



Hangar Talk

Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc., December 2015

The EAA Chapter 203 annual **Christmas Party** will be at North County Airport in the chapter hangar 11250-5, next to the Palm Beach Avionics hangar at **6:00 PM, Saturday, December 12th, 2014**. 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 November Member meeting was held on the 14th with seventeen members and one guest present. There was one new member, **Mark Beeda**.

The meeting kicked off with a video from **Spencer Gould**. It was of his homemade drone. It was quite impressive, using a very inexpensive but very clear camera and also inexpensive controls. Spencer also donated some AeroShell lubricant to the club.

Next came the **Young Eagle** updates from **Rick Golightly**. November 21st was the **Boy Scout** event; we will give info as to how it went at a near future report. January 9th, 2016 will be the **Belle Glade** event, promoted by **U.S. Sugar**, and one of the hosts will be the **Florida Biplane Association**. It will be to garner interest in agricultural aviation. There will be a **BBQ** after the flights.

Aviation Day this year will be separated from **Learn To Fly Day** and moved up to a date in March (more on that as time comes closer). There will also be an **ROTC** event at **Pahokee** soon; more info at a later date.

Rick Golightly is asking for someone to take over the **Young Eagle Coordinator** responsibilities after January 9th 2016. Anyone interested please contact Rick.

The **Christmas Party** will be at the hangar on December 12th at

6:00 PM. This will be the December membership meeting. It will be \$10 per person and the usual white elephant gift exchange will be held. Please keep the gift to a \$20 maximum. We will ask that you **RSVP**, so as the people buying the food will know how much to get. Please respond by the first business days of December.

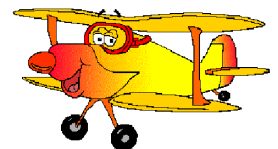
The chapter has purchased a few tools for member use. Please contact our Hangar Manager, **Kevin Sheely**, for info.

Nominations for officers were held. **Bill Perry** nominated all the old officers, there were no other nominations and no objections so the nominations were passed.

Scott Farnsworth talked a little about his racing. He has been invited to race in Europe. The first race will be in Portugal; at this time that is all the info I have. We will try to get more soon.

The chapter video was as follows. **Eagle Flight** info and material will soon be available from **Oshkosh**. There will soon be a new position created, **Eagle Flight Coordinator**. **EAA** will also be giving local leadership seminars, leadership "bootcamps".

There was a short show about the 75th anniversary of the **Ercoupe**, very interesting and informative. Did you know it was the first certified small aircraft with tricycle gear? Great aircraft. **Hints to Homebuilders** was about uniwrap silicone tape and its uses. Finally our guest, **Paul Vincent**, who worked with **Jim Cook** on **Venture** projects and has done work at the **Smithsonian**, has volunteered to come back and give talks about construction and restoration.



Here's the answer to last month's aircraft identification question

Sikorsky Ilya Muromets



The **Sikorsky Ilya Muromets** (Russian: Сикорский Илья Муромец) (**Sikorsky S-22** and **S-23**) is a class of Russian pre-World War I large four-engine commercial airliners and heavy military bombers used during World War I by the Russian Empire. The aircraft series was named after Ilya Muromets, a hero from Russian mythology. The series was based on the Russky Vityaz or Le Grand, the world's first four-engined aircraft, designed by Igor Sikorsky. The Ilya Muromets aircraft as it appeared in 1913 was a revolutionary design, intended for commercial service with its spacious fuselage incorporating a passenger saloon and washroom on board. During World War I, it became the first four-engine bomber to equip a dedicated strategic bombing unit. This heavy bomber was unrivaled in the early stages of the war, as the Central Powers had no aircraft capable enough to rival it until much later, with the 1916-17 origin Zeppelin-Staaken R.VI, the only example of any of the Imperial German *Riesenflugzeug* airframe designs to be produced in any quantity during World War I.

Design and development

The Ilya Muromets (Sikorsky S-22) was designed and constructed by Igor Sikorsky at the Russo-Baltic Carriage Factory (RBVZ) in Riga in 1913. It was based on his earlier S-21 *Rusky Vityaz*, which started out as the twin-engined *Le Grand*, then as the twin tandem engined *Bolshoi Baltisky* before placing all four of the *Baltisky's* engines in a tractor configuration along the lower wing's leading edge to create the *Rusky Vityaz* — which had played an important role in the development of Russian aviation and the multi-engine aircraft industries of the world.

Specifications (Ilya Muromets Type S-23 V)

General characteristics

- **Crew:** four to eight (up to 12)
- **Length:** 17.5 m (57 ft 5 in)
- **Wingspan:**
- **Top wing:** 29.8 m (97 ft 9 in)
- **Bottom wing:** 21 m (68 ft 11 in)
- **Height:** 4 m (13 ft 1 in)
- **Wing area:** 125 m² (1,350 ft²)
- **Empty weight:** 3,150 kg (6,930 lb)
- **Loaded weight:** 4,600 kg (12,000lb)
- **Powerplant:** 4 × Sunbeam Crusader V8 engines, 148 hp (110 kW)originally measured as 150 PS each
- **Fuel and oil:** 600 kg (1,320 lb)

