



Hangar Talk

September 2022

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

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Business Meeting Before VMC

Following the General Meeting we will have a short Business Meeting just before the VMC club meeting.

New Website. Go to <https://chapters.eaa.org/ea203> to see the new look! New Category called Membership Forms allows you to print out necessary documents.



Can You Identify This Aircraft?



Send your Answer to sdthatcher@bellsouth.net
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 (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.

Last Month's ASI (August)

Location: Page 3, shoreline.
The winners this month are Rick Golightly & Russ Karnap!

Aircraft Ident: Rick Golightly.
See page 3 for complete info on the Kappa Aircraft.

Calendar of Events

September 10th EAA Meeting

Breakfast includes sausage, eggs, pancakes, fruit and coffee!

VMC Club Following 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!

Eric Flaig

Redbird Flight Simulator at Platinum Flight Training—F45

Experience fully enclosed cockpit with 200+ wrap around Hi Definition visuals of the highly detailed (Lockheed-Martin Prepar3D) worldwide geographical database. Complete control of your simulated environment means you can fly out of or into almost any airport, in any weather, any time day or night in the safe, comfortable and distraction free confines of our office.

- Our REDBIRD FMX is a high fidelity, FAA certified, Advanced Aviation Training Device (AATD) that, brings affordable full-motion, control loaded flight simulation to general aviation flight training.
- Log FAA approved “flight time” toward Private, Instrument, Commercial and ATP Certificates. Earn your Complex and High Performance endorsements. Complete Instrument Proficiency Checks (IPC) and maintain Instrument currency all in

the “sim.”

- By reducing time and expense, the REDBIRD FMXcl is the safest, most efficient and cost effective way to learn and practice vital aviation skills.
- **Cessna Skyhawk C-172S** with G1000 and KAP 140 autopilot.
- **Cessna Centurion C-210N** with ADF, DME, Garmin 530/430 and KAP 140 autopilot.
- **Piper Seneca PA-34-200T** turbo with ADF, DME, Garmin 530/430 and KAP 140 autopilot.
- **Cirrus SR22 G3** with G1000 Perspective (FMS), GFC700 autopilot and working BRS



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.

Barntoons



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

Last Month's Aircraft Identification — Kappa Sova

Design and Development

Jihlavan Aircraft built the Kappa Sova for Kappa 77 from 1997 to 2004 and obtained marketing rights in 2005 when Kappa became insolvent. They became a subsidiary of Skyleader Aircraft in 2008 when the type was redesignated Jihlavan Skyleader. It is an all-metal design apart from a carbon fibre cockpit frame. It has two-spar tapered wings with 6° of dihedral, electrically operated Fowler flaps and upturned Küchemann tips. The fin and rudder are swept. The straight tapered tailplane is set on top of the fuselage, the port elevator carrying a trim tab.

The Bulgarian company ACS started producing the Skyleader 600 at the state owned TEREM-Letets aircraft factory in Sofia in July 2015 under a licence agreement.

The original Sova/Skyleader 150 has staggered side-by-side configuration seating with the starboard seat 200 mm (8 in) aft of the other, but a widened fuselage allows the Skyleader 200 to have true side-by-side seating. The earlier version has a forward-hinged canopy with fixed rear transparencies; the Skyleader 200 has a single-piece canopy. Both these variants normally have an electrically actuated tricycle undercarriage with a steerable nosewheel, though a fixed version is an option and is standard on the later Skyleader 500 and 600 variants. The standard engine for the 150/200 variants is a 60 kW (80 hp) Rotax 912UL, though the more powerful Rotax 912ULS or Rotax 914 can be fitted, all driving a choice of two-blade propellers. The 500/600 variants can also use the Rotax 912 UL or Rotax 912S; the Jabiru 2200 or 3300 engines may also be fitted. The Skyleader 500/600 variants have three-blade propellers.

