empty weight of 380 kg (838 lb) and a gross weight of 650 kg (1,433 lb), giving a useful load of 270 kg (595 lb). With full fuel of 75 litres (16 imp gal; 20 US gal) the payload is 216 kg (476 lb).

In 2002 Aerokopter (DB Aercopters) was acquired by the Perla Group of companies Perla Aviation division, with the stated intention of moving the assembly line of the AK1-3 to the United Arab Emirates (UAE).

Original design forming the basis of the AK1, with a five-bladed main rotor and powered by a 119 kW (160 hp) Subaru EJ22 converted automobile engine.

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Specifications (AK1-3)

General characteristics

Crew: one

Capacity: one passenger

Empty weight: 380 kg (838 lb)

Gross weight: 650 kg (1,433 lb)

Fuel capacity: 75 litres (16 imp gal; 20 US gal)

Powerplant: 1 × Subaru EJ25 four cylinder, air-cooled, four stroke automotive engine, 116 kW (156 hp)

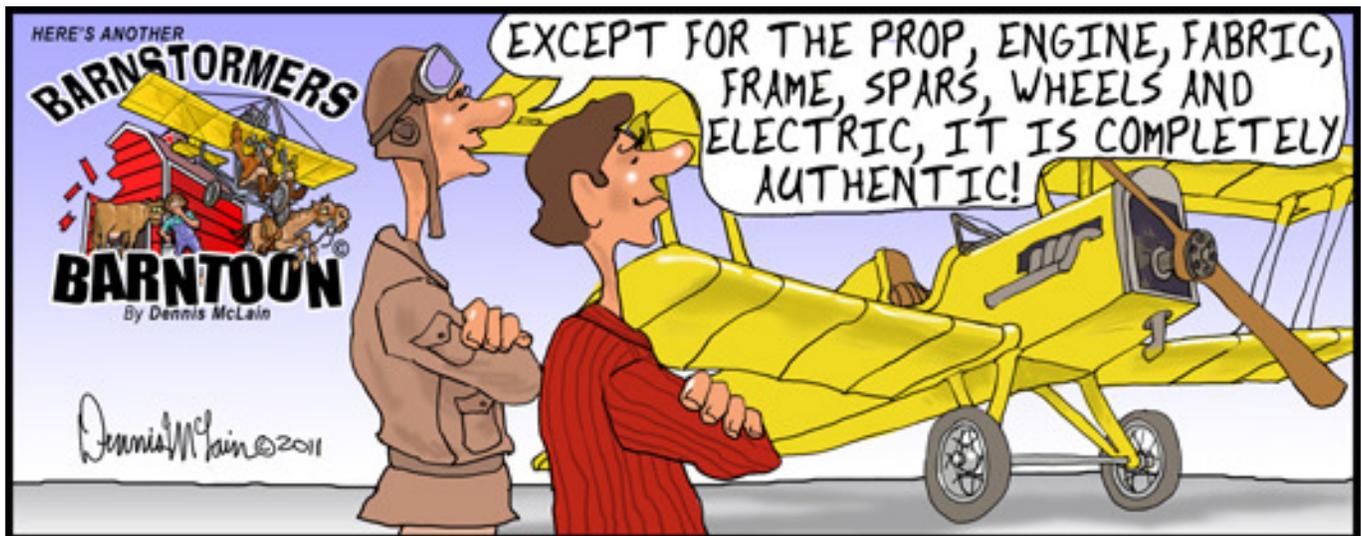
Main rotor diameter: 6.84 m (22 ft 5 in)

Performance

Maximum speed: 180 km/h (112 mph; 97 kn)

Cruising speed: 160 km/h (99 mph; 86 kn)

Rate of climb: 8 m/s (1,600 ft/min)



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Sport Pilot & Private Pilot Ground School

1. The correct method of stating 4,500 feet MSL to ATC is
 - A. "FOUR THOUSAND FIVE HUNDRED."
 - B. "FORTY-FIVE HUNDRED FEET MSL."
 - C. "FOUR POINT FIVE."

2. During the run-up at a high-elevation airport, a pilot notes a slight engine roughness that is not affected by the magneto check but grows worse during the carburetor heat check. Under these circumstances, what would be the most logical initial action?
 - A. Check the results obtained with a leaner setting of the mixture.
 - B. Reduce manifold pressure to control detonation.
 - C. Taxi back to the flight line for a maintenance check.

3. Clouds, fog, or dew will always form when
 - A. water vapor condenses.
 - B. water vapor is present.
 - C. relative humidity reaches 100 percent.

4. What causes variations in altimeter settings between weather reporting points?
 - A. Coriolis force.
 - B. Unequal heating of the Earth's surface.
 - C. Variation of terrain elevation.

(Answers are on pages nine and ten.)

Sport Pilot & Private Pilot Ground School

1. Answer A is correct.

The Aeronautical Information Manual, paragraph 4-2-8 states:

Figures indicating hundreds and thousands in round number, as for ceiling heights, and upper wind levels up to 9,900 shall be spoken in accordance with the following examples:

500: "five hundred"

4,500: "four thousand five hundred"

Reference: AIM 4-2-8

2. Answer A is correct.

Remember: The application of carburetor heat ENRICHES the fuel-air mixture because the application of heat makes the air in the carburetor less dense. The roughness experienced then (and the "high elevation airport" line should further hint this), is most likely to be caused by operating with a mixture too rich. Check the results obtained with a leaner setting of the mixture.

Reducing manifold pressure is not the correct answer. You need to generate enough power to takeoff, so that's not a viable solution. You could taxi back, but you should only do this after you've checked the "obvious" problem of operating with a mixture too rich.

Reference: FAA Subject Code: H928 - Powerplant - (refer to Aircraft Systems.)

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3. Answer A is correct.

Clouds, fog, or dew will always form when water vapor condenses. Water vapor is always present in the atmosphere at some level, it will only be visible when it condenses. Clouds or fog will not form when the relative humidity reaches 100 percent until the water vapor condenses.

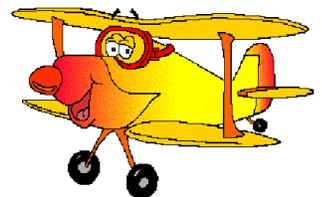
Reference: FAA Subject Code: I24 - Moisture, Cloud Formation, and Precipitation - (refer to Aviation Weather (AC 00-6).)

4. Answer B is correct.

AC 00-6A, states:

Height indicated on the altimeter also changes with changes in surface pressure. A movable scale on the altimeter permits you to adjust for surface pressure, but you have no means of adjusting the instrument for mean temperature of the column of air below you. Indicated altitude is the altitude above mean sea level indicated on the altimeter when set at the local altimeter setting.

Reference: AC 00-6A



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Membership Chair	Jim Cook
Young Eagles	Rick Golightly
Librarian	Ana Scaglione
501(C)3 Coordinator	Bud Smith
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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

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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 **Bill Siegel** for time and place of the December Board meeting.

Editor's Report

December 2013 Newsletter:
92 Email Notifications Transmitted

Membership

19 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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