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Breaking News

- Find the Phrase and WIN Big. See Story at Right. Find "easy to build" phrase somewhere in this newsletter
- Be sure to send in photos, stories and other news that may be of interest to the membership.

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 a common-Phrase (See Left Breaking News). All you need to do is find the page on which it appears, specify the article or photo and send to [webmaster](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 Month.

BIG Winners: ASI was found by Matthew Thompson & Rick Golightly. Congratulations!

See Page 2 for Aircraft Identification and Winners. No Prize just the Glory.

Calendar of Events

March 13-14

Seminole Big Cypress was cancelled so our meeting at F45 will be at the Chapter Hangar.



Last Month's Aircraft Identification – BD-4

Matt Hurley, Sheldon Upthegrove and Rick Golightly were the Winners last month. Congratulations!

The **Bede BD-4** is an [American light aircraft](#), designed by [Jim Bede](#) for [homebuilding](#) and available since 1968. It was the first homebuilt aircraft to be offered in kit form. It remains one of the world's most popular homebuilts with thousands of plans sold and hundreds of examples completed to date.

Design & Development

Based on his previous

work with innovative light aircraft, the BD-1 (eventually developed into the American Aviation AA-1 Yankee) and BD-2, Jim Bede designed the BD-4 to be the first real "kitplane" in the world. The design was based on a high-wing cantilever monoplane of conventional design, able to be fitted either with a tailwheel or a tricycle undercarriage. When building the plane, it was also possible to choose between a



two-seat or four-seat version.

The intention was to allow people with little or no fabrication experience to start with a set of comprehensive plans and work up to a bolt-together operation in which

complex components were provided from the factory. In order to simplify construction, there were few curved surfaces and most of the fuselage was made up of flat aluminum sheeting. The only major components with compound curves were the engine cowling and landing gear spats, which were *Continued Page 3...*

Directions & Meeting Place

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 2020

Since our last newsletter Lane Smith passed his PPL check ride and is now looking for opportunities to build time and acquire a tailwheel endorsement. The chapter has been approved for another Ray Foundation scholarship and is considering two eligible candidates. We also have a couple more guys ready for financial help beyond that.

There are more young people that are wanting to join our build days. We could use some mentor help there as we would have total newbies and our regulars. The regulars at least have some experience and the fresh ones have none.

The Zenos build is progressing, albeit slowly. Last week the kids drilled a couple hundred holes, deburred them and started dimpling them for flush rivets. A couple weeks prior to that Matt and Aston Hurley did a bunch of holes on the other side.

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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.



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

Last Month's Aircraft Identification – BD-4 Continued



Tubular spar of a BD-4C

made of fiberglass. The fuselage was constructed of aluminum angle braces bolted together to form a truss frame.

An innovative feature of the BD-4 was the wing structure, which employed a 'panel-rib' constructed in sections, consisting of a rib whose upper edge was extended horizontal-

ly to become one section of the wing surface. The wing was progressively built up by sliding these sections together over the tubular spar and fastening them together where they met. One downside to the panel-rib construction was not noticed until the aircraft had been in service for some time.

Because the panels were glued together, they formed a liquid-tight bond, unlike conventional systems using rivets. Instead of using a separate tank to hold fuel, builders simply drilled holes in the ribs to interconnect the sections to form a tank. In service, it was found that leaks inevitably developed due to problems like improper seals and natural flexing of the

wing. BedeCorp later redesigned the wing to use a more conventional system with separate fuel tanks in the BD-4C.

Although the original wing design was easy to build, the more recent BD-4B features a redesigned, more conventional, metal wing with a tubular spar bonded to honeycomb ribs.

The aircraft remained available as plans for amateur construction in 2017, from Bedecorp of Medina, Ohio, United States.

Bede also wrote a 165-page BD-4 builder's book, "Build Your Own Airplane", giving the amateur builder a good perspective on construction techniques.

Specifications (BD-4B)

Data from Kitplanes and The Incomplete Guide to Airfoil

Usage

General characteristics

- Crew:** one
- Capacity:** three passengers
- Length:** 21.4 ft
- Wingspan:** 25.6 ft
- Wing area:** 110 sq ft
- Airfoil:** NACA 64-415
- Empty weight:** 1,250 lb
- Gross weight:** 2,400 lb
- Fuel capacity:** 52 U.S. gallons
- Powerplant:** 1 × Lycoming IO-360 four cylinder horizontally opposed piston aircraft engine, 200 hp (150 kW)
- Propellers:** 2-bladed constant speed propeller
- Performance**
 - Cruise speed:** 198 mph
 - Stall speed:** 61 mph
 - Range:** 900 mi
 - Rate of climb:** 1,700 ft/min

Barntoons



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

EAA Chapter 203 Board Meeting Minutes January 23,

Attendees: Chris Wernlund, Bill Perry, Rick Golightly, Kevin Sheely, Eric Flaig

6:36 pm Meeting Called to Order by Chris Wernlund

Agenda: We need to have an organized agenda. Working from the minutes is cumbersome and inefficient.

