EAA Chapter 203 PALM BEACH CO., FLORIDA

Hangar Talk

Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc., May 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, May 11th, 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**

April Member Meeting

The April meeting was held on the 13th at 6:30 PM in **Jim Cook**'s **Palm Beach Avionics** hangar. After a short half hour of refreshments and the sale of 50/50 tickets, the meeting started with the **Pledge of Allegiance**.

There were twenty-three people in attendance including two visitors, **Kevin Burr**, and **Dean McClure**. **Dave Bogue** drew the winning 50/50 ticket and **Dean McClure** was the winner collecting $33. Both our guests are with the **Civil Air Patrol** and will be in attendance for the **Young Eagle** flights on May 21st. They intend to get some flight time for their **CAP** cadets at the same time as **Young Eagle**s. By the way, **CAP** will be assisting on the ramp and parking lot that day.

The Treasurer's report included news of the sale of the sailboat for $1500. This did not include the Yamaha engine. It is reported that the engine is in the care of Vice President **Bill Siegel** for some maintenance work. Treasurer **Scott Curry** said that after it is put in good running condition it will be offered for sale.

President **Steve Sinclair** quickly went over some details of the May 21st airport event. He called for volunteers, both pilots and ground

(Continued on page 2)

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Vice President:	**Bill Siegel**	**189 Warm Springs Terrace, Wellington, FL 33414**	**561-798-3826**
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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**
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Website:	**Courtesy of Scott Thatcher**		**http://eaa203.com/**

(Continued from page 1)

support personnel. We will be serving a breakfast from 8:00 AM till 11:00 AM and will be charging $5. Service will include pancakes, scrambled eggs, and sausage.

Then we went on to our speakers; this evening we had two. Each presented short programs. The first was **Dave Bogue**. Dave himself, as many of us know, has a much storied career. He is normally just one of the quiet members of the group. But this evening, with the help of **Jim Cook** handling the graphic presentation, Dave put on a talk about something he knows a lot about. The main part of the program was the **Desert Hawk** remote controlled plane (UAV, Unmanned Aerial Vehicle).

Built by **Lockheed-Martin** for the British to be used in Iraq and Afghan theaters, it's a kit, (assembled in the field) small aircraft. Some features are: day and night operations, infra-red video, carried into combat in a backpack, assembled and flying in 10 minutes. It can also be repaired in the field if need be. Dave was very enthusiastic and was proud to talk, you see, because the engineer in charge of the project for **Lockheed-Martin** is Dave's grand-daughter, **Lindsey Bogue**.

The second speaker was **Rick Johnson**. He spoke about the first flight of his **Avid Magnum**. Rick had test pilot **Randy Barry** fly from Naked Lady airstrip. He found no gigs, and pronounced the plane a fine and stable platform. As of the meeting the plane has flown 1.4 hours.

The scheduled speaker for the May 11th meeting is **Rick Boyette**, whose topic will be, "**The Cape**, **Then and Now**". We hope to see you there.

PILOT GETS HOME LATE…

He left home about 8:30 AM to do some work in his hangar at the airport with his friends.

On the way out the door he answered his wife's "What time will you be home?"

"Probably about 1:30, I'll have lunch at the airport."

1:30 came & went, 3:00 passed, 6:15, still not home, finally at about 7:00 PM he rolls in the driveway, and presents his wife with a pizza, and begins the apologetic story:

“I finished cleaning the plane about 11:30, had lunch, and I started home, when alongside the road I saw this attractive girl with a flat tire on her car. I stopped to help, got the tire changed, and looked around for a place to wash my hands.

She offered money, but I refused, so she suggested that I at least allow her to buy me a beer. She said, “There's a tavern just up the road, and they have a restroom, you can clean up a bit.”

I agreed to stop, we had a beer, then another beer, then a couple more, and I realized that this girl was not only pretty, she was very friendly, and a good companion to spend time with. Before I knew it, we were in the motel next door having sex. And that is why I am so late getting home.”

His wife looked him right in the eye and said, "Don't B.S. me; you went flying, didn’t you?

Submitted by Bill Perry

Safety Tip: Airport Surface Deviations

Notice Number: NOTC2939

Airport Surface Deviations have been on the rise recently and it is up to all of us to be more diligent and to be more professional in our aviation endeavors.

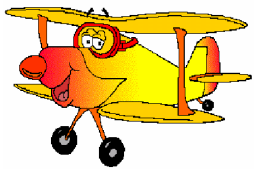
At the bottom of an esteemed co-worker's e-mails there is the following statement:

If you look both ways before crossing a road, then how many ways should you look before crossing a runway?

