

# WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XX No. 5 ❖ May 2012

## NEXT MEETING:

2<sup>nd</sup> Thursday of the Month  
May 10th, 2012  
7:30 PM

## LOCATION

Opportunity Skyway Bldg.  
6524 Warsaw St.  
S. (N.W. Corner of Boeing Field)

Chapter Web Page

[www.eaa26.org](http://www.eaa26.org)

## MAY MEETING

### Seattle's new Class B Airspace format

Karen Mitchell, a senior Air Traffic Controller with the FAA in Seattle, will describe the new layout of the Seattle Terminal Area and what it takes to fly in the new Bravo airspace.

If you are dusting off your airplane for the flying season you may have noticed our old and round class B is no longer. The new "box" Seattle Class "B" airspace was published December 15th.



## FUTURE EVENTS

### Ellensburg EAA 492

Pancake breakfast Sat.  
May 19th from 0800-1100  
Hangar 1337 east end of  
field. Info 509-925-5431

Martin Field (Walla Walla)  
fly-in -- Saturday, June 2,  
2012. (\$4 Mogas)

### Twisp Airport Fly In

Twisp Municipal Airport  
2S0 - Twisp, WA - June 7,  
2012

### Great Northwest Air Race

Ephrata Municipal KEPH -  
Ephrata WA- June 16,  
2012

## FIFI RETURNS, OFFERS FLIGHTS AT AIRVENTURE 2012

The Commemorative Air Force's iconic Boeing B-29 bomber FIFI, the world's only remaining flying example of the aircraft, will return to Oshkosh this year for EAA AirVenture Oshkosh 2012. Along with the airplane's usual appearances in static and flying displays at Oshkosh, AirVenture attendees will be able to purchase flights in the aircraft for the first time. AirVenture flights will be based at Outagamie Regional Airport in Appleton - just 20 miles north of Oshkosh - and will be available July 22-29. Complete information and registration details are available at

<http://www.eaaonline.org/link.cfm?tid=12609539381&trk=yes&r=155620009&sid=18793631&m=1939755&u=ExAA&j=10145804&s=http://www.cafb29b24.org/>

## JETMAN SOARS OVER RIO

Swiss aviator Yves "Jetman" Rossy made another spectacular flight strapped to his jet-powered rigid wing on Wednesday - this time over the city of Rio de Janeiro, Brazil. Sponsor Breitling reported that his 11-minute, 35-second flight began with a helicopter-borne launch from about 1,200 feet and included flybys of Corcovado Hill, Ipanema Beach, and Sugar Loaf Mountain. He landed on the beach in front of the Copacabana Palace Hotel. Each of the four jet engines has 48.5 pounds of thrust, which Rossy controls with a handheld throttle. Strapped to the carbon-kevlar jetwing, he can reach speeds of 125-185 mph. Trajectory and altitude are controlled exclusively through maneuvering his body, shoulders, and legs. Watch video of the flight at

<http://www.eaaonline.org/link.cfm?tid=12609539381&trk=yes&r=155620009&sid=18793636&m=1939755&u=ExAA&j=10145804&s=http://youtu.be/mN8pzn0-Acl>

## COMMENTS STILL OPEN FOR YOUNG EAGLES FUEL EXEMPTION

EAA members and pilots can still comment to EAA's petition for an exemption from pilot reimbursement restrictions when Young Eagles pilots receive free fuel while flying youth in the popular aviation education program. Without the exemption (FAA-2012-0442), pilots would not be able to accept free fuel during Young Eagles free flight experiences, because it would be considered reimbursement that is contrary to operations by private pilot, recreational, or sport pilot certificate holders, or the operation of experimental aircraft.