The Kappa 77 KP-2U Sova first flew on 26 May 1996 and the KP-5 Rapid 500 (later the Skyleader 500) in December 2003. Czech certification was achieved in September 1997 and March 2004 respectively. The Skyleader is produced in both kit and flyaway form.

Operational history

Over 210 had been sold by November 2010. 145 Sovas and 12 Skyleaders appear on the civil registers of European countries, Russia excepted, in mid-2010.

Accidents and incidents

In May 2016 a Skyleader 500 crashed in Rhoadesville, Virginia, United States, killing the two occupants of the aircraft. The Galaxy Rescue Systems ballistic parachute had been deployed, but the single front riser failed, leading to the parachute failure. The aircraft had been practicing slow flight and stalls and most likely entered a spin, from which the para-



chute was deployed. The aircraft was 50 lb (23 kg) over maximum weight at the time of the accident. The GRS parachute model had never been tested in the air on this aircraft design and had only been ground tested once. A new double front riser system is now in use.

Specifications (KP-2U Sova)

Data from Jane's All The World's Aircraft 2004–2005, Jane's All The World's Aircraft 2003–2004

General characteristics

Crew: 1
Capacity: 1 / 31 lb baggage shelf behind seats
Length: 23 ft 6 in
Wingspan: 32 ft 6 in
Height: 8 ft 6 in
Wing area: 127.6 sq ft
Airfoil: root: NASA GA(W)-1; tip: N NASA GA(W)-2
Empty weight: 628 lb
Max takeoff weight: 992 lb (Czech Republic), 1,058 lb (Canada), 1,199 lb (Australia)
Fuel capacity: 25 US gal
Powerplant: 1 × Rotax 912UL 4-cylinder air-cooled horizontally-opposed piston engine, 79.9 hp
Propellers: 2 or 3-bladed variable-pitch propeller, 5 ft 8 in diameter (or 3-bladed ground-adjustable propeller)

Performance

Maximum speed: 150 mph
Cruise speed: 120 mph at 75% power
Stall speed: 44 mph flaps up
30 mph; 26 kn) flaps down
Range: 600 mi, 520 nmi
g limits: +4 -2
Rate of climb: 1,280 ft/min
Take-off run: 328 ft
Landing run: 459 ft

EAA Chapter 203

President	Bill Siegel
Vice President	Steve Sinclair
Secretary	Eric Flaig
Treasurer	Bud Smith
Past President	Bill Perry
Program Director	Open
Membership Chair	Kevin Sheely
Young Eagles	Rick Golightly
Librarian	Ana Scaglione
501(C)3 Coordinator	Bud Smith
Newsletter	Scott Thatcher

Tech Counselors

Composite & FWF.....	Spencer Gould
Composite & FWF.....	herman Corning
Flight Advisor.....	Miguel Duran propilotmd@yahoo.com

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

September 2022 Newsletter.
114 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 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.**

Board Addresses

President: *Bill Siegel*
Wellington, FL 33414
561-798-3826

Vice-President: *Steve Sinclair*
ssinclair@secopbg.com
561-630-5488

Secretary: *Eric Flaig*
egflaig@gmail.com
Wellington 33414
561-329-0985

Treasurer: *Bud Smith*
Palm Beach Gardens, FL 33410

Young Eagles: *Rick Golightly*
Jupiter, FL 33458
561-747-9100

Past President, *Bill Perry*
Stuart, FL (RIP)

Membership: *Kevin Sheely*
ksheely@bellsouth.net
West Palm Beach, FL 33413
561-358-9610

Librarian: *Ana Scaglione*
Jupiter, FL 33458
561-746-4229

Newsletter Editor: *Scott Thatcher*
Webmaster: *Scott Thatcher, <https://chapters.eaa.org/ea203>*
sdthatcher@bellsouth.net

Program Director: *Open*
This position is open. Contact an officer if you wish to pursue this important function of the club.

Flight Advisor: *Miguel Duran*
propilotmd@yahoo.com
561-436-1347