



# WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ♦ Seattle, Washington ♦ Volume XXXIII No. 5 ♦ June 2025

## President's Letter

For the month of June, we will not be having a regular meeting at Boeing Field. Our meeting will consist of a potluck picnic with Chapter 441 at the Nason Hangar on Crest Airpark on Thursday, 26 June 2025, at 6:00 p.m. Look further in the newsletter for more details.

The summer flying is starting to get going with the Olympia Air Show on Father's Day weekend. It is only about six weeks until Oshkosh, so I am working to get everything in order. Make sure I am current on my IFR, because we often need it along the way. I will be getting the Falco checked over by the mechanic (I can legally do it, but the engine is not my thing). I finally got the oil leak fixed ... by replacing enough parts. I started with replacing the hoses because I thought maybe that was it. It seemed to be leaking near the oil cooler but the oil can be everywhere. I eventually had to replace the oil cooler after all. Now the leak has stopped and I am happy with the results. We had an oil leak 20ish years ago, so I knew it would not get better by itself. I also replaced a 90 degree fitting with a straight one and rerouted the line a little.

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**Terminal  
Building at  
Boeing Field**

**7259 K**  
Meeting is a Picnic this  
month on a different  
date and different  
location. See Page 3  
**At 7:30 PM**

**Program: Picnic!**

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*If you no longer wish to receive the newsletter, email me at [ron@wanttaja.com](mailto:ron@wanttaja.com) or just reply to the notification email.*

## President's Letter (Continued)

We have ordered the Oshkosh NOTAM to get the latest way they want you to arrive. We plan to arrive early on Monday the 21st, so we will overnight somewhere close. That way we can be fresh and alert and not too tired and stressed.

Looking forward to see everyone at the picnic!  
~Dave



# Chapter 26/441 Picnic

Each June, we combine with Chapter 441 for a summer kick off picnic. We had a blast and want to do it again!

**When:** Thursday, June 26

**Time:** 6:00 pm

**Location:** 17618 SE 303rd St  
Kent, WA

South end of Crest Airpark/Norman Grier Field – Taxiway J

See map on next page

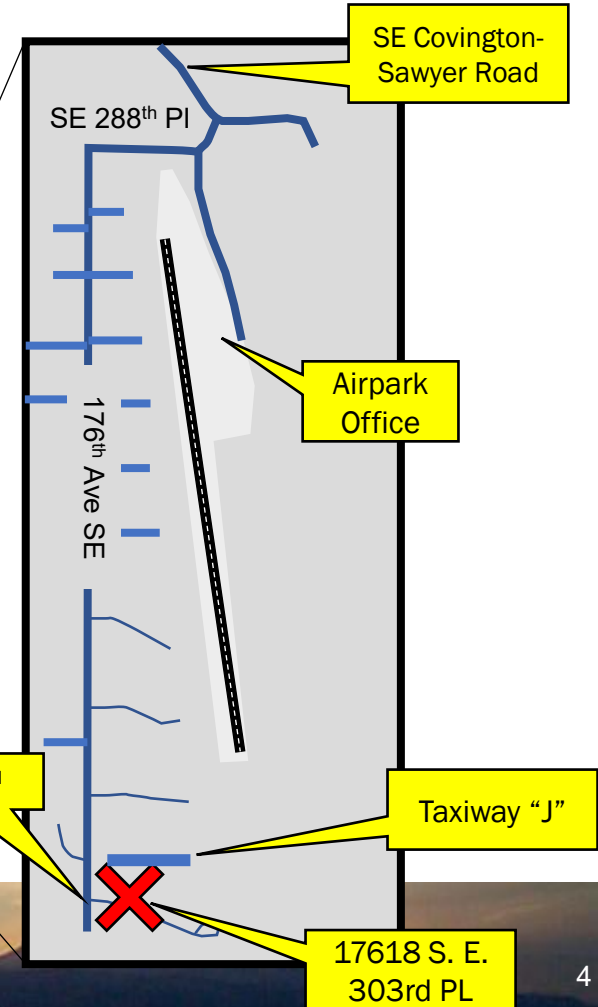
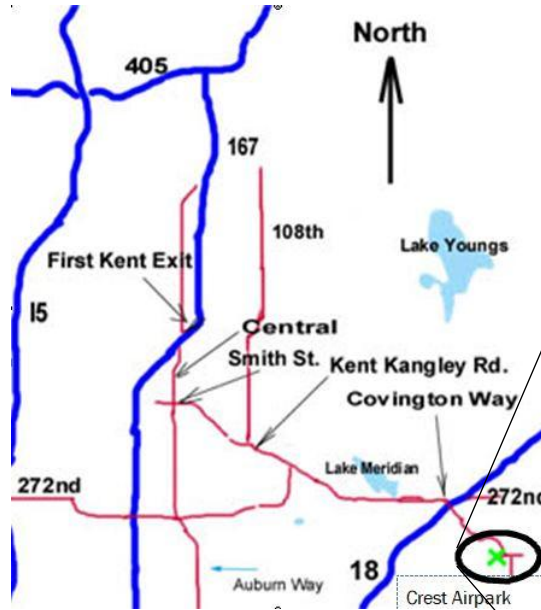
This is a pot-luck meal event. The chapters will provide meat, beverages and dinnerware. Experience has shown that it's no use trying to "assign" food categories. If we all bring deserts, we'll fill up on desserts. If we all bring salads, everyone will eat salad with their meat and drink. Please bring a side, or a salad, or dessert (or all three if you want) to share. Just bring something you like to eat, and enough to share. This is a family event, so bring your family, significant other, spouse, kids, etc. Because this is a family event that involves airplanes, we ask you to please leave any alcohol at home.



