



# Hangar Talk

Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc., September 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, September 12th, 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"

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

### 3I Sky Arrow



The Sky Arrow is a tandem-seat, pusher configuration, high-wing carbon fibre light aircraft that was manufactured by 3I (Iniziativa Industriali Italiane). With only 16½ inches of hip room, the aircraft is considered open due to a large amount of unobstructed view from the large canopy, rear engine, and seating positions ahead of the wing.

3I entered bankruptcy proceedings in 2008 and in 2012 the design was purchased by Magnaghi Aeronautica, of Naples, Italy.

#### **Design and development**

Magnaghi Aeronautica, the new owners of the design in 2012, announced that it will be upgraded with larger wing tanks, improved aerodynamics and stability, strengthened structural elements and a new avionics package. The Sky Arrow will be available as a completed certified aircraft for light sport or as a kit. A four-seat version is also planned. Magnaghi Aeronautica also intends to market it for government utility roles, such as border patrol, pollution monitoring and aerial surveillance, with belly and nose mounted sensors.

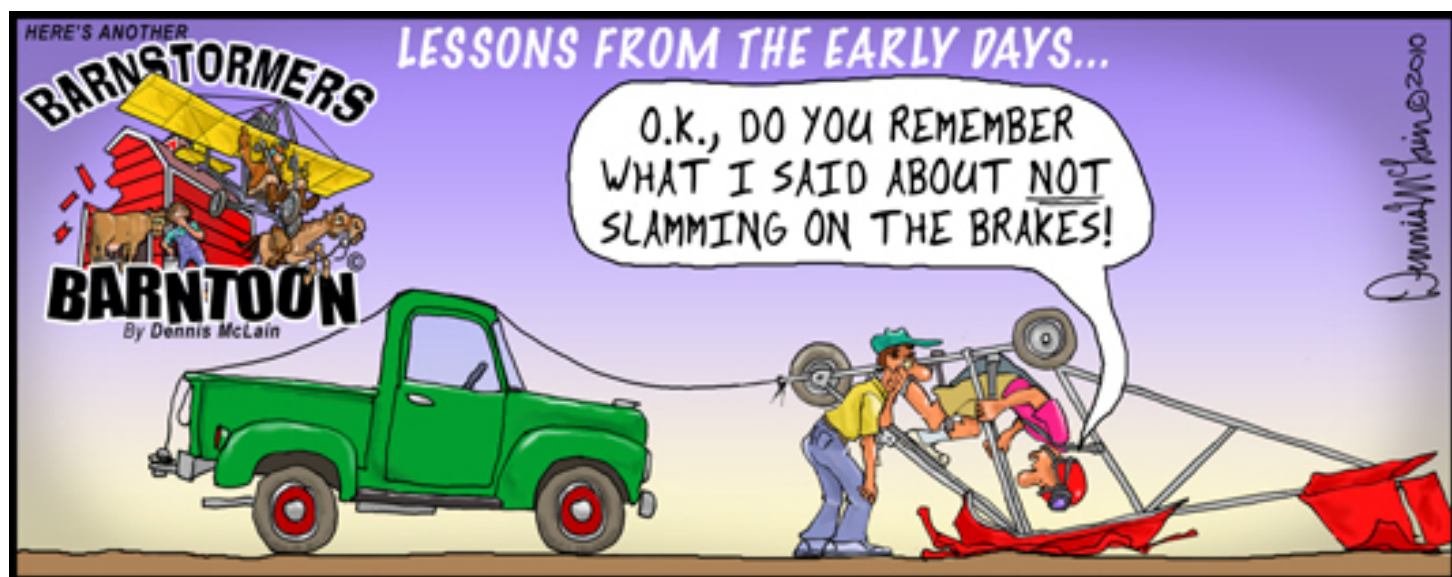
# Specifications (650)

