

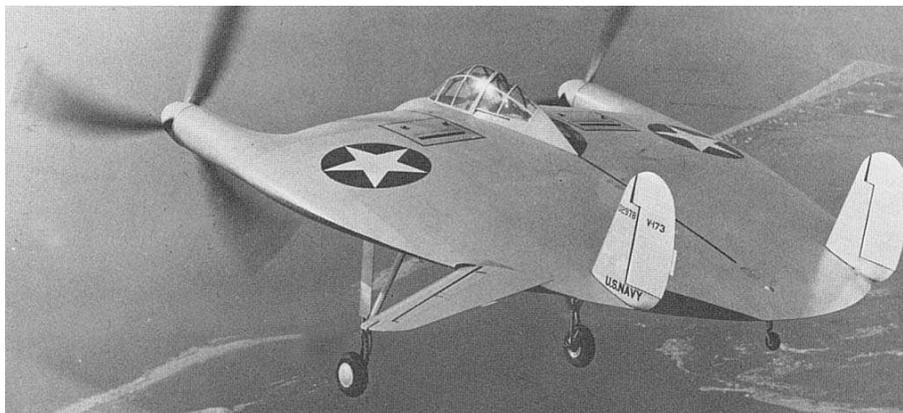
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Breaking News

- Find the Air Speed Indicator (ASI) and WIN Big. See Story at Right.
- Be sure to send in photos, stories and other news that may be of interest to the membership.
- Aircraft Donation in the works... Stand by.

Can You Identify This Aircraft?



Send your Answer to webmaster@eaa203.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.

One Winning Entry will be selected from those submitted and their prize awarded at the August meeting on Saturday.

ASI: The ASI was left off the July Newsletter. Sorry about that...

Aircraft Identity: We had only one winner last month. Rick Golightly. See Page 3

Calendar of Events

August 2017

12 – Meeting at F45

September 2017

9 – Meeting at F45

October 2017

14 – Meeting at F45



Young Eagles Continue Education at Sport Pilot Academy



Long, and Elisa Younger. Jakob grew up watching airplanes take off from a nearby airport, but the spark that ignited his love for aviation came a little later.

“The thing that cemented my interest [in aviation] was my first Young Eagles flight at the age of 11,” he said. “That’s when I knew it was all

over; that’s what I was going to do.”

Edward agreed that his Young Eagles flight helped spark his love for flying, although he was originally at the event for a different reason.

“EAA Chapter 1 was hosting a Young Eagles event, and I was in the Boy Scouts then, and I went to go get the aviation badge,” Edward said. “I went flying, loved it, and went once or twice more.”

According to Mike, the combination of some fascinating family ties and a deep interest in flight were what drew him to aviation.

“I’m related to the Wright Brothers,” he said. “I’m a fourth cousin four times removed. I would always look overhead when I was at the farm and see airplanes landing. I always liked the idea of them, the thrill of them, and the physics behind it – the idea of flying and there’s nothing attached to you.”

The scholarship winners don’t have their sport pilot certifications yet, but that doesn’t mean they aren’t already active in aviation. Jakob, Edward, and Mike are all certified A&P mechanics.

Funding for the Sport Pilot Academy scholarships was made possible through donations collected at last year’s EAA Gathering of Eagles. The event raised more than \$2.2 million for various programs.

“They asked last year at the Gathering and folks really stepped up and donated a tremendous amount of money toward the

effort,” Bret said. “Then it fell to a little group of us to figure out how to make this happen.”

Edward said he had planned on saving up for the Sport Pilot Academy anyway, so winning the scholarship has allowed him to attend a few years earlier.

According to Mike, finding out he won made his day, and then some.

“The rest of the day I was smiling the entire time when I found out,” he said. “And actually the rest of the week. It made me feel very elated.”

Jakob said he was definitely glad to be picked, but the biggest thought for him after winning his scholarship was how he could pay it forward to others.

“I’m being thrown a bone early on in my aviation career,” he said. “I feel a lot more motivated to share that experience with others. I have a nephew, for example, who’s 2-1/2 years old who can now identify an airplane. I look forward to the day where I can give him an airplane ride, and also sharing that experience with my friends and family.”



