

# WIND IN THE WIRES



The Newsletter of Chapter 26, Experimental Aircraft Association ♦ Seattle, Washington ♦ Volume XVI No. 2 ♦ Feb 2008

## NEXT MEETING:

2<sup>nd</sup> Thursday of the Month  
February 14<sup>th</sup>, 2008  
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)

## FEBRUARY MEETING

### What's New at Dynon?



Years ago, the folks at Dynon Avionics came by to show their little all-in-one "Glass Cockpit" for homebuilt airplanes. They've added a lot more to their line since, and Mike Schofield of Dynon will tell us what the company's been up to.



## FUTURE EVENTS

Feb 16: Saturday  
Night Movies at  
Harvey Field  
presents "Space  
Cowboys" in  
Hangar 15, 6:30  
PM

Feb 23-24: NW  
Aviation  
Conference and  
Trade Show,  
Puyallup

Apr 5 -Hops and  
Props Museum of  
Flight, 7-10pm

Apr 8-13—Sun 'n Fun  
Fly-In

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## **PRESIDENT'S MESSAGE...**

### **What? User Fees at BFI?**

Say it's not so! A landing fee of \$1.25 per 1000lbs of landing weight is being assessed to aircraft landing at Boeing field. This amounts to a user fee in my book. The noise monitoring equipment tracks transponder codes. This has provided an easier way to identify fee targets. However, only flights with unique transponder codes, like IFR operations, appear to be receiving a bill to my knowledge. This by itself is discriminatory.

King County also failed to notify the FAA since the recently published AFD mentions only "landing fee for commercial acft operations." *[The Feb 14 edition keeps the same note –Ed.]*

Local pilots have received bills for these landing fees. For example, a friend of mine was doing some IFR training. She had made a landing at BFI in her C150 Aerobat, now she has a bill for \$2.50. Don't get me started on the amount of the fee and the cost of collecting it... All this, at a public owned, public use airport.

WPA is involved, vocal on web message boards, yet they haven't advertised this on their own WPA webpage or newsletter. AOPA knows about it, yet they are not being vocal. AOPA only printed a watered down blurb in a web article. In my view it failed to accurately capture the situation. Disappointing.

### **The Domino Effect**

One local pilot suggests that "The folks at Renton would love to close that airport. If BFI can charge them, then why not Renton? And make no mistake; their fees would be to discourage use. This is a slippery slope . . ." Certainly closing RNT is not an option with Boeing there, but this does give one person's view on how our local government views our airports.

### **Money**

The real root of many issues, including this fee, is money. Reportedly, the airport director mentioned that there has been a leak in airport revenues, and the timing is due to trying to find a way to plug that leak.

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

A colleague of mine suggests "From what I was told, we should expect to see revised KC code wording for our review at the next committee meeting which, hopefully, would clearly resolve the whole matter of landing fees without irritating county officials into further penalizing all us crazy, emotional, rich pilots." Note the sarcasm. Is this more tolerant method better than my reactionary "send the bill to Ron Sims and tell him to Go Pound Sand" method I suggested earlier on the EAA 26 webpage?

I'm not sure. I've suggested that until this gets sorted out, don't pay the bill. However, that decision is up to you.

The next Roundtable meeting is Monday 11 February, so we should know more by this next EAA meeting.

Tom

### **EAA CHAPTER 26 - MEMBERSHIP INFO**

- Dues are \$16.50 per year, due in **January**.
- If you are a prospective new member we will be happy to send you a couple of complimentary newsletters.
- Please fill out the membership form.
- Make checks payable to "EAA Chapter 26", and pay Treasurer at the next meeting or mail your check to:

EAA 26,  
c/o Tony Livic  
3546 Gangmarken Ln NE  
Bainbridge Island WA 98110

(Note: Members who have not paid by March will no longer receive a newsletter)

### *Cecil Hendricks*

Chapter 26 charter member Cecil Hendricks suffered a minor stroke in January. His mind is doing well, but his left leg and arm were weakened. It sounds like a small one, and he's been undergoing physical therapy.

