



Hangar Talk

Northern Palm Beach County Experimental Aircraft Association
Chapter 203, Inc., May 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, May 8th, 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

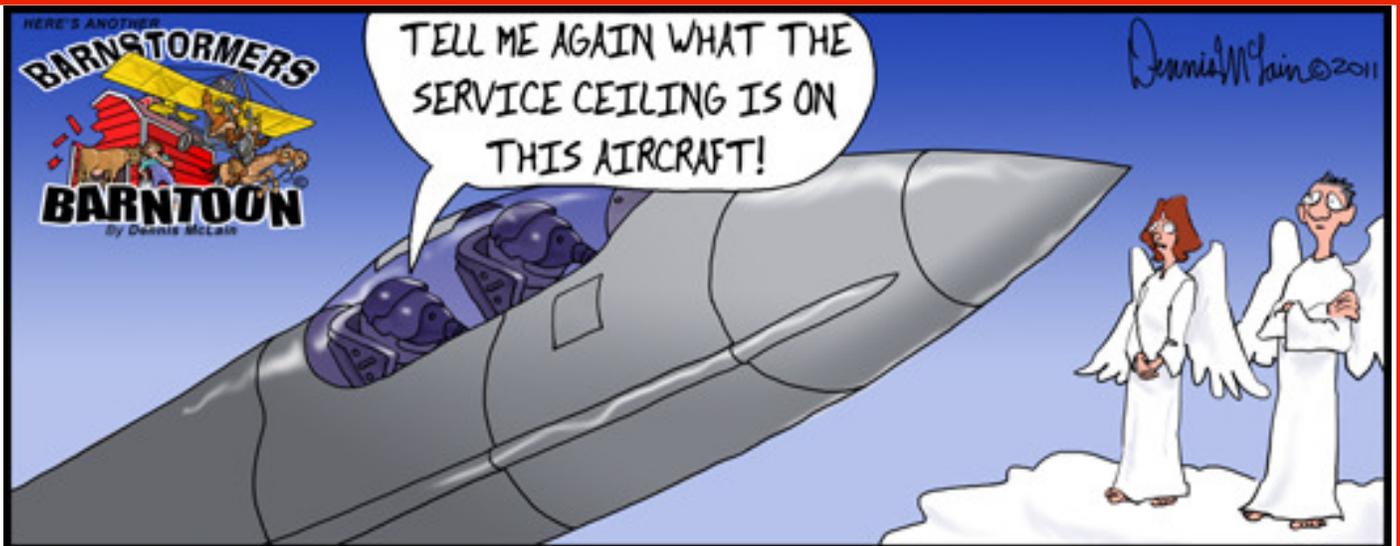
By Joe Scaglione

April Member Meeting

The April meeting started with our cookout. Chef **Ed Dolezal** served up a meal fit for a king (well, maybe not THE king, maybe someone working for the king). Part of the dessert was provided by the **Witten** clan, very nice gingerbread cookies. We launched into Chapter business after that.

First up was **Young Eagles**. **Rick Golightly** is trying to get something going at **Pahoee** on May 4th. Please contact Rick or any board member if you can help. Our next **Young Eagles** flights at **F45** will be May 18th. We hope to have our regular crew of volunteers show up, set up at 7:30 AM, pancakes by 8:30 AM. That day coincides with **Learn To Fly Day**, in which the airport is not participating. We will be talking to adults that day about **Eagle** flights for them at a future date.

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

Tallmantz Phoenix P-1

The



Tallmantz Phoenix P-1 was an FAA-certified one-off aircraft built for the 1965 film production *The Flight of the Phoenix* and used in the picture's initial aerial sequences. Its pilot, Paul Mantz, died in an accident during a touch-and-go made to simulate a take-off, after which it was replaced by a crudely modified North American O-47A.

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Design and development

In late 1964 or early 1965 Tallmantz Aviation Inc. of Orange County, California was hired by 20th Century Fox to supervise the aerial sequences for their upcoming film, *The Flight of the Phoenix*. Paul Mantz and Frank Tallman, the owners of Tallmantz Aviation, were well-known movie stunt pilots but in order to provide a realistic movie "prop", they hired Otto Timm, a highly-respected aeronautical engineer and designer to create a new aircraft.

Timm, following the storyline of the movie, designed a remarkable hybrid using parts cannibalized from a number of aircraft to resemble the Fairchild C-82 Packet that featured prominently as the "crashed" aircraft in the desert.

The "Tallmantz Phoenix P-1" was made up of:

North American T-6 Texan engine, cowling, propeller,
undercarriage wheels and cockpit controls
Beechcraft C-45 Expeditor wings,

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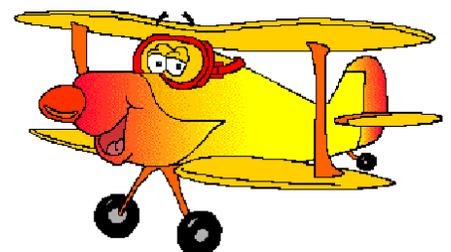
North American L-17 Navion tail wheel

Tallmantz-designed and constructed fuselage, wing roots and skids

The Tallmantz workshops near Santa Ana, California, built an open cockpit fuselage consisting of a tubular steel framework surrounded by circular wooden bracing frames with a plywood covering and the tail section was similar in construction. The skids were scratch built from steel parts while wire bracing was added, made from clothesline to intentionally create a "flimsy" look.^[1] Although wheels were used, they were camouflaged in the final print of the film in order to make it appear that the aircraft was fitted with skids only.

