

# EAA Mount Rainier Chapter 326 Newsletter

Thun Field – August 2007

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## Burger Burn

**Sunday, August 12th, 1 pm**

Smitty's Hangar, Thun Field  
Third hangar row south of the CAP building.

We're breaking a tradition by holding our annual Burger Burn on Sunday instead of our normal Tuesday evening meeting time. We hope that Sunday will be more convenient for neighboring chapters and increase participation. **There will be no meeting on Tuesday evening, Aug 14th.**

The Burger Burn is a pot luck affair with static display of members' aircraft. And maybe a few demo rides. Park your planes along the taxiway opposite Smitty's hangar.

Whatever you brought last year was so good we'll just keep it the same...**just bring more of it.**

A-G (38) bring a main dish

H-P (41) bring a salad

R-Z (22) bring a desert

The Chapter will provide the Burgers & Soft Drinks.

**As always, we are inviting EAA Chapters from the surrounding area to join us. We provide ALL the food, so bring your extra large dishes and be a good host.**

## From the Secretary

EAA Chapter 326 meeting – July 10<sup>th</sup>, 2007

Jeff called the meeting to order, outside this month on a beautiful summer evening.

Refreshments were provided by Joe & Cathy along with Smitty. Ice Cream and Rootbeer, Yum!

Visitors: Ron Smith, just finished up a RV8A (visiting from Phoenix)

Florin visiting from Seattle, interested in a RV7

Dennis Tooms – building a Sonex. Moved here from

Texas

Burger burn is August 12<sup>th</sup>, at 1pm at Thun Field. Bring out your planes to show and come eat and socialize.

Arlington is all ready to go, the Chapter will have a open campsite as usual for the picnic on Saturday at 5pm.

\$4719.24 in the treasurer report. YE made about \$2 as we had to close early due to weather.

Tonight's meeting is about how to do a basic weight and balance on Jeff's plane using the new digital scales.

## Rich Zurinsky Doubles at Arlington

### Antique Champion

**Type: 1936 Dehavilland Tiger Moth DH82-A**

**N#: N555XB**

This aircraft was imported into the U.S. in 1989 as a "basket case". It was assembled in the Los Angeles area and the engine was rebuilt by Ed Clark, a Gipsy engine rebuilder of world renown. I purchased the airplane in 1993 and brought it to Gig Harbor, Washington where I repainted it to match a WWII RAF trainer livery.

After a landing accident in the summer of 2000, the airframe was stripped down to its smallest components. Over the next three years A&P Rich Zurinsky worked full time to totally rebuild all of the airframe components. Every piece of wood, with the exception of the wing spars, which were better than currently available, was replaced with new manufacture. Every nut and bolt was replaced with British Standard Aviation hardware. The fuselage metal framework was stripped, sand blasted and epoxy primed. New cowling was fabricated. New wood "turtle decks" were manufactured. Tim Jacobson

### Warbird Preservation

**Type: DHC-1 Chipmunk**

**N#: NX1366**

**Owner: Bill Sleeper**

Rich did the restorations on both of these award winning aircraft. Rich lives and works on the Vaughan grass strip north of Gig Harbor. Haven't seen Rich at a meeting for a long time, but who knows...maybe he'll arrive at the Burger Burn in a Tiger Moth.

## Amateur-built category 'must be preserved'

**By David Sakrison**

The FAA's amateur-built experimental aircraft category must be preserved, so that individuals can continue to build their

own airplanes for "education and recreation." That was the strong consensus at a meeting of the Amateur-Built Experimental Aviation Rulemaking Committee (ABE-ARC), a working group of FAA and industry leaders who are addressing issues relating to the ABE rule, on Thursday at EAA AirVenture.

At past ABE-ARC meetings, FAA officials have voiced serious concerns over abuses of the "51 percent rule," which says an aircraft cannot qualify for amateur-built certification unless the owner/builder has completed at least 51 percent—"the major portion"—of the work of building the aircraft. Paul Fiduccia, president of the Small Aircraft Manufacturers Association (SAMA), noted that the definition, interpretation, and verification of the "major portion" clause have been an issue since the rule was issued.

More recently, said John Hickey, FAA's director of aircraft certification, "We have experienced an evolution in amateur-built aircraft, into something that is not part of the original intent of the rule.

"I am an absolute believer in the amateur-built rule," he added, "and we [FAA] are going to do everything we can to support it." But, he said, "We're working up to a situation where people are not building their own airplanes. I cannot accept a policy that would support amateur-built aircraft certification for airplanes that are not built by their owners."

