



# Hangar Talk

## Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc., November 2011

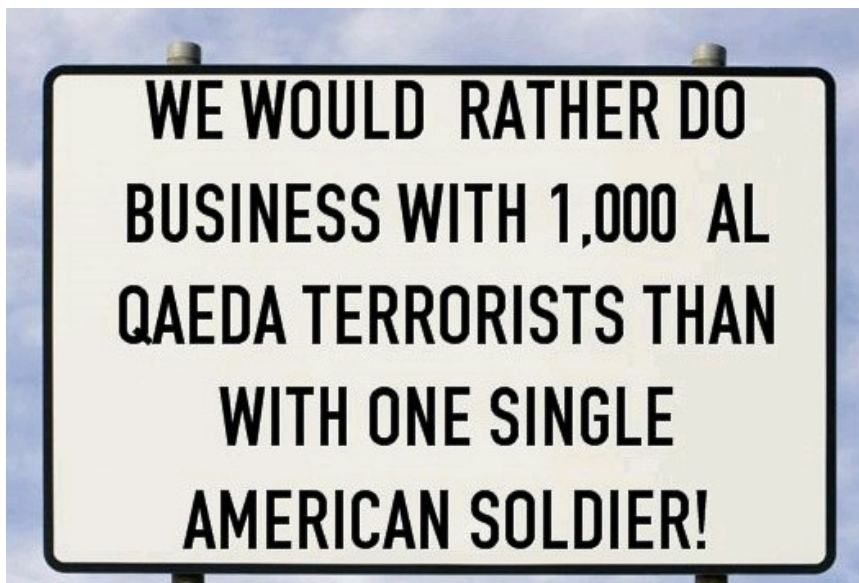
**THE NEXT EAA CHAPTER 203 MEETING** will be held at North County Airport in Jim Cook's Palm Beach Avionics hangar at 6:30 PM on Wednesday, November 9th, 2011. From the junction of the Beeline Highway (SR710) and PGA Blvd (SR786) go 2.6 miles NW; turn left at the airport sign, cross the train tracks. Follow the road to Jim's hangar, which is on the left-hand side before you get to the FBO terminal.

### A SIGN IN FRONT OF A BUSINESS IN FLORIDA !

This sign was prominently displayed in front of a business in Florida and you are probably outraged at the thought of such an inflammatory sign.

However, we are a society which holds Freedom of Speech as perhaps one of our greatest liberties. And after all, it is only a sign, right?

**You may ask: "What kind of business would dare post such a sign?"**



*(Continued on page 2)*

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<b>Website:</b>	Courtesy of Scott Thatcher		<a href="http://eaa203.com/">http://eaa203.com/</a>

# **Answer: A Funeral Home!**

**You gotta love it!!!  
God Bless AMERICA  
and keep our Troops Safe and  
Well**

**POLITICIANS AND DIAPERS  
SHOULD BE CHANGED OFTEN  
AND FOR THE SAME REASON**

EAA CHAPTER 203  
MEMBERSHIP FORM

**Annual Dues \$30.00**

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

Steve Sinclair  
8768 Oldham Way  
West Palm Beach FL 33412


Thank you!


EAA Membership Number \_\_\_\_\_ (Required by EAA National)


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 Email \_\_\_\_\_

Occupation \_\_\_\_\_

Employer \_\_\_\_\_

Spouse's Name \_\_\_\_\_

Emergency Contact Name  
and Telephone Number(s) \_\_\_\_\_

Currently-owned Aircraft \_\_\_\_\_

\_\_\_\_\_



**FAA**  
**Aviation Safety**  
**SPECIAL AIRWORTHINESS**  
**INFORMATION BULLETIN**

**SAIB:** NE-11-55

**SUBJ:** Grade 100VLL Aviation Gasoline **Date:** September 14, 2011

*This is information only. Recommendations aren't mandatory.*

**Introduction**

This Special Airworthiness Information Bulletin (SAIB) advises aircraft operators, Fixed Base Operators (FBOs), FAA repair stations and Flight Standards District Offices, and Foreign Civil Aviation Authorities that grade 100VLL aviation gasoline meeting the American Society for Testing and Materials (ASTM) fuel specification D910 is acceptable for use on aircraft and engines certificated for operation with D910 grades 80, 91, 100, and 100LL aviation gasolines. Grade 100VLL meets all the performance requirements of grades 80, 91, 100, and 100LL and therefore meets the approved operating limitations for aircraft and engines certificated to operate with these other grades of aviation gasoline.

