Hangar Talk

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

The next EAA Chapter 203 meeting will be held at North County Airport in the Landmark Aviation hangar, next to the Palm Beach Avionics hangar at 9:00 AM, Saturday, October 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 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

September Member Meeting

A very short period was devoted to business. The most important subject was the coming nominations for Chapter officers. Vice President **Bill Siegel**, who is now officiating at the meetings, reminded everyone of the rules of nominations. They must be completed before November.

Before that there was one hour of mingling and light continental-style refreshments. The program was presented by **Bill Perry**, who explained the rules that have been governing the **Light Sport**, and to some degree, **Amateur**-built Condition Inspections. The discussion wandered somewhat to subjects on the peripheral, but not too far. Bill gave pretty detailed government language a kind of human understanding. Towards the end of the program, **Jim Cook** added some insight to more of the intent of **FAR**s. Between Bill and Jim, they pretty much cleared up the question of how and who returns a plane to service.

At the end of the meeting some did hang around for other reasons. This is the one great advantage of the new Saturday meetings, no one has to hurry back home because it's late. Everyone present seemed to like Saturday meets.

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September Board Meeting

The Board meeting was attended by **Bill Perry**, **Rick Golightly**, **Bill Siegel** and **Joe Scaglione**. The Board would like the membership to know that **Landmark Aviation** is allowing the Chapter the use of a commercial hangar, beginning on October 1st. The hangar is next to **Palm Beach Avionics**. We will not have very far to move for our regular meetings.

Our first meeting at the new hangar is October 12th at 9:00 AM. The program will be a virtual tour of the **Van's Aircraft** factory.

Following the program we will conduct any business as usual. This will involve any update of information on occupying our new hangar. After all that, we will ask any and all to stay and help doing some light cleaning, and moving some tools and equipment around. Your help will be needed, so please step up for this. In other Board business, the check for **James Jeffreys**, our scholarship awardee, was mailed. He is attending the **University of Central Florida**.

Our next **Young Eagles** event will be **October 19th** at the new hangar. As a reminder, we need all the help we can get.

Everyone should know by now that elections are coming up soon. Nominations are now open. If anyone wishes to serve in any capacity, please let any Board member know. Also keep in mind that we are functioning without an elected President and will also have no elected Secretary by Christmas.

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

Bowers Bi-Baby

The **Bowers Bi-Baby** is a homebuilt, single-seat, open-cockpit, wood and fabric low-wing biplane that was designed by famed United States aircraft designer and Boeing historian, Peter M. Bowers. It is a variant of the Fly Baby, which was initially designed by Bowers.

The prototype Fly Baby first flew in 1962. It is now on display at the Museum of Flight in Seattle.

Variants include a biplane version called the Bowers Bi-Baby or Fly Baby 1-B and several dual cockpit designs by various builders. Bowers also designed a side-by-side two-seat version he called Namu, but few examples have been built.

The Fly Baby was the winner of the Experimental Aircraft Association's 1962 design competition.

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The Fly Baby was designed to be a very simple aircraft. For example, the fuel gauge is a stiff wire attached to a float poking up through the gas cap (a common application in the 1930s and 1940s, as seen on Piper and Aeronca light aircraft). The structure is of aircraft-grade spruce and plywood (Bowers did not advocate skimping on the quality of structural wood), covered with fabric. Aileron controls are push-tube, elevator controls are a combination of push-tube and cable, the rudder is cable-controlled.

The aircraft was designed to be powered by a 65 horsepower (48 kW) Continental A-65 piston engine taken from a Piper Cub. Engines of up to 100 horsepower (75 kW) have been fitted, including the Continental O-200 and converted Corvair engines.

While the instrumentation installed is up to the builder, most Fly Babys are equipped for visual flight rules (VFR) only. An electrical system is optional; many Fly Baby owners hand -prop the engine for starting, and use a handheld radio.