It was admitted that there are a lot of people buying airplanes in the amateur-built category who never touched their airplanes during construction—a clear abuse of the 51 percent rule. The committee's goal, they agreed, is to preserve the 51 percent rule, avoid abuses, and not hurt builders who unknowingly violate the "major portion" clause.

The FAA needs to provide clear guidance on what "51 percent" means and how to compute it, Hickey told the group. "I want to look for a policy that is clear and transparent to the industry, to builders, and to inspectors."

Dick VanGrunsven of Van's Aircraft, Lancair General Manager Tim Ong, SAMA Executive Director Paul Fiduccia, and others noted that the critical issue for the ABE-ARC and the 51 percent rule—the "sticking point"—came down to the question of how to measure 51 percent of the work on an amateur-built aircraft. There is currently no single standardized accounting system for assigning credit for work to the builder, the kit manufacturer, or both. Hickey cited FAA's particular concerns with quick-build kits, in which major assemblies are completed by the manufacturer, and about composite kits, for which major composite components are virtually always fabricated by the manufacturer.

"I want us to work together and come up with an accounting system that is transparent and that we can defend," he said. Hickey assured the manufacturers that he is looking to the expertise of the ARC members for ways to preserve the 51 percent rule. "I don't know what the answer is; I'm asking you guys to come up with a proposal." But at the end of the day, he said, some kits might not meet the 51 percent test.

As for abuses and misapplications of the 51 percent rule, Hickey said, "I'm concerned that if we don't police this properly, we are in danger of losing the entire rule."

SAMA's Paul Fiduccia outlined several possible ways to prevent abuse of the 51 percent rule, including the creation of a

Kit Evaluation Team (KET) within the FAA that would have the expertise to evaluate kit manufacturers and commercial builder assistance programs for compliance with the rule. Other items suggested by SAMA included clear guidance on situations that might not meet the "recreation and education" intent of the rule; more detailed disclosure by builders about commercial builder assistance they have received; and changes in the builder's task list and aircraft inspection process to prevent fraudulent claims by "builders" who haven't actually built their aircraft.

FAA officials want the kit manufacturers to continue working on this with the support of the agency. In particular, tell the FAA what companies do to comply with the 51 percent rule. If it's legally defensible, that's what they're looking for.

"We need you to give us a few more months to work on this," EAA's Earl Lawrence told the FAA officials. In response, Hickey said that he is being pressured by his superiors to come up with a solution, "but I will tell them we need more time."

## Two Weeks to Taxi Vans RVs

The Two Weeks to Taxi program that was launched by Glasair a few years ago to help builders make progress on their kits has been spun off into a separate company. Mikael Via, who will be president of both companies, at EAA AirVenture said the two-week program will now be available for the Vans RV-10 and RV-7, in addition to the Glasair Sportsman 2+2. Builders can buy their Vans kit directly from Two Weeks to Taxi, spend two weeks at the assist center in Arlington, Wash., and take home a substantially completed aircraft. "It's not ready to fly," said Via, but the builder should be able to finish it up in a month or so. The program will evolve to focus on the parts of the project that builders need the most help with, he said, so the two weeks can be most productive. Easier tasks that the builder can handle alone will be left for later. The Sportsman two-week program has been popular, Via said, with 70 airplanes delivered so far and slots booked up into next year. The Vans program will be available early next year and reservations are being taken now.

Via added that the new company is in talks with other kit manufacturers and may offer other programs in the future. The basic RV-10 program will cost about \$190,000, including the kit and the two weeks of support, and the RV-7 will cost about \$140,000. Various options and avionics packages are available.

**Question:** I accidentally flew through an edge of Class B airspace while departing from a nontowered airport. The FAA investigated, and they are now asking me to conduct a reexamination ride, something called a "709 ride." What are they expecting of me?

