WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XXXII No. 10 ❖ October 2024

Terminal Building at Boeing Field 7259 King County Airport Access Rd, Seattle, WA 98108

Second Thursday At 7:30 PM

President's Letter

Flying is such a treat! We get to soar with the birds and see the beautiful fall colors! The other day the trees over the Tahoma National Cemetery were bright red. There are three curved sections near the front that were just gorgeous! Since the weather will be changing and getting colder and wetter, I enjoy the time we have to fly.

I flew about 8 – 10 touch-n-go landings at Crest today. I was using runway 15 so I was heading to the south and looking at Mount Rainier. Each time I took off and turned crosswind, the lenticular clouds east of Mount Rainier were changing and building up. When I started, there was just one and after about 45 minutes there were about six or seven clouds stacked up and then spreading out. It changed every two to three minutes that I saw it.

(Continued on next page)

Program: Tales from the Spaceways!

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If you no longer wish to receive the newsletter, email me at ron@wanttaja.com or just reply to the notification email.

President's Column - Continued

Flying the C-150 is such basic flying it is fun! You have to use the rudder all the time in the climbs and turns. It is fun just trying to finesse the details and hold the speeds and attitudes just right. I am seeing many articles about the skill of the new pilots. They seem to be moving fast and just checking the boxes. I feel like the basics are what is important, for starters at least.

As I am getting older and eventually will be done flying (not too soon!), I am enjoying just working on smooth turns and precision. To some, flying is just a job, but I have enjoyed it just for fun for a very long time and I am still at it. I am talking about Orville and Wilbur stuff, but our program this month, by our favorite program person, Ron Wanttaja, will talk about some space programs he has been involved with.

See you Thursday,

~Dave

Save the date for the Christmas Party! December 14th

News From National

FAA Publishes Long-Awaited Flight Training Rule

The FAA has published a long-awaited rule that will make transition training and other specialized instruction easier in experimental, primary, and limited category aircraft.

The rule codifies the final resolution to a legal situation that arose three years ago that briefly made it impossible to pay an instructor to train in one's own aircraft.

The rule allows instructors with experimental aircraft to offer training under a LODA for endorsements, primary training toward a sport pilot certificate in certain cases, and re-enables experimental light-sport aircraft (E-LSA) to be used in compensated training. These changes were championed by EAA over almost a decade of advocacy.

The new rule adds important training avenues in some of the lightest aircraft in the community. Under this change, a flight training operation with a properly issued LODA may offer training toward the operation of an ultralight vehicle, including student solo, and may offer an upgrade path to a sport pilot certificate, all while using an E-LSA or other experimental aircraft to provide the training.

The rule becomes effective on December 2. An advisory circular further explaining the rule and detailing the application process for a LODA will be issued in the coming months.

EAA Works to Correct Change in FAA Phase I Flight Test Policy

EAA is concerned about a significant change that appeared in new FAA guidance that sets operating limitations for Phase I flight testing in all experimental aircraft. This change would severely curtail the number of airports an experimental aircraft can utilize during flight testing, negatively impacting safety and effectiveness of flight testing.

The new language only permits operations out of one airport within the designated flight test area. The policy notes that "a second airfield may be listed with valid justification of a specific flight test or safety requirement." Previous guidance had no specific limitations on number of airports, only requiring that all authorized airports for flight testing be listed by the designated airworthiness representative in Phase I operating limitations.

Most importantly, there should never be any doubt in a pilot's mind whether an airport is available for a precautionary landing in the case of weather or the slightest hint of mechanical trouble. We want to be clear that we are aware of no enforcement action ever being undertaken by the FAA in a case such as this and encourage all pilots to exercise their authority under FAR 91.3, but this unnecessary limitation in available airports would add needless complication to an already stressful situation.

EAA is already engaging the FAA to ensure this policy is swiftly reversed.

Group Buy for 2025 EAA Calendar?

EAA has some of the best aviation photographers in the world. Every year, the organization publishes the “World of Flight” calendar that celebrates the mixture of airplanes EAA members are involved in.

Normal price for these calendars is about $16 plus shipping.

However, EAA offers a special deal to chapters where we get a price break if we order ten or more. The price, including postage, should be $10 or so.

