



Hangar Talk

Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc., October 2011

THE NEXT EAA CHAPTER 203 MEETING will be held at North County Airport in Jim Cook's Palm Beach Avionics hangar at 6:30 PM on Wednesday, October 12th, 2011. 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 **Joe Scaglione**

September Member Meeting

The September meeting was held as usual in the **Palm Beach Avionics** hangar. There was a minimum of regular business that night. After our refreshments, there was a 50/50 drawing. **Joe Goldman** was the lucky winner.

We talked briefly about the **Christmas** party.

Jim Cook discussed the new rules for collecting the dues. He said that he would be starting to collect in November. He has put a notice on the post cards we receive for the meetings, reminding everyone who has not yet paid their current dues.

Rick Golightly went over what details he had about the next **Young Eagles** flights. They will be held on **November 5th** at **Lantana**.

This will be in conjunction with a **BASA** and **Palm Beach County** school function. We are expecting at least one hundred (that's 100!) **Young Eagles**. That means we need plenty of help. This event we will not be serving pancakes.

We moved right into the program for the night. It was a presentation by **Art Michaud** of **Aircraft Propeller Works**. They are located near **Lakeland** and are the largest propeller shop in the country. They are really three companies in one. They include as their clients such concerns as **Embry-Riddell**, **Delta** flight schools, missionary flights and many more well-known companies.

He started by explaining why he does these seminars. Not for business reasons, but because he is an **EAA** member and very high on safety.

The first and most important point he gave was that many preflight inspections do not

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include a good look at the prop. He went on to show pictures, and brought examples, of some of the things he sees that people bring in to fix. He had many stories about tragedies and near tragedies. And most of what he brought was recent, all within the last few weeks. He ended with much the same he had said to begin: take care of the prop and please inspect it before flight.

September Board Meeting

The Board met at 6:30 PM on September 29th. In attendance were **Steve Sinclair**, **Bill Siegel**, **Scott Curry**, **Bill Perry**, and **Joe Scaglione**.

Business was as follows. We have received a letter from **BASA** thanking us for the donation in the name of **Gary Gustafson**. Next we determined that the program for October will be **Bill Perry** showing some basics of composite work.

Scott Curry has reported that the forms for the various government agencies are all up to date. Also he gave a financial report. There was \$15,163.73 on deposit between both bank accounts, and the transfer of all

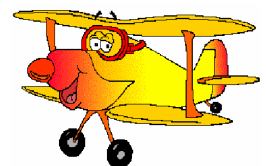
funds to Bank of America will be complete after all outstanding checks have been cleared. This means we will have one bank account.

Bill Perry has revived an interest in the **B-17** flights. He will get more info on them to help us determine if it's feasible.

Our next **Young Eagles** event is November 5th at **Lantana**. It will be in conjunction with **BASA**. We have been advised that fuel will be provided. **Rick Golightly** may have a small group that will possibly fly near the end of January or the end of February. We also came to the conclusion that brochures from all flight schools should be made available at the **Young Eagles** events.

We have a renewed effort to notify all to pay the dues in a timely manner to **Jim Cook** between November and the end of January. The dues for 2012 is \$35.00.

Finally there is some leftover equipment from the sailboat; it will be available at the meeting for sale if anyone is interested.



FIVE RULES TO REMEMBER IN LIFE:

1. Money cannot buy happiness but it's more comfortable to cry in a Mercedes than on a bicycle.

2. Forgive your enemy, but remember his name.

3. Help someone when they are in trouble and they will remember you when they're in trouble again.

4. Many people are alive only because it's illegal to shoot them.

5. Alcohol does not solve any problems, but then again, neither does milk.

-anonymous-

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

Stamer Lippisch SG-38 Zögling

The **Stamer Lippisch SG-38 Zögling** is a German high-wing, cable-braced, single seat primary glider that was designed by **Alexander Lippisch** in 1926.

The SG-38 was designed to be a training glider for basic flight training. The usual launch method was by bungee cord from a sloped hill. Because training was conducted solely by solo flight the aircraft had to

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be very easy to fly and also easy to repair.

The high-wing design uses a kingpost and cable bracing. The primary structure of the glider is of wood, with the wings, tail surfaces and inverted "V" kingpost all finished in doped aircraft fabric covering. The pilot sits on a simple seat in the open air, without a windshield.



