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## 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 **July** meeting on Saturday.

The ASI was on page 1, "Can you Identify..." and could be found above the nosewheel.

I don't believe we had any winners last month. If I missed your winning entry, let me know.

## Calendar of Events

### July 2017

8 — July Meeting at F45  
24-30 — AirVenture 2017

### August 2017

12 — August Meeting at F45

## 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.**



## Unlocking the World of Flight

*Continued from Last Month...* I invited Will and Marlee to look around as long as they wanted and we parted ways.

Fast-forward two weeks to early March. The cold weather had returned and it was a little breezy—not as nice as that day in February but certainly flyable. I contacted Will and Marlee and asked if they'd be able to go flying that day. We arranged a time late in the afternoon that worked with their schedules and when that time came, there they were, bubbling with scarcely restrained excitement! When I met them at the door, they were as full as enthusiasm as the first time I had met them. Neither the intervening weeks, nor the clouds and cold of the day had dampened their interest in the least.

After a briefing on the Eagle Flight program in general and specifically our flight that day, I demonstrated a preflight inspection. They watched and listened

attentively as I explained each item and, again, had very good questions. When I explained that this airplane (an RV-6A) was an experimental homebuilt aircraft, the words didn't in any way faze them as they might have others not familiar with aviation. Preflight complete,

called "Clear prop!" and started the engine. He waved as we taxied out while I explained to Marlee how I was using my feet to steer on the ground and interpreted the controller's taxi instructions for her. I talked through the



I opened the hangar door and they helped me push the plane out. With Will's encouragement, Marlee agreed to be the first to ride.

Together, the two of them accompanied me to the plane, Will standing close by as I showed Marlee how to climb in and fasten the seat belt, then moving to a safe distance away as I

pre-takeoff checklist and explained what the instruments tell me. Marlee sat quietly through all of this with only an occasional reply or question, but when I asked if she was ready to go as we taxied onto the runway, her bright smile and a nod of her head told me she was more than ready.

## Barntoons



## Last Month's Aircraft Identification

### SportCruiser:

The SportCruiser is the market leader in the Light Sport Aircraft segment of the General Aviation market. In addition to its benchmark flight characteristics, performance and equipment, the SportCruiser offers unique features that make the aircraft the most attractive proposi-

tion for basic and advanced flight training, air clubs, basic military training, recreational use and air tourism.

### Specifications

Rugged, Proven, Powerful Engine

The heart and soul of the SportCruiser is the rugged Rotax 912 ULS engine

which produces 100 hp. In comparison to the 80 hp version of the Rotax 912 series, the 100 hp product line offers more power while keeping the same weight. This engine series offers a time between overhauls of 2,000 hrs and the best power to weight ratio in its class.

### Unparalleled Style & Comfort

The SportCruiser has a stylish, well-appointed cabin that dwarfs most 2 and 4 seat aircraft. With a cabin width over 46 inches, the SportCruiser is

wider than a Beechcraft Bonanza or a Cessna 210, allowing for ample shoulder room.

It also has generous storage space in the aft cabin (40 lbs.) and spacious wing lockers (22 lbs.) in both wings. This modern, aircraft provides the whole-airframe ballistic parachute, synthetic vision, touch-screen avionics, 2-axis autopilot with VNAV and approach coupling capability, ADS/B, in-cockpit traffic and weather, XM satellite radio, and much more!

### Technical Specifications

Engine: Rotax 912 ULS

Power: 100 hp at 5800 rpm

Fuel: Mogas 91 AKI min or Avgas 100LL

Propeller: Woodcomp Klassic 170/3/R or Sensenich carbon fiber

Wingspan: 28.22 ft

Length: 21.72 ft

Height: 7.60 ft

Cockpit width: 46.2 in

Wing surface area: 132.4 sq ft (12.3 m<sup>2</sup>)

MTOW: 1320 lbs

Empty weight (min equip): 824 lbs

Max baggage weight in rear compartment: 40 lbs

Max baggage weight in each wing locker: 22 lbs

Max cruise speed: 120 KIAS

VNE: 138 KIAS

Stall Speed (VSO): 31 KIAS

Max climb rate: 1125 fpm

Take off distance: 463 ft

Landing distance: 479 ft

Range (with reserves): 552 NM

Endurance: 5 hours 26 min

Fuel capacity: 30 US gal

Avg fuel flow: 4.6 gph



## Directions & Meeting Place

**MAY MEETING at HANGAR.** The next EAA Chapter 203 meeting will be held at North County Airport at **9:00 AM, Saturday, July 8th, 2017.**

The 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](mailto:rick@eaa203.com).**



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

## 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
501(C)3 Coordinator	Bud Smith
Newsletter	Scott Thatcher

### Tech Counselors

Composite & FWF.....	Bill Perry b.perry@eaa203.com
Composite & FWF.....	Spencer Gould spencer@eaa203.com
All.....	Sherman Corning sherman@eaa203.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

### 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

July 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.**

## Board Addresses

**President:** *Bill Siegel*  
*b.siegel@eaa203.com*  
Wellington, FL 33414  
561-798-3826

**Vice-President:** *Spencer Gould*  
*spencer@eaa203.com*  
Jupiter, FL 33478  
772-888-5481

**Secretary:** *Joe Scaglione*  
*joe@eaa203.com*  
Jupiter, FL 33458  
561-746-4229

**Treasurer:** *Bud Smith*  
*bud@eaa203.com*  
Palm Beach Gardens, FL 33410

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

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

**Program Director:** *Scott Thatcher*  
*scott@eaa203.com*  
Palm Beach Gardens, FL 33418  
561-622-4327

**Librarian:** *Ana Scaglione*  
*ana@eaa203.com, Jupiter, FL 33458*  
561-746-4229

**Newsletter Editor:** *Scott Thatcher*  
**Webmaster:** *Scott Thatcher*  
*scott@eaa203.com*  
Palm Beach Gardens, FL 33418  
561-622-4327