Performance

- **Maximum speed:** 110 km/h (68 mph)
- **Endurance:** Five hours with 300 kg (660 lb) of bombs and armament, 10 hours with extra fuel.
- **Service ceiling:** 3,000 m (9,840 ft)
- **Wing loading:** 36.8 kg/m² (7.5 lb/ft²)
- **Power/mass:** 7.7 kg/hp (16.9 lb/hp)

Armament

- **Guns:** Various numbers and combinations of guns at different points during the war, including 12.7 mm, 15.3 mm, 25 mm, 37 mm, and 7.62 mm guns, Maxim guns, Lewis guns, Madsen guns, Colt machine guns and Leonid Kurchevsky's experimental recoilless guns among them.
- **Bombs:** Various loads of 50 kg, 100 kg and 656 kg bombs depending on fuel, armament and crew carried. With three crew and two defensive machine guns, a V type Ilya Muromets could carry 500 kg (1,100 lb) of bombs.



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dennisdeanmclain@gmail.com

Sport Pilot & Private Pilot Ground School

1. How should an aircraft preflight inspection be accomplished for the first flight of the day?
 - A. Any sequence as determined by the pilot-in-command.
 - B. Thorough and systematic means recommended by the manufacturer.
 - C. Quick walk around with a check of gas and oil.

2. If there is thunderstorm activity in the vicinity of an airport at which you plan to land, which hazardous atmospheric phenomenon might be expected on the landing approach?
 - A. Precipitation static.
 - B. Wind-shear turbulence.
 - C. Steady rain.

3. What action is required when two aircraft of the same category converge, but not head-on?
 - A. The faster aircraft shall give way.
 - B. The aircraft on the left shall give way.
 - C. Each aircraft shall give way to the right.

4. Climb performance depends upon the
 - A. reserve power or thrust.
 - B. maximum L/D ratio.
 - C. cruise power setting.

Answers are on pages eight and nine.

Sport Pilot & Private Pilot Ground School

1. Answer B is correct.

AC 61-23C states:

The preflight inspection of the airplane is one of the pilot's most important duties. A number of serious airplane accidents have been traced directly to poor preflight inspection practices. The preflight inspection should be a thorough and systematic means by which the pilot determines that the airplane is ready for safe flight. Most Aircraft Flight Manuals or Pilot's Operating Handbooks contain a section devoted to a systematic method of performing a preflight inspection that should be used by the pilot for guidance.

Reference: AC 61-23

2. Answer B is correct.

AC 00-6A, Chapter 11 states:

Don't land or take off in the face of an approaching thunderstorm. A sudden wind shift or low level turbulence could cause loss of control.

Reference: AC 00-6A, Chapter 11

3. Answer B is correct.

In theory (which is what the answer asks for), things are supposed to work like a four-way stop sign in the US. This is codified under FAR 91.113 where it is stated:

Converging. When aircraft of the same category are converging at approximately the same altitude (except head-on, or nearly so), the aircraft to the other's right has the right-of-way.

In practice, since you can never be sure that the other aircraft has you in sight, it is prudent to always act as if he does not.

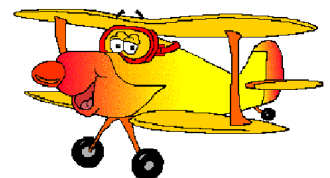
Reference: 14 CFR § 91.113

4. Answer A is correct.

Climb depends upon the reserve power or thrust. Reserve power is the available power over and above that required to maintain horizontal flight at a given speed.

Thus, if an airplane is equipped with an engine that produces 200 total available horsepower and the airplane requires only 130 horsepower at a certain level flight speed, the power available for climb is 70 horsepower.

Reference: FAA-H-8083-25



You are cordially invited to attend the
2015

**Experimental Aircraft
Association Chapter 203**

Christmas Party

On

December 12, 2015, At 6 pm.

Please **RSVP** to [Kevin Sheely](#)

Before November 30.

See below for more Information.

(Please disregard if you have already sent in
your RSVP)

EAA CHAPTER 203 CHRISTMAS PARTY

Saturday December 12, 2015 - 6:00PM
Christmas Party and Dinner at the EAA Hangar
North County Airport Hangar 11250-5
RSVP requested by Monday, November 30

Call Terri Carrasco at 561-743-9010
or [Kevin Sheely](#) at 561-358-9610
Cost is \$10 each (members and guest)
Please bring desert or hors d'oeuvre

Bring a gift (aviation related) for the white elephant gift exchange of
approximately \$20 in value if you wish to participate
Go to ***ea203.com*** for all Chapter Info

President: **Bill Siegel**
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EAA Chapter 203

President	Bill Siegel
Vice President	Spencer Gould
Secretary	Joe Scaglione
Treasurer	Bud Smith
Program Director	Scott Thatcher
Membership Chair	Kevin Sheely
Young Eagles	Rick Golightly
Librarian	Ana Scaglione
501(C)3 Coordinator	Bud Smith
Newsletter	Orville Alwin

TECH COUNSELORS

Composite and FWF	Bill Perry
Composite and FWF	Spencer Gould
All	Sherman Corning

MEETINGS

The Chapter normally meets monthly at 9:30 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. 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 2015 Newsletter:
52 Email Notifications Transmitted

Membership

40 Current Paid Members
01 Honorary Member

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

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