



# Hangar Talk

December 2018

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

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## INSIDE THIS ISSUE

Identify Aircraft Find the Air Speed Indicator Calendar of Events Breaking News & Special Notice	1
FFA/4H Career Day	2
Christmas/Hanukkuh Breakfast Seminole Tour & Young Eagles Flight Barntoons by Dennis McLane	3
Magnus Fusion 212 by Paul Loschiavo Directions to Meeting Place Young Eagles	4
Magnus Fusion 212 Continued	5
Editor's Report & Chapter Info Board of Directors Addresses	6

## 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.
- See Page 3—Cattle Ranch Tour and Young Eagles/FFA/4H Event.

## Can You Identify This Aircraft?



Send your Answer to [webmaster@eaa203.com](mailto: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](mailto:webmaster@eaa203.com) to win.

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

**ASI:** Last Issue: No ASI from Last Issue.

**Aircraft Identity:** No Aircraft from Last Month.

## Calendar of Events

### December 2018

8 – Dec Meeting and Christmas, Hanukkah & Holiday Breakfast

### January 2018

11,12 – Young Eagles at Belle Glade. Info attached.

12 – Jan. Meeting TBA



# FFA-4H Career Day



**EAA Chapter 203**



**Flying Club**

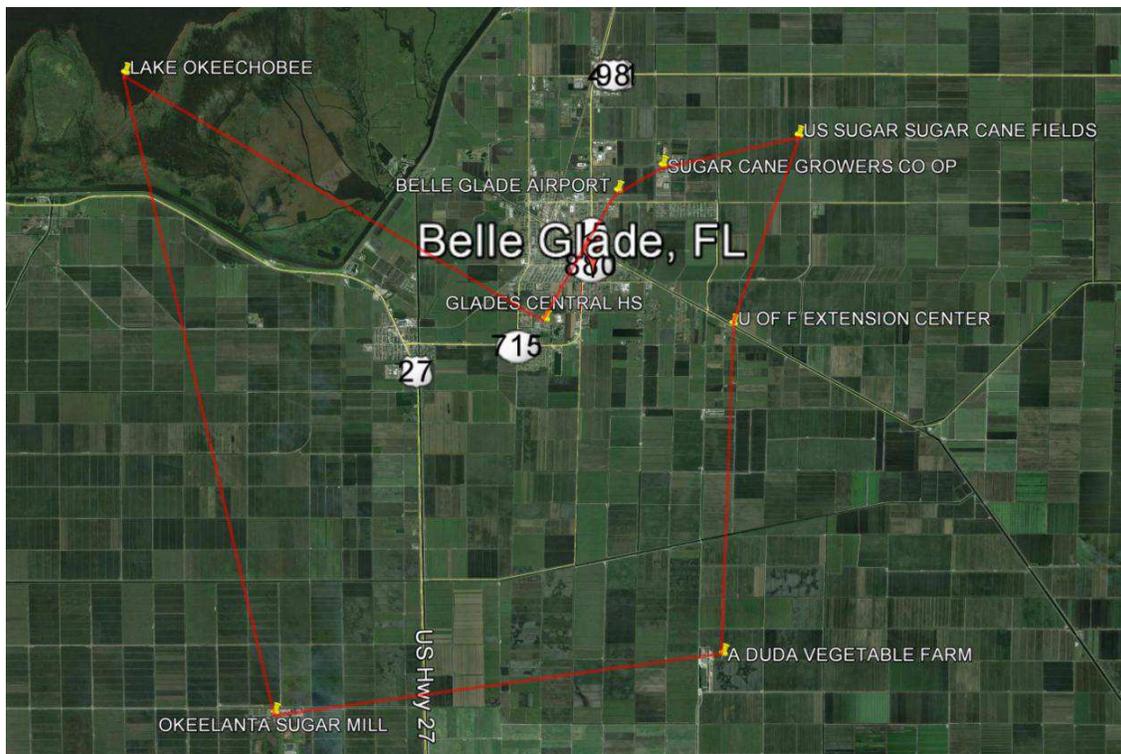


The Future Farmers of America/4H Career Day-Young Eagles Event is scheduled for **January 12, 2019 at 0900 at the Belle Glade Airport**. This function is designed to draw **young folks of 8-17 years old** to experience flight and be exposed to the “movers and shakers” in Agribusiness. The objective is to enlighten the youth in the agricultural areas as to the opportunities they might expect after being educated in the agricultural sciences.

