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Czech LSA Design Emerges at Sun 'n Fun

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.**

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 (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 to win.

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

Rick Golightly was our April winner in the ASI contest, and there were no winners in the Aircraft Identity contest. The ASI was on page 2, on Top Right photo!!

Calendar of Events

May 2017

13 — April Meeting at F45

June 2017

10 — June Meeting at F45

Sun 'n Fun Photo Montage & Activities



Barntoons



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

Last Month's Aircraft Identification

Preceptor Aircraft Super Pup

Bob Counts developed the single-seat N-3 Pup in the mid-'80s as what might be termed the third generation of ultralights. The first generation consisted of open-frame, out-in-the-breeze flying machines such as the Quicksilver line. The second generation is represented in this review by the original CGS Hawk, which provided a "cabin," or at least a covering that kept the breeze off the pilot.

With the N-3, however, Counts went beyond a sim-



ple enclosure. The Pup was among the first ultralights to resemble a general aviation aircraft, the Piper J-3 Cub in this case. Like several innovative ultralights, the N-3 Pup won a Best New Design award at its first Sun 'n Fun appearance. The N-3 Pup was

followed by Counts' larger Super Pup. Empty weight (450 pounds) and flight speeds take it out of the ultralight category.

I traveled to Hendersonville, North Carolina, to fly the Super Pup, which was powered with a Mosler

Motors four-stroke VW-based engine of about 50 hp. The engine/airplane combination worked really well. Everything about the Pup seemed conventional for a low-powered, high-wing taildragger, and flight handling

did in fact resemble my memories of flying J-3 Cubs. A logbook entry from April 22, 1986, confirms my memory of gusty crosswind conditions on a short, narrow strip and wheels-landing touchdown with the upwind wheel first. The Super Pup handled the situation gracefully.

Initially produced by Nostalgaire, N-3 kits were subsequently made by Mosler Motors, which eventually sold kit production rights back to Counts. A company named TEC took over engine production from Mosler, but it quit making engines in 1991. At that point, Preceptor began assembling VW-based engines of various strengths. The 70-hp version remains the recommended engine for the Super Pup. Wing and fuselage kits may be bought separately, but one can save \$1400 if they're purchased together. A firewall-forward package for \$7600 is for the 70-hp Preceptor VW-based engine that claims a 1400-fpm climb rate. Bob Counts' son Duwayne runs Preceptor now.

For two seats and more money, consider the Preceptor Ultra Pup or STOL King.

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, May 13th, 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.

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

EAA Chapter 203

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Treasurer	Bud Smith
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

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

May 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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