[http://www.eaaonline.org/link.cfm?tid=12609539381&trk=yes&r=155620009&sid=18793642&m=1939755&u=ExAA&j=10145804&s=http://www.eaa.org/news/2012/2012-05-03\\_yefuel.asp](http://www.eaaonline.org/link.cfm?tid=12609539381&trk=yes&r=155620009&sid=18793642&m=1939755&u=ExAA&j=10145804&s=http://www.eaa.org/news/2012/2012-05-03_yefuel.asp)

**WEBINARS: FLYING CORVAIR ENGINES** William Wynne, "The Corvair Authority," will discuss the building and flying of six-cylinder, 100/120-hp Chevrolet Corvair engines. Wednesday, May 9: Flying Corvair Engines with William Wynne

<http://www.eaaonline.org/link.cfm?tid=12609539381&trk=yes&r=155620009&sid=18793649&m=1939755&u=ExAA&j=10145804&s=https://www2.gotomeeting.com/register/515795618>

## HINTS FOR HOMEBUILDERS: GREASE GUN BASICS

Last week Brian Carpenter, of Rainbow Aviation, provided the basics of various grease products for your aircraft. This week he reviews how to properly use a grease gun on Zerk and high-pressure fittings. Watch the video at

<http://www.eaaonline.org/link.cfm?tid=12609539381&trk=yes&r=155620009&sid=18793684&m=1939755&u=ExAA&j=10145804&s=http://bcove.me/yqtnhplr>

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## PRESIDENT'S MESSAGE...

I was pleased to see the newest issue of *AOPA Magazine*. It had an article about 10 used airplanes for \$20,000 or less. If you forgot or didn't read my last column, the same thing struck me last month.

I was surprised when I first noticed these cheap airplanes, but should not have been. This is a tough market to sell an airplane. Buyers really have the advantage. My point last month was: it is probably cheaper to buy an old certificated airplane than to build one. You can build an airplane for less than \$20k, but you have to have some focus. More about that in a bit.

In the AOPA article, five of these airplanes were produced in 1946: a Luscombe 8A, a Cessna 120 and a Cessna 140, an Aeronca 11BC Super Chief and a 12D Taylorcraft. All taildraggers. The only 4-place was a 1953 Tri-Pacer. There was also a 1961 Piper Colt and an Ercoupe/Forney A-1. Later aircraft were a 1980 Piper Tomahawk and take your pick of 1960's and 1970's Cessna 150s. All trikes.

Forty years ago when I was thinking that factory airplanes were too expensive, the older of the above airplanes were exactly the ones I was thinking of. Now they are older than I am and are still the floor of the aviation market, and really affordable.

One of the airplanes in that AOPA article is particularly notable. It is here in the Seattle area. A Luscombe 8A, Light Sport qualified, just \$16,000. It should be gone by now, but if you are interested look up Doug Colley.

For a different perspective I just read the Kitfox review in the May issue of *Sport Aviation*. As if to make it clear economy is not the goal, it was equipped with a Rotec 110 HP radial engine. The author thought \$60k-\$75k was a realistic estimate for a finished airplane, including buying the kit, options, engine and everything. Just add labor.

I follow the MinimalistAirplaneStudyGroup online. They are all about economical homebuilt airplanes and I enjoy following the discussion. A recent contributor thought \$25k was a good target for a simple but clean aluminum low-wing single-place monoplane with a commercially converted VW engine. This kind of fun little airplane is really different from a Luscombe or Taylorcraft. All are economical but the classics just are not cute little homebuilts. But building a cute homebuilt airplane is probably not as cheap as one of the classics.

## **President's Message (Continued)**

I am pretty sure you can find a nice little Fly Baby or Baby Ace for well under \$20k. And I bet it would be tough to build one for what it would cost you to buy one.

This has really opened up for me the whole topic of what homebuilding and flying are all about. There are a lot of different ways to be an airplane enthusiast. Homebuilding your own or owning a classic are just two ways to do it. A couple months ago I thought homebuilding was a good way to save money as opposed to buying a store-bought airplane. Now I rather think the post war classics are very tough to beat for economical two-place machines. Who knew?