Here's to a quick recovery!



Pete Bowers in the Story



### **TIME IS UP FOR E-LSA REGISTRATION**

The day that was looming for more than three years - January 31, 2008 - arrived two weeks ago, and with it the hard deadline for owners of two-place or "fat" ultralights to submit their aircraft registration (n-number) application for converting their aircraft to an experimental light-sport aircraft (E-LSA). Owners whose registration applications were received by the FAA by Thursday may apply for an exemption obtained by EAA, enabling them to schedule an airworthiness inspection through January 31, 2010.

With the passing of the deadline, EAA warns its members to be on the lookout for what may appear to be a "really good deal" in the used two-place or "fat" ultralight/light aircraft market. If you're offered a great price on such an aircraft, make certain it has an N-number and an airworthiness certificate. Always understand what you are buying, and be aware that as the buyer, you would be "under the gun" to get it certificated, and the least desirable - Experimental Exhibition - may be your only certification option.

### **EAA WELCOMES SENIOR FAA OFFICIALS TO 2008 RECREATIONAL AVIATION SUMMIT**

Senior staff from FAA came to Oshkosh last month to meet with EAA officials at the 2008 EAA/FAA Recreational Aviation Summit. More than a dozen FAA officials, led by Associate Administrator Nick Sabatini, discussed specific items regarding various segments of the grassroots aviation community. Among the topics on the agenda were sport pilot/light-sport aircraft; aerobatics; experimental/amateur-built; vintage aircraft; warbirds; aviation safety; and aviation fuel. Plans will also be made for FAA participation at EAA

AirVenture Oshkosh 2008 - where many of the action items determined today will be updated.

"It's all about working together," Sabatini said. "We can solve any problems we have when government and industry are able to work together like this."

Earl Lawrence, EAA vice president of industry and regulatory affairs, commented, "With EAA's diverse membership and that of our affiliate associations, these summit meetings have proven to be very effective in identifying what's most important in the community and how best to prioritize resources to solve problems."

### **EAA JOINS SMALL AIRCRAFT CERTIFICATION PROCESS REVIEW**

Representatives from EAA were in Kansas City, Missouri, last week participating in the first meeting of the FAA's Small Airplane Certification Process Review Team. John Hopkins, manager of aircraft maintenance for EAA, attended along with other industry and FAA representatives.

The team's objective is to assess the adequacy of the various airworthiness processes currently in place throughout the airplane's service life, and, if appropriate, look for ways to improve those processes.

Team members will work to identify: the major airworthiness processes, procedures, and policies applied throughout the entire small airplane lifecycle; major "myths" between the different areas of certification, maintenance, and operations; and relevant general aviation safety/accident studies to determine if any additional studies need to be done.

# Untangling the Light Sport Aircraft Knot



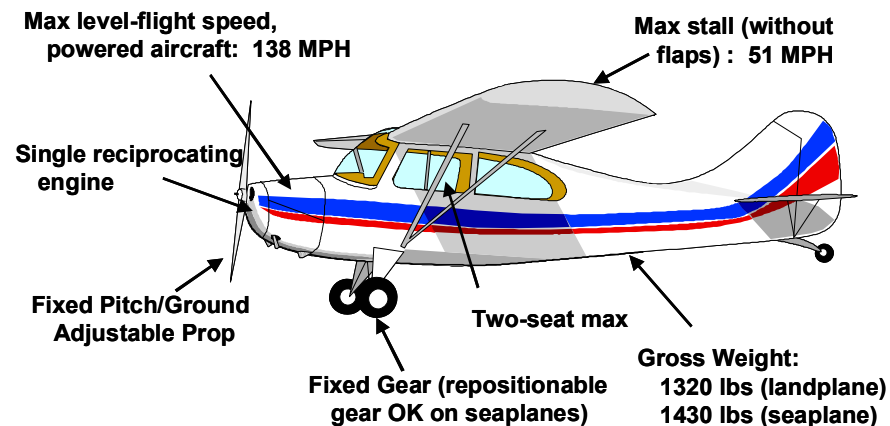
Four years after the approval of the Sport Pilot license and the new Light Sport Aircraft categories, there's still a lot of confusion about them. At last month's meeting, I spent a few minutes discussing the intricacies to several members, and decided to try provide a coherent summary for this month's newsletter.

