



Hangar Talk

Oct/Nov2024

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

Volume 28, Number 11

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Happy Halloween and Thanksgiving



Ask Eric? Wings Credit?

Since 2015 and 2017, respectively, EAA members have enjoyed participating in organized hangar flying through EAA's VMC clubs. Now there may be WINGS credit also starting in August!

Website Address

<https://chapters.eaa.org/ea203>

Hangar Space Available for your Aircraft!

Ask your nearest EAA officer!

Find the Air Speed Indicator

Hidden somewhere within the pages of this newsletter is an ASI similar to the one shown here (will be smaller). All you need to do is find the page on which it appears, specify article or photo and send to sdthatcher@bellsouth.net to win. Winning Entries will be published in the newsletter.

ASI Location: One Prize Only awarded for correct ASI location.

ASI Winner: Russ Karnap .
The ASI was on Page 3 just above strut.

Aircraft Winner: Russ Karnap.
Aeronca Champion

Calendar of Events

November 9th

Board of Directors 8:30am

EAA203 9:00am, General Meeting with sausage, pancakes, and coffee!

VMC Club following Meeting

VMC Club Meeting

The VMC club is an opportunity to share knowledge and experience while discussing real-world scenarios. The next meeting is this Saturday after the General Meeting. Be sure to attend this Saturday!



Happenings at EAA 203

Hangar Activities

Continued discussion of activities in the hanger that support the hanger rental. The insurance issue was discussed. EAA chapter members are covered. Third party meetings must provide their own insurance. We are pursuing additional partners for the hanger space as well as space for storage of the boxed Xenos kit and airplane parts. Steve is pursuing additional end-cap space, but Jose has been unavailable.

Action Item: Board members are encouraged to review Young Eagles Risk Management video/ppt that explains EAA's current position on shared space and joint events.

Hangar Space Available

If you're looking for Hangar Space, our Chapter has one or two spots available in Hangar 5. The rental is \$625 per month and is fully enclosed. This is an incredible deal. T-Hangars go for considerably more and even the shade ports are comparable, if you can even get them.

Belle Glade Fly-in

Next March, 2025 Young Eagles event in Okeechobee or Belle Glade. Volunteers needed so talk to Rick Golightly if you want to participate. Jobs include Pilots, Dispatchers, Young Eagle Escorts (See List Below).

Young Eagle Escort Procedures

1. **ESCORT:** One for each plane but better two for each plane. Two per plane would allow one to load and the other could deplane YE
2. Escort tells dispatcher at table area when plane is available and how many seats.
3. Escort checks registration for age and parent signatures.
4. Escort new YE and



- parent to available plane and introduces pilot.
5. HAVE pilot sign Reg form AND certificate PRIOR to flight.
6. Print LEGIBLY tail number or pilot name on reg form.
7. Complete certificate for YE
8. Unload YE and clear area before start up.
9. Inform YE of 5 steps on Log Book
Bring YE back to table and gives them Certificate and Log Book
10. Return SIGNED reg form to desk.
11. All volunteers should wear distinctively marked clothing.
12. All volunteers remember SAFETY FIRST AND FOREMOST.
13. Be a General Aviation and EAA ambassador encouraging membership.
14. All Young Eagles and family members MUST be escorted in traffic areas.
15. Although the program is for introductory flights, if a YE brings a new YE guest, second rides at a second event may be provided with the approval of the pilot. Especially if the YE is really interested in becoming a pilot.



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.



Meeting 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 (from PGA); 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.

Aircraft Identification – Aeronca Champion

The Aeronca Model 7 Champion, commonly known as the "Champ", or "Airknocker", is a single-engine light

airplane with a high wing, generally configured with fixed conventional landing gear and tandem seating for two occupants.

Designed for flight training and personal use—and specifically developed to compete with the popular Piper Cub. It entered production in the United States in 1945, spawning one of the most popular, and longest-produced, light airplane models in the world.

In addition to the Champ's large-volume production by Aeronca Aircraft, it was revived in variations by the Champion Aircraft Company in the 1950s and 1960s, and then again in further variants by Bellanca in the 1960s and 1970s, and by American Champion Aircraft in the early 2000s.

To take advantage of the new light-sport aircraft (LSA) category, the Champion was returned to production in 2007, but was discontinued by mid-2019.

Design and development

The Aeronca 7 Champion line—developed in the mid-1940s as a post-World War II response to the popular Piper J-3 Cub—uses similar design features (already featured in Aeronca's wartime designs, the Aeronca Model T, Aeronca Defender, and Aeronca L-3), but also incorporates aspects of traditional Aeronca designs, including the internal main trusswork of the fuselage frame. Like its predecessors and initial rivals, the high-wing, two-seat plane has tandem seating, conventional landing gear (tailwheel-equipped), and a



small piston engine.

As with many light aircraft of the time, the Champ's fuselage and tail surfaces are constructed of welded metal tubing. The outer shape of the fuselage is created by a combination of wooden formers and longerons, covered with fabric. The cross-section of the metal fuselage truss is triangular, a design feature which can be traced all the way back to the earliest Aeronca C-2 design of the late 1920s.

The strut-braced wings of the Champ are, like the fuselage and tail surfaces, fabric-covered, and use aluminum ribs. Most Champs were built with wooden spars. American Champion has been using aluminum spars in the aircraft it has produced, and has also made the aluminum-spar wings available for retrofit installation on older aircraft.