This has been a huge success the past couple years due to the participation of FFA-4H and the public school ag programs. By offering airplane rides we hope to draw young folks in from all around the agricultural area to be exposed to the leaders in SoFla agribusiness.

EAA's Young Eagle program provides support for this function in terms of insurance and manpower. The Florida Cub Flyers, Florida Antique Biplane Association and OFFC will supply the pilots and airplanes.

A description of the flight path is shown below.



# Holiday Breakfast December 8th



*Christmas / Hanukkah*

## *Breakfast*

### *Menu*

*(Saturday, December 8, 2018 9am)*

*Pancakes*

*Omelettes*

*Sausage*

*Deviled Eggs*

*Juice*

*Coffee*

*Egg Nog*

*Milk*

*Fruits*



## Seminole Nation Tour—Young Eagles FFA-4H

Here is your chance to join in on a great opportunity to enjoy an incredible tour of the Seminole Nation Big Cypress Reservation with a fantastic lunch prepared at noon as well as a VIP dinner on Friday evening.

And all that is needed is to volunteer your time on Saturday as a pilot or grounds person during this amazing 2-day event scheduled for January 11-12. See attached Flyer.

Read all about it starting on page 2 and page 4 plus the attached Seminole Big Cypress

Reservation Tour on Friday. RSVP Larry Robinson at [beyevew@aol.com](mailto:beyevew@aol.com) if you will be going on the tour. Be sure to review the attached information sheet.



## Barntoons



## Magnus Fusion 212 First Impression

By Paul Loschiavo

November 26, 2018 – Walk into a Starbucks at 8am. Most likely, there will be a young woman who just finished her workout there. Wearing yoga pants, you will see a lithe, firm, healthy looking lady.

Lithe, firm, healthy looking... that's a perfect description of the Magnus Fusion 212.

The Fusion 212 is the latest entry into the burgeoning Light Sport Aircraft market.

But, unlike many other LSAs, the Fusion 212 is hardly flimsy. It's engineered to plus six, minus three Gs, even though the LSA regulations limit LSAs to a maximum of 60 degrees angle of bank and 30 degrees pitch. The tapered

wings just feel strong. With its bubble canopy, it looks light it's ready to take off and defend the skies over Britain. Either that,

or an Air Force lineman should be strapping you in before launching on a mission in an F-16.

Like most LSAs, it comes with the hundred horsepower Rotax engine. You can get it either carbureted or fuel injected. The fuel injected version costs a little more but most likely gets better gas mileage.

The one I flew was carbureted. It had tons of power for the size of the aircraft. Speaking of the size: I'm six one, two-and-a-quarter. I had plenty of shoulder room sitting next to the demo pilot, and the adjustable rudder pedals were not even all the way forward.

Though not like my recliner back home, it was pretty comfortable. As with all LSAs, the max weight is 1320 pounds. The useable payload is such that with two reasonably sized people on board, you can easily carry three hours of fuel. Single pilot, and you can fill the 24 gallon tank located forward of the cockpit behind the engine. This gives much more range than most people can sit. This also keeps the wings very clean and gives the long nose look. It also makes fuel management a simple affair. On-off. The demo pilot mentioned that the fuel quantity gauge seems more accurate than the fuel flow meter and time.

*Continued Page 5*



### Directions & Meeting Place

MEETING at HANGAR. The next EAA Chapter 203 meeting will be held at North County Airport at **9:00 AM, Saturday, Dec. 8th, 2018.**

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.

### Specifications

Engine	Rotax 912 ULS Rotax 912 iS UL Power
Horsepower	100 HP
Propeller	MT/DUC
Fuel Capacity	22.4 usable
Va (Man Speed)	110 Kts
Vhmax (Horiz. Crse)	130 Kts
Vne (Never Exceed)	151 Kts
Vcr (Cruise Speed)	116-122 Kts
Stall Speed	45 Kts

## 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 2

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

**For more information contact Rick Golightly, [rick@eaa203.com](mailto:rick@eaa203.com).**

## FAA Flight Advisor

Our Chapter now has our very own FAA Flight Advisor. His name is Miquel Duran and he is ATP, CFI, CFII, GI, TW & LSA rated.

His services include BFRs, IPCs, and Airplane Checkouts.

You can reach Miquel at 561-436-1347 or email him at [propilotmd@yahoo.com](mailto:propilotmd@yahoo.com).