Construction was completed in June 1965 and the completed "movie model" was submitted to the Federal Aviation Administration (FAA) which issued a Certificate of Airworthiness on 14 June.

A second Phoenix static/ground run model was built up from Fairchild R4Q-1 Flying Boxcar (a USMC version of the C-119C) components and was extensively used for ground shots, even running up its engine. This was a non-flying prop that the Phoenix P-1 very closely resembled.



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The Board last month voted to make a donation to a local awareness group that presents programs to interested parties about spinal cord injuries. The group is **Neurocel**. It was inspired by three brothers, one who suffered a devastating injury and has a great outlook on life. The Board decided to make the donation in the memory of **Garry Gustafson**, our late member. Garry's wife **Diane** and his daughter were on hand to present the check. After the presentation all were invited to stay for our speakers and the demonstration.

Our program was from **Precision Aerial**, which operates remote controlled helos. They had given a talk and demo about six months ago, and promised to return to fly another craft. They brought a six bladed craft that was truly amazing. It was equipped with two cameras, a GPS, navigation lights, and is capable of flying with a view of the eye of the camera where it is going or with a pair of goggles that show a complete view as if looking at the instrument panel of an aircraft. This was an astounding demo.

Finally we had a small auction to raise some funds for the Chapter. The numbers will be available after the Board meeting.

March Board Meeting

The Board meeting this month was held on the 26th. **Steve Sinclair**, **Bill Siegel**, **Scott Curry**, **Bill Perry**, and **Joe Scaglione** were in attendance.

For the May 8th member meeting we have a tentative commitment for a presentation by a local fellow who has come up with a way to make flight simulators very reasonably.

The Treasurer's report is that after all bills are paid to date our balance is \$17,024.69. The board floated the idea of purchasing tools that the members can use as they build. Suggestions are scales, prop balancers, optical tach, battery cable crimpers, rivet squeezers and a rivet gun set. We will bring this up at the meeting on the 8th for review by the members and to take suggestions for other tools.

Finally the board was informed of the **memorial service** for our departed member **Dave Bogue**. It will be on Sunday May 5th at 5:00 PM at the Bogue residence, located at 19214 Waterway Road Jupiter.



Sport Pilot & Private Pilot Ground School

1. During the preflight inspection who is responsible for determining the aircraft is safe for flight?

- A. The owner or operator.
 - B. The certificated mechanic who performed the annual inspection.
 - C. The pilot in command.
-

2. What effect would gusts and turbulence have on the load factor of an airplane with changes in airspeed?

- A. Load factor increases as airspeed decreases.
 - B. Load factor decreases as airspeed increases.
 - C. Load factor increases as airspeed increases.
-

3. When departing behind a heavy aircraft, the pilot should avoid wake turbulence by maneuvering the aircraft

- A. below and upwind from the heavy aircraft.
 - B. below and downwind from the heavy aircraft.
 - C. above and upwind from the heavy aircraft.
-

4. Convective circulation patterns associated with sea breezes are caused by

- A. warm, dense air moving inland from over the water.
- B. water absorbing and radiating heat faster than the land.
- C. cool, dense air moving inland from over the water.

(Answers are on pages eight and nine.)

Sport Pilot & Private Pilot Ground School

1. Answer C is correct.

AC 61-23C, Chapter 2 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.

CFR 14 Part 91.3 states:

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

2. Answer C is correct.

AC 61-23, Chapter 1 states: All **certificated** airplanes are designed to withstand loads imposed by turbulence of considerable intensity. Nevertheless, gust load factors increase with increasing airspeed. Therefore it is wise, in extremely rough air, as in thunderstorm or frontal conditions, to reduce the speed to the design maneuvering speed. As a general rule, when severe turbulence is encountered, the airplane should be flown at the maneuvering speed shown in the FAA-approved Airplane Flight Manual, Pilot's Operating

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Handbook, or placard in the airplane. This is the speed least likely to result in structural damage to the airplane, even if full control travel is used, and yet allows a sufficient margin of safety above stalling speed in turbulent air.

Reference: AC 61-23, Chapter 1

3. Answer C is correct.

AC 00-6A, Chapter 9 states:

When using the same runway as a heavier aircraft: (3) if departing behind another departing aircraft, takeoff only if you can become airborne before reaching the midpoint of his takeoff roll and only if you can climb fast enough to stay above his flight path.

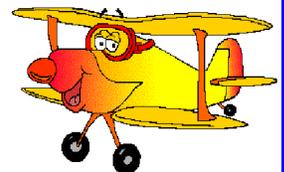
Reference: AC 00-6A, Chapter 9

4. Answer C is correct.

AC 00-6A, Chapter 4 states:

Land surfaces warm and cool more rapidly than do water surfaces; therefore, land is warmer than the sea during the day; winds blow from the cool water to warm land - the "sea breeze" so called because it blows from the sea. At night, the wind reverses, blows from cool land to warmer water, and creates a "land breeze."

Reference: AC 00-6A, Chapter 4



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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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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 May Board meeting.

Editor's Report

May 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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