**Background**

The FAA relies on ASTM International to develop fuel specifications that applicants may designate as operating limitations for their approved products. These aviation fuel operating limitations may be listed in the product's Type Certificate Data Sheet (TCDS), Installation Manual, service instructions, or as limitations associated with a Supplemental Type Certificate (STC). Grade 100VLL aviation gasoline (avgas) was developed by ASTM International to provide a lower lead alternative to 100LL in response to impending environmental regulations. Grade 100VLL is identical to 100LL in all aspects, except that the maximum lead content is reduced by about 19%.

The specification criteria for lead content is expressed as only a maximum value, because avgas producers routinely tradeoff lead content with other fuel compositional changes to meet the specification criteria for Motor Octane Number (MON). FAA survey data has shown that the lead content can vary by up to 39% from the maximum lead value listed in the specification while still meeting the MON minimum requirement. Consequently, and most importantly, grade 100VLL has the same minimum octane rating and will provide the

*(Continued on page 5)*

*(Continued from page 4)*

same level of anti-knock performance as 100LL and 100 avgas grades.

The FAA collaborated with industry on the ASTM International task force that evaluated data supporting the incorporation of grade 100VLL into specification D910. The FAA determined that grade 100 VLL meets all of the performance requirements of grades 80, 91, 100, and 100LL and will perform identically in existing aircraft and engines.

## **Recommendations**

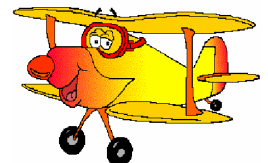
Because grade 100VLL avgas that meets ASTM specification D910 is identical to grade 100LL avgas, the following recommendations apply:

1. Grade 100VLL avgas is acceptable for use on those aircraft and engines that are approved to operate with grades 80, 91, 100, or 100LL avgas.
2. ASTM International standard D910 specifies blue coloration for both grade 100VLL avgas and grade 100LL avgas, and, therefore, these fuels are visually indistinguishable from each other.
3. Operating limitations in Aircraft Flight Manuals, Pilot Operating Instructions, or TCDSs that specify grades 80, 91, 100, or 100LL avgas fuel are acceptable for use with grade 100VLL avgas.
4. Current aircraft placards that specify grades 80, 91, 100, or 100LL avgas are acceptable for use with grade 100VLL avgas.
5. Operating, maintenance, or other service documents, for aircraft and engines that are approved to operate with grades 80, 91, 100, or 100LL avgas, are acceptable for use when operating with grade 100VLL avgas.

## **For Further Information Contact:**

Mark Rumizen, Aerospace Engineer, FAA, Engine & Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803; phone: (781) 238-7113; fax: (781) 238-7199; email: [mark.rumizen@faa.gov](mailto:mark.rumizen@faa.gov).

**Forwarded to us by Paul Hershoin**



# LAST CHANCE TO ORDER TICKETS FOR VETERANS DAY!

**HANGAR DOOR CANTEEN** at SUN 'n FUN  
A 1940s USO "Big Band" Dinner Dance  
To Benefit the Florida Air Museum

- 1940s Big Band Entertainment
- "Tastes of the 40s" by Terrie Lobb Catering
- Live & Silent Auction
- Photo Ops with USO Pin-Up Girls
- War Bond 50/50 & Door Prizes
- 1940s Costume or Military Attire Encouraged

**TICKET PRICING:**  
General Admission \$75  
Veterans \$65

**ORDER YOUR TICKETS ONLINE BY VISITING:**  
[www.sun-n-fun.org](http://www.sun-n-fun.org)

SUN 'n FUN Campus - Hangar A  
4175 Medulla Road, Lakeland FL | 863-644-2431

Join us for a spirited evening honoring all our military veterans & active duty military while raising funds to benefit the youth programs of the Florida Air Museum.

**SUN 'n FUN**  
Home of the Florida Air Museum

Presenting Sponsor:  
**D. A. B. Constructors, Inc.**

Hey all you hep cats and kittens! It's time to order your tickets to the 2nd Annual "Hangar Door Canteen"!