Breaking News:

Rick Golightly and others met with the interim Signature manager. EAA was well received. Signature appreciates what EAA 203 does.

Rick made an interim picture book to share with donors and friends of EAA203.

Young Eagles (YE):

Rick presented and reviewed a handout of duties and procedures for conducting Young Eagles events. This is useful for newcomers or members with short memories.

Rick provided a reminder that reviewing the YE logbook was important; providing Sporty's ground school and EAA membership.

Young Eagles work days are first and third Saturdays of each month 9am – 1pm. The first hour is a ground school followed by work on the Xenos.

Scholarships:

The chapter has applied for a new Ray scholarship. We will hear by the end of January.

Our current student is proceeding slowly, limited by available CFI.

There are lots of scholarships out there. We need to have a systematic way of accessing those opportunities.

Xenos:

The metal work is progressing as youth are available to work on it. Work is progressing slowly on the electronics. We need a final decision on the electronics and a schematic that defines the power and grounds. We have all of the harnesses. We need to agree on which circuit breakers will be used. The ADAHRS is nearly completed. The final instruments need to be mounted.

Program:

We still need a Program Director. We should have events; movie nights and entertainment.

Flight Simulators:

Matt Hurley has agreed to take on the responsibility for the physical and commercial flight simulators. He will get them working. The details on the use and training have not been worked out.

Hanger space:

There are issues with use of the hanger that need to be addressed. Generally, the following rules apply: hanger manager has priority, first come-first serve, must show reasonable progress toward completion of airplane or flying off hours. However, there needs to be a tighter time limit on usage. Eric may not be able to find space in the hanger and

should look for alternative locations.

Fund raising:

- reviewed handout on ideas.

- there are a lot of scholarships out there.

- we are not trying to attract any source of charitable donations through wealth advisors or other means. We are trying to focus on retired airmen.

Publicity:

We need to have a better social media presence. Scott has been working on our website but it is a slog. EAA provides a simple chapter website for free. We don't have a social media strategy: what do we want to do and how do we want to use social media to get there? We need someone to tweet and snapchat post content. Who and how?

Training:

Eric will attend EAA leadership boot camp in Lakeland Feb 1st. He will share his experiences with us and share the materials from the boot camp with Chris.

Flying Club:

That discussion is deferred. Bill Siegel is taking the lead and he is absent. Chris said that he will obtain the EAA book on Flying Clubs and provide a summary.

***Meeting ended 8:30pm
Eric Flaig, Secretary***

Photos from Kevin Sheely



Young Eagles 2020 Continued from Page 2

Our next session will be mostly dimpling. For the new kids on the block, tool safety will be addressed. VP Chris has agreed to do that. For the kids that have not done so, at the next build day we will start teaching the fundamentals by having them build a picture frame with aluminum using aircraft construction techniques including rivets.

If you as a member would like to do the same, let us know in advance so that we might acquire enough materials. There MAY be a \$5.00 materials cost for the members. Kids free. Glenn that means under 18 is a kid.

Sun N Fun is rapidly approaching. We are discussing taking a few kids. If so, we will need a second chaperone and maybe another vehicle for transportation and contributions for the kids going as a group for their admission and food. We are thinking of taking our own food and drinks to avoid the mass dining situations for

sanitation reasons. Your thoughts and ideas are welcome.

Pahokee High School ROTC has expressed the desire to do a Young Eagles event at Pahokee as soon as possible. I would expect about 20 kids. TFR's would not prevent that but might discourage some pilots from even leaving F45 because they just do not want to deal with the TFR or do not have ADS-B out yet. AGAIN, your feedback is valued.

If you are still reading, I want to thank everyone for helping out with our programs whether that is in a big way of involvement, financial contributions or encouraging the youth in some way. All your involvement, great or small is a help and has helped our chapter acquire Bronze status. We are just a bit away from Gold status for next year.

Your ideas are always entertained or at least entertaining, LOL.

Rick Golightly, Young Eagles Chairperson

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

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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

March 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. 561-622-4327.

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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