Hangar Talk

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

THE NEXT EAA CHAPTER 203 MEETING WILL BE HELD AT NORTH COUNTY AIRPORT IN THE PALM BEACH AVIONICS HANGAR at 6:30 PM Wednesday, June 12th, 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 Jim's 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

May Board Meeting

The Board meeting began with **Young Eagles** business. Three planes and pilots participated and flew thirty-one **Young Eagles**. **Bill Siegel** flew his Cherokee, **Steve Sinclair** flew **Joe Hurtuk's** Cessna, and **Rick Golightly** flew the **Gassaway** Cessna, 3YE, borrowed from Lantana.

Rick stressed the importance of getting volunteers to escort children to and from the planes; it makes the whole event go smoother. We must get more help at the next flights which are tentatively sometime in September or October. **Rick** signed up six adults as potential **Eagle** flight participants.

We moved then to our scholarship program. We began a little too late this year to be included in the graduation ceremony of **Jupiter High School**, but the award will be made; Rick will pursue it. The board has been informed that the grant to **Neurocel** has been mailed.

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We regretfully acknowledge receiving a letter of resignation from our President, **Steve Sinclair** which takes effect this July first. Our order of succession requires that Vice President **Bill Siegel** step up. At this time may I remind the membership that elections are this coming November. Members are encouraged to run for office. There should be a healthy turn-over of positions to ensure the viability of the organization.

Our June meeting will be on the 12th and the program will be presented by **Steve Sinclair**. He will talk about an eggbeater (some new confounded piece of Rube Goldberg type of machine they refer to as a "helicopter ") that's just a fad and will probably never take off.

Used by kind permission of Dennis McLain,
dennisdeanmclain@gmail.com

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

Taylorcraft LBT

The **Taylorcraft LBT** was a glider designed and built by Taylorcraft during World War II, in response to a United States Navy requirement for a glider bomb. One of three prototype "Glombs" ordered by the Navy, the LBT suffered from technical and performance difficulties, and was cancelled early in production, none of the aircraft seeing operational service.

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Design and development

During December 1940, the United States Navy began studies of a proposed "glider bomb", which was intended to be an inexpensive, unpowered aircraft, remotely controlled from another, conventional aircraft, that would be capable of delivering bombs to an enemy target without putting aircrew at risk to the target's defenses. The glider bomb, or "Glomb", would be towed by an ordinary carrier-based aircraft to the area of its target; guidance following release of the glider from its towing aircraft was intended to be provided by a TV camera located in the nose of the glider, which would transmit its signal to a piloted aircraft, an operator aboard the control aircraft using radio control to steer the Glomb to its target. Following the Navy's initial evaluation, the Glomb concept was deemed to be worth developing further, and the project was given official status by the Bureau of Aeronautics in April 1941.

The initial trials of the Glomb concept were conducted using conversions of existing gliders for unpiloted, remotely controlled flight; these tests seemed to indicate that the concept had promise, and a request for designs from industry was issued. Three companies were awarded contracts to develop operational "Glomb" aircraft, the contracts being given to Pratt-Read, Piper Aircraft, and Taylorcraft. The Taylorcraft design, designated LBT-1 by the Navy, was based on the company's LNT-1 training glider; two XLNT-1s, converted to remote control, had been tested as part of initial Glomb trials. The LBT-1 featured a high,

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strut-braced wing and tricycle landing gear; the aircraft was designed to carry a 2,000 pounds bomb as a warhead. In addition to its TV-and-radio remote guidance system, the LBT-1 retained a cockpit, allowing a pilot on board to fly the aircraft on training and evaluation flights.

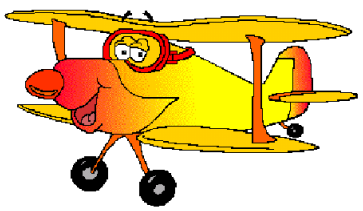
Operational history

The LBT-1 began evaluation by the Navy in April 1944. The Navy's contract called for the production of 100 of each type of Glomb; however, by October 1944, trials were beginning to indicate that the low expected performance of the glider bomb was a liability, and the Piper LBP-1 and LBE-1 were considered superior. Accordingly the LBT contract was cancelled; only 25 examples of the type were constructed, none of which would see any operational service.

Specifications (LBT-1)

Crew: One (optional)
Length: 25 ft
Wingspan: 35 ft
Wing area: 181 ft^2
Gross weight: 3,930 lb
Maximum speed: 314 mph (273 kt) in dive
Cruise speed: 240 mph (209 kt) tow speed
Armament

Bombs: 2,000 lb



Sport Pilot & Private Pilot Ground School

1. The definition of nighttime is

A. the time between the end of evening civil twilight and the beginning of morning civil twilight.
B. 1 hour after sunset to 1 hour before sunrise.
C. sunset to sunrise.

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2. Which is the correct traffic pattern departure procedure to use at a non-controlled airport?

A. Depart in any direction consistent with safety, after crossing the airport boundary.
B. Make all turns to the left.
C. Comply with any FAA traffic pattern established for the airport.

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3. With regard to carburetor ice, float-type carburetor systems in comparison to fuel injection systems are generally considered to be

A. susceptible to icing only when visible moisture is present.
B. equally susceptible to icing.
C. more susceptible to icing.

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4. An above glide slope indication from a tri-color VASI is

A. a green light signal.
B. a white light signal.
C. an amber light signal.

(Answers are on pages eight and nine.)

1. Answer A is correct.

The definition of nighttime is the time between the end of evening civil twilight and the beginning of morning civil twilight as published in the American Air Almanac.
This question can cause more confusion than it needs to for some, because while this is the definition of nighttime, other questions ask operational / regulatory type questions where the definition of nighttime is not the deciding factor in the phrasing of the rule.

Reference: Definitions and Abbreviations (14 CFR Part 1).)

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2. Answer C is correct.

CFR 14 Part 91.127 states:

Operating on or in the vicinity of an airport in Class E airspace. Unless otherwise required by part 93 of this chapter or unless otherwise authorized or required by the ATC facility having jurisdiction over the Class E airspace area, each person operating an aircraft on or in the vicinity of an airport in a Class E airspace area must comply with the requirements of 91.126.
Departures. Each pilot of an aircraft must comply with any traffic patterns established for that airport in part 93 of this chapter.

Reference: 14 CFR § 91.127

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3. Answer C is correct.

Fuel-injected systems have no carburetor, and thus are not subject to carburetor ice. We know from elsewhere that carburetor ice can be experienced when temperatures are as high as 70F because of the air-cooling properties of the venturi shape that make up the air passage for the carburetor. Fuel-injected systems are thus less susceptible to icing than carbureted systems.

Reference: FAA Subject Code: H927 - Aircraft Systems

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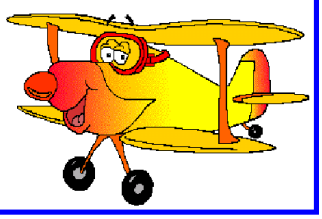
4. Answer C is correct.

A tri-color VASI usually consists of a single light that projects amber when you are above the glide slope, green when you are on the glide slope, and red when you are below it.

In practice, there seem to be fewer and fewer tri-color VASI in existence, so a good percentage of readers may never encounter one.

Amber = Above Glideslope
Green = Go = On Glideslope
Red = Danger = Below Glideslope

Reference: FAA Subject Code: J03 - Airport Lighting Aids - (refer to Aeronautical Information Manual (AIM).)



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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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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 2013 Newsletter:
89 Email Notifications Transmitted

Membership

28 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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