Hangar Talk

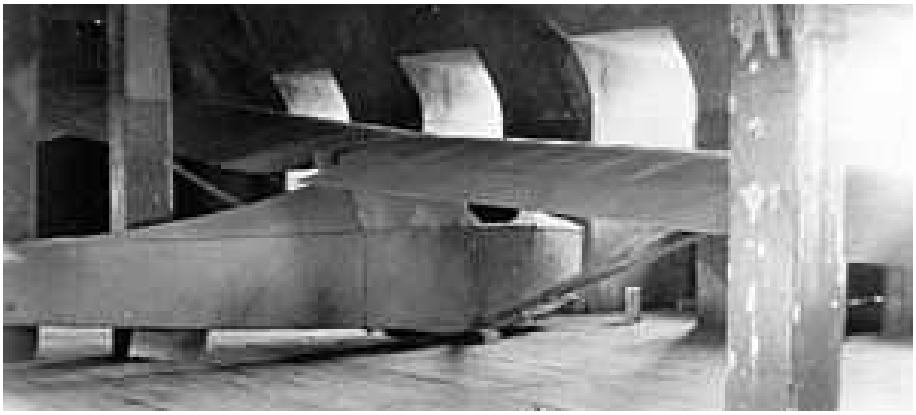
April 2021 | Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc. | Volume 25, Number 4

Inside This Issue

Breaking News

- **New Website**. Go to https://chapters.eaa.org/eaa203 to see the new look! Old Site: eaa203.com
- Our XX President Dan Getz and his wife Jenifer are in town and hope to get to meeting sometime between April – June.
- Lee Ryberg will be available to answer questions on his Glasair Sportsman now in Phase I testing.

Can You Identify This Aircraft?



Send your Answer to scott@placestofly.com
The answer will be in Next Months Hangar Talk

Find the Air Speed Indicator

Hidden somewhere within the pages of this newsletter is an ASI similar to the one shown here (may be smaller). All you need to do is find the page on which it appears, specify the article or photo and send to webmaster@eaa203-.com to win. **If Multiple entries, only one winner will be selected from those submitted.**

Winning Entries will be published in the newsletter. **One Prize Only will be awarded for correct ASI location**.

BIG Winner: ASI *not found*. This month we are leaving it in same location. Hint: Page 4.

Aircraft Identification winner was ***Paul Agnew*** "the Flying Pinto" which Paul noted actually burned up during testing. See pg 5

Calendar of Events

April 10—Meeting at 9am in Hangar.

Note: Your temperature will be taken as you enter the hangar. Social distancing and masks are required. If you have a temperature or feel ill, please do not attend.

EAA Flight Advisers

EAA Flight Advisors can help you find the right path to get you flying efficiently and, most importantly, safely.

Pilot Resources — Light Gun Signals

COLOR & TYPE	GROUND	AIR
STEADY GREEN	Cleared for takeoff	Cleared to land
FLASHING GREEN	Cleared for taxi	Return for landing (to be followed by steady green)
STEADY RED	STOP!	Give way to other aircraft and continue circling
FLASHING RED	Taxi clear of runway in use	Airport unsafe, do not land
FLASHING WHITE	Return to starting point on airport	N/A
ALTERNATING RED/GREEN	Exercise extreme caution	

Young Eagles

Ever wondered what your neighborhood looks like from the sky? Or maybe you're curious how airplanes even work. You might even dream about being a pilot.

If you're nodding your head "Yes" and are between the ages of 8 and 17, you're ready to take a free Young Eagles flight and see what real pilots do on the ground and in the air.

Since 1992, more than 2 million Young Eagles have enjoyed a flight from EAA's network of volunteer pilots.

For more information contact Rick Golightly, rick@eaa203.com.

Directions

The next EAA Chapter 203 meeting will be held at the hangar located at North County Airport (F45). The EAA Hangar is found by going to the junction of the Beeline Highway (SR710) and PGA Blvd (SR786). Then go 2.6 miles NW; turn left at the airport sign, and cross the train tracks. Follow the road to the hangar, which is on the left-hand side before you get to the FBO terminal, hangar 11250-5.

Barntoons

Used by kind permission of Dennis McLane (dennisdeanmclain@gmail.com)

Lee Ryberg Flying his Glasair to Saturday Meeting

This just in from Lee Ryberg regarding his Glasair Sportsman.

