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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, June 13 will be held at EAA Hangar with strict adherence to CDC Guidelines. Masks are required and will be available if you don't have one.

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. 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: Winner last month was Enrique Carrasco. The ASI was under the fan on the 2nd photo of Page 4. Collect prize from Rick Golightly.

See Page 2 for Aircraft Identification and Winners. None.

Calendar of Events

June 13

Following CDC Guidelines, Meeting will be held at 9am at Hangar and masks will be required. If you don't have one, they will be provided at door.



Last Month's Aircraft Identification – Osprey Aircraft GP-4

The GP-4 is an experimental aircraft designed to fly cross country with two passengers 1,200 nmi (2,222 km) at 240 mph (386 km/h).[1] Aircraft Spruce & Specialty Co has the rights to distribute the kits for the aircraft, while the plans are distributed by Osprey Aircraft.

Design and Development

The GP-4 is the fourth aircraft from designer George Pereira. It is a low wing side-by-side retractable gear aircraft of wood construction. It has a single spar stressed to +8 to -6G loading

The aircraft's wooden con-



struction is labor-intensive and an estimated 3000–4000 hours are required to construct it.

Operational History

In 1984 The GP-4 won the

Grand Champion Custom Built and the Outstanding New Design awards at the Experimental Aircraft Association AirVenture airshow in Oshkosh, Wisconsin.

General characteristics

Crew: one
Capacity: one passenger
Length: 21 ft 6 in
Wingspan: 24 ft
Wing area: 104 sq ft
Airfoil: Laminar 63 Series
Empty weight: 1,260 lb
Gross weight: 2,000 lb
Fuel capacity: 54 U.S. gallons
Powerplant: Lycoming IO-360-A1A

Performance

Never exceed speed: 255 mph
Range: 960 nmi 75% Power 240mph
Service ceiling: 20,000 ft
Rate of climb: 2,200 ft/min

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



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.



Thinking Ahead, Staying Ahead

By Steve Krog, EAA
173799

One recent evening while catching up on some reading, I stumbled upon the following statement. It read: “Never let an airplane take you somewhere your brain didn’t get to five minutes earlier.” I don’t know whom to credit, but it certainly applies to safe flying.

When working with flight students, one of the more difficult thought processes to convey is that of thinking and staying ahead of the aircraft being flown.

Early in flight training, students can focus only on the immediate task at hand during the takeoff, such as keeping the airplane on the runway centerline. Trying to incorporate additional inputs like positioning aileron and elevator, deter-



mining “go or no-go” points, or thinking “what if the engine quits” is overwhelming at this stage. However, as students progress, these items, as well as several others, need to be taught, demonstrated, and then ingrained in students’ minds if they are to become competent and safe pilots.

Many of us were exposed to and taught these challenges during our primary training. But how many of us remember to think about and plan for these situa-

tions each time we’re taxiing to the runway in preparation for a short pleasure flight at the end of the day? We all believe our trusty airplane is never going to let us down, so why bother? After all, it’s only a quick 45-minute flight before having to be somewhere else. Complacency sets in, and soon we never even give the possible takeoff challenges a thought.

I don’t make students predetermine a go or no-go point during the first five to eight hours of flight training, but

once we begin working in the pattern, these issues are introduced. Think ahead of the airplane. On takeoffs, for instance, if you’re not off the runway by the time you’ve reached your decision point, cut the power and roll to a controlled stop. When might this apply? Perhaps the engine isn’t turning up as it should and needs to be diagnosed. Maybe the runway is soft, preventing the aircraft from reaching a safe speed to lift off. Or, maybe another aircraft inadvertently taxied onto the runway. Density altitude and surface winds also become factors. Once you have positioned your aircraft on the runway centerline in preparation for a takeoff, your mind should already be visualizing the entire procedure – thinking and staying ahead of the airplane!

Once I’ve had students complete the takeoff and begin the climb-out, I challenge them to think about where they would go and what would they do if the engine quit at that instant. We only need to look at the incident/accident statistics to know this is a critical point in the flight, and few pilots are ever prepared for it.

Continued next month

Barntoons



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

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Vice President	Chris Wernlund
Secretary	Eric Flaig
Treasurer	Bud Smith
Past President	Bill Perry
Program Director	Scott Thatcher
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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

June 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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