



Hangar Talk

October 2021

Northern Palm Beach County Experimental Aircraft Association Chapter 203, Inc.

Volume 25, Number 10

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Oshkosh Highlights.
Cut and paste to browser.

<https://tinyurl.com/j98eddth>

Breaking News

- **New Website.** Go to <https://chapters.eaa.org/ea203> to see the new look! Old Site: eaa203.com no longer available.
- Paul Agnew shared this sheet-metal video about a fabricator at work. Interesting. <https://tinyurl.com/4d4x6wpm>
- No Aircraft Identification this month. All links should be copied to your browser to access content.



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 scott@placestofly.com to win. **If Multiple entries, only one winner will be selected from those submitted.**

Winning Entries will be published in the newsletter. **One Prize Only** awarded for correct ASI location.

ASI Location: Page 1, Left Side of Fuselage

Aircraft Identification: See Page 4.

Calendar of Events

**Oct 9—EAA Meeting
Chapter Hangar**

9 am

Stay Safe!





AeroEducate – EAA’s Newest Youth Education Initiative For Chapters

Thursday, October 14 | 7 p.m. CDT



Join EAA staff members Justin Payton and John Egan as they discuss EAA’s newest youth program, AeroEducate during this upcoming webinar. Designed to deliver free, interactive, educational, and engaging experiences to youth through EAA chapters, school, and from home, AeroEducate’s web-based resources provide clear, age-appropriate content to aviation and aerospace engagement, and even career paths. Learn how your EAA chapter can use available AeroEducate resources at upcoming Young Eagles rallies and Workshops to increase youth engagement.

Cut the following URL and paste to browser

<https://tinyurl.com/2vh4wkx6>

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, metro9100@aol.com.

Directions

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.

Barntoons



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EAA CHAPTER 203
 MEMBERSHIP FORM
<https://chapters.eaa.org/ea203>

2021 Dues \$25

EAA Membership Number _____ (Required by EAA National)

Name _____

Address _____

City/State/Zip _____

 Home _____

 Work _____

 Cell _____

 Fax _____

 Email _____

Occupation _____

Employer _____

Spouse's Name _____

Emergency Contact Name
and Telephone Number(s) _____

Currently-owned Aircraft _____

Please make your **check payable to EAA Chapter 203** and return this form and check to:

Kevin Sheely
 108 Pacer Lane
 West Palm Beach, FL 33413

Thank you!

FOR OFFICE USE

Date form and payment received _____ / Check number _____

Information entered/updated on roster

Name/address entered/updated on mailing label

Aircraft Identification – Cri-Cri

The Colomban Cri-Cri, also spelled Cricri, is the smallest twin-engined manned aircraft in the world, designed in the early 1970s by French aeronautical engineer Michel Colomban.

The name Cri-Cri comes from the nickname of Christine, one of Colomban's daughters. 'Cri-cri' or 'cricri' is also the French term for the sound of a cricket or a cicada, or an informal name for the insects themselves, but it is unclear if this double meaning was intended by Colomban himself.

Design and development

Colomban designed the aircraft to be easy to build and fly, and the closeness of the two engines to each other, around the centreline, meant that it could be flown by pilots only qualified to fly single-engined aircraft because even with the complete failure of one engine, with hands and feet off the controls, the only effect would be a gentle turn. The cockpit canopy was carefully designed to direct effective airflow over the tail surfaces in this situation. The plans-built aircraft was also designed to be easy to store in a garage and tow on a trailer, with assembly and disassembly each taking only five minutes.

The Cri-Cri features a cantilever low-wing, a single-seat enclosed cockpit under a bubble canopy, fixed tricycle landing gear and twin engines mounted on pylons to the nose of the aircraft in tractor configuration. The aircraft is made from aluminum sheet glued to Klegecell foam. Its 16.1 ft span wing employs a Wortmann 21.7% mod airfoil, and has an area of 33 sq ft. The aircraft is also capable of aerobatics within the limitations of twin-engined aircraft.

The first flight of the prototype was made on 19 July 1973 and within a few days it had proved to be easy to fly and capable of aerobatics, being stressed to +10g and -5g. It was powered by two Rowena 6507J single cylinder two-stroke engines, each giving 9.0 hp and weighing 14.3 lb.



Operational use

As with any homebuilt aircraft, the existing Cri-Cri planes have often been modified by their builders, departing from the original design to a varying degree, resulting in varying performance. Most versions can climb with one engine inoperative.

In June 2010, EADS partnered with Aero Composites Saintonge and the Greencri-cri Association to present an electric-powered Cri-Cri at the Green Aviation Show in Le Bourget. The modified airframe with composite components can fly for 30 minutes at 110 km/h. The aircraft uses four brushless electric motors with counter-rotating propellers, which makes the aircraft one of the world's smallest four-engine aircraft.

On September 5, 2010 Electravia accomplished a world record speed of 162.33 mph for a lithium polymer-powered aircraft using a Cri-Cri with two electric motors (each producing 25 hp) during the attempt. The company claimed engine and cooling drag reductions of 46 percent versus the conventional combustion engine arrangement.

Cri-Cri (F-PRCQ), the first all-electric four-engine aircraft under an Airbus A380 at the 2011 MAKS airshow.

On 2011 the aircraft is built with composite materials and is powered by four brushless electric motors (realized by EADS Innovation Works, production by Aero Composites Saintonge). It is very quiet and aerobatic, an amazing sight with an endurance of about 30 mins for cruise or 15 mins of aerobatics.

On 9 July 2015 the electric-powered Electravia version of the design flew across the English Channel hours before the Airbus E-Fan,[14] becoming the third electric aircraft to do so. It was pulled aloft by another aircraft and did not take off on its own.[15][16] The first was the MacCready Solar Challenger in 1981[17] and the second used electric motors powered by hydrogen.[18]

General characteristics

Crew: one
 Length: 12 ft 10 in
 Wingspan: 16 ft 1 in
 Wing area: 33 sq ft
 Airfoil: Wortmann 21.7
 Empty weight: 172 lb
 Max takeoff weight: 375 lb
 Powerplant: 2 × JPX PUL 212 single-cylinder piston engines, 15 hp each
 Propellers: 2-bladed

Performance

Maximum speed: 140 mph
 Cruise speed: 120 mph
 Range: 290 mi
 Service ceiling: 12,100 ft
 g limits: +4.5 -2.5
 Rate of climb: 1,300 ft/min
 Wing loading: 11 lb/sq ft

EAA Chapter 203

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

October 2021, Newsletter.
108 Email Notifications Sent.

Membership

36 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 or email scott@placestofly.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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