Can you identify this aircraft? The answer will be in next month's "Hangar Talk".

Sport Pilot & Private Pilot Ground School

1. An aircraft's annual inspection was performed on July 12, this year. The next annual inspection will be due no later than

- A. July 13, next year.**
 - B. July 31, next year.**
 - C. July 1, next year.**
-

2. A steady green light signal directed from the control tower to an aircraft in flight is a signal that the pilot

- A. is cleared to land.**
 - B. should give way to other aircraft and continue circling.**
 - C. should return for landing.**
-

3. Who is primarily responsible for maintaining an aircraft in airworthy condition?

- A. Pilot-in-command.**
 - B. Owner or operator.**
 - C. Mechanic.**
-

4. Detonation occurs in a reciprocating aircraft engine when

- A. the unburned charge in the cylinders explodes instead of burning normally.**
- B. hot spots in the combustion chamber ignite the fuel/air mixture in advance of normal ignition.**
- C. the spark plugs are fouled or shorted out or the wiring is defective.**

(Answers are on pages nine, ten, and eleven.)

Sport Pilot & Private Pilot Ground School

1. Answer B is correct.

CFR 14 Part 91.409 states:

Except as provided in paragraph (c) of this section, no person may operate an aircraft unless, within the preceding 12 calendar months, it has had –

An annual inspection in accordance with part 43 of this chapter and has been approved for return to service by a person authorized by §43.7 of this chapter; or

An inspection for the issuance of an airworthiness certificate in accordance with part 21 of this chapter. No inspection performed under paragraph (b) of this section may be substituted for any inspection required by this paragraph unless it is performed by a person authorized to perform annual inspections and is entered as an "annual" inspection in the required maintenance records.

Except as provided in paragraph (c) of this section, no person may operate an aircraft carrying any person (other than a crewmember) for hire, and no person may give flight instruction for hire in an aircraft which that person provides, unless within the preceding 100 hours of time in service the aircraft has received an annual or 100-hour inspection and been approved for return to service in accordance with part 43 of this chapter or has received an

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inspection for the issuance of an airworthiness certificate in accordance with part 21 of this chapter.

The 100-hour limitation may be exceeded by not more than 10 hours while en route to reach a place where the inspection can be done. The excess time used to reach a place where the inspection can be done must be included in computing the next 100 hours of time in service.

Reference: 14 CFR § 91.409

2. Answer A is correct.

A steady green light signal directed from the control tower to an aircraft in flight is a signal that the pilot is cleared to land.

Reference: 14 CFR § 91

3. Answer B is correct.

AC 61-23C states:

The registered owner of an aircraft is responsible for certain items such as:

Having a current Airworthiness Certificate and Certificate of Aircraft Registration in the aircraft.

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Maintaining the aircraft in an airworthy condition including compliance with all applicable Airworthiness Directives.

Assuring that maintenance is properly recorded.

Keeping abreast of current regulations concerning the operation and maintenance of the aircraft.

Notifying the FAA Civil Aviation Registry immediately of any change of permanent mailing address, or of the sale or export of the aircraft, or of the loss of U.S. citizenship.

Reference: AC 61-23

4. Answer A is correct.

Detonation occurs when the unburned charge explodes instead of burning normally.

"Hot spots in the combustion chamber" cause pre-ignition, not detonation to occur.

Fowled spark plugs and shorted out wiring cause rough engine operation and other issues, but not detonation.

Reference: FAA Subject Code: H928 - Powerplant -
(refer to Aircraft Systems.)



EAA Chapter 203

President	Steve Sinclair
Vice President	Bill Siegel
Secretary	Joe Scaglione
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

TECH COUNSELORS

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

A COPY OF THE OFFICIAL REGISTRATION AND FINANCIAL INFORMATION MAY BE OBTAINED FROM THE DIVISION OF CONSUMER SERVICES BY CALLING TOLL FREE 800-435-7352 WITHIN THE STATE. REGISTRATION DOES NOT IMPLY ENDORSEMENT, APPROVAL, OR RECOMMENDATION BY THE STATE.

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 October Board meeting.

Editor's Report

October 2011 Newsletter:
93 Email Notifications Transmitted

Membership

45 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.

Disclaimer

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