Continued Page 4

Barntoons



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

Aircraft Identification Continued – Aeronca Champion

Like the Piper Cub with which it competed, the Champ features tandem seating. However, while the J-3 model of the Cub is flown solo from the rear seat, the Champ can be soloed from the front, giving improved forward visibility, particularly on the ground and during takeoffs, landings, and climbs. The Champ offers far better visibility than the Cub, allowing 300 degrees of visibility to a front-seated pilot, and has a wider cabin than the Cub. Additionally, an uncommon Champ variant—the 7HC—was produced with an enlarged rear seat allowing two passengers to be carried.



The landing gear of most Champs is in a conventional arrangement, though two variants with tricycle gear were produced, and a model with reversed tricycle gear was tried. Conventional-gear Champs feature a steerable tailwheel and most have steel tube main gear which use an oleo strut for shock absorption. One variant utilized sprung-steel main gear, and American Champion uses aluminum gear legs in its production model of the Champ. Tricycle-gear Champs use the steel tube and oleo strut main gear, mating these with an oleo strut nose gear.

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Models 7AC, 7CCM, 7DC, and 7EC were approved as floatplanes, with the addition of floats and vertical stabilizer fins; the floatplane versions were designated the S7AC, S7CCM, S7DC, and S7EC, respectively. The 7GC and 7HC may also be operated with floats but are not given a special designation in this configuration. All floatplane versions have increased gross weights over the corresponding landplanes.

Operational history

Built by Aeronca Aircraft Corporation, the Champ first flew in 1944, and entered production in 1945. As an economical postwar rival to the Piper Cub (which it largely improved upon), the Champ was popular with training schools who were training veterans returning from World War II, by the thousands, with government funding through the G.I. Bill.

The original model 7AC Champion initially sold by the thousands, peaking in 1946, as Aeronca developed the highest-volume production line in general aviation. Between 1946 and 1947, Aeronca was producing an average 30 light aircraft per day (peaking at 50 per day at one point). But 1946 was a momentary explosion in lightplane production, industry-wide. The postwar boom-and-bust of the late 1940s and early 1950s brought an abrupt end to the massive sales, and—like the rest of the U.S. lightplane industry—Aeronca production dropped to a small fraction of 1946–1947 sales.

American Champion Aircraft Corporation acquired the Champ and related designs in 1989. In 2001, they were rumored to be considering a reintroduction of the Champ design as a 7EC powered by a Jabiru Aircraft engine. While a test version was flown, this combination was not put into production. With the creation of the light-sport aircraft (LSA) category of aircraft in

the United States by the FAA, American Champion in late 2007 began producing a revised version of the 7EC powered by the 100 hp (75 kW) Continental O-200-A. The new production aircraft are type certified, but also qualify to be flown by sport pilots in the United States. Although the fuselage and cowling contours are similar to the original-production models, the new aircraft used the windows, interior, door, and windscreen of the modern Citabria. Fuel capacity was reduced to 18 US gal (68 L; 15 imp gal) to conserve weight; despite this measure and various others,



such as the use of aluminum landing gear legs and bare birch floorboards rather than carpet, the aircraft's payload is inadequate to carry two adults and full fuel simultaneously. The manufacturer was considering various further weight-reduction measures including the use of the lightened Continental O-200D engine previously offered in the Cessna 162 Skycatcher. However, the revived 7EC was dropped from production by mid-2019.

General characteristics

- Crew: one
- Capacity: one passenger
- Length: 21 ft 6 in (6.55 m)
- Wingspan: 35 ft 0 in (10.67 m)
- Empty weight: 740 lb (336 kg)
- Gross weight: 1,220 lb (553 kg)
- Fuel capacity: 13 U.S. gallons (49 L; 11 imp gal)
- Powerplant: 1 × Continental A65-8 four cylinder, horizontally opposed piston aircraft engine, 65 hp
- Propellers: 2-bladed fixed pitch, wooden

Performance

- Maximum speed: 95 mph (153 km/h, 83 kn)
- Cruise speed: 85 mph (137 km/h, 74 kn)
- Stall speed: 38 mph (61 km/h, 33 kn)
- Never exceed speed: 129 mph (208 km/h, 112 kn)
- Range: 270 mi (430 km, 230 nmi)
- Service ceiling: 12,500 ft (3,800 m)
- Rate of climb: 370 ft/min (1.9 m/s)

Award Ceremonies

A Visitor from the Past



From L to Y, Ex-President Dan Getz, Current President Steve Sinclair, and At Large Officer Mark Beeda. It was great seeing Dan again. The photo below shows a much younger Dan in 2004 when he was the chapter Secretary. Also showing past presidents Bill Perry and Paul Hershorin.



At the U.S. Sport Aviation Expo in Sebring, Florida, October 2004 are, left to right: Dan Getz, EAA President Tom Poberezny, Bill Perry, Paul Hershorin, and Paul Vota.

Awards Given to Young Eagles



Steve and Rick preparing for the awards ceremony.



Over 50 YE, Guests and Members

Great breakfast of sausages, pancakes, pastries and more provided by the Chapter. Henry is busy making the sausages. He uses a special skill set that includes placing the sausages in hot water after they are cooked and then putting them back on the grill. Very clever.



EAA Chapter 203

President	Steven Sinclair
Vice President	Steven Sinclair
Treasurer	Bud Smith
Secretary	Eric Flaig
At_Large	Kevin Sheely
At_Large	Rick Golightly
At_Large	Mark Beeda
At_Large	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

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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 Steve Sinclair for time and place of each monthly meeting.

Editor's Report

November2024 Newsletter.
117 Email Notifications Sent.

Membership

38 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 sdthatcher@bellsouth.net.

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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