From Top, Counter Clockwise: Elisa Younger, Mike Long, Edward Kolb, Jacob Brouillette.

July 26, 2017 - For the first time ever, EAA has funded scholarships for students at the Sport Pilot Academy, a three-week training course that guarantees attendees their sport pilot certification by the conclusion of the program.

EAA Director of Education Bret Steffen said the idea for the Sport Pilot Academy arose from internal discussions on how to best serve EAA’s mission of getting more people involved in general aviation.

“We know that there’s been a lot of interest in folks to try to keep Young Eagles engaged in aviation,” Bret said. “They’ll have a Young Eagles ride, and then what’s next? So we have some other opportunities for Young Eagles through Sporty’s, and taking ground school, and we have a few other scholarships for them. But what we thought it would be fun to do is put together our Young Eagles program and what we’re doing with our Sport Pilot Academy.”

The scholarship was open to all those who have received a Young Eagles ride. That’s a large pool of potential recipients considering that more than 2 million Young Eagles flights have taken place since 1992.

The four recipients of this new scholarship are Jakob Brouillette, Edward Kolb, Mike

Lithium Fire Cont’d

Continued from Page 3

The bags are made with FAA-approved materials (in accordance with FAR Part 25.853) and have been tested extensively. There’s also a free replacement guarantee for life – if the bag is used to contain a fire, a new bag will be sent out free of charge.

At \$495, the Tablet Fire Containment Bag certainly isn’t cheap, but it’s dramatically less expensive than most other systems we’ve seen. It measures 14” w x 10” h x 2” d and can be rolled up for storage. A larger bag is available for laptop computers, which measures 14” w x 17” h x 2” d and costs \$595.

How to Contain a Lithium Fire in Cockpit

...from Sporty's Pilot Shop

Lithium ion batteries are modern miracles: they provide enough power for an iPad to run for 6+ hours, they charge quickly, and are lightweight. It's not a stretch to say the electronic flight bag revolution could not have happened without them. But while the safety record of lithium ion batteries is remarkably good considering how many of them are in circulation, fires and explosions do happen. The FAA has published reports for over 40 such incidents in the last year alone.

Unfortunately, lithium ion battery fires are different from most other types because they do not need oxygen to burn. If it's caused by a short, the battery can enter thermal runaway and may even explode. Even worse, traditional Halon fire extinguishers are not very effective on such fires. Watch the video below for an example of just how dramatic a lithium ion battery fire can be.

As a result of this threat, many airlines and corporate flight departments require pilots to carry fire containment systems on all flights. After all, in a pressurized airplane at 37,000 feet, you can't exactly throw the tablet out the window. While these systems

work very well, they have been far too heavy and expensive for general aviation pilots to consider – costing well over \$3,000 in some cases.

These fire containment bags are small enough to be stored under a pilot's seat.

Fortunately, there's a new option that is both portable and far less expensive. Two sizes of fire containment bag are available, one for tab-



lets/phones and one for laptops. Each has a multi-layer construction: the carbon layer prevents fire, and will withstand 3000 degree Fahrenheit temperatures, while a separate Kevlar layer prevents projectiles from injuring pilots and passengers in case of an explosion. A pair of fire resistant gloves is included for handling the bag, making this a complete system. In the event of a tablet fire, just place the device in the bag and close the flap.

Continued Page 2



Barntoons



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

Last Month's Aircraft Identification

COMP AIR 8 SS52

By Rick Lindstrom



Wind? We don't worry about the wind," Ron Lueck says. "Not unless it's been given a name." The mid-Florida coastline still showed the ravages of several major hurricanes that had recently destroyed buildings and airplanes alike, without discrimination. But Comp Air President Ron Lueck (pronounced "luck") didn't consider the quartering wind that was easily in excess of 20 knots to be any impediment to the impending flight in the com-

pany's Comp Air 8. Now that's confidence.

His faith stems from familiarity with the 8, sure, but also physics. Weighing 3000 pounds on the ramp—and that's empty, against a 5800-pound maximum gross—and boasting a 52-inchwide cabin (hence the model designation), the turboprop Comp Air 8 SS52 is simply that big. You get the impression it would take more than a 20-knot breeze on the runway to prompt a retreat to the hangar.