The Fly Baby's wings fold up against the fuselage enabling it to be stored in a single-car garage or a car trailer. The wings can be folded or unfolded in about 15 minutes. The airplane was designed to be stored in a garage and towed to the airport on its own gear. In practice, most owners use a trailer or keep their Fly Baby hangared at an airport.

A Fly Baby can be converted to a biplane Bi-Baby in less than one hour by adding the struts and upper wing to the existing aircraft (if the fittings were built in) or it can be built as a biplane version from the start.

Some of the components used, such as the fuel tank and engine, were designed to be taken from the Piper Cub, which were cheap and plentiful in 1962. Even today, the total cost of construction can be under US$10,000.

In the United States of America the FAA categorizes the Fly Baby as an Experimental Amateur-Built aircraft. It also fits the FAA's specifications for a Light Sport Aircraft and can be flown in the US by pilots holding a Recreational Pilot or Sport Pilot certificate.

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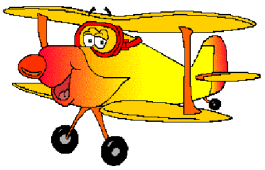
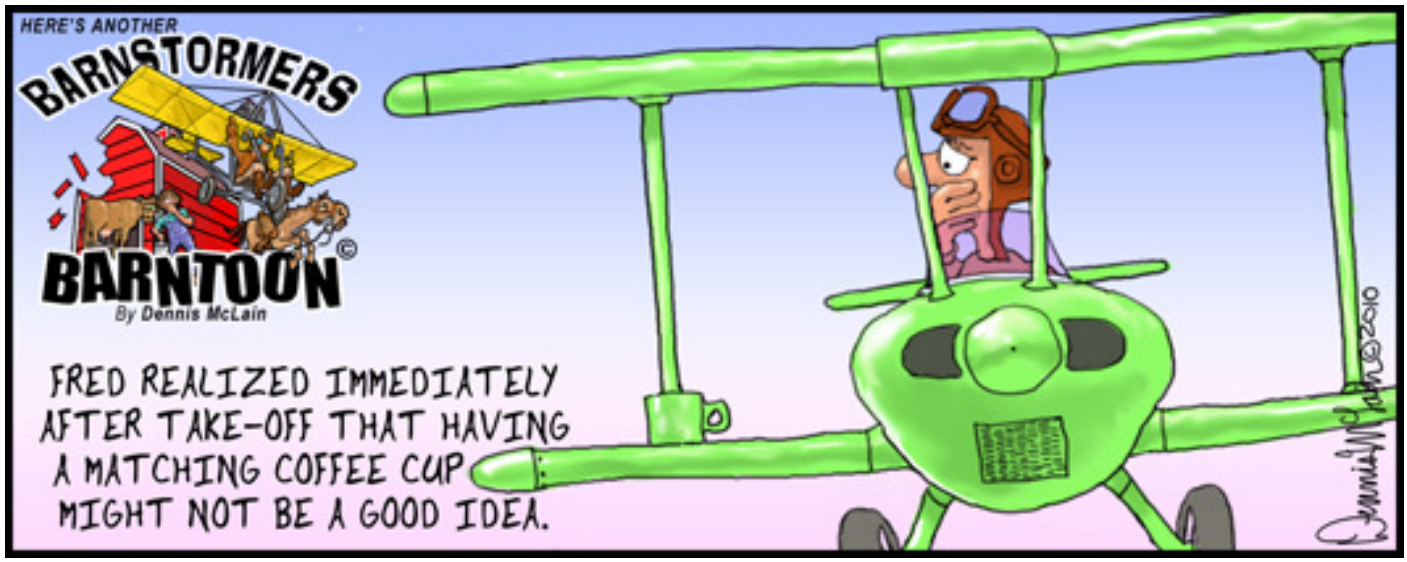
General characteristics