Alexander the Great used a big sword to solve the Gordian knot, but let's talk our way through on the Light Sport one.

## The FAA's Biggest Mistake

No, I'm not talking about their decision to grant me a pilot's license in the first place. I'm referring to their use of the same term, "Light Sport Aircraft," to refer to both a new aircraft definition as well as a new set of certification categories.

Let's look at the definition first. If a plane meets a specific set of criteria (as illustrated in the figure below), it meets the FAR Part 1 definition of a "Light Sport Aircraft." An aircraft which meets the definition can legally be flown by a Sport Pilot...either a person who has the new Sport Pilot license, or



someone with a higher rating whose medical has expired.

The big thing to remember is the fact that an aircraft meets the Light Sport Aircraft definition does not change its certification standard, nor how it must be maintained and inspected. A J-3 Cub meets the LSA definition, but it still must be maintained according to Part 43. It's a normal category airplane, and the fact that's it happens to meet the Light Sport Aircraft definition doesn't change that.

For clarity, let's refer to planes that meet the Light Sport Aircraft definition as "Sport Pilot Eligible" aircraft.

## Aircraft Certification Categories

The trouble is, "Sport Pilot Eligible" airplanes are rather rare...either you're talking about smaller homebuilts like Pietenpols and Baby Aces, or you're left with 60-year-old classic rarities like Cubs and Champs.

So the FAA decided to create a couple of new certification categories for simple new airplanes. First off, they needed to decide where to put them in the Airworthiness Certification structure.

As far as the FAA is concerned, there are only two basic airworthiness classes: *Standard* and *Special*. (See the diagram on the next page.)

Airplanes in the *Standard* class are expected to fully comply with Part 21 and other FARs that govern aircraft and engine design requirements. Standard class aircraft can do anything...be rented, operate on charters, carry paying passenger on regular service, etc.

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## The Light Sport Aircraft Knot (Continued)

Certification in the Standard class lets one use the plane for nearly any desired use, but it comes with a few catches. First, the manufacturer of the airplane must go through an extensive process to prove the design meets the stringent requirements. Second, the manufacturer must build the plane in accordance with strict standards, and any deviation from its Type Certificate requires careful analysis and FAA approval. Third, a Standard class airplane can only be maintained by professional, licensed mechanics.

However, not all airplanes can be pigeonholed in Standard class. For instance, manufacturers must have some sort of legal basis to enable them to test-fly new aircraft.

Nor does it make financial sense to impose the full power of the law on limited-production planes intended to dust crops or fight forest fires. And, of course, there are those rebels and reprobates who insist on building and flying their own aircraft.