Contact Cameron Lerum if you’re interested.

Auburn Airport One-Day Closure

Auburn Airport is finishing the remodel performed this spring.

The runway and taxiway will be striped for crack sealing and paint striping on Friday, October 11th.

The runway will be closed from 8AM to 11AM this Friday

The taxiway and all connectors closed: 8am-3pm Friday October 11 (*Please note there will be a period where the runway is open but there will not be access to it from the ground)

In addition, the airport will be doing crack sealing on Thursday, October 10th as well as Friday.

All work is weather permitting.

Chapter-Donated Bench Arrives

Back in June, Chapter 26 joined with Chapter 441 to donate a bench to Auburn Airport, to be installed in front of the Peter Bowers memorial mural. This bench has arrived, and is just awaiting being installed. We'll have the chapter presidents there for a photo session, when it's ready.

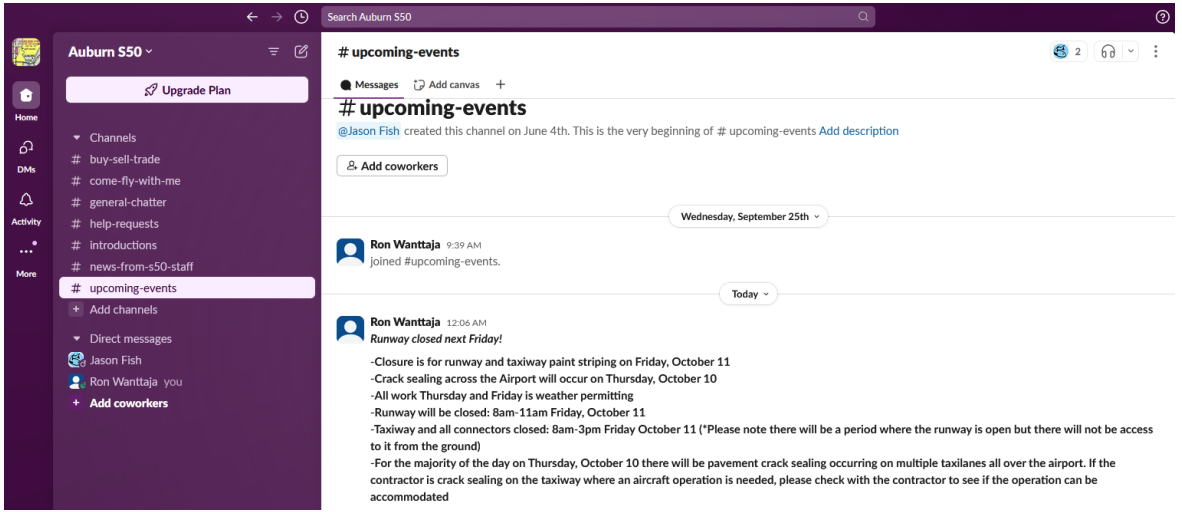
Some members weren't familiar with the mural. Here's a photo taken last summer. Peter M. Bowers was a famous aviation historian and writer, and designed the Fly Baby homebuilt aircraft. He was a founding member of Chapter 26.

Slack Page for Auburn Airport Users

Jason Fish, a Chapter 441 member, has set up a Slack account for those who base out of or fly from Auburn Airport.

Slack is similar to Discord, forum software that helps persons with similar interests meet.

You can join using this link:



https://join.slack.com/t/auburns50/shared_invite/zt-2k30jsf2t-8q~H_BUJye6MeoVHqIPvww

Homebuilts Completed in 2023

It's easy enough to compute how many homebuilt aircraft exist on the FAA's registry: Just count how many are licensed as Experimental Amateur-Built

However, when you're trying to determine how many were ADDED in a particular year, it's a bit tougher. Because comparing the numbers from year to year leaves out an important factor: Hundreds of homebuilt aircraft are typically REMOVED from the registry in a given year. The comparison between years gives you the NET change…not the total number that were completed.

For instance, the net change between 2022 and 2023 was 760 homebuilts…but in actuality, almost 1,400 new planes were added to the registry!

But some weren't actually new! Over a third were planes that had previously been on the active list, had been deregistered for some reason, and were re-registered in 2023.