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

## Magnus Fusion 212 First Impression Continued

The Fusion 212 comes with the extremely popular Dynon screen. I've seen them and read about them... this was the first time I flew with one. We were flying out of Stuart FL on the Sunday of Thanksgiving weekend and nearby Palm Beach International was under a Presidential TFR. Needless to say, Stuart was overflowing with business jets trying to depart and arrive. We ended up waiting behind three business jets for takeoff. It gave me time

and it is. It took me several seconds to get the pitch under control. And the visibility is outstanding. No need to lower the nose to look for traffic. If you don't see something ahead, it's your fault! Add in traffic notifications from the ADS-B, and it's awesome.

At about 2,500 feet, I leveled off and did some turns and steep turns, then slow flight. It was patently obvious that it did

the hold-short line watching.

All things considered, the Magnus Fusion 212 is a great little aircraft. It will be tough to beat. As I mentioned earlier, it's manufactured in Hungary and assembled in Northern Virginia. At this point, there are just two Fusion 212s in the US. Normally, I'd be reluctant to look at such a new aircraft, but the engine is a well-proven Rotax, and the avionics are well proven Dynon. I think the Fusion is ready for prime time!



to get familiar with the functions before we launched. Keep in mind that ten minutes is no-way near enough to get proficient with it. My demo pilot, Shannon Diaz, mentioned that he sat through a six-hour free course put out by Dynon to learn all the functions. Note-to-self: take the course! Under a cover in the panel, there are two chips. You can take the chips home and download current data. Pretty simple.

Shannon allowed me to taxi out and do the take-off. He basically allowed me to fly the entire flight. As expected in a little fighter, both pilots have sticks. The throttle is simple. Just one lever to control the engine. Though the Rotax has a carburetor, it has an auto-throttle function that eliminated the need for mixture. Shannon suggested that the fuel-injection version will operate more precisely, using less fuel in the process.

Acceleration is pretty snappy for a hundred ponies and we climbed out at about 75 knots. (Airplanes are supposed to be calibrated in knots, not MPH!). He warned me that it's pretty sensitive on the controls

not slow down quickly. Unfortunately, we could not do any stalls. Shannon was not yet cleared by the insurance company to do stalls with customers.

The Fusion 212 has electric trim and electric flaps. The trim is located right on the stick. Shannon cautioned me that the trim is pretty sensitive. All it takes is a brief blip to adjust it. He was right and I picked up on it pretty quickly.

The flaps are interesting. As with most acrobatic aircraft, they came out of the bottom of the wing. The tops did not move. They are controlled electrically. You can set them where you want, or by using the auto-function, you can choose flaps one, two, or three. Shannon said take off with one, land with two. Use flaps three for short field landings. I did not notice any particular nose pitch change when we lowered the flaps.

Shannon asked if I'd like to do the landing? Of course, I said "yes!" Controlling airspeed with pitch and altitude with throttle, it was easy to land. I was smiling as I pulled off a greaser on my first attempt with the pilots of several business jets at

The version I flew came with two Dynon screens and just about everything except auto-pilot. This includes a ballistic recovery parachute. It lists as is for about \$139,000. Add in auto-pilot and you're looking at a two seat, fun-to-fly... hotrod, that comfortably cruises at 110-115 knots, consuming about five gallons an hour. And the Rotax runs on either avgas or mogas (automobile fuel). Use non-ethanol, and you extend the TBO. The one I flew was configured for night VFR. The Dynon system would make this a fine IFR aircraft, though LSA regulations prohibit IFR. That doesn't mean you can't practice IFR in it. Shannon also mentioned that you can actually put in the backup instruments and make it legal for IFR, though then it can't be registered as an LSA.

Shannon also stated that Magnus has about ten employees in the US and they are aggressively trying to market the aircraft. They intend on having "certified" mechanics around the country. I gave him the name of Charles Stence at Copa Air Maintenance Services in Indiantown FL. Charles is a certified Rotax mechanic and did a great job on my Rotax powered Pipistrel Sinus motorglider.

I should also mention that my demo pilot, Shannon Diaz, was very professional. His full-time job is as a ground instructor for Flight Safety International and he flies business jets on the side. His professional briefing was clearly a clue to his background as an Air Force C-130 Flight Engineer. It was a pleasure flying with him.

Oh, mannnnn.... it's nearly 8am. I'm heading to Starbucks....

## EAA Chapter 203

President	Bill Siegel
Vice President	Spencer Gould
Secretary	Joe Scaglione
Treasurer	Bud Smith
Program Director	Scott Thatcher
Membership Chair	Kevin Sheely
Young Eagles	Rick Golightly
Librarian	Ana Scaglione

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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 \$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

December 2018, Newsletter.  
68 Email Notifications Transmitted.

### Membership

52 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. 561-622-4327 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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