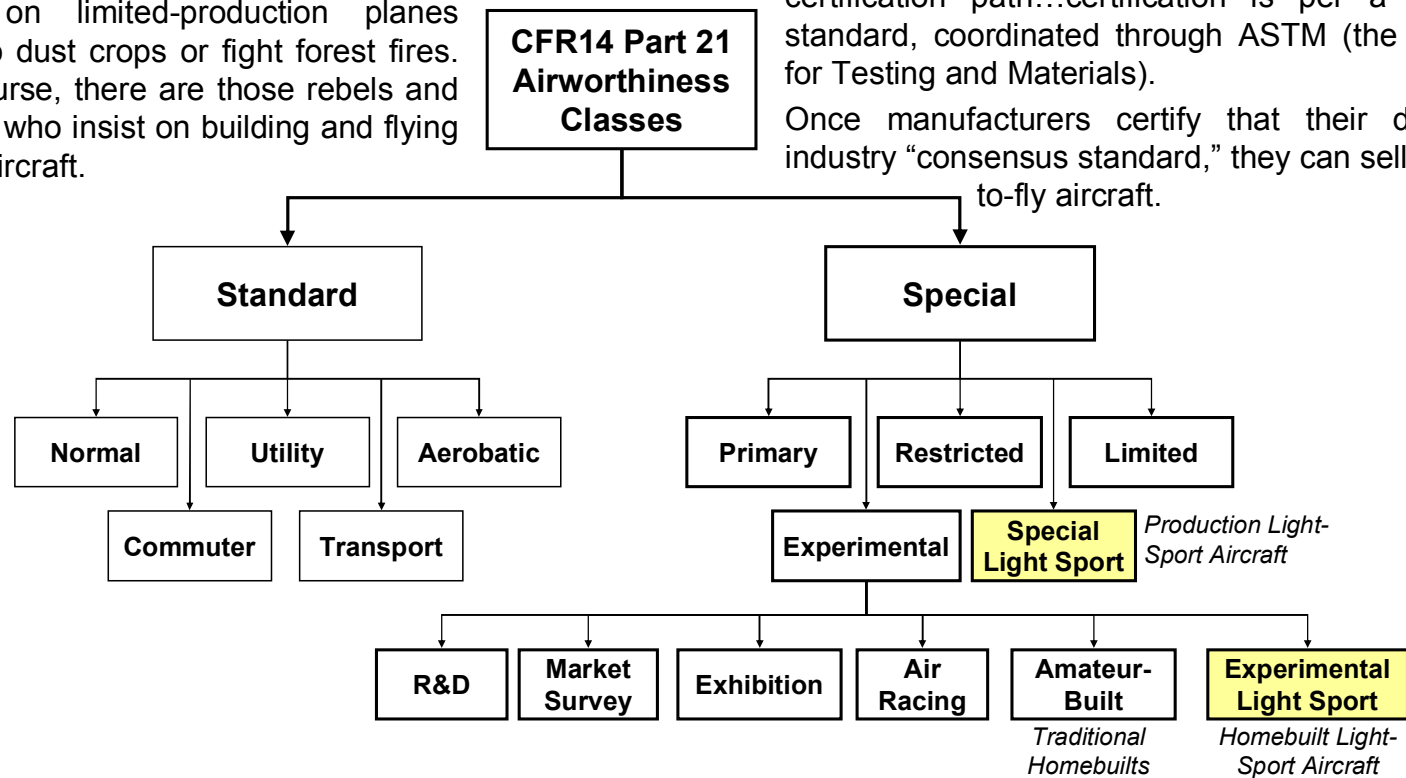
The *Special* class is set aside for those cases where meeting the strict letter of the FAA's design and maintenance criteria isn't necessary. Special class permits warbirds to fly, lets modified commercial transports drop retardant on fires, lets racers chase each other around the pylons at Reno, and lets folks like us build and fly homebuilt aircraft.

### The "Special Light Sport Aircraft" Category

The FAA was planning new, simple aircraft categories that would have simplified certification requirements. Obviously, Special class was the right place for them.

The FAA began with the *Special Light Sport Aircraft (S-LSA)* category. S-LSAs don't follow the FAA's traditional certification path...certification is per a non-governmental standard, coordinated through ASTM (the American Society for Testing and Materials).

Once manufacturers certify that their design meets an industry "consensus standard," they can sell them as ready-to-fly aircraft.



## A Knotty Story (Continued)

### The “Experimental Light Sport Aircraft” Category

In addition, to the ready-to-fly S-LSAs, the FAA added a new sub-category under the Experimental category in the Special class: *Experimental Light Sport*, or E-LSA.

E-LSAs are distinctly different from our traditional “Amateur-Built aircraft” (e.g., homebuilts), and is a new category, not a replacement. To begin with, there is no “51% Rule” for E-LSAs. They can be sold as nearly-ready-to-fly aircraft. To sell E-LSA kits, the manufacturer must first gain S-LSA approval of the design. Once the first example is certified, the manufacturer can sell E-LSA kits at any completion level.