Having just received his airworthiness certificate, Lee plans to fly to the meeting this Saturday in case anyone wants to see what the Glasair Sportsman looks like. He is also able to describe the new methods for obtaining an FAA inspection. In addition, see article on Flight Testing below.

Task-Based Phase I to Revolutionize Flight Testing

April 1, 2021 – After years of hard work and advocacy by EAA, the FAA has published draft guidance to implement an optional task-based Phase I program for Experimental Amateur-Built (E-AB) aircraft. Under the program, once an aircraft completes a flight test plan that meets FAA standards, Phase I is complete. The standard 25- or 40-hour flight test period for Phase I will remain an option for all E-AB, and Experimental Light-Sport (E-LSA) continues to carry a 5-hour test period.
The program is part of an upcoming update to Advisory Circular (AC) 90-89B. Flight test programs do not need specific approval by the FAA, but the Circular lays out certain required flight test points and requires the use of test cards for data collection in flight. Users of the EAA Flight Test Manual should find it a straightforward way to complete the requirements of the task-based Phase I program, but anyone may draft a flight test plan that meets the FAA's outline, including kit manufacturers and other experts.

Task-based Phase I ensures that every hour spent in flight testing is meaningful and is contributing to both validating the airworthiness of the aircraft and gathering the data necessary to build a detailed operating manual. This will benefit the builder in ensuring full exploration of the aircraft's operating envelope, and it will benefit subsequent owners in having access to quality data on the aircraft. In exchange for this work, the aircraft will be released from Phase I when it is ready, not based on an arbitrary time requirement.

"This is the result of more than eight years of work by EAA and the FAA and we couldn't be happier that it is now nearing completion," said Tom Charpentier, EAA Government Relations Director. "This will be a true paradigm shift in E-AB flight testing."

This program comes on the heels of EAA's publication of its Flight Test Manual in 2018, which has sold thousands of copies to date. EAA is continuously working to improve it and create new materials and programming based upon the manual.

Task-based Phase I is yet another example of the EAA working collaboratively with the FAA to achieve a win-win solution that benefits the community and enhances safety. The groundwork for this change was laid by the EAA/FAA working group that created the Additional Pilot Program (AC 90-116), which allows another pilot into the cockpit to enhance safety during flight testing.

The Advisory Circular is in draft form and comments will be accepted through April 29. Please note that the relevant language on Task-Based Phase I is housed in Chapter 1, Section 1 of the draft. The rest of the document contains advisory information on flight testing and is not part of the task-based program requirements.

EAA CHAPTER 203
MEMBERSHIP FORM

2021 Dues $35
($30 before December 31st, 2020)

EAA Membership Number _____ (Required by EAA National)

Name _____

Address _____

City/State/Zip _____

☎ Home _____

☎ Work _____

Cell _____

Fax _____

Email _____

Occupation _____

Employer _____

Spouse's Name _____

Emergency Contact Name
and Telephone Number(s) _____

Currently-owned Aircraft _____

_____

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

Kevin Sheely
108 Pacer Lane
West Palm Beach, FL 33413

Thank you!

FOR OFFICE USE
Date form and payment received _____/ Check number _____
☐ Information entered/updated on roster
☐ Name/address entered/updated on mailing label

Aircraft Identification – Ave Mizar

The AVE Mizar (named after the star Mizar) was a roadable aircraft built between 1971 and 1973 by Advanced Vehicle Engineers (AVE) of Van Nuys, Los Angeles, California. The company was started by Henry Smolinski and Harold Blake, both graduates of Northrop Institute of Technology's aeronautical engineering school.

The prototypes of the Mizar were made by mating the rear portion of a Cessna Skymaster to a Ford Pinto. The pod-and-twin-boom configuration of the Skymaster was a convenient starting point for a hybrid automobile/airplane. The passenger space and front engine of the Skymaster were removed, leaving an airframe ready to attach to a small car. AVE planned to have its own airframe purpose-built by a subcontractor for production models, rather than depending on Cessna for airframes.

By mid-1973, two prototypes had been built and three more were under construction. One prototype was slated for static display at a Van Nuys Ford dealership, owned by AVE partner Bert Boeckmann. The other prototype, fitted with a Teledyne Continental Motors 210 horsepower (160 kW) engine, was unveiled to the press on May 8, 1973. Both vehicles were photographed by Petersen Publishing photographer Mike Brenner for Hot Rod magazine in late April. It then began a series of taxi tests at Van Nuys Airport. AVE made special arrangements to do flight testing at the U.S. Navy's test facilities at Naval Air Station Point Mugu, California. AVE stated that Federal Aviation Administration certification flights were underway in mid-1973.

