



Hangar Talk

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

THE NEXT EAA CHAPTER 203 MEETING will be held at North County Airport in the Palm Beach Avionics hangar at 6:30 PM on Wednesday, June 13th, 2012. 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 Jim's hangar, which is on the left-hand side before you get to the FBO terminal

HAPPENINGS

By Ed Dolezal

May Board Meeting

Minutes of the EAA 203 Board meeting on 5/16/12.

Started at 18:30 hours.

Present: Steve Sinclair, Joe Scaglione, Rick Golightly, Bill Siegel and Ed Dolezal, Guest.

Topics:

1. Young Eagles Flight Rally preparations. Rick Golightly expects moderate attendance and has sufficient planes in the squadron to fly the expected demand. He mentioned future requests of larger groups to be accommodated at a later date.

Pancake service will be assured by Joe & Ana

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Scaglione with assistance from chapter members.

T-shirts imprinted with EAA 203 will be available for the ground crew.

Request was made to assure that the paperwork was properly processed prior to the flights.

Loaders will be used to walk children to and from aircraft for safety reasons. No hot loading will be permitted. The prop must be stopped before anyone approaches an aircraft.

2. Valiant Air Command Warbird Museum is hosting an Open House on

Memorial Day Weekend (May 26, 27 & 28) from 9 a.m. to 5 p.m., 6600 Tico Road, Titusville, FL 32780 www.vacwarbirds.org.

3. Speakers: a discussion ensued about future speakers. A few suggestions were made.

a) Approach **NASA** to determine whether we can tie into their community outreach program.

b) Sourcing a speaker from the **Florida Aviation Historical Society** (www.floridaahs.org) to speak about the 100th anniversary of commercial flight planned for 2014.

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c) Another is **Jim McCarthy** from Tampa Bay who was a **USAAF F4** pilot in Southeast Asia and accumulated many combat hours over North Vietnam. He has Commercial, SEL/MEL certificates and Instrument ratings. He is a CFI, CFII and an A & P. He is the president of the **Silver Wings Fraternity** and currently the secretary of **EAA 282 in Clearwater.**

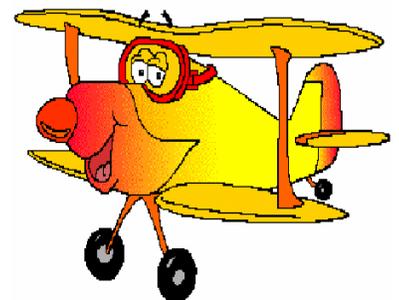
Combine the above with an advance planning and public relations to notify the community of these speakers so the chapter can attract new potential members. Hold these events on a Saturday so to allow travel time for the

speakers during daylight hours. Possible combination with the FBO's pizza time too.

4. A suggestion was made to hold cookouts/BBQ at each monthly chapter meeting to allow for more socializing and to attract more guests and possible new members.

5. June board meeting to be announced.

The meeting was adjourned around 20:30 hours.



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

Hafner Rotabuggy



The **Hafner Rotabuggy** (formally known as the **Malcolm Rotaplane** and as the "M.L. 10/42 Flying Jeep" was a British experimental aircraft that was essentially a Willys MB combined with a rotor kite, developed with the intention of producing a way of air-dropping off-road vehicles.

Design and development

It was designed by Raoul Hafner of the Airborne Forces Experimental Establishment (AFEE) after their development of the Rotachute enjoyed some success.

The prototype was built by the R. Malcolm Ltd at White Waltham in 1942. Air Ministry specification 10/42 for a "Special Rotating Wing Glider" was used to identify the project.

Initial testing showed that a Willys MB could be dropped from heights up to 2.35 metres (7.7 ft) without damage to the vehicle. A 12.4 metres (40 ft 8.2 in) diameter rotor was attached, along with a tail fairing and fins, but no rudders. Two men were required to pilot the aircraft: one to drive it as an automobile, and one to pilot it in the air using a control column. Initially it was named the "Blitz Buggy", but that was soon dropped for the "Rotabuggy".

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The first trial was conducted on 16 November 1943, with the unit being towed behind a Diamond T lorry, but the lorry could not get enough speed to put the Rotabuggy in the air. A more powerful vehicle, a supercharged 4.5 litre Bentley automobile, was used on 27 November to finally allow the machine to become airborne and in test could obtain glide speeds of 45 mph. Later tests were made towed behind an Armstrong-Whitworth Whitley bomber.