Size Matters

From a distance, the big Comp Air 8 looks both utilitarian and, somehow, svelte. Its appearance is an unusual mix of angles and curves, squarish side windows and a cabin cross-section off set by

graceful curving fuselage sections tapering gently to the nose and tail. That long nose extends out of necessity, to carry a Walter M601D turbine.

The SS 52 sits tall on either tricycle or conventional fixed gear, giving plenty of room to walk under the wings or access the optional belly-mounted cargo pod. Curiously, the nose gear strut is faired only where it joins the fuselage, which also provides a dandy spot to mount a landing/taxi light.

As you get closer, the 8's true size becomes even more apparent. With plenty of room for six adult seats, a massive rear cargo area, or even pressed into service as an air ambulance, the SS52 seems to *Continued Page 5...*

COMP AIR 8 SS52

Price (including QuickBuild options) \$275,000

Estimated completed price \$325,000 - \$400,000

Estimated build time.800 - 1400 hours

Number flying (at press time) 20

Powerplant Walter M601D, 657 shp

Propeller Avia three-blade constant-speed

Powerplant options 550 - 750 hp

AIRFRAME

Wingspan 35 ft 6 in

Wing loading 27.40 lb/sq. ft

Fuel capacity 238 gal

Maximum gross weight 5800 lb

Typical empty weight 3250 lb

Typical useful load. 2550 lb

Full-fuel payload 922 lb

Seating capacity 6 + 2 (children or baggage)

Cabin width 55 in

Baggage capacity 400 lb

PERFORMANCE

Cruise speed 213 mph (185 kt) TAS

8000 ft @ 75% power, 47.7 gph (253 pph)

Maximum rate of climb 1500 fpm

Stall speed (landing config) 67 mph (58 kt) IAS

Stall speed (clean) 74 mph (64 kt) IAS

Takeoff distance 700 ft

Landing distance 1200 ft

Specifications are manufacturer's estimates and are based on the configuration of the demonstrator aircraft . As they say, your mileage may vary.

Directions & Meeting Place

MEETING at HANGAR. The next EAA Chapter 203 meeting will be held at North County Airport at **9:00 AM, Saturday, August 12th, 2017.**

This next meeting will be at the EAA Hangar located at the junction of the Beeline Highway (SR710) and PGA Blvd (SR786) 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.

Young Eagles

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

1.9 million Young Eagles have enjoyed a flight from EAA's network of volunteer pilots.

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



Ever wondered what your neighborhood looks like from the sky? Or maybe you're



Comp Air 8 SS52 Continued

have not-too-distant ancestors from the Helio Courier or DeHavilland Beaver tribes. But the big Comp Air owes its impressive stature to none other than Ron Lueck himself.

Origin of the Species

“Back in the 1980s, my dad and I designed and built a four-seat, composite amphibious airplane called the Air Shark,” Lueck says. “I still hold the world’s speed record for an amphibious airplane.” (This is in the FAI’s C3b amphibian class using piston engines and weighing between 600 and 1200 kilograms for takeoff. It was set on April 14, 1988.) The Air Shark was a low-wing pusher design powered by a pylon-mounted engine that achieved a 201.05-mph top speed on a mere 200 horsepower. That wasn’t Lueck’s first project, of course. He had built a VariEze in the late 70s, and then a Long-EZ shortly thereafter. These two projects were followed by a composite propeller business in partnership with Lueck’s father, until an aortic aneurysm claimed the senior Lueck and a shop fire wiped out all of the propeller tooling.

Lueck moved into the composite float business under the AeroComp moniker, specializing in floats for ultralights and very light aircraft. “I got bored after a while,” Lueck recalls, “and I just had to build an airplane.” So in 1992, he built his first airplane on his own, affectionately referred to as the Comp Monster. A straight-winged, four-place design, the first Comp Monster flew to its debut at Sun ’n Fun that year equipped with amphibious floats and powered by a 90-hp Hirth. “It looked so funny with the big cowling and the itty-bitty engine,” Lueck says. “It sounded like a bumblebee flying. The engine seized on the way home, and I ended up putting it into Lake Hamilton.”

