



Hangar Talk

Northern Palm Beach County Experimental Aircraft Association
Chapter 203, Inc., January 2012

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, January 11th, 2012. 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

December Member Meeting and Christmas Party

On December 14th, the members of Chapter 203 held our annual Christmas party. It was at the restaurant inside the Gander Mountain outdoors store at Palm Beach Gardens. Thirty-four members were there, a bit

more of a turnout than in recent years.

The evening began at 6:30 PM with the Pledge of Allegiance to the Flag. Directly thereafter, president **Steve Sinclair** tried to carry out some business. but the membership would not put up with that nonsense. So we ate instead.

The food was good. We were served buffet style with

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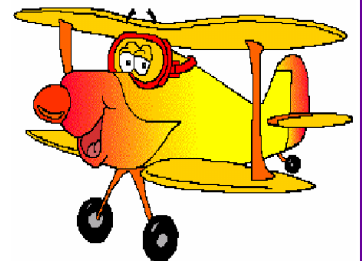
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a choice of chicken or beef prime rib in thick gravy. Along with that there was a slew of side dishes. Afterwards coffee and cake was served.

Service awards were given out to the officers and various Chairpersons for their dedication, and as always the highlight of the evening was the gift exchange. For those veterans of prior parties, you know all the fun this generates. For those of you that have never attended, we can not describe in words the laughs at this time of the night.

Some ended up with thoughtful little tokens (like the "remove before flight" panties), some ended up with highly useful things (like the wine), and someone ended up with the dreaded "Aviation Bra". Yes, the bra has once again returned and reared its ugly head. No doubt it will come back in the future to haunt the members. All in all, we enjoyed a very pleasant night among friends sharing a common interest.



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

LUSAO-11



Produced in 1919, this was the first of two LUSAO-11 (Lepère United States Army Observation). The large-span three-seat aircraft was powered by two 400 hp Liberty 12A twelve-cylinder water-cooled V-engines. It was tested at McCook Field, Ohio, USA, with Project number P-65, until it was surveyed in March 1920.

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LUSAO-11

Span: 54 ft 6 in (16.61 m)

Length: 38 ft 2 in (11.63 m)

Max speed: 112 mph (180 kmh)

Cruise speed: 106 mph (171 kmh)

Landing speed: 60 mph (97 kmh)

Service ceiling: 17,300 ft (5,273 m)

Range: 475 mls (764 km)

Can You Identify This Aircraft?



EAA CHAPTER 203
MEMBERSHIP FORM

Annual Dues \$35.00

Please make your check payable to EAA Chapter 203 and return this form and check to:

Jim Cook
130 Euphrates Circle
Palm Beach Gardens, FL 33418


Thank you!


EAA Membership Number _____ (Required by EAA National)


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and Telephone Number(s) _____

Currently-owned Aircraft _____



How The Pilot's Checklist Was Developed

Forwarded by Paul Hershoin

On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far.

A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition," according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.



A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted

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off smoothly and climbed sharply to three hundred feet. Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill (thus Hill AFB , Ogden , UT).

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features.



While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly." The Army Air Corps declared Douglas 's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to

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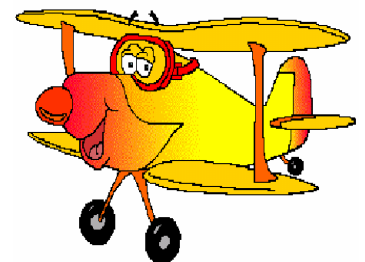
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do. They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.

In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage... But this new plane was too complicated to be left to the memory of any pilot, however expert

With the checklist in hand, the pilots went on to fly the Model 299 a total of 18 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the

Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi



Sport Pilot & Private Pilot Ground School

1. Each person operating an aircraft at a VFR cruising altitude shall maintain an odd-thousand plus 500-foot altitude while on a

- A. magnetic heading of 0° through 179° .
- B. magnetic course of 0° through 179° .
- C. true course of 0° through 179° .