The Mizar was intended to use both the aircraft engine and the car engine for takeoff. This would considerably shorten the takeoff roll. Once in the air, the car engine would be turned off. Upon landing, the four-wheel braking would stop the craft in 525 ft (160 m) or less. On the ground, telescoping wing supports would be extended and the airframe would be tied down like any other aircraft. The Pinto could be quickly unbolted from the airframe and driven away.

Production was scheduled to begin in 1974. AVE had stated that prices would range from US$18,300 to $29,000.

On a test flight from Camarillo Airport in California on August 26, 1973, according to test pilot Charles "Red" Janisse, the right wing strut base mounting attachment failed soon after takeoff. Because turning the aircraft would put too much stress on the unsupported wing, Janisse put the aircraft down in a bean field. After the roadway was closed to traffic, Janisse drove the otherwise undamaged aircraft back to the airport.

On September 11, 1973, during a test flight at Camarillo, the right wing strut again detached from the Pinto. With Janisse not available for this test flight, Mizar creator Smolinski was at the controls. Although some reports say the Pinto separated from the airframe, an air traffic controller, watching through binoculars, said the right wing folded. According to Janisse, the wing folded because the pilot tried to turn the aircraft when the wing strut support failed. Smolinski and the Vice President of AVE, Harold Blake, were killed in the resulting crash.

Even though the Pinto was a light car, the total aircraft without passengers or fuel was already slightly over the certified gross weight of a Skymaster. However, in addition to poor aircraft design and loose parts, the National Transportation Safety Board reported that bad welds were partly responsible for the crash, with the right wing strut attachment failing at a body panel of the Pinto.

General characteristics

- Crew: one, pilot
- Capacity: three passengers
- Length: 28 ft 0 in
- Wingspan: 38 ft 0 in
- Height: 8 ft 6 in
- Wing area: 201 sq ft
- Powerplant: 1 × Continental IO-360-C , 210 hp

Performance

- Service ceiling: 12,000 ft

EAA Chapter 203

President	Bill Siegel
Vice President	Chris Wernlund
Secretary	Eric Flaig
Treasurer	Bud Smith
Past President	Bill Perry
Program Director	Scott Thatcher
Membership Chair	Kevin Sheely
Young Eagles	Rick Golightly
Librarian	Ana Scaglione
501(C)3 Coordinator	Bud Smith
Newsletter	Scott Thatcher

Tech Counselors

Composite & FWF…… Bill Perry

Composite & FWF……. Spencer Gould

All……. Sherman Corning

Flight Advisor…….. Miguel Duran
propilotmd@yahoo.com

Meetings

The Chapter normally meets monthly at 9:00 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 of the Editor's staff. **Be an Author!! Send us something.**

Other Stuff

Board of Directors Meeting

Please contact President Bill Siegel for time and place of each monthly meeting.

Editor's Report

April 2021, Newsletter.
100 Email Notifications Sent.

Membership

36 Current Paid Members
03 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 edition of "Hangar Talk". Send your email address to the editor at Scott Thatcher, 423 SW Talquin Lane, Port Saint Lucie, Florida 34986. 561-818-0499 or email at scott@eaa203.com.

Disclaimer

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

Board Addresses

President: *Bill Siegel*
Wellington, FL 33414
561-798-3826

Vice-President: *Chris Wernlund*
chris.wernlund@gmail.com
772-485-9720

Secretary: *Eric Flaig*
egflaig@gmail.com
Wellington 33414
561-329-0985

Treasurer: *Bud Smith*
Palm Beach Gardens, FL 33410

Young Eagles: *Rick Golightly*
Jupiter, FL 33458
561-747-9100

Past President, *Bill Perry*
Stuart, FL

Membership: *Kevin Sheely*
kevin@eaa203.com
West Palm Beach, FL 33413
561-358-9610

Librarian: *Ana Scaglione*
Jupiter, FL 33458
561-746-4229

Newsletter Editor: *Scott Thatcher*
Webmaster: *Scott Thatcher,*
www.chapters.eaa.org/eaa203
www.eaa203.com

Program Director: *Scott Thatcher*
Port Saint Lucie, FL 34986
scott@placestofly.com
561-818-0499

Flight Advisor: *Miguel Duran*
propilotmd@yahoo.com
561-436-1347