



Hangar Talk

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

The next EAA Chapter 203 meeting will be held at North County Airport in the chapter hangar 11250-5, next to the Palm Beach Avionics hangar at **9:00 AM, Saturday, June 13th, 2015**. 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

May Member Meeting

The **May** meeting was held on Saturday the 9th. There were nineteen members in attendance. The first business was May 16th airport day. There was a board put up for volunteers to sign up for specific jobs. Most slots were filled, but there was a significant shortfall. We still needed people for pancakes and escorts. There was one work party meeting at 6:30 Friday evening to transport tables and chairs to the corporate hangar. Work to setup Saturday morning began at 7:00 AM.

Next up was a very interesting update of **Jim Cook's** move to Mississippi. Jim and his partner, **Dan Myers**, have been busy moving tools and equipment to the new home of **Questair**. This is located on **John Bell Williams** airport which is owned by **Heinz Community College** and adjacent to the airport. In the last few weeks, Jim has made several seventeen-hour drives back and forth. In the last month or so, he has already met the Governor of Mississippi, the President of Mississippi State University, and two of his Vice Presidents. He is already starting an intern program for the community college students.

Lastly, there was a chapter video. One of it's subjects was the role that the **P-38** fighter played in World War II. The pacific based plane was unbeatable. Pacific ace **Richard Bong** compiled forty kills. The aircraft was just a marvelous piece of war machinery.

Also in the video is a short piece on the **Zenith CH-750** one week wonder from **Oshkosh**. It showed some of the 2500 people that contributed to its building, some of who look for their signatures as the plane tours the nation.

Next on the video was a piece with **Gary Lockwood** of **Sebring** featuring the **Rotax iS 912** engine.

Then to end the program were tips on propeller blade tracking, reference **Advisory Circular 43.13**.



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

MiniMoa



The **Göppingen Gö 3 *Minimoa*** is a single-seat sailplane produced in Germany. It was designed by Martin Schempp and Wolf Hirth and was produced the year after their first glider, the Göppingen Gö 1. It first flew in 1935. The name is derived from the name of lenticularis clouds caused by the foehn wind in Sudetenland, those clouds are called the Moazagotl. The name was used for one of Hirth's earlier gliders and

since the Gö 3 was a smaller version, it was called 'Mini' as a diminutive.

It established several records, including the world altitude record of 6,687 m (21,939 ft) in 1938 in a thunderstorm. Richard du Pont and Chet Decker flew Minimoas to win the US Championships in 1937 and 1938.

It was made out of wood and fabric with cantilevered 'gull' wings. A B-version in 1938 had thinner wings with a modified section and the gull's kink in a different place. The undercarriage was non-retractable. It was the first glider built to carry water-ballast in a tank behind the pilot.

Only four Minimoas remain airworthy: two in Germany, one in Japan and the latest one to fly in the U.K. Although one more is being prepared for flight in Bacchus Marsh Australia.

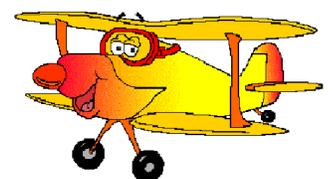
Specifications (Gö 3)

General characteristics

- **Crew:** 1
- **Length:** 7 m (23 ft 0 in)
- **Wingspan:** 17 m (55 ft 9 in)
- **Wing area:** 19.05 m² (205.1 sq ft)
- **Aspect ratio:** 16:1
- **Airfoil:** Göttingen 681 - root, Göttingen 693 - tip
- **Empty weight:** 245 kg (540 lb)
- **Max takeoff weight:** 350 kg (772 lb)

Performance

- **Never exceed speed:** 219 km/h (136 mph; 118 kt)
- **Maximum glide ratio:** 28:1 at 72 km/h (45 mph; 39 kt)
- **Rate of sink:** 0.61 m/s (120 ft/min) at 60 km/h (37 mph; 32 kt)
- **Wing loading:** 18.37 kg/m² (3.76 lb/sq ft)



Sport Pilot & Private Pilot Ground School

1. A pilot convicted of operating a motor vehicle while either intoxicated by, impaired by, or under the influence of alcohol or a drug is required to provide a
 - A. written report to the FAA Civil Aeromedical Institute (CAMI) within 60 days after the motor vehicle action.
 - B. written report to the FAA Civil Aviation Security Division (AMC-700) not later than 60 days after the conviction.
 - C. notification of the conviction to an FAA Aviation Medical Examiner (AME) not later than 60 days after the motor vehicle action.