Well, I have ended up in pretty much the same place two months in a row. I can see my mind has some well-worn grooves. I bet some of you would rather read about something else. I am open to suggestions. In fact you can be my guest. Who has something more compelling than my ramblings? Please ask.

We have a very nice program lined up about the new layout of the Seattle Terminal Area. Karen L. Mitchell, a senior Air Traffic Controller with the FAA in Seattle, will describe what it takes to fly in the new Bravo airspace. Come to the next meeting Thursday and hear some interesting and really useful information.

Ron Borovec

## **Cool links & videos**

Wow, DC-4 Skymaster doin' "pattern-acro"  
[http://www.youtube.com/v/hrziTee4b2c&hl=en\\_US&feature=player\\_embedded&version](http://www.youtube.com/v/hrziTee4b2c&hl=en_US&feature=player_embedded&version)

The 20 Spit's that were recovered in Burma, buried off the end of the runway..  
<http://www.telegraph.co.uk/news/uknews/defence/9203822/Spitfires-buried-in-Burma-during-war-to-be-returned-to-UK.html>

Pilots & Patriots will Love this.....  
<http://www.youtube.com/v/RU1oB8sGyYM>

Discovery Channel crashes a 727 in the Mexican desert for the cameras.  
[http://www.avweb.com/avwebflash/news/727CrashesForCameras\\_206618-1.html](http://www.avweb.com/avwebflash/news/727CrashesForCameras_206618-1.html)

## **Buildaplane, Kids Across America and Teachers Day 2012**

Build A Plane's Kids Across America is an activity that will enable all kids traveling to EAA's AirVenture Oshkosh this Summer to help Build A Plane to continue putting airplane teaching projects in schools. We have over 200 projects around the country with schools and youth organizations helping to teach kids about the basics of aviation through applying science, math, engineering and technology (STEM.) But we also have over 300 schools still waiting for projects and we need help from everyone.

Kids Across America is a special fundraiser whereby kids going to AirVenture, anytime during July 23-29, can secure sponsors for every mile they travel, whether by plane, car, bike or foot – all kids can participate! And the best part is the prizes! The Grand Prize is a complete pilot's license training package and second prize is a tropical vacation and lots of other prizes including scholarships, pilot supplies and

more! All participants will receive t-shirts and goodie bags plus participate in a special event during the show. For more information please visit our website at <http://www.buildaplane.org/kids-across-america.php>. We're also having our fourth annual Teachers Day this year on July 24<sup>th</sup> at AirVenture. Teachers from around the country are invited to attend this free half-day of training filled with presentations from aviation professionals with curriculum and project ideas. Plus there will be even more hand-on activities all can use right away in their classrooms. The event includes free lunch and admission to the show. To register go to [http://www.buildaplane.org/teachers\\_day\\_register.php](http://www.buildaplane.org/teachers_day_register.php) For more information on Build A Plane's Kids Across America and Teachers Day 2012 please visit our website, [www.buildaplane.org](http://www.buildaplane.org), reach me at 804/843-3321 or email [kbradshaw@buildaplane.org](mailto:kbradshaw@buildaplane.org). Please join us!

## **B-17 "Aluminum Overcast" in Seattle at the Museum of Flight May 21-28**

The B-17 "Aluminum Overcast" WWII Bomber and veterans will be in Seattle at the Museum of Flight May 21-28, 2012. Flights will be made May 24-27; to book your B-17 flight call: 1-800-359-6217 or see:

[b17reservations@eaa.org](mailto:b17reservations@eaa.org)

Current EAA members, \$409.00 or non-member, \$449.00. On site prices \$435 for members, \$475 for non-members  
Self guided ground tours May 24-27 after morning flights and daily 2 - 5 pm. (\$10 for adults, \$20 per family) Active Military and Veterans admitted free.