**Veterans Day, Friday, November 11,** is just around the corner and you don't want to miss this year's event!

Dance the night away to the big band tunes of the 1940s in Hangar A right here at SUN 'n FUN! Enjoy a drink at the Officer's Club bar, get your photo taken with the beautiful USO girls and dine on all your favorite comfort foods of the 1940s! We'll even have a coffee and doughnut bar just like you remember from the ol' days.

A live and silent auction will take place that night as well as a reprise of our "War Bond" 50/50! Come prepared to support the cause!

So polish your dancing shoes and get out those uniforms or 40's costumes and come have a swell time honoring our Veterans and active-duty military while supporting the year-round educational programs at SUN 'n FUN and the Florida Air Museum!

Ticket prices and special group, camping and fly-in packages available online at [www.sun-n-fun.org/hdc.aspx](http://www.sun-n-fun.org/hdc.aspx). You can also call Kris Wharton 863-644-2431 and she'll be glad to help all you cool cats!

# **BE THERE OR BE SQUARE!**

# SUN n FUN<sup>®</sup>

BRAND

Spring Break For Pilots!



MARCH 27  
TO  
APRIL 1

Lakeland, Florida, USA

38<sup>TH</sup> 2012



International Fly-in & Expo  
[www.sun-a-fun.org](http://www.sun-a-fun.org)

**Here's the answer to last month's aircraft identification question:**

## **Loehle Sport Parasol**

The Loehle Sport Parasol is an American single-seat, parasol winged, single engine, ultralight aircraft produced in kit form by Loehle Aircraft for amateur construction. The aircraft meets the requirements of the US FAR 103 Ultralight Vehicles regulations.

When the design was introduced to the market it garnered a high degree of attention for its very low kit price, although the initial price did not include the engine, propeller, instruments or covering supplies. Even in 2010 it remains one of the lower cost kit aircraft.

The Sport Parasol was introduced in 1991. The aircraft is conventional in construction, built predominantly from wood and riveted aluminum tubing, covered in doped aircraft fabric. The wings are double-surface, with half-span ailerons. The wings detach and the tail plane folds for trailer transport and storage. The landing gear is of conventional configuration, with bungee-sprung main gear and a steerable tailwheel.

The initial engine recommended for the design was the now out-of-production 28 hp (21 kW) Rotax 277. Recommended engines today include 40 hp (30 kW) Rotax 447 and the 50 hp (37 kW) Rotax 503.

Kit options include brakes, an extra 5 US gal (19 l) fuel tank, spoked wheels, floats and skis. Construction time from the kit is reported as 350 hours.



### General characteristics

- **Crew:** one
- **Length:** 18 ft 5 in (5.61 m)
- **Wingspan:** 25 ft 6 in (7.77 m)
- **Height:** 6 ft 0 in (1.83 m)
- **Wing area:** 114 sq ft (10.6 m<sup>2</sup>)
- **Empty weight:** 252 lb (114 kg)
- **Gross weight:** 600 lb (272 kg)
- **Fuel capacity:** 5 US gallons (38 liters)
- **Powerplant:** 1 × Rotax 503 twin-cylinder, two-stroke aircraft engine, 50 hp (37 kW)
- **Propellers:** 2-bladed wooden

### Performance

- **Maximum speed:** 85 mph (137 km/h; 74 kt)
- **Cruise speed:** 65 mph (56 kt; 105 km/h)
- **Stall speed:** 22 mph (19 kt; 35 km/h)
- **Never exceed speed:** 85 mph (74 kt; 137 km/h)
- **Range:** 230 mi; 370 km (200 nm)
- **Service ceiling:** 12,500 ft (3,810 m)
- **G limits:** +4/-2 operational, +6/-3 ultimate load limit
- **Rate of climb:** 750 ft/min (3.8 m/s)



**Can you identify this aircraft? The answer will be in next month's "Hangar Talk".**

# Sport Pilot & Private Pilot Ground School

1. VS0 is defined as the

- A. stalling speed or minimum steady flight speed in a specified configuration.
  - B. stalling speed or minimum steady flight speed in the landing configuration.
  - C. stalling speed or minimum takeoff safety speed.
- 

2. Generally speaking, the use of carburetor heat tends to

- A. have no effect on engine performance.
  - B. decrease engine performance.
  - C. increase engine performance.
- 

3. True course measurements on a Sectional Aeronautical Chart should be made at a meridian near the midpoint of the course because the

- A. values of isogonic lines change from point to point.
  - B. angles formed by isogonic lines and lines of latitude vary from point to point.
  - C. angles formed by lines of longitude and the course line vary from point to point.
- 

4. What is it often called when a pilot pushes his or her capabilities and the aircraft's limits by trying to maintain visual contact with the terrain in low visibility and ceiling?