There are two other big differences from traditional homebuilts. Builders of the subsequent E-LSA kits must then build their aircraft identical with the S-LSA example. For instance, you can't use a Continental engine instead of a Rotax. The manufacturer's assembly instructions must be strictly followed...right down to the specified radio.

Second, the builder of an E-LSA does not receive the Repairman Certificate that will allow him or her to perform the annual condition inspection of the aircraft they built. Like traditional homebuilts, the owner can perform all maintenance, but appropriately licensed individuals must perform the annual inspections.

### E-LSA Advantages

E-LSA sounds a lot more restrictive than the traditional Experimental Amateur-Built category, but there's a couple of factors that soften the blow considerably.

The restriction on modifications only applies when the builder of the E-LSA presents it for licensing. Once the owner has the certificate, they can modify it however they wish. They have to build it with that Rotax 912 engine, but once the

inspector signs the certificate, they can pull the engine off and replace it with whatever they choose.

Plus, while the builder cannot receive a traditional Repairman Certificate for their E-LSA, they can attend a 16-hour training course to receive a Light Sport Inspector (LS-I) Repairman Certificate. The LS-I permits the holder to perform the inspections on any E-LSA they own...whether they built it or not!

This should boost the resale value of an E-LSA vs. the traditional Experimental Amateur-Built aircraft. If someone buys a regular homebuilt, they must hire an A&P every year to perform the inspections (unless the original builder is willing to continue). However, the buyer of an E-LSA can perform the inspections, if they've taken that 16-hour course. They don't even have to re-take the course if they buy another E-LSA!

### The End of A Loophole

Until the end of January, any owner of any not-previously-registered aircraft that was Sport Pilot Eligible could get it certified as an E-LSA. This was primarily intended to allow transition of two-seat ultralights to the status of licensed aircraft, but builders of traditional homebuilts could also receive E-LSA certification. One of our chapter members took advantage of this.

It was a pretty good deal. But the loophole ended at the end of January, except for those with applications already in the pipeline.

The LSA knot may have looked of the Gordian persuasion, but it's really fairly simple. Like most knots, it consisted of a few fibers twisted in an unexpected fashion. A few minute's picking is all it takes. And if all else fails, use a sword....

THE END

## **On the Wreckord**

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

Long EZ - Kansas: According to the pilot, the airplane departed with approximately 2 hours flight time of fuel in the left fuel tank and 1.5 hours in the right fuel tank. After initially cruising on the left tank, the pilot decided to change the fuel selector position to the right tank when the airplane was over the next airport. Approximately 5 minutes later, and prior to switching the fuel tank selector to the right tank position, the engine lost power. During the forced landing, the airplane impacted terrain and was moderately damaged. Afterwards, the engine was test run on the airframe for approximately 10 minutes with no anomalies noted. In the accident report section, "How could this accident have been prevented?", the pilot reported, "Add more than enough gas."

RV-8 - Pennsylvania: After touching down on the third landing of the day, the airplane began to veer left and right, so the pilot applied power and climbed to an altitude of 30 to 50 feet. The airplane then rolled and turned left before it overflew the left edge of the runway and parallel taxiway, while continuing to turn past a heading perpendicular to the runway centerline. The airplane continued the left turn, in an approximate 30-degree bank, and began to descend toward a low wetland adjacent to the runway. The aircraft struck the ground left wingtip first, and airplane then cartwheeled counterclockwise coming to rest upright on the right main landing gear and forward fuselage. The accident flight was the pilot's second incident in an RV-8. Approximately one year prior to the accident, in a different RV-8, the pilot also experienced a loss of control while practicing landings, during which the airplane veered off the left side of the runway and struck a taxiway light.

