



Hangar Talk

June 2021

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

Volume 25, Number 6

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Breaking News

- **New Website.** Go to <https://chapters.eaa.org/ea203> to see the new look! Old Site: ea203.com no longer available.
- Young Eagles Flights have been re-scheduled. Pilots should contact Rick Golightly for latest info at metro9100@aol.com or call 561-747-9100.
- Jim Stevenson will bring over one of his helicopters for show 'n tell (weather permitting).

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 scott@placestofly.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.**

No Winner: Located Pg 2 top right photo mid way down.

Aircraft Identification: Paul Agnew & Rick Golightly identified the Flying Flea (Mignet HM14). Rick says many Flying Fleas are at Palwaukee airport near Chicago.

Calendar of Events

June 12—Meeting at 9am in Hangar.

Note: Social distancing and masks are required unless vaccinated. If you have a temperature or feel ill, please do not attend.



Goodyear Blimp Returns for Appearance at EAA AirVenture Oshkosh 2021



The Goodyear Tire & Rubber Company's newest airship, *Wingfoot Three*, will continue a long tradition of Oshkosh Goodyear appearances with a visit to EAA AirVenture Oshkosh 2021, scheduled for July 26-August 1 at Wittman Regional Airport in Oshkosh .

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, metro9100@aol.com.

Directions

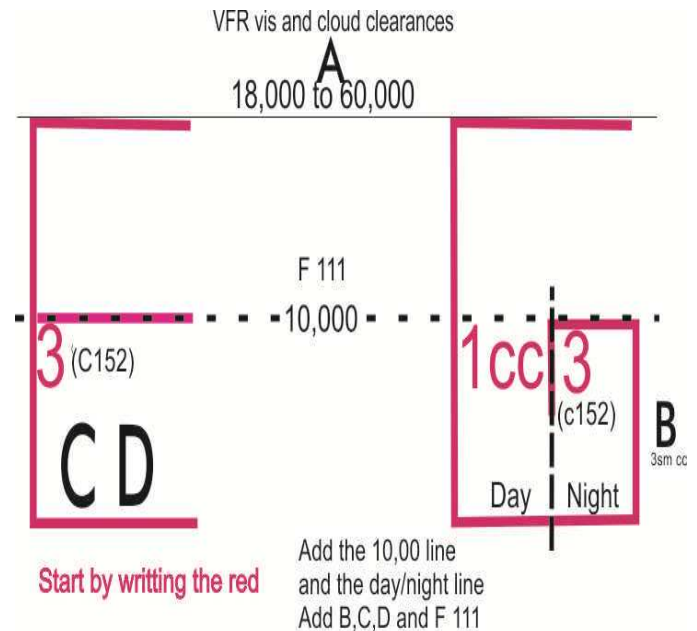
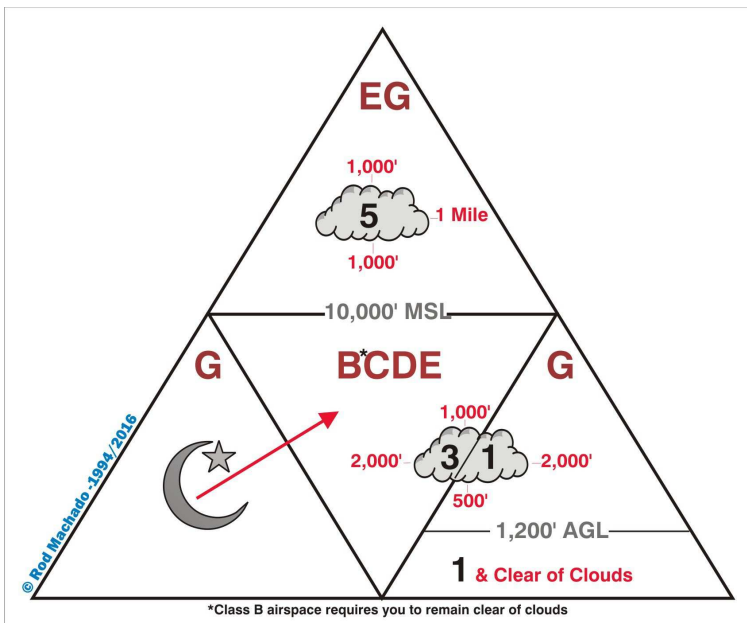
The next EAA Chapter 203 meeting will be held at the hangar located at North County Airport (F45). The EAA Hangar is found by going to the junction of the Beeline Highway (SR710) and PGA Blvd (SR786). Then go 2.6 miles NW; turn left at the airport sign, and cross the train tracks. Follow the road to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