2. To obtain maximum distance over the ground, the airspeed to use is the
 - A. best lift/drag speed.
 - B. minimum sink speed.
 - C. minimum control speed.

3. The wind condition that requires maximum caution when avoiding wake turbulence on landing is a
 - A. light, quartering tailwind.
 - B. light, quartering headwind.
 - C. strong headwind.

4. When outbound from an airport without a UNICOM station, tower or Flight Service Station (FSS), the pilot should self-announce on frequency
 - A. 122.7
 - B. 122.9
 - C. 122.8

Answers are on pages seven and eight.

Sport Pilot & Private Pilot Ground School

1. Answer B is correct.

14 CFR Part 61.15 states in part:

For the purposes of paragraphs (d), (e), and (f) of this section, a motor vehicle action means:

A conviction after November 29, 1990, for the violation of any Federal or State statute relating to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug;

The cancellation, suspension, or revocation of a license to operate a motor vehicle after November 29, 1990, for a cause related to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug; or

The denial after November 29, 1990, of an application for a license to operate a motor vehicle for a cause related to the operation of a motor vehicle while intoxicated by alcohol or a drug, while impaired by alcohol or a drug, or while under the influence of alcohol or a drug.

Except for a motor vehicle action that results from the same incident or arises out of the same factual circumstances, a motor vehicle action occurring within 3 years of a previous motor vehicle action is grounds for:

Denial of an application for any certificate, rating, or authorization issued under this part for a period of up to 1 year after the date of the last motor vehicle action; or

Suspension or revocation of any certificate, rating, or authorization issued under this part.

Each person holding a certificate issued under this part shall provide a written report of each motor vehicle action to the FAA, Civil Aviation Security Division (AMC-700), P.O. Box 25810, Oklahoma City, OK 73125, not later than 60 days after the motor vehicle action.

Failure to comply with paragraph (e) of this section is grounds for:

Denial of an application for any certificate, rating, or authorization issued under this part for a period of up to 1 year after the date of the motor vehicle action; or

Suspension or revocation of any certificate, rating, or authorization issued under this part.

Reference: 14 CFR § 61.15

2. Answer A is correct.

Best glide (Lift/Drag) airspeed is defined as the airspeed that results in the least amount of altitude loss over a given distance. This allows the aircraft to glide the greatest distance in still air. This performance is expressed as glide ratio. The manufacturer publishes the best glide airspeed for specified weights and the resulting glide ratio. For example, a glide ratio of 8:1 means that the aircraft will lose 1 foot of altitude for every 8 feet of forward movement in still air at this airspeed. The glide ratio will decrease at airspeeds above or below best glide airspeed. The best glide speed can be found from the glide polars.

Reference: FAA Subject Code: N21 - Performance Considerations - (refer to Soaring Flight Manual by Jeppesen-Sanderson, Inc.)

3. Answer A is correct.

AC 00-6A, Chapter 9 states: An aircraft receives its lift by accelerating a mass of air downward. Thus, whenever the wings are providing lift, air is forced downward under the wings generating rotary motions or vortices off the wing tips. When the landing gear bears the entire weight of the aircraft, no wing tip vortices develop. But the instant the pilot "hauls back" on the controls, these vortices begin. These vortices continue throughout the flight and until the craft again settles firmly on its landing gear. These vortices spread downward and outward from the flight path. They also drift with the wind.

Therefore, a light quartering tailwind would tend to hold the vortices over the landing area for the greatest time.

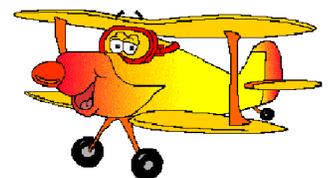
Reference: AC 00-6A, Chapter 9

4. Answer B is correct.

The Aeronautical Information Manual, paragraph 4-1-9 tells us:

Where there is no tower, FSS, or UNICOM station on the airport, use MULTICOM frequency 122.9 for self-announce procedures. Such airports will be identified in appropriate aeronautical information publications.

Reference: Aeronautical Information Manual



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Membership Chair	Kevin Sheely
Young Eagles	Rick Golightly
Librarian	Ana Scaglione
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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 June Board meeting.

Editor's Report

June 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.

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