World War Two veterans will be in attendance for photos and conversation. On Saturday May 26<sup>th</sup> (9:30-10:00am arrival) the Cascade Warbirds will join the B-17 with a variety of vintage warbirds owned and operated by local pilots. Cascade Warbirds on Youtube: [http://www.youtube.com/watch?feature=player\\_detailpage&v=MYfUJgoeV8U](http://www.youtube.com/watch?feature=player_detailpage&v=MYfUJgoeV8U)

Event hosted by: [www.cascadewarbirds.org](http://www.cascadewarbirds.org)

# Experimental Major/Minor, is that a Major change? Must I redo flight test?

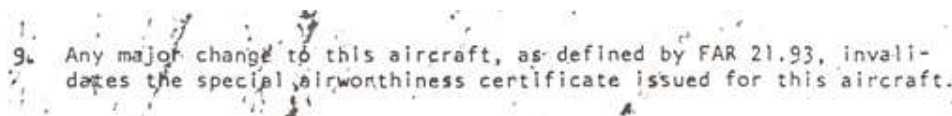
In the certified aircraft world, maintaining control of all the parts & pieces that go on the plane (configuration control), and knowing the effects of changing “Part A” for “Part B” is essential to understanding what you are flying, safety of flight, and the ability to demonstrate conformity to type design (basically, big airplane words to say it’s “built per drawing”). While “built per drawing” is not required of homebuilders (usually a good idea!), the effects of configuration changes can have significant consequences in a little homebuilt same as a 747.

Sometimes the configuration of the airplane results in undesired performance or effects. Restricted operating limitations or changes to recommended procedures and “V speeds” are often the required to keep you out of trouble with the laws of physics and aerodynamics. Astronaut Michael Collins was once quoted “The *Laws of Aerodynamics* are unforgiving and the ground is hard.” When you have a problem with your car, you can pull over and wait for a tow truck. The same situation in an airplane becomes “nearest best field” and often not an airport, sometimes not even a field. A tow truck is not an option.

The final doom and gloom item I’ll mention is liability and insurance. Lets say that you did successfully get your homebuilt flying and have flown off your 40 hours and have had many hours of fun and adventure. At some point in time you find your airplane needing a tweak in some area, so you make a change to improve things. Sometime later you have an incident or accident where metal is bent or you or a friend get hurt. In that case, much like a car accident, we file a claim and the insurance company covers medical and returning the plane back to it’s previous un-bent state. However, much like Matt Lum’s description of his experience with an “occurrence” you can expect to find your aircraft & pilot records “scrutinized.”

(an “occurrence” is not quite an incident, and no paperwork for you to the NTSB) If during that period of scrutinizing records it becomes apparent that a “Major Change” to the aircraft occurred, without FAA notification and re-entering Phase 1 flight test, your insurance company may decide that is the key nugget of info they will use to reject your insurance claim. This may happen even if the change was not a contributor to the incident or accident.

So, what is major? What is minor? Often a fuzzy grey area. Lets look at that reference the FAA will put in your operating limitations that is connected at the hip to your experimental airworthiness certificate.



From the above example of operating limitations (Ref. POH, N1343, Wickham Model B) is a pretty restrictive limitation. *“Any major change to this aircraft, as defined by FAR 21.93, invalidates the special airworthiness certificate issued for this aircraft.”*

Later versions don’t require an inspection, just contacting the FSDO for a concurrence of new flight test area. Unfortunately this more restrictive statement means after the change you must have the airplane re-inspected. However you can talk with the FAA to get that changed to a more recent version of the limitation that does not require inspection, but does involve contacting the local FSDO. Typically this means re-flying phase 1 flight test to re-establish compliance with 91.319(b), negotiating a flight test area, and flying off a minimum 5 hours.

Ok, so we know if it is a major change we must flight test it, but what is major? Naturally the FAA has a definition for this.

## Experimental Major/Minor, What really is major? (continued)

So what does 14 CFR 21.93 say?