# Directions to Chapter 26/441 Picnic

Picnic Address:  
17618 S. E. 303rd PL  
Kent 98042

Park along side of road at 303<sup>rd</sup>, meeting is at the second house. Walk down the driveway between the garage and the house, and go downhill to the hangar





# Young Eagles Rally – Saturday, July 12th

Steve Cameron of Chapter 441 is looking for ground volunteers as well as pilots for the Young Eagles rally that is part of Auburn Airport Day on July 12th. Specifically, we are looking for four pilots to give kids ground school before their flights, two volunteers to escort people on the ramp and answer family questions, two volunteers to marshal aircraft, and three people to staff the entrances to the airshow area and triage new arrivals.

He has four pilots confirmed so far... only 13 more to go for our goal of 17. If you know of anyone you think might be interested, please let them know – reduced 100LL price for the day, a T-shirt, a Young Eagles baseball cap, a nifty name tag... all in addition to the sheer joy of introducing an eager young person to the exciting world of flight.

If you can support Young Eagles that day, contact Steve at [YoungEagles.S50@gmail.com](mailto:YoungEagles.S50@gmail.com).



## EAA Supports Data Privacy Proposal

## Kali Hague Named to EAA Board of Directors

EAA has submitted comments to an FAA proposal that would remove certain aircraft registration data from public display on the FAA website, search features, and published reports. This new policy would allow general aviation aircraft owners to voluntarily request their personally identifiable information to be withheld from public dissemination. This new rule is pursuant to a provision in the 2024 FAA Reauthorization Act.

EAA appreciates the efforts by the FAA to align aircraft data privacy protections with standards similar to those for motor vehicles, which would better protect members' personal information. Going beyond the FAA's draft proposal, EAA strongly encouraged the agency to adopt an "opt-in" model to further strengthen aircraft owner privacy by having personal data suppressed by default, unless owners consent to having it disseminated.

EAA proposed that access to the registry should be preserved for aviation safety groups who work to contact aircraft owners with specific, targeted safety content. Organizations such as type clubs and the Air Safety Institute have used the registry in this way to great effect, and this access can be maintained without appreciably undermining privacy.

<https://www.regulations.gov/comment/FAA-2025-0638-0572>

Kali Hague has been named to the EAA board of directors as a Class III director, serving a one-year, renewable term with EAA's board. Hague is currently partner and chief operating officer at Jetlaw, LLC, an aviation law firm headquartered in Washington, D.C.

