

EAA Mount Rainier Chapter 326 Newsletter

Thun Field – November 2010

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Meeting Notice

**Tuesday, November 9th, 7 PM
CAP Building, Thun Field**

Program: TBD

Refreshments: Marv Scott

Web Site - Andy Karmy
Treasurer - Norman Pauk
Young Eagles Coordinator - Dave Fritzsche
Assistant Young Eagles Coordinator - Conrad Crane
Newsletter Editor - John Brick
Photographer - Kerry Albritton
Facilities Coordinator - George Lightner
Board of Directors - Marv Scott, et al

Andy Karmy
Chapter 326 Secretary

From the Secretary

EAA Chapter 326 monthly meeting - October 12, 2010

Kevin called the meeting to order this evening.
Tonight's program was by Bruce Hughes on WWII women pilots, ATA, WASP

Treasurer report \$2796.09 in checking
Dues are due for 2011, it's just \$15 and the best value going.
please get them paid up ASAP so we can start the year with a good base of paid members.

Next Board meeting will be January 9th at the Thun Conference room.

Prop balance program. We balanced Three more planes recently. If you still need to have yours done get in contact with Andy Karmy. It's just \$50 and you really will feel a difference!

Olympia chapter is giving a tour of the Soloy aviation company (they do turbine conversions) It's a good chance to meet some of the local chapters for those that made it out.

Long range planning is starting to look at a chapter facility. All ideas are welcome as we start thinking about fund raising and creative solutions to get us into a building. Look for more information at the board meeting and through the meetings as we continue to talk about this exciting project.

Dave Vermeersch is selling his RV9A, drop him a note if you're interested. vertdave@clearwire.net

2011 / 2012 officer nominations were held this evening. Thus far here's what we have. Please come ready to vote at the November meeting and consider stepping up for one of the open positions. We need everyone working together to make the chapter work.

President - Andy Karmy
Vice President - Bruce Finney
Secretary - Open

Our Own Clubhouse

At the board meeting and again at the last Chapter meeting, the prospect of acquiring a clubhouse of our own was discussed. The CAP building is not rent-free and our future use of it is always in question. The ideal situation supposedly, would be to buy a large hangar on Thun Field and have it serve triple duty as clubhouse, hangar and workshop. Or, maybe off airport property where we could buy or build a facility ourselves would be more affordable.

First question: do we really want to do this?

Ask yourself how you personally would actually use this facility.

- A place to hang out at the airport? Cookouts? Happy hour?
- A place to rent workspace or hangar your aircraft?
- A place to access Chapter tools and property?
- A place to get assistance or instruction on some aspect of building?
- A place for you to participate in a Chapter / kids' project?
- A place to bring outsiders as a community relations endeavor?
- A place to bring friends that you'd like to join the Chapter?

Also remember, assuming we won the lottery and had the funds, there is a lot more to it than that.

Management, administration, bookkeeping, maintenance, security, insurance, etc. Lots of opportunity for friction we don't have now.

Second question: money.

We're talking \$100k or more. Cash!!! Does anybody know Paul Allen? Seriously!

No amount of pancakes or bake sales is going to make a dent in this so let's look at things that might work:

1. Bequest. All sorts of charities use these: churches, universities, museums, even the EAA. It might be worthwhile to have a legal expert come and talk to us about this, but it is not complicated. You make arrangements in your will to make a gift to the Chapter. You can make a specific monetary amount, but more commonly you make a percentage of the “residue of your estate” basically what’s left over for distribution after all the other specific and cash bequests have been made. “I devise and bequeath _____ percent of the residue of my estate to Chapter 326.” Even one or two percent could be a significant donation.
2. Insurance beneficiary: If you have a policy that you no longer need, consider naming the Chapter as a beneficiary.
3. Retirement plan beneficiary. IRA, etc.

Granted these are long term, but even longer if we delay getting started.

4. Private Enterprise: How many of you would be willing to invest 5 to 10 \$k in a for-profit corporation or LLC as owners of a hangar on Thun Field? Investors would profit, or not, based on rental income and appreciation of the property value. Shares could be bought or sold. The underlying purpose, not to be forgotten, is to give the Chapter a home at modest cost.

