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## Breaking News

- Find the Air Speed Indicator (ASI) and WIN Big. See Story at Right. Virtual Drawing in event of multiple entries.
- Be sure to send in photos, stories and other news that may be of interest to the membership.
- Meeting on Saturday, July 11 has been cancelled.
- New Website. Go to <https://chapters.eaa.org/ea203> to see the new look!

## Can You Identify This Aircraft?



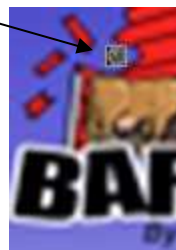
Send your Answer to [scott@placestofly.com](mailto:scott@placestofly.com)  
The answer will be in Next Months Hangar Talk

## 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 [webmaster@eaa203.com](mailto:webmaster@eaa203.com) to win. If Multiple entries, only one winner will be selected from those submitted. Winning Entries will be published in the newsletter. Only One Prize will be awarded Each Category.

**BIG Winners:** ASI in Barntoons. Just above letter A. No winners for this contest.

See Page 2 for Aircraft Identification and Winners. No Winners.



## Calendar of Events

July 11—Cancelled

Regular member meeting at hangar has been cancelled due to spike in Covid-19 cases!



## Last Month's Aircraft Identification – FX1

The FX1 is a 4th-generation sport plane with a strong heritage, evolved from successful European sport-planes of the last three decades.

This modern computer-aided design (CAD) has been carefully engineered to optimize all aspects of a proven configuration.

Designed by Alfredo Di Cesare, it incorporates countless improvements and re-

finements that came from the knowledge and experience of working with similar designs, and from a clear understanding of the preferences of today's discerning sport plane pilots.

The FX1 delivers ease of flying, comfort, safety, ruggedness, durability, attractive styling and

exceptional performance across the board. This unique and exciting new alternative in the field of sport aviation offers the utmost in flying enjoyment. And pride of ownership.



### Weight & Dimensions

Seating: 2  
 Cabin width: 49 in  
 Headroom: 40 in  
 Legroom: 42 in  
 Length: 20 ft  
 Main gear stance: 7 ft  
 Height: 9 ft  
 Wingspan: 27 ft 7 in  
 Chord: 4 ft 5 in  
 Wing area: 122.7 sq ft  
 Wing loading: 10.75 lbs pr sq ft  
 Aspect ratio: 6,28  
 Empty weight: 728 lbs  
 Max takeoff weight: 1,320 lbs  
 Useful load: 592 lbs  
 Baggage Allowance: 77 lbs  
 Fuel capacity: 30.9 US gal  
 Powerplant: Rotax ULS, 100 hp  
 Propeller: 3-bladed, 170 cm "E-prop"

### Directions & Meeting Place—Cancelled

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.

### 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, [rick@eaa203.com](mailto:rick@eaa203.com).

### Performance

Max. continuous speed (VH): 136 mph; 120 kts  
 Cruise speed (75% power): 124 mph; 108 kts  
 Stall speed (VS0): 40 mph, 35 kts flaps down  
 Never exceed speed: 150 mph, 130 kts  
 Range: 645 nm  
 Endurance: @ cruise: 5.5 hrs.  
 Glide ratio: 11:1  
 Best glide: 80 mph

# Thinking Ahead, Staying Ahead

By Steve Krog, EAA  
173799

## Five to Eight Critical Seconds

*I've mentioned in previous articles that it takes a pilot anywhere from five to eight seconds to react and begin taking corrective action when the engine quits during the climb-out. Few pilots ever really consider or even think about an off-field landing site after takeoff. I try to get students to first stabilize the climb attitude and then begin looking for traffic and also picking fields or open areas where an airplane could be put down without someone getting hurt.*

*Here's my rule of thumb for a forced landing on takeoff: If you're below 500 feet AGL, lower the nose and land straight ahead or no more than 45 degrees left or right of straight ahead. If you're above*



*500 feet AGL, the options expand to a span of 90 degrees on either side of straight ahead. Although things are rapidly occurring in these situations, don't forget to do a quick check of the fuel valve position, mixture control (if you have one), and magneto switch. You may be able to prevent a forced landing because the mixture control had been pulled inadvertently.*

*Taildraggers and flight instruction by Steve Krog of CubAir Flight at Hartford, WI airport.*

*For instructor column in Sport Aviation. Erin Brueggen is student.*

*Before taxiing onto the runway, take a moment to clear your mind and visualize the takeoff and climb-out. Then proceed with executing your plan. I cannot emphasize this exercise enough. This action could easily save a pilot and passengers from a serious incident. Think and stay ahead of the airplane!*

*Continued next month*

# FX1 Speaker

**Cancelled.** We had planned to have Deon Lombard, President of [www.FlyLightSportCA.com](http://www.FlyLightSportCA.com) with us this month to discuss and show several of his Light Sport aircraft including the FX1 and the Legend. Leon offers a



\$5999 Light Sport Pilot Certificate at the Hibiscus Airport in Vero Beach.

Unfortunately, due to the rapid increase in Covid-19 cases in Palm Beach County, we have had to reschedule for a later month. But watch for this informative speaker soon.

# Barntoons



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



## EAA Chapter 203

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

July 2020, Newsletter.  
98 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. 561-818-0499.

### 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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