Admittedly a tad underpowered with the Hirth, Lueck doubled the horsepower by installing a 180-hp Lycoming. “That made a really nice family airplane, and we flew it to Oshkosh that year,” Lueck recalls. Eventually, larger engines were tested and the fuselage was stretched to six seats. “One day, we had a brainstorm and someone said, ‘Hey! Let’s put a turbine on one just to see what happens.’ Boy, once we put the turbine on, it just

went crazy.” Out of the roughly 200 finished Comp Air aircraft now flying, turbine engine installations account for about half.

Ah, the Scent of Jet A

“We knew nothing about turbines,” Lueck confesses. “I’d never flown one, or even started one. So we contracted with an outside company, and they helped us put the first engine in. We learned an awful lot from that, because it turned out that they didn’t know what the hell they were talking about. After a lot of experience, it got to where we could run these engines reliably. There’s a lot more to it than we first thought.”

Indeed. Just as there’s a lot more to a successful turbine power plant installation than simply hanging it a bit farther out on the nose. Even though the AeroComp/Comp Air web site has data on other turbine power plant options, virtually all of the turbine-powered Comp Air aircraft depend on rebuilt Walter M601D series engines for power. These engines are built in the Czech Republic and have become available used as many commercial operators around the world have upgraded to the E-11 series.

Comp Air offers a M601D-based firewall-forward engine package that includes an Avia full feathering and reversible three- or five-blade prop, mount, cowling, exhaust system, control quadrant and cable, gauges, switches, pumps, oil cooler, spinner, and even an autostart system that keeps the specter of an engine-killing hot start to a minimum. However, these engines arrive used, and receive a full IRAN (Inspect Repair As Necessary) overhaul upon initial delivery and again every 1500 hours when put back in service. Additionally, plan on minor 300-hour services that include an oil change, compressor

wash, filter and screen cleaning and boroscope inspection.

These Walter turbine engines generate roughly 650 shaft hp, consume from 25 gph at idle to 65 gph at full power, and will generally use 37 gph in cruise near 400 hp—approximately 60% of maximum-continuous and a very conservative 55% of the maximum these engines are capable of. At 100% N1 rpm, the gas generator is turning at just over 36,000 rpm, and maximum propeller speed is 2080 revs per minute. Dry weight is listed at 425 pounds. “The reason for the Walters is price,” Lueck says. “The engines used to be really reasonable. When we started we could sell the whole firewall-forward kit for about \$40,000. Now that the supply’s more limited, the price has gone up substantially.” Add to that the \$21,500 that Comp Air’s recommended overhaul facility (Diemech Turbines, Inc.) charges for its “Millennium Conversion” that includes complete engine reconditioning and balancing, and a few other engine options, and it’s pretty easy to invest somewhere near \$85,000 under cowl.

Still With Us?

If the thought of spending near six figures just under the cowl—in excess of what many builders shell out for their whole airplane project—hasn’t scared you off, you’ve probably realized that this big turbine-powered Comp Air isn’t your average personal airplane kit. In many ways, the design represents how far and how sophisticated “homebuilt Experimentals” have become. In those areas of the world not constrained by our domestic FARs that limit the usage of Experimental aircraft, the larger Comp Air designs have been pressed into service in a variety of uses. The ramp at Merritt Island was populated by quite a few Comp Airs destined for myriad missions all over the world. In fact, five of the four-seat Model 7 airplanes have been pressed into service in Iraq as turbine trainers for their military.



Panel of the Comp Air 8 SS52



Comp Air co-founder Ron Lueck is a “hands-on” kind of guy, overseeing most aspects of the business. If you can’t reach him in the office, look in one of the hangars or in the air.

EAA Chapter 203

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Vice President	Spencer Gould
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Treasurer	Bud Smith
Program Director	Scott Thatcher
Membership Chair	Kevin Sheely
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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

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 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

August 2017, Newsletter.
60 Email Notifications Transmitted.

Membership

45 Current Paid Members
02 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, 4174 Larch Avenue, Palm Beach Gardens, FL 33418. 561-622-4327 or email to: 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.**

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