This brings to mind another question: How much is the Chapter willing to pay? Our \$15 dues are trivial mainly because we have no need of more money. Likewise we have no incentive to make money at our meetings or other events. A modest dues increase could easily be justified if there was an identifiable goal. Our membership has been around 100 for 10 years. A clubhouse might attract more members and more participation. Something to think about.

5. Patrons of the Art: Often people come up to me and say, “John, I love aviation, I have a heckuva lot of money, I don’t need it, what should I do with it?” From now on, I’ll be ready with the clubhouse suggestion. But seriously, potential benefactors are out there, people you know maybe. Politicians aren’t afraid to ask for money, why are you?... don’t answer that. But it’s true; wealthy individuals often give large sums to organizations of every stripe. Often that money is a drop in the bucket and hardly noticed... here it would make a difference! If you know somebody like that, don’t be afraid to ask.

Management (BLM) to discuss the possibilities of running the NAE (North American Eagle) on the Diamond Valley Dry Lake. It is located about 60 miles south of Elko, Nevada. It was a very positive meeting with very good information to take home and begin working on. With the distinct possibility that we may never find the funding to conduct our runs at Edwards AFB, it is looking more and more like switching to Diamond Valley is the best choice. There are 15 miles of lakebed to run on and the nearest town for logistical support is Eureka, NV about 25 miles south of the lakebed.

The remainder of the week was spent at the world finals. The conditions were perfect, cool temperatures, great salt and a well oiled team. We were able to get the Lakester ready to run on the first day but waited until the next morning to make the first run. The Lakester is powered by a 368 Dodge engine and is shifted through a Tex Racing gearbox. The mission of the week



was to get Calvin Dirks qualified for the 200 MPH club. In order to do that, we had to run over the existing record of 272 MPH. By Friday Calvin and Cam, our two engine tuners and Coulton our junior member had the engine and racecar running perfectly. Owner Dave Green and head technical consultant, Steve Green, Cousin Eric (overseer) and I (the alternate driver in case Calvin gets scared) lined up the Lakester for an attempt at the record. Calvin's first pass was sufficient to qualify him for a backup pass the next morning. On Saturday Calvin put the pedal to the metal and ran over 276 with an exit speed of 283 MPH. The two pass average over the measured mile was 276.095 MPH. That is the record for that class of vehicle and qualified Calvin for membership into the 200 MPH club. With 15 minutes left in the week of racing I did get to make a run (my first) and ran a 255 with exit speed of 258. It was a great Field Trip!!!

Ed Shadle

Trip Report

Ed Shadle

I just returned from a week long trip to the Bonneville Salt Flats for the World Finals. On the way down, my son Cam and I spent a couple hours meeting with the Bureau of Land

E-LSA or Amateur-Built?

Joe Norris

I’ve been getting a number of calls lately asking about the difference between an experimental light-sport aircraft (E-LSA) and an experimental amateur-built aircraft. These calls are mostly from EAA members who are considering an RV-12 project and

wondering whether they should certificate the aircraft as E-LSA or amateur-built. There are potential benefits and pitfalls to both options, so in this month's column I'll try to shine some light on the subject.

For an aircraft built from a qualified E-LSA kit, the required proof of qualification is fairly simple. The applicant must have an FAA Form 8130-15 *Statement of Compliance* that has been completed and signed by the manufacturer of the kit and evidence that the aircraft was built strictly in accordance with the manufacturer's construction manual. No other construction records are necessary, and it doesn't matter whether the builder was building for recreation or for hire. Remember, there's no 51 percent rule for an E-LSA and no requirement that the aircraft be constructed for education or recreation. As long as the applicant can show that the aircraft was built strictly in accordance with manufacturer's instructions and the properly executed 8130-15 is included in the application package, the aircraft qualifies.

An amateur-built application is a different story. Applicants for an amateur-built airworthiness certificate are required to be able to show compliance with the 51 percent rule. One of the forms in the application package is FAA Form 8130-12 *Eligibility Statement*. This notarized form contains a statement certifying that the builder(s) have performed the major portion of the fabrication and assembly tasks and that they have documentation supporting the claim. The 8130-12 also contains a statement outlining potential penalties for falsification of the form. Documenting compliance with the 51 percent rule might be fairly easy, or it might be complicated. Which it is depends on several factors.

