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RANS S-21

By EAA106 members

**George Gal &
Derek Kenney**



George and Derek, both members of EAA106, placed their RANS S-21 order in 2019 and received the kit in the spring of 2020.

Bios – We asked George and Derek to tell us about themselves and their involvement with aviation. See below and the next page:

George Gal is a managing director for a Boston area information security consulting firm. He obtained his pilot's license in 2013, and started exploring experimental aircraft in 2019. Flying around the northeast on scenic flights at 170 kts seemed to make trips go too quick and while enjoyable, the desire to pop into small grass strips increased.

My first flight in an experimental was a short hop from SFM to Richmond Island (off the coast of Portland ME) in a Carbon Cub experimental. Landing on an island with no one else there, and being able to explore?! I was hooked.

In parallel I decided to start my tailwheel endorsement, and investigating different experimental aircraft I could build with a friend. My criteria was a mix of bush flying and decent cross country performance for longer trips, and a side by side aircraft which might be more enjoyable for non pilot passengers.

Learn more at: <https://www.rans.com/>

ZOOM: <https://tinyurl.com/EAA106-2021-0410>

George Gal (continued):

I also didn't want to spend a decade on a build. Talking with some friends at the airport I went through my criteria and immediately one of my friends said, "I have something that checks all your boxes". Sure enough, the RANS S21 did.

We placed our order in 2019 and received our kit last spring.

Derek Kenney:

I own Sound in Motion, a Boston based Car Audio & Vehicle Enhancement shop. Born in Munich Germany, I started scratch building my first RC models at the age of seven. At 13, I moved to Boston with my Dad and found no one my age interested in RC modeling, so my interests shifted to re-building dirt bikes, boats and cars. Along the way I also renovated several houses with my parents and then worked construction in Nantucket as a summer job. So I was always working with my hands.

My Dad went for his PPL at Beverly Flight Center in the early 90's. I was very intrigued by flying, but being in my early 20's, broke, going to college full time, working two jobs and chasing girls, left little time or money to even finish ground school (which I did actually attempt two nights a week).

I did some copilot flying with my dad back then, but after college my focus shifted to backpacking around the world and then getting my business started.

Fast forward to 2010, I'm married to a fabulous wife (even though she's not really into GA) and have two beautiful daughters (who kinda are). But life has become pretty routine and I needed a new challenge. So, back to Beverly Flight Center, for some lessons. Since this was purely recreational, I started with a Sport Pilots License in mind, but quickly switched to a PPL.

By 2011, was certified and flying rentals. This got old rather quick, so In 2015 (ish), I joined the Aeronauts Flying Club at LWM. This worked out great since it had nine members to share the fixed costs and only two flew, rarely. I was the new guy, flying over 60% of the total time in our 1976 Archer II all the way from Florida to Oshkosh and all over the northeast.

When we built our house, I always had a plane building project in mind, so I insulated and finished the garage, installed compressed air and set up a nice work shop. Now that my girls are independent teenagers, it's the perfect time to do this (before the colleges take all my money :).

So when my Friend George asked me about collaborating on a RANS S-21, I was all for it. I was familiar with the plane, since I had checked it out pretty thoroughly at Oshkosh just months prior.

The selling part for me was the low build time, RANS's heritage and impressive performance. Visiting the RANS factory a couple of times and getting to know Randy, Shelly and the crew only supported my decision.

Other planes I considered, where the RV-12, due to its relatively low build hours, unique features and sport license, this then turned to an RV-10 with my PPL, but had too long of a build time. After we finish the RANS, I have my eye on a Velocity XLRG for the faster and longer trips.