



Hangar Talk

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

THE NEXT EAA CHAPTER 203 MEETING WILL BE HELD AT NORTH COUNTY AIRPORT IN THE PALM BEACH AVIONICS HANGAR at **9:00 AM, Saturday, September 14th, 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

July Board Meeting

The August Board meeting was held Thursday, the 29th. In attendance were **Bill Perry, Scott Thatcher, Rick Golightly, Bill Siegel and Joe Scaglione.**

The first order of business was changing the day of the general membership meetings. The board unanimously approved that starting September 14th at 9:00 AM, meetings will be conducted on the 2nd Saturday of each month. Reminder cards will be mailed out to reflect the new time and date.

At the morning meetings there will a continental-style breakfast. There will also be a donation bucket. The board authorized that any member bringing a new guest will be given five free 50/50 tickets, to commence immediately.

The program for this Saturday, 14 September, will be presented by **Bill Perry.** His program will cover condition inspections (annuals) for **Light Sport Aircraft.**

A reminder to all that nominations for officers and board members will be due in October. We encourage all who are interested to participate. Please note that some officers will not be returning to their present positions, and those positions must be filled.

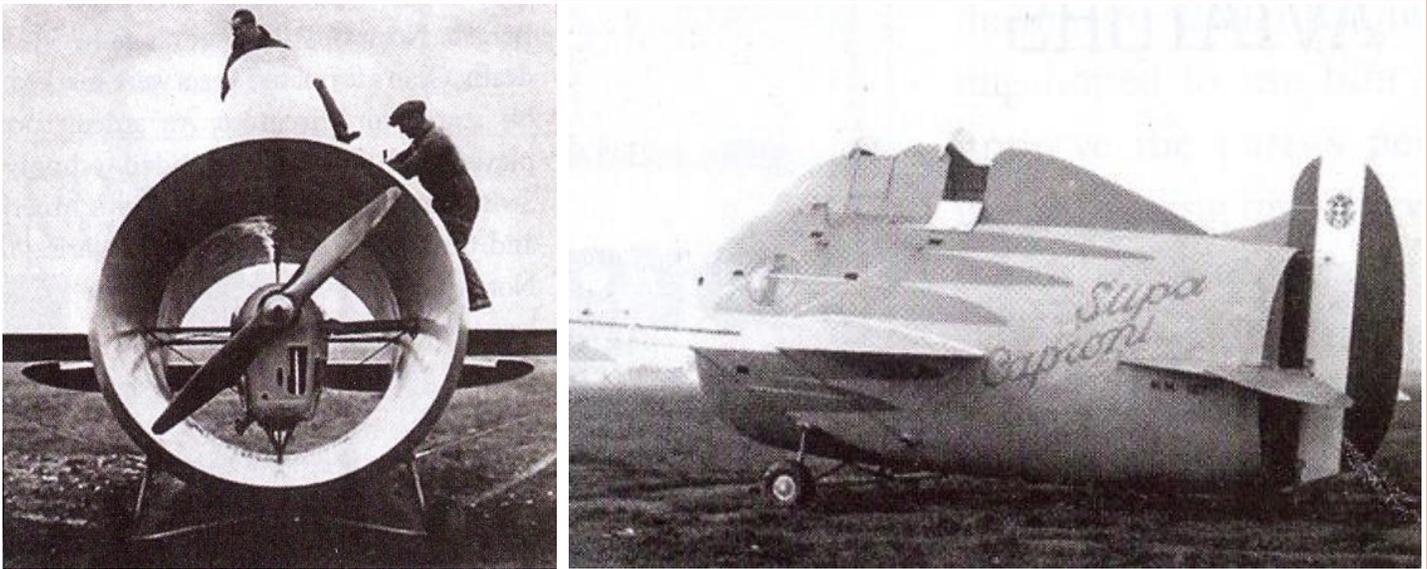
The next **Young Eagles** event will be on October 19th.



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

Stipa-Caproni

Thanks to Maurice Cohen for submitting this idea



The Stipa-Caproni, also generally called the Caproni Stipa, was an experimental Italian aircraft designed in 1932 by Luigi Stipa (1900–1992) and built by Caproni. It featured a hollow, barrel-shaped fuselage with the engine and propeller completely enclosed by the fuselage—in essence, the whole fuselage was a single ducted fan. Although the Regia Aeronautica (Italian Royal Air Force) was not interested in pursuing development of the Stipa-Caproni, its design was an important step in the development of jet propulsion.

The design of the Stipa-Caproni was very similar to that of modern jet engines; in fact, after having patented his design in Italy, Germany, and

(Continued on page 4)

(Continued from page 3)

the United States in 1938, Stipa became convinced that German rocket and jet technology (especially the V-1 flying bomb) was using his patented invention without giving proper credit. Stipa's basic idea—which he called the "intubed propeller"—was to mount the engine and propeller inside a fuselage that itself formed a tapered duct, or venturi tube, and compressed the propeller's airflow and the engine exhaust before it exited the duct at the trailing edge of the aircraft, essentially applying Bernoulli's principle of fluid movements to make the aircraft's engine more efficient.