Visibility and Cloud Clearances – Rick Golightly



Young Eagles & Letters to the Editor

This Saturday, the second Saturday of the month, is the regular in person general membership meeting at the EAA hangar. Starts 9AM. No pancakes yet. [At] this meeting, Jim Stevenson will bring over one of his helicopters for show 'n tell. Weather permitting. We MAY do a few minutes work on the tail assembly of the Xenos motor glider. **Young Eagles...** I would not miss work, but if you can make it, hope to see you there. Our Ray scholarship may be canceled if something does not change soon. –Rick Golightly

Flying Flea Accident Statistics

- On 19 August 1935, a HM.14 crashed fatally at Algiers.
- On 14 September 1935, a HM.14 crashed fatally at Marseilles.
- On 26 November 1935, a HM.14 crashed fatally at Caen.
- On 15 March 1936, a HM.14 crashed fatally at Sergnyin, Switzerland.
- On 20 April 1936, a HM.14 (G-ADVL) crashed fatally at Renfrew aerodrome.
- On 4 May 1936, a HM.14 (G-AEEW) crashed fatally at

Penshurst Airfield.

- On 21 May 1936, a HM.14 (G-AEBS) crashed fatally at RAF Digby.
- On 20 September 1936, a HM.14 (G-ADXY) suffered a fatal ground accident unrelated to the aircraft flight performance.

By March 1936, Algerian and Swiss authorities had banned the flying of HM.14s, and the French Air Ministry stepped up its actions from cautionary notices to flight testing by the Armée de l'air, that resulted in an inconclusive published report. In June 1936, the

French Minister for Air stopped all Flea flights in France, pending full-size wind tunnel tests at Chalais-Meudon. In July 1936, the published report described how pitch-up control could be lost in a shallow nose-down attitude, because the pivoting rear wing (the "slot effect"), so that the front wing reduced the separation from the aircraft could not be recovered from a dive into the ground. The effect was worsened if

adjustable fore-and-aft wing pivot location relative to the fuselage. In late 1936, those features, together with rigid wing control struts ("push-rods"), were embodied in an updated edition of his book *Le Sport de l'Air*. In August 1936, the Royal Aircraft Establishment (RAE) at Farnborough started full-size wind tunnel tests using HM.14 G-AEFV. In October 1936, the report was published, confirming the French test findings. The Air Ministry then stopped renewing the Authorisation to Fly documents of all HM.14-related aircraft that had not received approved modifications. After World War II, no HM.14s were granted UK Authorisations to Fly, although several further examples were built.



EAA CHAPTER 203
 MEMBERSHIP FORM
<https://chapters.eaa.org/ea203>

2021 Dues \$25

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 – Mignet HM.14 (Flying Flea)

The Mignet HM.14 Flying Flea (Pou du Ciel literally "Louse of the Sky" in French) is a single-seat light aircraft first flown in 1933, designed for amateur construction. It was the first of a family of aircraft collectively known as Flying Fleas.

Development

The HM.14 was designed by French radio engineer Henri Mignet. It was the result of his ambition to design a safe aeroplane that could be built quickly and cheaply by any amateur familiar with simple woodwork and metalwork skills. It followed a progressive series of designs, of which the HM.8 monoplane was already successful as an amateur-built aircraft. On 10 September 1933, at the Bois de Bouleaux near Soissons, Mignet piloted the first flight of the HM.14. In the following months, he made many flights with progressive modifications to improve its handling and performance, totalling 10 hours test-flying time. He described the HM.14 as his Pou no.4, presumably counting from the HM.11, that featured a large pivoting flap between the fixed front and rear wings. The prototype HM.14 had a wingspan of 6 m (20 ft). It was powered by an Aubier et Dunne 540 cc three-cylinder two-stroke motorcycle engine, producing about 17 hp (13 kW) at 4,000 rpm. The engine was connected to the propeller shaft via a chain drive with a 2.5:1 reduction ratio. Subsequent examples were built with many optional engine and wingspan variations.

In September 1934, the French aeronautical magazine *Les Ailes* published Mignet's article *Le Pou du Ciel*, in which he described the HM.14. In Novem-



ber 1934, he published his book *Le Sport de l'Air* that gave all the dimensioned details of materials, plus descriptions and techniques, to enable readers to construct and fly their own HM.14s without further specialist help. In September 1935, the Air League published an English translation of *Le Sport de l'Air*, and it was also serialised in the October, November and December 1935 issues of the magazine *Newnes' Practical Mechanics*.

Design

The HM.14 is most commonly described as a tandem wing aircraft, although the main wing overlaps the rear wing in the basic design, so it almost qualifies as a highly staggered biplane without horizontal tail. Construction of the airframe employs mostly birch plywood sheet, spruce laths, steel tubing, steel cables, proprietary metal fittings and fixings, adhesives, and linen fabric.