Although initial tests showed that the Rotabuggy was prone to severe vibration at speeds greater than 45 miles per hour (72 km/h), with improvements the Rotabuggy achieved a flight speed of 70 mph (113 km/h) on 1 February 1944. The last test flight occurred in September 1944, where the unit flew for 10 minutes at an altitude of 400 feet (121.9 m) and a speed of 65 mph (105 km/h), after being released by a Whitley bomber, and was described as "highly satisfactory". However, the introduction of gliders that could carry vehicles (such as the Waco Hadrian and Airspeed Horsa) made the Rotabuggy superfluous and further development was cancelled.

A replica of the Rotabuggy can be found at the Museum of Army Flying. Hafner also came up with the idea of a similarly outfitted "Rotatank" using a Valentine tank, but that was never built.

Specifications

- Gross weight: 1,411 kg (Willys MB: 964 kg; rotor unit and tail: 249 kg)
- Maximum speed: 241 km/h
- Estimated rates of descent: 4.9 m/s to 10 m/s
- Minimum take-off and landing speed: 58 km/h
- Sea level rotor speed: 230 rpm (basic), 260 rpm (max)

Can You Identify This Aircraft?



Sport Pilot & Private Pilot Ground School

1. With certain exceptions, Class E airspace extends upward from either 700 feet or 1,200 feet AGL to, but does not include,

- A. 10,000 feet MSL.
 - B. 15,000 feet MSL.
 - C. 18,000 feet MSL.
-

2. To update a previous weather briefing, a pilot should request

- A. an abbreviated briefing.
 - B. a standard briefing.
 - C. an outlook briefing.
-

3. The final authority as to the operation of an aircraft is the

- A. Federal Aviation Administration.
 - B. aircraft manufacturer.
 - C. pilot in command.
-

4. Which statement best defines hypoxia?

- A. An abnormal increase in the volume of air breathed.
- B. A state of oxygen deficiency in the body.
- C. A condition of gas bubble formation around the joints or muscles.

(Answers are on pages seven and eight.)

Sport Pilot & Private Pilot Ground School

1. Answer C is correct.

The Aeronautical Information Manual, paragraph 3-2-6 states: Vertical limits: Except for 18,000 feet MSL, Class E airspace has no defined vertical limit but rather it extends upward from either the surface or a designated altitude to the overlying or adjacent controlled airspace.

Reference: Aeronautical Information Manual

2. Answer A is correct.

AC 00-45D, Section 1 states:

An ABBREVIATED briefing will be provided at the user's request (1) to supplement mass disseminated data, (2) to update a previous briefing, or (3) to request specific information only.

Reference: AC 00-45D, Section 1

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3. Answer C is correct.

CFR 14 Part 91.3 states:

(a) The pilot in command of an aircraft is directly responsible for, and is the final authority as to, the operation of that aircraft.

Reference: 14 CFR § 91.3

4. Answer B is correct.

The Aeronautical Information Manual, paragraph 8-1-2 states:

Hypoxia is a state of oxygen deficiency in the body sufficient to impair functions of the brain and other organs. Hypoxia from exposure to altitude is due only to the reduced barometric pressures encountered at altitude, for the concentration of oxygen in the atmosphere remains about 21 percent from the ground out to space.

Reference: AIM 8-1-2



From Paul Hershoin:

Subject: 147 equipment needs

BASA is still in need of the following equipment for our Part 147

Here are the requirements for some of the equipment we need:

i. ice and rain control systems

(2) 53. Inspect, check, troubleshoot, service, and repair airframe ice and rain control systems.

2) Level 2 requires:

(i) Knowledge of general principles, and limited practical application.

(ii) Development of sufficient manipulative skill to perform basic operations.

(iii) Instruction by lecture, demonstration, discussion, and limited practical application.

Ice and rain is a level 2 requirement so we need enough equipment to be able to meet the requirement.

(2) 15. Perform dye penetrant, eddy current, ultrasonic, and magnetic particle inspections.

Nondestructive testing is also a level 2 requirement. I know a guy who teaches NDT classes and he has all the equipment and it is portable. If the feds will accept him that saves a lot of money. He is the prop shops master level 3 NDT guy.

(2) 20. Solder, braze, gas-weld, and arc-weld steel.

Welding is also a level 2 requirement. You can go to Prax Air downtown West Palm and get everything we need.

(2) 35. Inspect, check, troubleshoot, service and repair oxygen systems.

O2 system is also a level 2 requirement. Ask the feds what exactly they will accept for this.

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

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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.

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 June Board meeting.

Editor's Report

June 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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