I've taken those 1,400 planes and broken them down into type and model. The table includes only those homebuilt types that had ten or more examples added in 2023.

Type	Model	New EAB	Re-registered EAB	Total
Aircam	All EAB	8	5	13
Bearhawk	All EAB	10	0	10
Challenger	All EAB	3	13	16
Cozy	All EAB	8	5	13
Cubcrafter	All EAB	93	5	98
	CCK-1865	10	3	13
	CCX-1865	2	0	2
	CCK-2000	15	0	15
	CCX-2000	30	2	32
	CCX-2300	36	0	36
Glasair	All EAB	4	10	14
Glastar	All EAB	6	4	10
Harmon Rocket	All EAB	7	3	10
Just		20	2	22
	JA20	12	1	13
	JA30	3	1	4
	JA35	5	0	5

Homebuilts Completed in 2023 (Continued)

Type	Model	New EAB	Re-registered EAB	Total
Kitfox	All EAB	27	30	57
Lancair	All EAB	10	15	25
Legend	AL18	11	0	11
Magni	All EAB	25	1	26
	N16	6	0	6
	M24	18	1	19
	M26	1	0	1
MTOSport	All EAB	10	0	10
Pitts	All EAB	4	8	12
Rans	All EAB	37	15	52
	S-6	1	2	3
	S-7	8	5	13
	S-9	0	2	2
	S-12	0	4	4
	S-16	1	0	1
	S-19	3	1	4
	S-20	4	1	5
	S-21	20	0	20
Rotorway	All EAB	11	7	18

Type	Model	New EAB	Re-registered EAB	Total
Rotorway	All EAB	11	7	18
Rutan	All EAB	7	12	19
	Long EZ	5	7	12
	Varieze	0	3	3
	Q2	0	2	2
	Q-200	2	0	2
Searey	All EAB	4	7	11
Sling	All EAB	34	0	34
	Sling 2	3	0	3
	Sling TSI	31	0	31
Sonex	All EAB	17	8	25
	Sonex	7	8	15
	Sonex B	2	0	2
	Onex	1	0	1
	Waiex	3	0	3
	Xenos	4	0	4
Stolp	All EAB	4	6	10

Homebuilts Completed in 2023 (Continued)

So, you had to wait until the last page to verify that Vans had "won."

Note that the RV-12 listing here is ONLY for -12s registered as Experimental Amateur-Built. It does not include the masses of RV-12s licensed as Special Light Sport or Experimental Light Sport. For those keeping score, about 45 Light Sport RV-12s were added in 2023.

The effect of the return of the re-registered EABs is fairly obvious. For instance, 24 RV-4s were added to the registry in 2023…but 15 of them had previously been de-registered.

One sees the same thing with other older types, as well.

Type	Model	New EAB	Re-registered EAB	Total
Vans	All EAB	216	62	278
	RV-3	2	3	5
	RV-4	9	15	24
	RV-6/6A	18	15	33
	RV-7/7A	57	7	64
	RV-8/8A	24	11	35
	RV-9/9A	18	3	21
	RV-10	42	5	47
	RV-12 (EAB)	4	2	6
	RV-14/14A	42	1	43
Velocity	All EAB	8	7	15
Zenair	All EAB	55	27	82
	CH-250	0	1	1
	CH-601	2	13	15
	CH-650	4	0	4
	CH-701	13	7	20
	CH-750	34	3	37
	CH-801	2	2	4
	Cricket	0	1	1

Yesteryear's Homebuilts: The Minicoupe

The '60s and '70s saw many aircraft designed to use the VW engine. Most tend to blend together in memory, but Bill Johnson's Mini-Coupe still stands out: You don't see many homebuilts with twin tails. To me, it looks like the result of a midnight meeting between an Ercoupe and a Japanese Ohka kamikaze (aka, "Baka Bomb").

Several designers in the early '70s were experimenting with building VW-powered aircraft out of aluminum, and one can probably view the Chris Tena Mini-Coupe as the ancestor to the Sonex. Wikipedia says that the company was named "Chris Tena" after Johnson's wife.