Sec. 21.93

Classification of changes in type design.

(a) In addition to changes in type design specified in paragraph (b) of this section, changes in type design are classified as minor and major. A "minor change" is one that has no appreciable effect on the weight, balance, structural strength, reliability, operational characteristics, or other characteristics affecting the airworthiness of the product. All other changes are "major changes" (except as provided in paragraph (b) of this section).

Well, gee that's real helpful. Still pretty vague in several areas. How can we *quantify* what is an appreciable affect on weight? Or, how can we *quantify* what is an appreciable affect on balance (CG)? And so on with the others, how can we *quantify* (or perhaps characterize) what is an appreciable affect on reliability, operational characteristics, strength, or airworthiness? Hmmm, that could be a pretty tall order, but lets give it a shot (though with a disclaimer that we're getting into the realm of *my opinion* and not that of the FAA or a DAR).

Alright, lets give the first one a shot and examine how can we could *quantify* what is an appreciable affect on weight? Lets first examine the effect of weight on the whole airplane in performance. Certainly an additional 50 pounds on a 747 will appear negligible, but in a little 1 seat *Puttsalong Special* that could mean not clearing the trees on a hot day. What starts to impact performance? There are many performance numbers we could look at, but lets pick a few juicy ones, stall speed, takeoff distance, and climb rate. What does it take to make a 1% change in performance? Or 5%? For this sensitivity analysis I'll borrow a spreadsheet built by Dan Raymer called "Simplified Aircraft Design Spreadsheet for Homebuilders."

Lets begin with a hypothetical *Puttsalong Special*. This hypothetical airplane has a single seat, a 30hp and 540 pounds gross weight. But what if we were to incrementally change weight, what would that do to the takeoff distance, climb performance, and stall speed?

Weight --	Climb --	Stall --	Ground Roll --	Clear 50ft
540#	1095 fpm	26.0 kt	325 ft	500 ft
543#	1087 fpm	26.1 kt	329 ft	<b>505 ft</b>
544#	<b>1085</b> fpm	26.1 kt	330 ft	506 ft
555#	1053 fpm	26.4 kt	345 ft	<b>525 ft</b>
560#	<b>1040</b> fpm	26.5 kt	353 ft	534 ft
590#	962 fpm	27.2 kt	398 ft	587 ft

I've bolded some numbers that represent a 1% or 5% change. We can see at this scale it takes a large change in weight to see a 1kt change in stall speed. So that parameter is not very sensitive. However we can see in takeoff performance, adding just 3 pounds results in a 1 % change in takeoff distance, and adding 15 pounds results in a 5% change. In climb rate, adding 4 pounds resulted in trimming 10 fpm off, and 20 pounds shaved off 55 fpm. And that 50 pounds that was negligible on the 747, well that trimmed off about 140 fpm climb rate and added nearly 100ft to clear those trees. While the 50 pounds certainly represents a significant difference in performance, the FAA is only looking for appreciable. Appreciable is something capable of being perceived or measured. While I'm not an expert on what is major versus minor, I betchya you can measure or perceive a difference somewhere in this 1% to 5% range.

Next month we will continue this theme and attempt to quantify more things in an attempt to clarify what is major.

Additional reading: Kitplanes, "Ask the DAR" October 2011  
Kitplanes, "Wind Tunnel" June 2012

## **On the Wreckord**

### **Recent Homebuilt Accidents from the NTSB Web Page**

Swearingen SX300 - Iowa: The accident occurred during the instrument rated pilot's return flight home after an avionics upgrade, including the installation of flat panel flight displays. The pilot conducted a test flight the day prior to the accident flight with only minor discrepancies noted. Radar track data showed the accident airplane on a southwest course at 8,600 feet mean sea level (msl). About 15 minutes prior to the accident, the airplane made a course adjustment to the west, before returning to a southwest course. During this time, the aircraft began a descent to 7,000 feet msl. Weather data indicated the presence of an overcast cloud layer at 2,300 feet above ground level (agl), with additional cloud layer(s) between 4,000 feet msl and 8,500 feet msl, in the vicinity of the accident site. The final radar data point was located about 1 mile southeast of the accident site. Witnesses reported hearing an airplane flying in a southwest direction. About 2 minutes later, they heard the sound of the engine increase, followed by a "big boom" and then nothing. The accident site was located in an open agricultural field. A post accident examination of the wreckage did not reveal any anomalies consistent with a preimpact failure or malfunction.

