



Hangar Talk

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

THE NEXT EAA CHAPTER 203 MEETING
will be held at the workshop of **Jerry Savage**
at 6:30 PM on Wednesday, January 9th, 2013.
His address is 104 Silver Beach Rd, Unit # B24
in Riviera Beach.

Can You Identify This Aircraft?



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

Happenings

By Joe Scaglione

December Meeting & Christmas Party

By all reports, the party was a happy success. About thirty people attended.

January Member Meeting

The January meeting will be held at **Jerry Savage's** shop/residence. He'll be showing some of his projects. Jerry is our member who purchased the Motor Glider from Chapter 203.

His address is 104 Silver Beach Rd, Unit B24, in Riviera Beach. A quick search of Google Maps or other map search engine will provide more information about how to reach the site. Jerry can be reached at 561-768-3454 if you need further instructions about reaching his place.



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

Yak 36



Yak-36

Yak-36 undergoing a demonstration flight before the Domodedovo Air Show in 1967

Role	Experimental VSTOL aircraft
National origin	Soviet Union
Manufacturer	OKB Yakovlev
First flight	9 January 1963
Number built	4

(Continued from page 3)

The **Yakovlev Yak-36**, also known as *Izdeliye V*, (NATO reporting name 'Freehand') was a Soviet technology demonstrator for a VTOL combat aircraft.

Specifications (Yakovlev Yak-36)

General characteristics

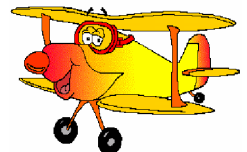
- **Crew:** 1
- **Length:** 17 m (55 ft 9 in)
- **Wingspan:** 10 m (32 ft 10 in)
- **Height:** 4.5 m (14 ft 9 in)
- **Wing area:** 17 m² (180 sq ft)
- **Empty weight:** 5,300 kg (11,684 lb)
- **Max takeoff weight:** 8,900 kg (19,621 lb)
- **Fuel capacity:** 2,600 kg (5,732.02 lb)
- **Powerplant:** 2 × Tumansky R-27-300 Vectored thrust axial flow turbojets, 51.993 kN (11,688 lbf) thrust each

Performance

- **Maximum speed:** 900 km/h (559 mph; 486 kn)
- **Range:** 370 km (230 mi; 200 nmi)
- **Service ceiling:** 12,000 m (39,370 ft) Hovering ceiling 1,900 m (6,233.60 ft)
- **Rate of climb:** 140 m/s (28,000 ft/min)

Armament

- **Guns:** Provision for one 23 mm (0.91 in) GSh-23L cannon
- **Hardpoints:** 2 with a capacity of 100kg,



Sport Pilot & Private Pilot Ground School

1. AIRMETs are advisories of significant weather phenomena but of lower intensities than SIGMETs and are intended for dissemination to

- A. All pilots
 - B. only VFR pilots.
 - C. only IFR pilots.
-

2. The positive three-step process in the exchange of flight controls between pilots includes these verbal steps: (1) You have the flight controls, (2) I have the flight controls and (3)

- A. You have the flight controls.
 - B. I have the aircraft.
 - C. I have the flight controls.
-

3. When does P-factor cause the airplane to yaw to the left?

- A. When at high angles of attack.
 - B. When at high airspeeds.
 - C. When at low angles of attack.
-

4. An airport's rotating beacon operated during daylight hours often indicates

- A. there are obstructions on the airport.
- B. the ground visibility is less than 3 miles and/or the ceiling is less than 1,000 feet.
- C. the Air Traffic Control tower is not in operation.

(Answers are on pages six and seven.)

Sport Pilot & Private Pilot Ground School

1. Answer A is correct.

AC 00-45, section 4 states:

AIRMETs (WA) are advisories of significant weather phenomena but describe conditions at intensities lower than those which trigger SIGMETs. AIRMETs are intended for dissemination to all pilots in the preflight and en route phase of flight to enhance safety.

The AIRMETs within each Bulletin are valid for 6 hours and contain details on one or more of the following phenomena when they occur or are forecast to occur:

Moderate icing

Moderate turbulence

Sustained surface winds of 30 knots or more

Ceiling less than 1,000 feet and/or visibility less than 3 miles affecting over 50 percent of the area at one time

Extensive mountain obscuration.

Reference: AC 00-45D, Section 4

2. Answer A is correct.

Positive Exchange of Flight Controls

During flight training, there must always be a clear understanding between students and flight instructors of who has control of the aircraft. Prior to flight, a briefing should be conducted that includes the procedure for the exchange of flight controls. A positive three- step process in the exchange

(Continued on page 7)

(Continued from page 6)

of flight controls between pilots is a proven procedure and one that is strongly recommended.

When the instructor wishes the student to take control of the aircraft, he or she will say, "You have the flight controls." The student acknowledges immediately by saying, "I have the flight controls." The flight instructor again says, "You have the flight controls." When control is returned to the instructor, follow the same procedure. A visual check is recommended to verify that the exchange has occurred. There should never be any doubt as to who is flying the aircraft.

Reference: FAA-S-8081-14A

3. Answer A is correct.

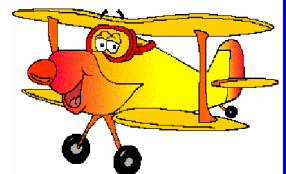
AC 61-23, chapter 1 states: The effects of "P" factor or asymmetric propeller loading usually occur when the airplane is flown at a high angle of attack. The downward moving blade, which is on the right side of the propeller arc, as seen from the rear, has a higher angle of attack, greater action and reaction, and therefore higher thrust than the upward moving blade on the left. This results in a tendency for the airplane to yaw around the vertical axis to the left. The effects are just the opposite for an engine/propeller installation which has the downward moving blade on the left side of the aircraft.

Reference: AC 61-23, Chapter 1

4. Answer B is correct.

An airport's rotating beacon operated during daylight hours indicates that the airport located in class D airspace is below basic VFR weather minimums.

Reference: Aeronautical Information Manual



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Membership Chair	Jim Cook
Young Eagles	Rick Golightly
Librarian	Ana Scaglione
501(C)3 Coordinator	Scott Curry
Newsletter	Orville Alwin

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Composite and FWF	Bill Perry
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 **Steve Sinclair** for time and place of the January Board meeting.

Editor's Report

January 2013 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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