Aventura - Florida: The initial takeoff climb appeared normal, then approximately 1.5 seconds later while flying at an estimated 75 feet above ground level (agl), the left wing dropped, or "bobbled." The airplane rolled to the right, then climbed to 100-150 feet agl. The right wing raised, the nose pitched up 15 degrees, which was more than a normal pitch attitude, then the airplane "shuddered", and stalled to the left. An experienced witness stated that the engine sounded "perfect" from the application of takeoff power to the point where the airplane stalled.

RV-8 - Missouri: Approximately 2-hours and 10-minutes into a 425-nautical mile flight, while in cruise flight at 5,500 feet MSL, the airplane experienced a complete loss of engine power. During the emergency descent, the pilot noted that the left and right fuel gauges indicated approximately one-fourth a tank of fuel per side. During the landing roll, the nose landing gear sunk into the soft ground and the airplane nosed-over coming to rest in an inverted position. A Federal Aviation Administration (FAA) inspector reported that both fuel tanks were found empty and that they did not appear to be compromised. In addition, the inspector reported that he did not observe fuel stains suggesting the fuel had leaked out.

Fueling records at the departure airport established that the airplane was last fueled two days earlier, with the addition of 30.6 gallons of fuel. The pilot had planned for a 2 hour and 29 minute flight. The normal fuel consumption rate for that engine is 10.5 gallons per hour at 2,450 rpm (75 percent rated power).

## **Marketplace**

For sale: 1958 Colonial Skimmer Lake amphibian - precursor to the famous Lake LA-4 and Lake Buccaneer amphibious airplane series. Though type certificated, this particular Skimmer is in the experimental category. The engine has low time. The radio panel is adequate but minimal. The main gear wheel hubs, nose gear strut and all hydraulics have been totally overhauled, The plane is intact and has all ADs complied with (I think). The owners estimates that it will take between 8k and 20k to make the plane properly airworthy.

The airplane itself is a very economical three place machine. It has excellent performance and burns about nine gallons/hour at 65-70 percent cruise power. It is actually a rather rare bird ... one of only a handful still in flyable or restorable condition. There is a lot more information about this plane, other Skimmers and the owner's experiences flying it at: <http://www.reputableman.com/> . Asking \$36,500 Craig... 206-498-9447

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. They work well on 5 inch wheels, but give a larger tire size for unimproved runways. Great for your RV or T-18! \$125 for the set. Ross Mahon 206.550.9526 or [Rossair@aol.com](mailto:Rossair@aol.com)

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

RV-8A project for sale. Empennage complete, wings about half finished, fuselage kit untouched. Could still be built as RV-8 taildragger at this point. Includes a complete set of Avery tools and Boeing Surplus work tables. Any reasonable offer will be accepted (builder has lost medical). Contact Bill Kelly (Lake Tapps area), 253-826-1218 [billkelly67@hotmail.com](mailto:billkelly67@hotmail.com)

Wanted: Lycoming O-235 engine, will consider any version, prefer run out engine in need of overhaul. Ross Mahon 206.550.9526 or [Rossair@aol.com](mailto:Rossair@aol.com)

Former EAA member Keith Klinck recently passed away and his wife Helen has his Smyth Sidewinder project up for sale. This is a 1960's vintage design, all metal, tricycle gear configuration somewhat similar to an RV-6. The project has a completed fuselage and many other component parts and aluminum sheet. For more information call Ron Klinck at 425.739.0715.

Airpark Home Seattle / Port Orchard. Vaughan's Airpark. Charming 3br. 2-1/4ba. Country Farmhouse style home with wrap around verandah & upgrades, on 2.47 acres with loafing shed and cross fencing for horse. Perimeter security fence. Attached kitplane - taildragger hangar / workshop / garage. Quiet location near Seattle ferry. \$410,000 -obo. <http://mysite.verizon.net/resun6v1> (253) 857-4330 after 6PM or Iv. msg .

# NEWSLETTER

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## WIND IN THE WIRES



The Newsletter of EAA Chapter 26

