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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. All you need to do is find the page on  which it appears, specify the article or photo and send to ASI or webmaster@eaa203.com for your chance at winning.

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

Kevin Sheely was our January winner in the ASI contest. Prize is from **Metro Embroidery**. The ASI was on page 2, in Joe's Prop Hub . Bill Lumley and Rick Golightly Identified the Bugatti from Last Month.

Calendar of Events

February 2017

12 — February Meeting at Belle Glade—Young Eagles

March 2017

11 — March Meeting
26—Aviation Day at F45, Volunteers Needed
Go to www.eaa203.org to sign up as a volunteer. New EAA regulations require Youth Protection Training unless working less than 4 hours.

31 — Marvel of Flight, Defuniac Springs, FL

April 2017

4-9 Sun n Fun Lakeland, FL

Breaking News

- ◆ **Bill Lumley Recently Received his 100 Missions Ball Cap and Young Eagles Flight Leader Ball cap. Great Job Bill.**
- ◆ **Find the Air Speed Indicator (ASI) and WIN Big. See Story at Right.**
- ◆ **Don't Forget That Our Meeting This Month will be held at the Belle Glade Airport on Sunday.**

Enrique “Henry” Carrasco Building a Velocity XLRG-5

Flight Instruments



Lettered panel added for nav com pitot and hyd pump lights. Removed and dis-



assembled instrument panel sanded painted and prep for printing ,had it cover with vinyl in black and lettered in white and designating areas as buss 1, alt. battery ect. it took several tries to get the final right. clearances and loca-



tions ,and abbreviations ,wile that was going on i decided to make the wind-screen defrost vents and added to the glare shield i flared 1/2 left over tubing i cut into 3/4 length and used as a out put vents made a duct under panel tested with a hair dryer used air divider for hot air feed from oil cooler that i had pre. installed .also added a remote nav com from val stack next to the coms and wired to EFIS , added diodes to com 1, reims GPS to aux batt power separate back feeding from normal and aux power aded a power on light to the hydraulic pump up and down and pitot heat on re assembled instrument panel added nut plates to all attachment points including glare shield ,secured shield to air frame tabs with Aeropoxy and screws used all stainless screws on panel 8/32 button allen instruments 6/32 as req. to all nut plates self locking .



Henry will be moving his project to the hangar very soon — Editor

Last Month's Aircraft Identification

RANS S-7S

The RANS S-7S Courier is one of those sportplanes that seems to have been around forever. In fact, the first one flew in 1985, but this sturdy two-seat tail-dragger has evolved considerably in the last 23 years. S-7 designer/RANS CEO Randy Schlitter noted as we prepared to fly a Courier early last year that the airplane has doubled in empty weight and power since its first flight.

The Courier has also expanded its market. It is one of the few aircraft that is offered as an Experimental/Amateur-Built kit and also as an FAA-approved, factory-built SLSA. As mentioned in the March 2007 "Light Stuff" column, the S-7LS is delightful to fly

and handles turbulent air well. The cockpit is large, and the standard Rotax 912S engine provides plenty of power.

The S-7 is near the middle of a long line of Schlitter designs now including the S-19, a low-wing LSA also intended for both kit and factory-built options. The kit will cost about \$9000 more than the S-7S kit.

As with the Kitfox Super Sport, the worsening euro/dollar exchange rate presents a challenge to keeping the S-7S kit project under our \$40,000 target. The airframe kit costs \$19,900 for everything behind the firewall needed to fly except instruments and paint. The \$4150 engine installation package includes engine and flight instruments, but the price

of a new 100-hp Rotax 912S will break our \$40K budget. RANS expects the engine to cost its customers about \$17,500 (which, incidentally, is considerably below list price). Nearly everyone is opting for the 100-hp Rotax, but a new 81-hp 912UL would cost about \$1200 less. A good used 912S (if you can find one) should keep an S-7S project under our arbitrary ceiling. Yet for comfortable cross-country capability, the Courier would also need a radio, transponder and a nav system. Those RANS S-7S fans on a fixed budget will face some tough choices.