The plane came as a complete kit, with pre-formed ribs, spars, and fuselage skins. Pulled rivets were used for assembly, and all welded parts included in the kit. It's reported that about 150 kits were sold. The design went through several other companies over the years. Kits are no longer sold, but plans are available from DCS Inc. (http://www.theminicoupe.com/).

All controls are operated directly by pushrods; no cables to rig. Like the Piper Vagabond and the Bowers Fly Baby, the landing gear is rigid with no shock-absorption capability beyond the tires. The nosewheel is steerable. One oddity is that "tail skids" are installed on the bottoms of the vertical stabilizers, not the aft fuselage.

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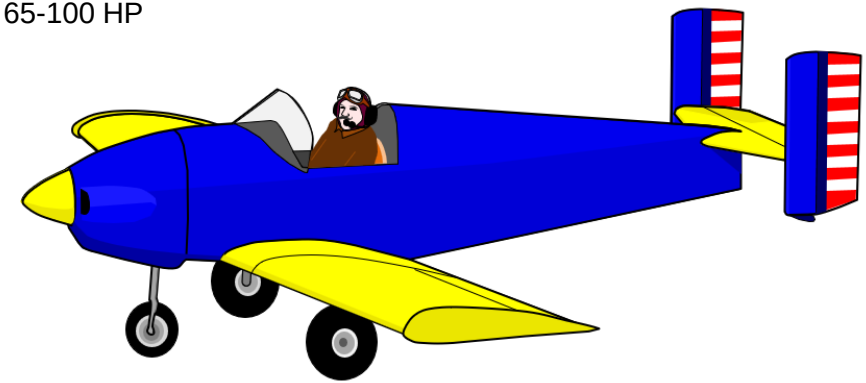
Engines:
65-100 HP



Gross Weight:	850 lbs
Empty Weight:	500 lbs
Wing Area:	83.5 sq feet
Stall Speed:	48 mph
Cruise Speed:	90 mph

Source: *Aeropedia*

Yesteryear's Homebuilts – The Minicoupe (Continued)

The stock fuel tank is 13 gallons. While designed as an open-cockpit airplane, several builders raised the aft turtledeck and installed a canopy.

Builder Ron Dixon, in a 1977 pilot report in EAA SPORT AVIATION, reports good handling. He was unable to make it spin, but one accident report from 1984 was a stall/spin case. Another builder reports putting over 500 hours on his airplane, which is a pretty good indicator of an acceptable aircraft.

Including the 1984 case, there have been a half-dozen or so accidents involving Mini-Coupes. There are no common elements, just the usual combination of mechanical issues and pilot handling. One recent case involved bad CG.

About 43 Mini-Coupes have entered the FAA registry since 1971. Only five remain on the active list. The airplane easily qualifies as Sport Pilot eligible.

Addendum: From the Stygian Depths of Ron's Computer

Look…I have no idea of where the drawing on the right came from.

I opened up my file containing drawings of the Minicoupe, and found this image at the very back.

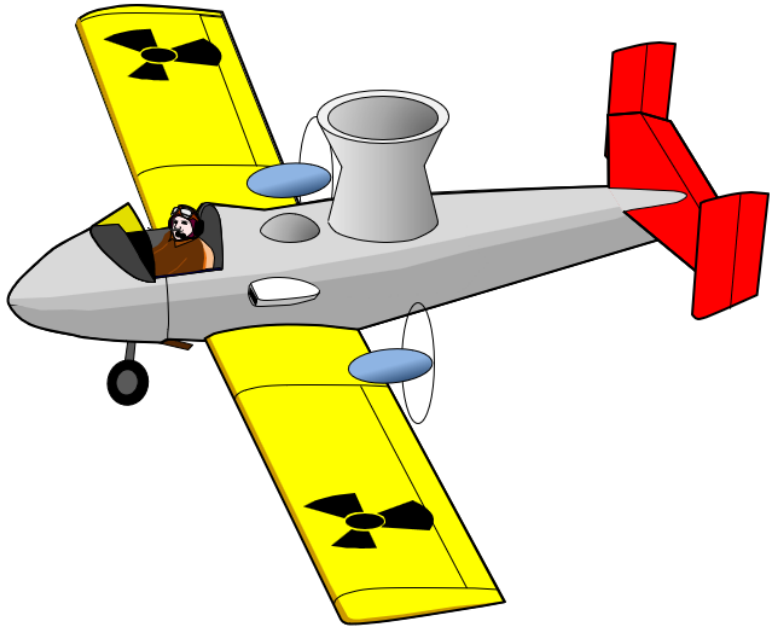
It seems to be a nuclear-powered, electric version of the Minicoupe.