Think about this for a second and then review what you look for, and I mean really "Look For," prior to entering/crossing a taxiway or runway. You should realize that if you see another aircraft or a vehicle or a piece of equipment near where you are, then maybe you don't have the proper clearance to proceed.

For example, did the Tower tell you to hold short and you missed that or did the Tower tell the other operator to hold short and he missed it? As you look on final approach and see an aircraft out there, ask yourself again, "Do I have clearance to take the active runway?"

If you are ever in doubt on any of these, be proactive in looking out for your safety and the safety of others. Contact Ground or Tower and verify your instructions. Be diligent in copying your taxi clearance; verify your take off clearance when you see someone on final.
An ounce of caution can be all it takes to break the accident chain or the error chain. Don't become a statistic in the FAA files or in the newspaper headlines.



New AC Advises Pilots on How to Stay Safe in Unfamiliar Aircraft

Accident data indicates that a significant number of GA fatalities occur when experienced pilots first fly an unfamiliar aircraft, especially when they are the second owner or pilot of an experimental amateur-built aircraft. To help address this issue, the FAA issued a new Advisory Circular (AC 90-109, Airmen Transition to Experimental or Unfamiliar Airplanes) which advises that all pilots should consider the first flight in any particular experimental airplane a test flight. This AC may also be useful in planning the transition to any unfamiliar fixed-wing airplanes, including type-certificated (TC) airplanes. It urges pilots to review the associated hazards and risks (outlined in the AC) and complete the recommended training.

This AC is part of the FAA's focus on reducing GA accidents by using a non-regulatory, proactive strategy to get results. Go to www.faa.gov/documentLibrary/media/Advisory_Circular/90-109.pdf to view the AC.

Here's the answer to last month's aircraft identification question. Doug Carson and Paul Ogden correctly identified it.

Consolidated PB4Y-2 Privateer

PB4Y-2/P4Y-2 Privateer	
	
U.S. Navy PB4Y-2 from VP-23 in flight.	
Role	Maritime patrol bomber
Manufacturer	Consolidated Aircraft
Introduced	1943
Retired	1954, U.S. Navy 1958, U.S. Coast Guard
Primary users	United States Navy United States Coast Guard
Produced	1943 - 1945
Number built	739
Developed from	B-24 Liberator

The **Consolidated PB4Y-2 Privateer** was a World War II and Korean War era patrol bomber of the United States Navy derived from the Consolidated B-24 Liberator. The Navy had been using unmodified B-24s as the **PB4Y-1 Liberator**, and the type was considered very successful. A fully navalized design was desired, and Consolidated developed a dedicated long-range patrol bomber in 1943, designated PB4Y-2 Privateer.[1] In 1951, the series was redesignated **P4Y-2 Privateer**.

Design and development

The Privateer was externally similar to the Liberator, but the fuselage was longer to accommodate a flight engineer's station, and had a tall single vertical stabilizer rather than the B-24's twin tail configuration. The defensive armament was also increased to 12 .50 in (12.7 mm) M2 Browning machine guns in six turrets (two dorsal, two waist, nose and tail), with the B-24's belly turret being omitted. Turbosuperchargers were not fitted to the engines since maritime patrol missions were not usually flown at high altitude.

A PB4Y-2 carrying ASM-N-2 Bat glide bombs.

Specifications (PB4Y-2)

Data from Jane's Fighting Aircraft of World War II[5]

General characteristics

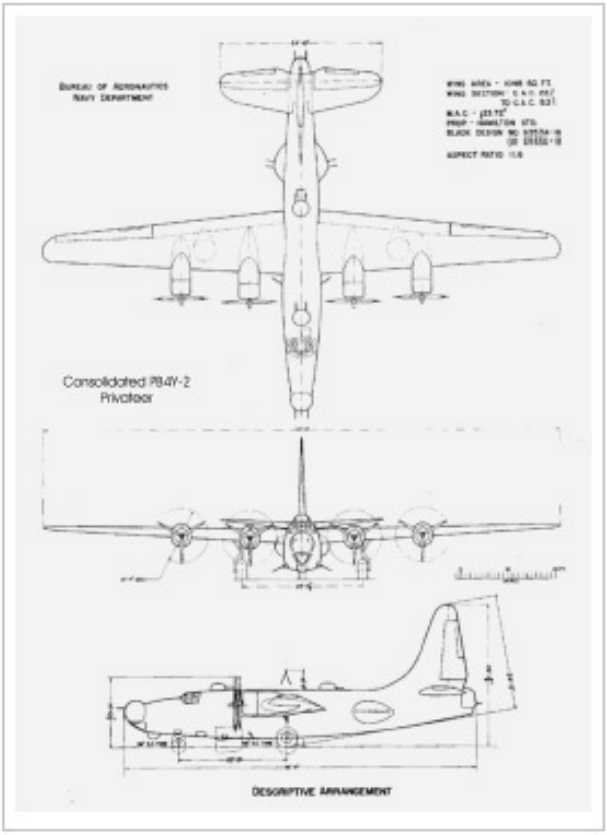
- **Crew:** 11: two pilots, navigator, bombardier, five gunners, two radio operators
- **Length:** 74 ft 7 in (22.73 m)
- **Wingspan:** 110 ft 0 in (33.53 m)
- **Height:** 30 ft 1 in (9.17 m)
- **Wing area:** 1,048 ft² (97.4 m²)
- **Empty weight:** 27,485 lb (12,467 kg)
- **Max takeoff weight:** 65,000 lb (29,500 kg)
- **Powerplant:** 4× Pratt & Whitney R-1830-94 radial engines, 1,350 hp (1,007 kW) each