2. A nonfrontal, narrow band of active thunderstorms that often develop ahead of a cold front is known as a

- A. prefrontal system.
- B. squall line.
- C. dry line.

3. What is the approximate base of the cumulus clouds if the surface air temperature at 1,000 feet MSL is 70°F and the dewpoint is 48°F ?

- A. 5,000 feet MSL.
- B. 6,000 feet MSL.
- C. 4,000 feet MSL.

4. An ATC radar facility issues the following advisory to a pilot flying north in a calm wind:

"TRAFFIC 9 O'CLOCK, 2 MILES, SOUTHBOUND..."

Where should the pilot look for this traffic?

- A. West.
- B. South.
- C. North.

(Answers are on pages ten and eleven.)

Sport Pilot & Private Pilot Ground School

1. Answer B is correct.

When cruising (in cruise flight) on a magnetic course (note: magnetic course--not magnetic heading) of 0 degrees through 179 degrees VFR above 3000' AGL and below 18000' MSL, the pilot shall maintain an altitude of an odd thousand number of feet + 500 (i.e.: 3,500, 5,500, 7,500, etc.). Similarly, when flying on a magnetic course of 180 through 359 degrees at similar altitudes, the pilot shall maintain an altitude of an even thousand feet + 500 (i.e.: 4,500, 6,500, 8,500, etc)

Remember: magnetic heading is the direction your aircraft is pointing with regards to magnetic north. This is not necessarily the same direction as where it is going, as wind may cause you to be flying with a correction. Magnetic course is where the airplane is actually going with respect to magnetic north.

Reference: FAA Subject Code: B09 - Visual Flight Rules - (refer to General Operating and Flight Rules (14 CFR Part 91).)

2. Answer B is correct.

AC 00-6A, Chapter 11 states:

A squall line is a non-frontal, narrow band of active thunderstorms. Often it develops ahead of a cold front in moist, unstable air, but it may develop in unstable air far removed from any front. The line may be too long to easily detour and too wide and severe to penetrate. It often contains severe steady-state thunderstorms and presents the single most intense weather hazard to aircraft. It usually forms rapidly, generally reaching maximum intensity during the late afternoon and the first few hours of darkness.

Reference: AC 00-6A, Chapter 11

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3. Answer B is correct.

AC 00-6 states:

You can estimate height of cumuliform cloud bases using surface temperature - dew point spread. Unsaturated air in a convective current cools at about 5.4° F (3.0° C) per 1,000 feet; dew point decreases at about 1° F (5/9° C). Thus, in a convective current, temperature and dew point converge at about 4.4° F (2.5° C) per 1,000 feet. We can get a quick estimate of a convective cloud base in thousands of feet by rounding these values and dividing into the spread or by multiplying the spread by their reciprocals. When using Fahrenheit, divide by 4 or multiply by 0.25; when using Celsius, divide by 2.2 or multiply by 0.45. This method of estimating is reliable only with instability clouds and during the warmer part of the day.

In this case, 70 minus 48 equals 22. 22 divided by 4.4 is 5 (thousand feet above the reference point of 1000 MSL).

Reference: AC 00-6A

4. Answer A is correct.

The Aeronautical Information Manual, paragraph 4-1-14 tells us traffic information will be given in this format:

Azimuth from the aircraft in terms of the 12 hour clock, or

When rapidly maneuvering civil test or military aircraft prevent accurate issuance of traffic as in (a) above, specify the direction from an aircraft's position in terms of the eight cardinal compass points (N, NE, E, SE, S, SW, W, NW). This method shall be terminated at the pilot's request.

Distance from the aircraft in nautical miles;

Direction in which the target is proceeding; and

Type of aircraft and altitude if known.

Superimpose an (imaginary) analog clock face onto the pilot's heading indicator / directional compass, with "12 o'clock" on the analog clock put on the aircraft's heading, in this case 360 ("north"). Find 9 o'clock on the analog clock face and read the heading indicator value below. The pilot should look for the traffic to the west (270 degrees).

Reference: AIM 4-1-14



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

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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 January Board meeting.

Editor's Report

January 2012 Newsletter:
89 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.

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