Sonex – New York: When starting to takeoff in the tailwheel-equipped airplane, the pilot immediately applied full engine power and lost control of the airplane. The airplane departed the runway to the left and impacted a visual approach slope indicator control box, resulting in substantial damage to the right wing spar. The pilot stated that the accident may have been prevented if he had applied the throttle gradually.

Lancair 320 - Oregon: After a normal takeoff roll and liftoff, the airplane flew about half way down the runway before its pitch attitude increased slightly and it began to roll to nearly 90 degrees of bank. At that point, there was a smooth but significant reduction in engine power. The airplane then descended into the terrain with the landing gear still fully extended. A post-accident examination of the airplane revealed no evidence of a flight control system anomaly or malfunction. The pilot, who did not possess a valid Federal Aviation Administration medical certificate, had a history of progressive coronary artery disease and aviation-related post-traumatic stress disorder (PTSD). Post-mortem toxicology testing was consistent with a recent ingestion of a sedating over-the-counter antihistamine. Witness descriptions of the accident are potentially consistent with an incapacitating cardiac event, sudden psychological symptoms related to PTSD, or interference by the pilot's dog (who was sitting in the passenger seat) with the aircraft controls.

Acro-Sport - Michigan: The pilot had overshot the runway and executed a go-around prior to the accident. On the accident approach, the airplane touched down hard and bounced. A witness heard the sound of the engine increase, but not to a level consistent with takeoff power. The nose of the airplane was high. The airplane began to "waffle" and turn to the left, low over the trees, rolling as it disappeared from sight. A review of pilot's logbook indicated a total flight time of 695.5 hours, including just three entries related to the accident airplane. The first noted a local flight of 0.7 hours, with 1 landing. The entry also included the comment, "Prop strike on landing." The other two flights were apparently successful.

## Marketplace

**For Sale: Thorp T-18.** 0-290-D2 135 hp, In annual, First Flight 1993, Cruise speed 160 mph Stall speed 62 mph 2 place, Empty weight 920 lb, Gross weight 1500 lb, Electrical System **\$22,000** Ed Ullrich his phone number is 206 878-3062. The aircraft is hangared at Auburn.

**Metal Hangar for sale:** Pierce County Airport (Thun Field). 45x50, 45x14 electric bifold door. Heated and insulated, has separate bathroom. \$155k. Contact Gene Endsley, 206-300-1197

**RV-10 Tail for sale:** 95% complete. Skip Feher 425 677-5335

**Condo T-Hangar for sale:** Olympia Airport Hangar Number I-5, 1620 Sq. Ft., 44 ft 4" wide door opening - electrically operated bifold door. Two years old with epoxy sealed floor. 110/ 240 volt , 60 amp electrical service on separate meter. \$89,500. Mike and Arlene Dougherty, 253-880-6690.

**Zenair 601 HDS Project for sale:** Firewall back, including fairings, LR fuel tanks, and lights. Price negotiable. Terry Wilson, 206 522-4006.

**Smyth Sidewinder project for sale:** Project of former EAA member Keith Klinck who recently passed away. This is a 1960's vintage design, all metal, tricycle gear configuration somewhat similar to an RV-6. Completed fuselage and many other component parts and aluminum sheet. For more info call Ron Klinck at 425.739.0715.