**Answer:** A 709 ride is an FAA reexamination authorized under Title 49 of the United States Code (49 USC) § [44709](#) that is usually given after an investigation of an accident or incident in which the pilot's competence was the apparent cause. The exam can be a combination of airman knowledge and flight proficiency, or be only one portion in order to bring the pilot into compliance

with the regulations. If you perform successfully during the reexamination, the case is closed without further action, and the [expunction](#) of the ride from your airman file should occur in approximately one month. Information on the FAA's enforcement proceedings can be reviewed in ["FAA Enforcement."](#) and ["Surviving the 709 Ride."](#)

### **Van's Aircraft Homecoming at 7S5 Independence State Airport Independence, Oregon.**

**Friday August 17 through Sunday August 19**

The Independence RV Fly-In has been combined with the annual [Van's Aircraft Homecoming](#). The fly in will offer a very unique opportunity to meet and greet other RV pilots, builders and those still thinking about becoming RV builders. The RV Fly-in will offer people an opportunity to see other RV's (there are 30 RV's based at 7S5 and another 23 or so under construction), fly out to some interesting destinations, eat, share good times, meet other builders and their families, visit aircraft being built, and enjoy some beautiful Oregon scenery.

The Independence RV Fly-in will also offer an up-close opportunity to sample airpark living. With almost 200 homes, and a unique Residential Airpark zoning overlay alongside a state airport (7S5), [Independence Airpark](#) is one of the most successful airparks in the country. Pre-registered attendees can take advantage of free accommodations with homeowners in the airpark who have signed up to participate. Airplane camping is allowed at 7S5, and there will also be space to camp in participating homeowners sites. Here is the [Airnav Independence 7S5 link](#).

The Starduster Restaurant (recently reviewed in Sport Aviation magazine by EAA292 member Lauren Paine) is on the field at Independence. From Independence, it is a 20 minute flight to the coast, a 20 minute flight to the mountains, and a 20 minute flight to Van's Aircraft, (just in case you need to buy another kit). Plan to arrive Friday afternoon (August 17th) and depart Sunday morning (August 19th). The [Northwest Antique Fly-In](#) at McMinnville, OR (KMMV) is the same weekend, which is a 10 minute flight from Independence. Additionally, the world class Evergreen Aviation Museum ([www.sprucegoose.org](#)) and the Tillamook Air Museum (in a huge blimp hangar) ([www.tillamookair.com](#)) are located close by. The Willamette Valley is also [home to over 100 wineries](#), specializing in a Pinot Noir wines (Independence is in the Eola-Amity region). If you'd like to rent a car (or a Harley) to tour the wineries, we can help you arrange that if you let us know when you pre-register.

Whether you plan on staying with a host or whether you are just passing through for the day, we strongly encourage pre-registration to help us in planning meals and parking. Come back and visit this website every month. We'll update it with information on lodging and activities as our planning process proceeds. If you have questions or suggestions for us, let us hear about them now. This is YOUR Fly-In, so put it on your schedule now! To pre-register, [click here](#).

### **Cirrus to Offer Its Own LSA Model**

[Cirrus Design](#) joined the light sport aircraft (LSA) fray with the announcement that it will be importing and "Cirrus-izing" a German microlight built in Poland. The airplane that will become the Cirrus SRS was designed by Peter Funk, founder of [Fk Lightplanes](#). Known in Europe as the Fk 14 Polaris, the two-place canopied airplane is powered by a Rotax 912 engine. In order to bring the airplane into compliance with U.S. LSA rules, it must be slowed down to 120 knots from the current cruise of about 130 knots. As it exists today, the Fk 14 is a sporty handling airplane and it must be made more appropriate for the training market, according to Cirrus officials. The airplane will be built in Poland and reassembled in the United States. First deliveries should occur in about a year, and the price will be about \$100,000.

### **Cessna 162**

What's missing from this sequence: [Cessna](#) 152, Cessna 172? The answer is the Cessna 162, dubbed the Cessna Skycatcher, which will make its maiden flight as a light sport aircraft in the first half of 2008. Deliveries of the \$109,500 aircraft are expected to begin in the second half of 2008. Garmin International has designed a new glass cockpit called the G300 exclusively for the new 118-knot Cessna trainer. It will feature a single, split screen showing flight instruments, engine instruments, and a moving map.

### **Calendar**

Aug 10 – 12, Oregon International Airshow (HIO)

Aug 17 – 19, **Van's Homecoming** / Independence RV Fly-In  
[www.eaa292.org/RVflyin](http://www.eaa292.org/RVflyin)

Aug 17 – 19, McMinnville NW Antique Fly-In

Aug 24 – 25, Madras, Oregon --Central Oregon Airshow (S33).

Sep 12 – 16, Reno National Championship Reno Air Races

Oct 25 – 28, Copperstate Regional EAA Fly-In, Casa Grande (KCGZ)

Lazy 8 -

1. Well-known fly-in resort ranch.
2. The airport operator, his four mechanics, and three line boys.

End

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