The path of least resistance is when the aircraft was built from a kit that is already listed on the FAA's kits listing and the builder(s) did all the remaining tasks without commercial assistance. In this case, the FAA already knows that the kit itself qualifies for amateur-built certification because it has been evaluated and found to meet the major portion requirements. And since the builder(s) didn't employ any paid assistance (usually referred to as commercial assistance), the FAA can be reasonably sure that the remaining tasks were completed for the builder's own education or recreation. Builders who build from plans, or build an original design, benefit even further because there's no kit involved to cut into the builder's percentage of the fabrication and assembly (assuming no commercial assistance was employed).

Things get more interesting when either the kit isn't on the FAA's kits listing or if commercial assistance is employed. Remember when I said "the applicant must show and the FAA must find"? This checklist in [Advisory Circular 20-27G](#) is at the heart of that requirement. For applications where the kit manufacturer hasn't had their aircraft evaluated by the FAA and hasn't completed this checklist for their builders, it's up to the individual applicant to figure out all these percentages.

Okay, we've taken the long road around to deciding which certification category might be more desirable. The answer is it depends. First of all, unless the aircraft is being built from an approved E-LSA kit, the answer is easy – amateur-built certification is the only choice. But those building an RV-12 (or any other approved E-LSA kit) might be tempted to go amateur-built rather than E-LSA. Why? Let's look at the pros and cons, specifically using the RV-12 as an example.

E-LSA certification pros:

- No 51 percent rule requirement
- No requirement to build for education or recreation
- Commercial assistance not an issue
- Likely shorter flight test time requirement
- Subsequent owners can qualify for repairman certificate by completing 16-hour course

E-LSA certification cons:

- Builder can't deviate from assembly instructions in either structure or installed equipment
- Builder must take 16-hour course in order to qualify for repairman certificate

Amateur-built certification pros:

- Builder is allowed to install alternate equipment as desired (within LSA definition)
- Builder qualifies for repairman certificate without taking additional training

Amateur-built certification cons:

- Subsequent owners can't qualify for repairman certificate regardless of training
- Longer flight test period requirement
- Applicant is responsible to fill out fabrication and assembly task checklist
- Commercial assistance cuts into builder's percentage of fabrication and assembly

This last point is a major one since, to date, Van's Aircraft hasn't yet asked the FAA to evaluate the RV-12 kit for inclusion on the FAA's kits listing. Unless Van's would be willing to help individual builders fill out the "kit manufacturer" portion of the checklist, the applicant is looking at a major project in trying to fill out the checklist. Now, if Van's does have the FAA evaluate the RV-12 kit and the kit gets placed on the FAA's kits listing, the amateur-built application process will be considerably easier, and the only thing the builder would need to watch out for is commercial assistance that brings the builder's portion below the magic 51 percent.

Note: This article by EAA's Joe Norris was published in the Experimenter newsletter. I omitted about half of it for space. You can read the full article here. jb

http://www.eaa.org/experimenter/articles/2010-10_darside.asp

Chapter Dues for 2011

As usual, we began collecting \$15 annual dues at the October meeting. Make check payable to EAA Chapter 326. Pay our Treasurer, at the meeting, or mail to

Norman Pauk
12012 SE 260 PL
Kent, WA 98030

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Chapter 326 Staff

President	Kevin Behrent	253-906-6674	
Vice President	Marv Scott	253-691-5496	
Secretary	Andy Karmy	253-333-6695	
Treasurer	Norman Pauk	253-630-6396	
Newsletter Editor	John Brick	253-846-2617	jebrick@comcast.net
Photographer	Kerry Albritton	253-862-1253	
Webmaster	Andy Karmy	253-333-6695	

Young Eagles Coordinator	David Fritzsche	253-848-1699
Technical Counselor	Harold Smith	253-752-5480
Technical Counselor	Charlie Cotton	360-893-6719
Chapter Flight Advisor	Terry O'Brien	206-244-3619
Chapter Flight Advisor	Jim Triggs	360-438-1482
Chapter Flight Advisor	Marv Scott	253-691-5496
Program Coordinator	John Brick	253-846-2617
Biographer	Vacant	
Tool Custodian	Joe Andre	

Chapter 326 Website <http://www.eaa326.org>

EAA Mount Rainier Chapter 326
C/O John Brick
8304 242nd St. E.
Graham, WA 98338