Crew: one pilot
Length: 18.83 ft (5.74 m)
Wingspan: 22.0 ft (8.54 m)
Wing area: 120 ft² (12.24 m²)
Empty weight: 652 lb (274 kg)
Max. takeoff weight: 970 lb (419 kg)
Powerplant: 1 × Continental C-85 flat-four engine, 85 hp (63.9 kW)
Performance
Maximum speed: 100 mph (194 km/h)
Cruise speed: 90 mph (178 km/h)
Stall speed: 40 mph (73 km/h)
Range: 250 mi (486 km) at 8,000 ft (2,438 m)





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Sport Pilot & Private Pilot Ground School

1. The numbers 35 and 17 on a runway indicate that the runway is oriented approximately

A. 035 and 017 magnetic.
B. 350 and 170 magnetic.
C. 350 and 170 true.

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2. To obtain a continuous transcribed weather briefing, including winds aloft and route forecasts for a cross-country flight, a pilot should monitor a

A. regularly scheduled weather broadcast on a VOR frequency.
B. VHF radio receiver tuned to an Automatic Terminal Information Service (ATIS) frequency.
C. Transcribed Weather Broadcast (TWEB) on an NDB or a VOR facility.

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3. When must a pilot who deviates from a regulation during an emergency send a written report of that deviation to the Administrator?

A. Within 7 days.
B. Within 10 days.
C. Upon request.

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4. If the engine oil temperature and cylinder head temperature gauges have exceeded their normal operating range, the pilot may have been operating with

A. too much power and with the mixture set too lean.
B. higher-than-normal oil pressure.
C. the mixture set too rich.

(Answers are on pages ten and eleven.)

1. Answer B is correct.

The numbers 35 and 17 indicate that the runway is oriented approximately 350 and 170 magnetic.

One effective habit of many pilots is to set / confirm the directional gyro (heading indicator) with both the magnetic compass and the runway heading when either lined up on a numbered runway or taxiing parallel to one. If you do this good practice, you will quickly surmise that the runways are oriented on magnetic headings.

Reference: Aeronautical Information Manual
FAA Subject Code: J05 - Airport Marking Aids and Signs - (refer to Aeronautical Information Manual (AIM).)

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2. Answer C is correct.

TWEBs are available typically over an NDB or VOR facility.

There is no such thing as a "regularly scheduled broadcast on a VOR facility" (though a few things in aviation come close to that, the term is included here just to throw you off). Similarly, ATIS provides airport status information including local conditions, but not weather briefing information and route forecasts for cross-country flight.

Reference: FAA Subject Code: I57 - Aviation Weather Forecasts - (refer to Aviation Weather Services (AC 00-45).)

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3. Answer C is correct.

CFR 14 Part 91.3 states:

In an in-flight emergency requiring immediate action, the pilot in command may deviate from any rule of this part to the extent required to meet that emergency.

Each pilot in command who deviates from a rule under paragraph (b) of this section shall, upon the request of the Administrator, send a written report of that deviation to the Administrator.

Reference: 14 CFR § 91.3

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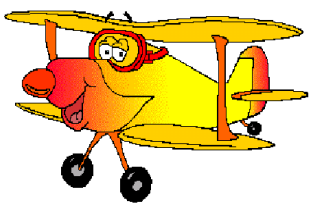
4. Answer A is correct.

If the engine oil temperature and cylinder head temperature gauges have exceeded their normal ranges, then the engine has been operating with too much power with the mixture set too lean.

Higher than normal oil pressure would not likely itself cause the engine oil temperate to read too high. A too rich mixture may cause fouling of spark plugs and other issues, but excessively hot temperatures are more attributable to the mixture being too lean rather than too rich.

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



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Program Director	Scott Thatcher
Membership Chair	Jim Cook
Young Eagles	Rick Golightly
Librarian	Ana Scaglione
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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 Vice President **Bill Siegel** for time and place of the October Board meeting.

Editor's Report

October 2013 Newsletter:
77 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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