Barntoons



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

Homebuilt Scrutiny:

A guide to homebuilt inspections Continued

By Ron Alexander (originally published in EAA Sport Aviation, May 2000)

Final Inspection Checklist



The following generic checklist should aid you in completing the necessary items. Modify it to meet the particular needs of your project.

Prior to Building

- Obtain all forms, advisory circulars, etc., from your local FAA office.
- Contact the FAA Inspector or DAR who will be inspecting your airplane, introduce yourself, and tell the inspector what you're doing.
- Review the plans and/or assembly manual of your airplane.
- Contact the EAA Technical Counselor/s who will be working with you.

- Review FAA Advisory Circular 20-27D.
- Purchase reference material such as Advisory Circular 43-13.

Building Stage

- Start your Builder's Log (see March Sport Aviation).
- If you desire a specific N-number, apply for it now.
- Be sure to get a bill of sale from the kit manufacturer.
- Ensure the following items are completed:
Instruments, controls, etc., are properly marked
Emergency Locator Transmitter (ELT) installed
Passenger warning placard installed
Experimental lettering affixed
N-number on the airframe
Identification plate on the airframe

Before Final Inspection

- Complete the Affidavit of Ownership (AC Form 8050-88).
- Fill out the Application for Airworthiness Certificate (FAA Form 8130-6).
- Apply for registration (do this at least 90 days prior to inspection), AC Form 8050-1.
- Fill out the Eligibility Statement- Ama-



- Determine where you want to test fly the airplane.
- Compose a letter to accompany the application for airworthiness (a sample may be found in AC 20-27D).
- Send this letter to the FAA inspector or DAR who will perform the final inspection.
- Complete the weight and balance information for your airplane.
- Purchase a logbook for the airframe, engine, and propeller.

Following this simple checklist will assist you in properly preparing for the final FAA inspection. Next month we will take a detailed look at the required items listed above, such as placards, N-numbers, ELT, etc.



EAA STC LOW-COST AVIONICS BREAKTHROUGH

In April 2016, EAA, along with the FAA and Dynon Avionics, announced a breakthrough that will improve flight safety and reduce avionics upgrade costs for owners of certain type-certificated aircraft.

EAA STC, LLC, a subsidiary of EAA, now owns a supplemental type certificate (STC) that allows installation of the Dynon EFIS-D10A or EFIS-D100 as a replacement for the airplane's primary attitude indicator. This opens the door for innovations developed in the amateur-built and light-sport air-

craft market to make their way into specific Cessna and Piper models. Currently, the Approved Model List (AML) includes the following aircraft series (including all variants on each type certificate):

- Beechcraft Bonanza/Debonair, Beechcraft Musketeer/Sundowner/Sierra, Beechcraft Skipper
- Cessna 150, Cessna 152, Cessna 170 Cessna 172, Cessna 175, Cessna 177,

Cessna 177RG, Cessna 180/185, Cessna 182, Cessna 205/206/207, Cessna 210

- Grumman AA-1/AA-5
- Maule M-4/5/6/7
- Mooney M20
- Piper PA-24, Piper PA-28, Piper PA-32, Piper PA-38

Hangar Noise

- Rick Johnson recently passed his DAR inspection on his Zenith 750



- Kevin Sheely discovered on a recent flight to Pahokee that with engine off at 3000' he could fly 7 miles with turns. Back at F45, he found he could only glide 5.5 miles due to winds aloft. Sounds like he can average 2 miles per thousand feet. Not bad...10:1 glide ratio.

Directions & Meeting Place

The next EAA Chapter 203 meeting will be held at North County Airport in Belle Glade Airport at **9:00 AM, Sunday, February 12th, 2017.**

Next Month the 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.

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

Young Eagle Volunteers

People volunteer in EAA's Young Eagles® program for a variety of reasons. Some see it as a chance to payback the kindness of those who inspired them to pursue flying. Others enjoy the opportunity to share their interest in aviation with young people. Many simply enjoy flying.

Hard work and dedication of volunteers is the primary reason why the Young Eagles continues to be a success in building the next generation of aviators.

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
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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

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

February 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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