Performance

- **Maximum speed:** 237 mph (206 kn, 382 km/h)
- **Cruise speed:** 175 mph (121 kn, 224 km/h)
- **Range:** 2,820 mi (2,450 nmi, 4,540 km)
- **Service ceiling:** 21,000 ft (6,400 m)
- **Wing loading:** 62 lb/ft² (300 kg/m²)

Armament

- **Guns:** 12 × .50 in (12.7 mm) M2 Browning machine guns in six turrets
- **Bombs:** Up to 12,800 lb (5,800 kg) of bombs, mines, or torpedoes



Can you identify this aircraft?

The answer will be in next month's "Hangar Talk".

Sport Pilot & Private Pilot Ground School

1. A below glide slope indication from a pulsating approach slope indicator is a

A. pulsating white light.
B. pulsating red light.
C. steady white light.

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2. Who is responsible for determining if an aircraft is in condition for safe flight?

A. The pilot in command.
B. A certificated aircraft mechanic.
C. The owner or operator.

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3. If a pilot changes the altimeter setting from 30.11 to 29.96, what is the approximate change in indication?

A. Altimeter will indicate .15" Hg higher.
B. Altimeter will indicate 150 feet lower.
C. Altimeter will indicate 150 feet higher.

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4. If a certificated pilot changes permanent mailing address and fails to notify the FAA Airmen Certification Branch of the new address, the pilot is entitled to exercise the privileges of the pilot certificate for a period of only

A. 60 days after the date of the move.
B. 30 days after the date of the move.
C. 90 days after the date of the move.

(Answers are on pages nine and ten.)

A tip for further study: copy and paste, or type, the reference (for instance, CFR 14 Part 91.7) into a web search engine to bring up links to the FARs, AIM, and Advisory Circulars.

1. Answer B is correct.

A pulsating light approach slope indicator displays a pulsating red light when you are below the glide path.

There are relatively few of these in existence, but it is good to know this in case you ever encounter one.

Reference: AIM 2-1

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2. Answer A is correct.

CFR 14 Part 91.7 states:

No person may operate a civil aircraft unless it is in an airworthy condition.
The pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for safe flight. The pilot in command shall discontinue the flight when unairworthy mechanical, electrical, or structural conditions occur.

Reference: 14 CFR § 91.7

(Continued on page 10)

(Continued from page 9)

3.Answer B is correct.

The altimeter reads lower as you set a lower number. The reading changes by 10 feet for every 0.01" difference. To find the difference, subtract 29.96 from 30.11 to get 0.15. Multiply 0.15 by 1000 to arrive at 150 feet. Since we are selecting a lower number, the altimeter will read 150 feet lower.

Reference: AC 00-6A

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4. Answer B is correct.

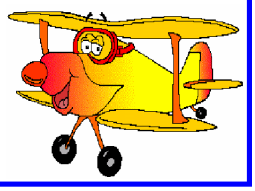
30 days is not a lot of time. But, you must notify the FAA of any change in your permanent mailing address within this period. Do not forget! In the past, the FAA has come down harshly on people who have let this slip.

As of this writing, the address to send notice of address change is:

FAA - Airman Certification Branch
Box 25082
Oklahoma City, OK
73125

However, as this is potentially subject to change, for your protection you are encouraged to double check this with a reliable source before mailing anything.

Reference: 14 CFR § 61.60



EAA Chapter 203

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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 May Board meeting.

Editor's Report

May 2011 Newsletter:
64 Email Notifications Transmitted

Membership

52 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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