The resulting aircraft—a midwing monoplane of mostly wooden construction dubbed the Stipa-Caproni or Caproni Stipa—was strikingly ungainly in appearance. The fuselage was a barrel-like tube, short and fat, open at both ends to form the tapered duct, with twin open cockpits in tandem mounted in a hump on top of it. The wings were elliptical and passed through the duct and the engine nacelle inside it. The duct itself had a profile similar to that of the airfoils, and a fairly small rudder and elevators were mounted on the trailing edge of the duct, allowing the ducted propeller wash to flow directly over them as it exited the fuselage to improve handling. The propeller was mounted inside the fuselage tube, flush with the leading edge of the fuselage, and the 120-horsepower de Havilland Gipsy III engine that powered it was mounted within the duct behind it at the midpoint of the fuselage. The aircraft had low, fixed, spatted main landing gear and a tailwheel, making it look as if it was squatting when on the ground. It was painted in a blue-and-cream scheme of the type used on racing aircraft of the day, and its rudder bore the colors of the Italian flag.

(Continued on YOpag 5)

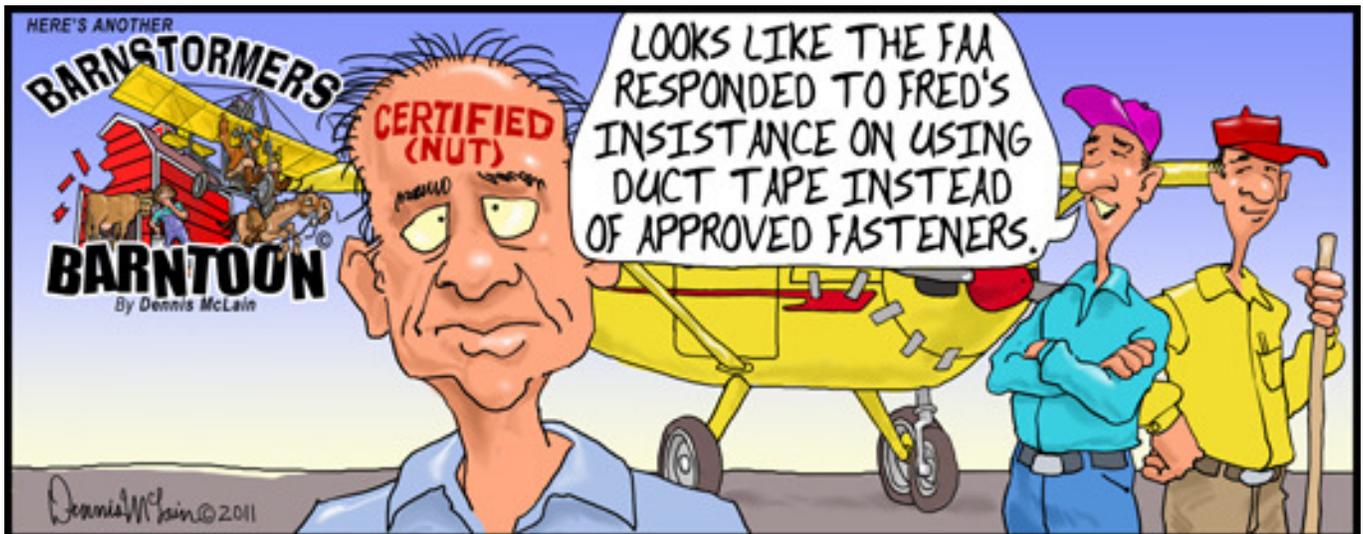
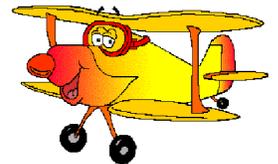
(Continued from page 4)

General characteristics

- **Crew:** 1 or 2
- **Length:** 5.88 m (19 ft 4 in)
- **Wingspan:** 14.28 m (46 ft 10 in)
- **Height:** 3 m (9 ft 10 in)
- **Loaded weight:** 800 kg (1,760 lb)
- **Powerplant:** 1 × de Havilland Gipsy III inline piston engine, 120 hp (90kW)
- **Propellers:** 1 propeller, 1 per engine

Performance

- **Maximum speed:** 131 km/h (81 mph)
- **Landing speed:** 68 km/h (42 mph)



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

Sport Pilot & Private Pilot Ground School

1. To update a previous weather briefing, a pilot should request

- A. an abbreviated briefing.
 - B. a standard briefing.
 - C. an outlook briefing.
-

2. Which statement best defines hypoxia?

- A. An abnormal increase in the volume of air breathed.
 - B. A state of oxygen deficiency in the body.
 - C. A condition of gas bubble formation around the joints or muscles.
-

3. How many passengers is a sport pilot allowed to carry on board?

- A. One.
 - B. Two.
 - C. Three.
-

4. How long does the Airworthiness Certificate of an aircraft remain valid?

- A. As long as the aircraft is maintained and operated as required by Federal Aviation Regulations.
- B. Indefinitely, unless the aircraft suffers major damage.
- C. As long as the aircraft has a current Registration Certificate.