Huh.

With the fake security markings top and bottom, I'm guessing this was for an April Fools joke, somewhere.

But what the heck. I was amused by it, and, hopefully, you are too.

TOP SECRET//PINNACLE//NOFORN



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On the Wreckord

Lancair Legacy - Texas: After leveling off at 9,500 ft, pilot switched the fuel selector from the right to the left fuel tank. He noticed a change in the sound of the engine, a decline in fuel flow, and a partial loss of engine power. He switched back to the right fuel tank and turned on the auxiliary fuel pump, but this did not correct the problem. Realizing that he would not be able to glide to a nearby airport, the pilot made a forced landing in a plowed field.

Postaccident examination of the engine revealed no discrepancies that would have precluded normal operation. The fuel selector was found separated just below the selector handle, and the selector valve was found in the 90-percent-closed position. The fuel selector assembly showed extensive wear. It is likely that the fuel selector separated with the valve in an intermediate position when the pilot changed the fuel selector handle position, which resulted in a partial loss of engine power. (3/8/2018)

Fuel Selector: The fuel selector handle was separated just below the handle selector. The two "U" joints and the drive shaft were intact. The selector valve was found in the 90 percent closed position.

On the Wreckord

Skybolt – Florida: The pilot was flying the airplane on the first flight of a 10-hour break-in period after an engine overhaul. The preflight inspection and ground operations were normal, with no signs of oil leaks. About 35 minutes into the flight, oil appeared on both windscreens, blocking the pilot's forward visibility; the windscreens eventually became completely covered with oil. The pilot contacted tower personnel, who cleared him to land. The engine then lost partial power. Tower personnel reported smoke coming from the engine. Unable to make the runway, the pilot chose to land the airplane in a field. After landing, the airplane collided with a ditch and came to rest. The engine caught fire, and the pilot egressed the airplane. A postcrash fire consumed most of the wreckage.

Examination of the engine revealed a large hole in the top of the engine case adjacent to the No. 2 cylinder. The No. 2 connecting rod was fractured at the crankshaft. The connecting rod failure was likely the result of oil starvation to the crankshaft. (3/17/2018)

On the Wreckord

Kitfox – Oregon: The pilot reported that, while flying about 800 ft above a river during a personal flight, he advanced the throttle to climb then the engine started to lose power. He elected to land on a nearby island, during which the airplane nosed over.

Postaccident examination of the airplane revealed that the throttle cable set screw on the aft side of the throttle body arm had backed out of its original position and was no longer securing the throttle cable. As a result, the cable moved freely with no corresponding motion on the throttle body arm. This would have also resulted in the pilot's inability to adjust the engine power from the cockpit throttle control.

Maintenance records revealed that the pilot built and installed the throttle body arm about 7 months and 204 flight hours before the accident. In addition, a vernier-style throttle cable was installed about 6 months and 159 flight hours before the accident. It is likely that the set screw was improperly secured during one of the previous maintenance events. (3/20/2018)

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

For Sale – RV-12 Project

I have an extensive RV12 project for sale. Here's what's included:

Wings are completed, including landing light and strobes. Tail group and fuselage cone are completed

Fuselage is 80% complete, including controls, wiring, canopy. Panel completed, including Avidyne/Garmin/ELT package with 2 axis autopilot

Finishing kit includes landing gear, brakes, tires, fairings, wheel pants, control cables, seat belts, plexi, etc. (This the most expensive kit on the airplane).

Factory built fuel tank.
Interior kit ….upholstery, side panels, sound proofing.

This is RV12 #616. It is designed for the carbureted 100 HP Rotax, and cannot be converted to the injected version. The kits were purchased 2011/2013. My cost was over $50K. Duplicating today would be over $75K. Price for all is $45K.

Project is safely stored and available for thorough viewing in Anacortes.

Jeff Robinson
360-961-2482