Unlike conventional aircraft, the HM.14 has no ailerons or elevators, and no foot-operated flight controls. The flight control system comprises a conventional control stick. Fore-and-aft movement of the stick is transmitted via cables to the rear underside of the main wing, that is supported by a single pivot at the front underside, mounted on a pylon on the fuselage. Rearward movement of the stick pulls the cables, and increases the pitch and therefore the lift of the main wing. The aircraft will then pitch up, due to the centre of pressure being forward of the

center of gravity. Forward stick movement has the reverse effect. Resistance to stick movement is usually an aerodynamic force from the main wing, but there is also a rubber spring (bungee) pulling down on the leading edge of the wing, and a telescopic strut behind the pilot's head limits the total wing movement. Side-to-side movement of the stick controls the all-moving rudder via cables. In flight, this produces a stable rolling motion, as required in a banked turn, because the wings both have dihedral. That rolling characteristic is not safely available during take-off or landing, so crosswinds are not easily tolerated.

General characteristics

Crew: 1
 Length: 13 ft 0 in
 Wingspan: 19 ft 8 in
 Height: 5 ft 6 in
 Wing area: 137.0 sq ft
 Empty weight: 351 lb
 Max takeoff weight: 545 lb
 Powerplant: 1 x Carden-Ford 4-cylinder water-cooled in-line piston engine, 31 hp
 Propellers: 2-bladed fixed pitch propeller

Performance

Maximum speed: 83 mph
 Cruise speed: 66 mph
 Stall speed: 32 mph
 Range: 151 mi
 Rate of climb: 301 ft/min
 Wing loading: 4.0 lb/sq ft
 Power/mass: 0.099 hp/lb

New Kit from Deon Lombard – Whisper X350 Gen II

Deon Lombard who has several LSA aircraft and now has the new Gen II Whisper X350 Kit available, is based at the New Hibiscus Airport in Vero Beach.

His email is: flyremos2sa@yahoo.com and phone number is 949-283-9041. The website for the new Whisper X350 Gen II is: whisperaircraft.com

Deon had planned to bring his LSA aircraft to our Saturday meeting last year but as luck would have it, the Pandemic caused us to cancel all meetings until now. Hopefully we can convince him to send his instructor and one of his airplanes for a show 'n tell later this year.

In the meantime, if you need a BFR, or are interested in purchasing one of his aircraft, give him a call.



L600 EAGLE



Deon Lombard
1002 Windward Drive,
Ft. Pierce, FL 34949

sales@AeropilotUSA.com
949-283-9041

Wing strength is tested to 5,200 pounds each!

DATA SUMMARY FOR L600 EAGLE S-LSA

WING
Wing span: 29.08 feet
Length: 23.13 feet
Weight total: 9,59 lbs
Wing surface: 136.7 ft²
Wing aspect ratio: 5.64
Depth of MAC (mean aerodynamic chord): 2.93 feet
Wing profile: MS13B
Airfoil: 4-27 feet
Airgap: 2.55 feet
Wing flap surface: 13.83 ft²
Flap deflection: 15° / 30° / 45°

TAIL
Horizontal stabilizer span: 9.19 feet
Horizontal stabilizer surface: 24.88 ft²
Vertical stabilizer surface: 13.20 ft²

WEIGHTS
Empty weight: 600-700 lbs depending on model
Take-off weight, maximum: 1320 lbs

TYPES OF OPERATION
category:
CLASS: VFR (BUT IS ALLOWED IFR/IF VISUAL CONTACT)
class:
ONLY FLIGHT CONDITIONS THAT THIS AIRCRAFT IS EQUIPPED AND THE PILOT PROPERLY CERTIFIED FOR:

Starting at \$130,000

- Custom design
- 3 Different engine options





MEDICAL EQUIPMENT



L600 EAGLE

PAYLOAD DECAL

	Gal	Pick. Pw. and Package lbs
Full tanks	34	356
3/4 of tanks	26	298
1/2 of tanks	17	452
1/4 of tanks	8	506
30min. fuel reserve	2	N/A

Location: right side of the right instrument panel



Many custom options available

Also selling
Whisper X350
visit aeropilotusa.com for more info

His website for the LSA side of his business is: aeropilotusa.com and includes the new L600 Eagle as shown to the left.

One of his other aircraft for rent is the FX1, a 4th-Gen sport plane featured in our July 2020 newsletter



From Top Left - 3D Render of Complete Aircraft Assembly with Cowl Open, Finite Element Analysis (FEA) of Main Spar, 3D Render of Complete Aircraft Assembly with Wing Exposed, Computer Aided Optimization of Avionics Panel and Center Console, Engine Cooling Plenum, Surface Plot with Overlaid Flow Trajectories

EAA Chapter 203

President	Bill Siegel
Vice President	Chris Wernlund
Secretary	Eric Flaig
Treasurer	Bud Smith
Past President	Bill Perry
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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

June 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 scott@placestofly.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*
ksheely@bellsouth.net
West Palm Beach, FL 33413
561-358-9610

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

Newsletter Editor: *Scott Thatcher*
Webmaster: *Scott Thatcher, https://*
chapters.eaa.org/ea203
scott@placestofly.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