(Answers are on pages seven and eight.)

Sport Pilot & Private Pilot Ground School

1. Answer A is correct.

AC 00-45D, Section 1 states:

An ABBREVIATED briefing will be provided at the user's request (1) to supplement mass disseminated data, (2) to update a previous briefing, or (3) to request specific information only.

Reference: AC 00-45D, Section 1

2. Answer B is correct.

The Aeronautical Information Manual, paragraph 8-1-2 states:

Hypoxia is a state of oxygen deficiency in the body sufficient to impair functions of the brain and other organs. Hypoxia from exposure to altitude is due only to the reduced barometric pressures encountered at altitude, for the concentration of oxygen in the atmosphere remains about 21 percent from the ground out to space.

Reference: AIM 8-1-2

3. Answer A is correct.

14 CFR Part 61.315:

You may not act as pilot in command of a light-sport aircraft:
That is carrying a passenger or property for compensation or hire.

(Continued on page 8)

(Continued from page 7)

For compensation or hire.

In furtherance of a business.

While carrying more than one passenger.

At night.

In Class A airspace.

In Class B, C, and D airspace, at an airport located in Class B, C, or D airspace, and to, from, through, or at an airport having an operational control tower unless you have met the requirements specified in §61.325.

Outside the United States, unless you have prior authorization from the country in which you seek to operate. Your sport pilot certificate carries the limit “Holder does not meet ICAO requirements.”

To demonstrate the aircraft in flight to a prospective buyer if you are an aircraft salesperson.

In a passenger-carrying airlift sponsored by a charitable organization.

At an altitude of more than 10,000 feet MSL.

When the flight or surface visibility is less than 3 statute miles.

Without visual reference to the surface.

If the aircraft has a VH that exceeds 87 knots CAS, unless you have met the requirements of §61.327.

Contrary to any operating limitation placed on the airworthiness certificate of the aircraft being flown.

Contrary to any limit or endorsement on your pilot certificate, airman medical certificate, or any other limit or endorsement from an authorized instructor.

Contrary to any restriction or limitation on your U.S. driver's

(Continued on page 9)

(Continued from page 8)

license or any restriction or limitation imposed by judicial or administrative order when using your driver's license to satisfy a requirement of this part.

While towing any object.

As a pilot flight crewmember on any aircraft for which more than one pilot is required by the type certificate of the aircraft or the regulations under which the flight is conducted.

Reference: 14 CFR § 61.315

4. Answer A is correct.

CFR 14 Part 91.405 states: Each owner or operator of an aircraft --

Shall have that aircraft inspected as prescribed in subpart E of this part and shall between required inspections, except as provided in paragraph (c) of this section, have discrepancies repaired as prescribed in part 43 of this chapter;

Shall ensure that maintenance personnel make appropriate entries in the aircraft maintenance records indicating the aircraft has been approved for return to service;

Shall have any inoperative instrument or item of equipment, permitted to be inoperative by §91.213(d)(2) of this part, repaired, replaced, removed, or inspected at the next required inspection; and

When listed discrepancies include inoperative instruments or equipment, shall ensure that a placard has been installed as required by §43.11 of this chapter.

Reference: 14 CFR § 91.405



President: Bill Siegel
189 Warm Springs Terrace, Wellington, FL 33414
561-798-3826

Vice President: TBD

Secretary: Joe Scaglione
945 Marlin Drive, Jupiter, FL 33458
561-746-4229

Treasurer: Scott Curry
11159 Thyme Drive, Palm Beach Gardens, FL 33418
561-691-4791

Young Eagles: Rick Golightly
348 West Indiantown Road, Jupiter, FL 33458
561-747-9100

Membership: Jim Cook
130 Euphrates Circle, Palm Beach Gardens, FL 33418
561-625-9335

Program Director: Scott Thatcher
4174 Larch Avenue, Palm Beach Gardens, FL 33418
561-622-4237

Librarian: Ana Scaglione
945 Marlin Drive, Jupiter, FL 33458
561-746-4229

Newsletter Editor: Orville Alwin
638 N US HWY 1, #153, Tequesta, FL 33469
561-427-4538

Website: Courtesy of Scott Thatcher **<http://eaa203.com/>**

EAA Chapter 203

| | |
|---------------------|----------------|
| President | Bill Siegel |
| Vice President | TBD |
| 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 **Bill Siegel** for time and place of the September Board meeting.

Editor's Report

September 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.

Disclaimer

The content of this newsletter is provided for entertainment only. No claim is made, nor assurance given, for the accuracy of material presented, nor do we verify anything before we print it. Send rumors.