"Kali's aviation knowledge and experience, especially in the areas of aviation law and emerging technology, will be a real asset to EAA as we continue to develop programs to grow participation in aviation and develop programs to benefit our members," said Jack J. Pelton, EAA CEO and chairman of the board.

In her current role at Jetlaw, Hague advises clients on all aspects of aviation law and supports them in regulatory compliance, mergers & acquisitions, aircraft transactions, Department of Defense contracting, and in implementing emerging technologies and bringing new technologies to testing and production.

Hague is an EAA Lifetime member. After earning her private pilot certificate, she attended Kansas State University's professional pilot program and earned her commercial pilot certificate, IFR, MEL, and CFI/II ratings, and her tailwheel endorsement. She is also a graduate of Washburn University.

Hague competes in the women's Air Race Classic and is especially proud of placing in the top 10 in her 1946 Luscombe 8E.



# Yesterday's Homebuilts: Loehle P-40

You're sitting on your computer, looking at pictures to figure out what kind of airplane you wish to build. An RV? A Lancair? A Pietyenpol?

Be honest: You know what you really want: A P-51 Mustang.

But the financial aspect of a genuine Mustang is beyond us. Even the replicas often require thousands of hours and hundreds of thousands of dollars.

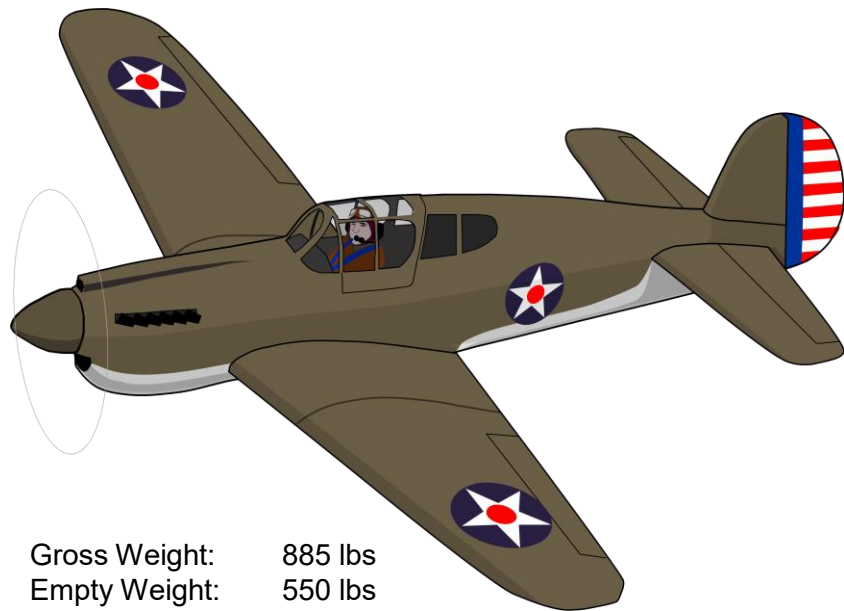
Wait a minute there, Ace. How does a bit over \$5,000 for a Mustang kit, including the engine, sound?

Hence the Loehle 5151 Mustang—so titled because when it was introduced, \$5,151 bucks bought you a complete kit including a Rotax 503 engine.

Of course, that was 1985 dollars, the year the kit was produced. And the price soon rose, so that the five grand didn't actually include the airplane. But you could build a 3/4ths scale P-51 in your garage for not that much more than many scratch-built homebuilts. Retractable gear was even available.

Loehle didn't rest on its laurels. They made slight cosmetic changes to the design—and the Loehle P-40 was born. They even came up with a Spitfire variant.

(Continued next page)



Gross Weight:	885 lbs
Empty Weight:	550 lbs
Wing Area:	136 sq feet
Stall Speed:	30 mph
Cruise Speed:	85 mph

Engine: 65 Rotax 582 HP



## *Yesterday's Homebuilts: Loehle P-40*

In the April 2006 issue of KITPLANES™, LeRoy Cook reported that the company had sold 450 kits. Yet there are just 15 on the FAA's active registry, and another 80 or so listed as deregistered. Loehle P-40s are even rarer, with just one active and two deregistered.