## General characteristics

- Crew: two
- Length: 7.60 m (24 ft 11 in)
- Wingspan: 9.68 m (31 ft 9 in)
- Height: 2.56 m (8 ft 5 in)
- Wing area: 13.5 m<sup>2</sup> (145 sq ft)
- Gross weight: 650 kg (1,433 lb)
- Useful load: 250kg (556 lbs)
- Powerplant: 1 × Rotax 912 F2 , 73.5 kW (98.6 hp)

## Performance

- Maximum speed: 194 km/h (121 mph; 105 kn)
- Cruising speed: 187 km/h (116 mph; 101 kn)
- Service ceiling: 4,100 m (13,451 ft)
- Rate of climb: 4.3 m/s (850 ft/min)



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# Sport Pilot & Private Pilot Ground School

1. What should be the first action after starting an aircraft engine?
  - A. Test each brake and the parking brake.
  - B. Adjust for proper RPM and check for desired indications on the engine gauges.
  - C. Place the magneto or ignition switch momentarily in the OFF position to check for proper grounding.

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2. The most important rule to remember in the event of a power failure after becoming airborne is to
  - A. immediately establish the proper gliding attitude and airspeed.
  - B. determine the wind direction to plan for the forced landing.
  - C. quickly check the fuel supply for possible fuel exhaustion.

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3. As hyperventilation progresses a pilot can experience
  - A. decreased breathing rate and depth.
  - B. heightened awareness and feeling of well being.
  - C. symptoms of suffocation and drowsiness.

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4. An abnormally high engine oil temperature indication may be caused by
  - A. operating with a too high viscosity oil.
  - B. the oil level being too low.
  - C. operating with an excessively rich mixture.

**Answers are on pages five and six.**

# Sport Pilot & Private Pilot Ground School

1. Answer B is correct.

AC 61-23C, Chapter 2 states:

As soon as the engine starts, check for unintentional movement and set power to the recommended warm-up RPM. The oil pressure should then be checked to determine that the oil system is functioning properly. If the gauge does not indicate oil pressure within 30 seconds, the engine should be stopped and a check should be made to determine what is causing the lack of oil pressure. If oil is not circulating properly, the engine can be seriously damaged in a short time. During cold weather there will be a much slower response in oil pressure indications than during warmer weather, because colder temperatures cause the oil to congeal (thicken) to a greater extent.

Reference: AC 61-23, Chapter 2

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2. Answer A is correct.

By establishing, and maintaining the proper gliding airspeed, we give ourselves the most time to assess (and possibly correct) the situation. The other options will be done next in sequence.

Reference: FAA-H-8083-3

3. Answer C is correct.

Hyperventilation, or an abnormal increase in the volume of air breathed in and out of the lungs, can occur subconsciously when a stressful situation is encountered in flight. As hyperventilation "blows off" excessive carbon dioxide from the body, a pilot can experience symptoms of lightheadedness, suffocation, drowsiness, tingling in the extremities, and coolness and react to them with even greater hyperventilation. Incapacitation can eventually result from incoordination, disorientation, and painful muscle spasms. Finally, unconsciousness can occur.

Reference: Aeronautical Information Manual

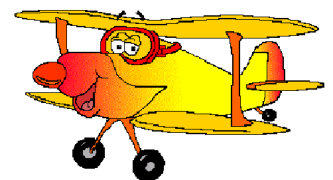
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4. Answer B is correct.

An abnormally high engine oil temperature indication may be caused by the oil level being too low.

An excessively rich mixture will result in excessively high engine (cylinder head, etc.) temperatures, but for engine oil temperatures, oil quantity is key. If the viscosity is too high, the lubricating and cooling properties of the oil will be better, not worse.

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



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# EAA Chapter 203

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Secretary	Joe Scaglione
Treasurer	Bud Smith
Program Director	Scott Thatcher
Membership Chair	Kevin Sheely
Young Eagles	Rick Golightly
Librarian	Ana Scaglione
501(C)3 Coordinator	Bud Smith
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## TECH COUNSELORS

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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

**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 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](mailto:sailair@alwin1.com), 561-427-4538 (cell phone), or 638 N US Hwy 1, #153, Tequesta, FL 33469.

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