**For sale: Tires** – 15/6.00-5, 6ply, 2 tires, 2 tubes. Brand new, unused, with yellow tag. These are retread tires that are heavier duty than standard – With deeper treads and harder rubber they'll last longer than new. \$125 for the set. Ross Mahon 206.550.9526 or [Rossair@aol.com](mailto:Rossair@aol.com)

**\*\*Price reduced\*\*** **THORP T/S-18 KIT & ENGINE** Lyc O290D "0"- SMOH (mo-gas OK), X-over exhaust, wood 68"d x 66"p prop. Avionics: Terra - com, nav, obs, txp, ELT. Finished: V stab, rudder, stabilator, flaps, ailerons, S ribs, ctr spar, rudder & brake pedals, brake & wheels, tail spring & wheel. Wide body fuselage w/gas tank installed & engine mount. Materials for completion are included: canopy frame / bubble & windshield, seat frames, .025 & .032 sheet alum w/JT template. And... free hangar space at Tacoma Narrows for one year. All for \$12,500. Contact Tom Worth 253-576-2730 or [wocon@att.net](mailto:wocon@att.net)

**1992 THORP T-18 – N295RS - \$40,000** • 350hrs SMOH Lyc O320 engine. Garmin – gps/nav/com 430WAAS, cdi, txp. Fly two x-country @185 mph on 7 gph (2x – USA). Tacoma, WA Narrows Airport. Tom Worth – 253-576-2730

**C90-8F engine for sale** good core for a rebuild. I believe prices can vary from \$2000 to about \$4000. Originally purchased from Gibson Aviation in El Reno, OK. One of many that Gibson purchased from the French military where they were used in early PA-18's. Complete logs, in French, along with notes from Gibson. The 8F version of the C90 has a flanged prop hub and is hand started. Original Bendix mags and a Marvel Schebler carb. According to the link below, this engine is approved for installation of Slick mags. Internal specs, bore & stroke, are identical to the Continental O-200. Total time: 1805 hours (from French military logbook) SMOH 999 hours, May have had a top overhaul. Contact: Chuck Cerar EAA #14440, 425 392-1821 [cerars@mindspring.com](mailto:cerars@mindspring.com) <http://www.pj260.com/Continental/O-200%20Manual.pdf>

**Project 1948 Stinson 108-3**, located in my hangar at Richland, WA (KRLD). Freshly powdercoated (high-zinc primer, iron phosphate rinse, white topcoat, etc), heavy-case 165 hp Franklin with good prop, spare wings, lots of spare parts, clean paperwork, about 300 SMOH and 2700 TTAF; came from Arizona, was idle for 20+ years. On the trailer. Asking \$10,000 or trade for decent Taylorcraft BC-12D. please post at clubhouse, put in newsletter, or announce at club meeting. I have lots of pictures that I can email. thanks! Steve Fribley EAA 243340, (206) 234-1306 [seaplanecfi@yahoo.com](mailto:seaplanecfi@yahoo.com)

**Corby Starlet Project:** Located in a storage building in Anacortes, WA kept safe and dry. It was purchased in Texas about 6 years ago and trailered up to Anacortes. We don't believe there are plans or paperwork with it. It has an engine and is partially assembled. Ginny Matheson Kirkland, WA (707) 483-3266.

**Wanted: Partner(s) in building Experimental Twin** \* Looking for 1 or 2 partners for building a one of a kind, partially complete, experimental light twin - Wickham Model F. Similar to Partenavia P68. Aluminum, 6 place, est 2100 empty, 3600+ gross, fixed mains, retractable nose wheel. Engines could be 150 to 180+ hp. Evolution of Wickham Model B twin N1343. No small project, if seriously interested, contact Tom Osmundson, 253-239-6175 [dieselfume@dieselfume.com](mailto:dieselfume@dieselfume.com)

# NEWSLETTER



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WIND IN  
THE WIRES



The Newsletter of EAA Chapter 26