What happened?

Two basic problems, I think. First, there isn't really such thing as an inexpensive "fast build" wood airplane kit. Anyone who can layup fiberglass into the mold for a speedboat hull can make composite airplane kits. Just about anyone can shove aluminum sheets into a computer-driven cutter/hole punch.

But a wood kit requires good woodworkers—and they don't come cheap. So the Loehle kits probably required more building time than many builders and potential builders expected.

The second factor? Take it from some involved in the Fly Baby world for forty years: People want two seats. In the 50s and 60s, a lot of good single-seat designs (like the Fly Baby) came out, but the solo-only aircraft became less popular. A potential Loehle builder could consider an RV-4 instead, with a faux fighter paint scheme.

There may be some opportunities to buy partially-completed Loehle Mustangs and P-40s. However, wood is more prone to deterioration over time if the builder doesn't take care.

In his 2006 review, Leroy Cook was complimentary about the handling of both the Loehle Mustang and P-40. My 1998-2023 homebuilt accident database includes eight cases involving the 5151, and two with the Loehle P-40. One case involved wing flutter (ERA11LA023), but no cause was found.



*Chapter 26 Member Bill Sjoberg's Loehle P-40*





# On the Wreckord

Ron Wanttaja

**Taylor Coot - Wisconsin:** During takeoff from a lake, the airplane bounced twice, but on the third bounce, the hull "gave way." Water entered the airplane, and the pilot exited through the canopy.

The pilot reported that the hull had been repaired previously, but it still had "some leakage" after the repair. Substantial damage was sustained to the forward left side of the hull where the sponson was attached. Photographs provided by the Federal Aviation Administration showed long-term water damage to the plywood and fiberglass hull structure. (6/6/2018)



Not the accident aircraft



# On the Wreckord

Ron Wanttaja

**RV-4 - Pennsylvania:** Shortly after takeoff on an extended crosswind leg about 800 ft mean sea level, the engine lost total power. The private pilot continued ahead and landed the airplane in a field. During the landing, the airplane impacted a wire fence and brush, which resulted in substantial damage to the fuselage and wings.

During postaccident interviews, the pilot reported that this was the first flight after he had made maintenance repairs to the automobile-converted engine (GM ECOTEC L61) due to an engine failure 1 month before the accident. He stated that he installed an aftermarket engine control unit and modified the fuel delivery software, which resulted in the engine running too lean for flight and likely caused detonation and piston damage to occur. During the run-up before the accident flight, the pilot was aware that the engine was not producing power as it should. However, he decided to depart with a known engine problem, and his decision to do so led to the accident. (6/7/2018)





# On the Wreckord

Ron Wanttaja

**Glasair II – Maine:** While in cruise flight, the airplane's engine started to run "rough" and lost partial power. The pilot checked the engine gauges, noted no irregularities, and unsuccessfully attempted to restore engine power by turning the fuel boost pump on. Within about 30 seconds of the initial power loss, the engine lost total power and the propeller stopped. The pilot performed a forced landing to a bog and the airplane came to rest inverted, resulting in substantial damage to the empennage.

Disassembly and examination of the engine revealed that the crankshaft had fractured at the No. 4 cylinder journal. Further examination of the fracture surface revealed fatigue striations consistent with fatigue crack propagation.

According to the engine maintenance log, the engine experienced a propeller strike during a landing incident about 5 years and 368 flight hours before the accident. The pilot elected not to have the propeller strike or sudden stoppage inspection performed, since it was not mandatory for non-certificated engines. (7/11/2018)



## For Sale – S-18 Project

Hi fellow EAA members,

I am currently selling my unfinished S-18 project. No engine. Considerable amount of aluminum sheet and tubing included. \$12,000. If you or someone you know who is interested, please contact me at:

Norm Pauk: Tel: 253-561-4801

Email: [Npauk@msn.com](mailto:Npauk@msn.com)