- A. Scud running.
- B. Peer pressure.
- C. Mind set.

(Answers are on pages eleven, twelve, and thirteen.)

# Sport Pilot & Private Pilot Ground School

1. Answer B is correct.

VSO is defined as the stalling speed or minimum steady flight speed in the landing configuration and is generally indicated on the airspeed indicator by the bottom of the white arc.

VS1, on the other hand, is defined as the stalling speed or minimum steady flight speed in a specified configuration. In a regular fixed-gear training aircraft, this usually means "with flaps up."

Remember, S0 (S-zero) looks like SO (S-letter O) and S1 looks like SI.

SO - stuff (flaps, gear) out.

SI - stuff (flaps) in.

Reference: FAA Subject Code: A02 - Abbreviations and Symbols - (refer to Definitions and Abbreviations (14 CFR Part 1).)

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2. Answer B is correct.

Generally, the use of carburetor heat decreases engine performance. This is apparent at the run-up stage of engines of typical training aircraft where carburetor heat is applied and a decrease in RPM is noted. The general idea that carburetor heat decreases performance is consistent with the fact that we don't, under normal circumstances, leave carburetor heat on for extended periods while flying.

Furthermore, consider that applying carburetor heat is like using the

*(Continued on page 12)*

*(Continued from page 11)*

engine on a very hot day--you may know from your readings elsewhere that engines don't perform at their best when it is very hot due largely to a decrease in air density.

Of course, carburetor heat can increase performance by melting ice inside of a blocked carburetor inlet. But the question is asking about "generally," not in the unusual case of carburetor icing.

Reference: FAA Subject Code: H927 - Aircraft Systems

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3. Answer C is correct.

AC 61-23C, Chapter 8 states:

Meridians of longitude are drawn from the North Pole to the South Pole and are at right angles to the Equator. The "Prime Meridian" which passes through Greenwich, England, is used as the zero line from which measurements are made in degrees east and west to 180°. The 48 conterminous states of the United States are between 67° and 125° W. Longitude. By using the meridians, direction from one point to another can be measured in degrees, in a clockwise direction from true north.

To indicate a course to be followed in flight, draw a line on the chart from the point of departure to the destination and measure the angle which this line forms with a meridian. Because meridians converge toward the poles, course measurement should be taken at a meridian near the midpoint of the course rather than at the point of departure.

*(Continued on page 13)*

*(Continued from page 12)*

The course measured on the chart is known as the true course. This is the direction measured by reference to a meridian or true north. It is the direction of intended flight as measured in degrees clockwise from true north.

Reference: AC 61-23

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4. Answer A is correct.

Low ceiling / visibility and/or generally marginal VFR conditions are commonly referred to as "scud." Correspondingly, the term "scud running" refers to attempts to fly VFR in such conditions.

The term Scud Running has appropriately negative connotations associated with it--pilots recognize that scud running is dangerous. If you glance through the NTSB aviation accident database, you will see that a large percentage of fatal accidents is caused by VFR flight into IMC conditions. Correspondingly, a large portion of those incidents have their origin in a pilot's attempting to scud run and encountering unexpected deteriorating conditions.

Note that "scud running" does not necessarily imply violating any explicit rules. Flying a cross country flight at VFR minimums can rightly be considered "scud running" and it is dangerous, even if, technically, it is within what the rules allow.

Reference: FAA Subject Code: L05 - AC 60-22,  
Aeronautical Decision Making



## EAA Chapter 203

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Vice President	Bill Siegel
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Program Director	Scott Thatcher
Membership Chair	Jim Cook
Young Eagles	Rick Golightly
Librarian	Ana Scaglione
501(C)3 Coordinator	Scott Curry
Newsletter	Orville Alwin

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### TECH COUNSELORS

Composite and FWF	Bill Perry
All	Sherman Corning

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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.

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### 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.**

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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 November Board meeting.

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### Editor's Report

November 2011 Newsletter:  
93 Email Notifications Transmitted

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### Membership

45 Current Paid Members  
04 Honorary Members

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### 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.

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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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