

VAN'S INTRODUCES RV-14, UP-SIZED TWO-PLACE

Van's Aircraft surprised Oshkosh attendees by bringing a fully finished RV-14 to AirVenture 2012 and parking it at the company's show booth. "You can also think of it as a two-seat version of the four-seat RV-10," said Ken Krueger, chief engineer for Van's. It has a big bubble canopy that should provide great visibility in all directions and provide plenty of room for taller pilots. The new seats will hold folks up to 6'4" in comfort, the company said. With full fuel of 50 gallons, the RV-14 can handle 510 pounds of people and cargo. The RV-14 also has the longer wing of the RV-10, which allows it to land slower than an RV-7 yet cruise at the same speed. Power in the RV-14 brought to the show is supplied by a four-cylinder Lycoming IO-390 producing 210 horsepower and connected to a Hartzell two-blade constant speed propeller. A 4-into-1 exhaust system makes the RV-14 quieter than other Van's kitbuilt airplanes, especially in the cockpit, the company says. It has a top speed of 205 mph in a package that Van's says has been designed both for aerobatic fun and long-distance cruising. As for performance, the RV-14 will cruise at 193 mph at its max gross weight of 2,050 pounds. Empty weight is listed as 1,240 pounds, stall speed is 56 mph, takeoff and landing distance are slightly more than 500 feet at lighter weights, maximum rate of climb is 1,800 fpm and range at 55 percent power is 958 nm. Van's hopes to start selling RV-14 wing kits in September for a price of around \$9,000. Tail kits will be offered next, followed by the remainder of the airplane. Price for a completed RV-14 will fall somewhere between a two-seat RV-9 and four-seat RV-10, Van's says.

(Information adapted from FLYING eNews Jul 24, 2012, and *AvFlash* July 25, 2012)



COMMITTEE REPORT: FAA TEST QUESTIONS SHOULD BE PUBLIC



The FAA should return all of its test questions to the public domain, so the aviation industry can help to review and revise the knowledge required of pilot applicants, an FAA rulemaking committee said the second week of July. The recommendation was one result of a six-month [review](#) of the FAA's knowledge tests. The committee also said the FAA should do a better job of communicating with the aviation-training community about changes to tests, and should modernize the technology used to administer them. By the end of September, the committee said, the FAA should create a stakeholder committee to help develop questions and to review standards and handbook content.

(Information adapted from *AvFlash* June 21, 2012, and the FAA Draft Docs)

FAA PUTS NEW PRACTICAL TEST STANDARDS IN EFFECT

The FAA recently published updated practical test standards (PTS) for several certificates, including the private and commercial pilot certificates. Although the FAA published these documents last fall, they just came into effect on June 1st. This is significant if you're a flight instructor or a student working on a rating since the examiners are bound by these new documents in their evaluations of flight exams. About two dozen additional pages have been added to both the private and commercial PTSs. Some items won't have a great effect on the exam, such as the addition of abbreviations, but others will. Many additions and revisions have been made to both of these FAA documents. If you're working on a pilot certificate of any kind, make sure to use the most current PTS that applies to that rating.

(Information adapted from *Flying Magazine* June 12, 2012, and the FAA)



HANG GLIDING CAMERA CARD RETRIEVED

Hang-gliding pilot William Jonathan Orders is accused of swallowing key evidence in the death of Lenami Godinez, who fell 300 metres after becoming detached from a tandem glider in early May in Vancouver, British Columbia, Canada. Affidavits filed in Chilliwack Provincial Court, and obtained by Global News, suggest Orders attempted to withhold evidence by swallowing a memory card recording the fatal flight. William Jon Orders was kept in jail until police had their hands on the card, which they knew would emerge sooner or later because it showed up on a court-ordered X-ray. The Royal Canadian Mounted Police say they're now trying to get the video off the memory card.



Orders, who has 16 years' experience, is owner-operator of Vancouver Hang Gliding. He was taking Godinez, 27, on a tandem hang-gliding flight when she became detached from the glider shortly after the pair launched off Mount Woodside near Agassiz. Godinez grabbed desperately at Orders, even clinging to his feet, while he tried to grab her harness straps, but she continued to slip before free-falling. Godinez fell about 1,000 feet just after she and Orders launched from the mountain about 80 miles east of Vancouver. Eyewitness accounts suggest Godinez-Avila's harness was not attached to the frame of the hang glider when she slipped from Orders' back, slid down his legs and then finally fell. Her body was found by searchers seven hours later.

It has also prompted B.C. Attorney General Shirley Bond to look into the regulations around hang gliding, which falls under Transport Canada (their FAA) but is largely self-regulated compared with the restrictions placed on larger aircraft, float planes, skydivers, ultralights and even hot-air balloons. There have been five hang gliding fatalities across Canada in the past decade, three of those in B.C. (Information adapted from AvWebFLASH May 7, 2012, and AvwebBIZ, May 2, 2012)

AOPA LAUNCHES 'AV8RS' YOUTH MEMBERSHIP

Similar to EAA's Young Eagles, AOPA is introducing AOPA AV8RS, a new form of AOPA membership available free to young people ages 13 to 18. Youth membership benefits include a digital subscription to Flight Training magazine, dedicated content at www.aopa.org/av8rs, access to members-only content of AOPA Online and the AOPA Pilot Information Center toll-free help line, aviation quizzes for young people from the Air Safety Institute, chances to win flight training scholarships, and opportunities to connect with other AOPA AV8RS across the country through dedicated online social communities including Facebook, Twitter, tumblr, and a blog written by teens for teens.



AOPA AV8RS members also will have free admittance to AOPA Aviation Summit. Upon joining, AV8RS members will receive a member welcome kit containing a letter of greeting, a membership card, and an AOPA AV8RS-branded sling bag.

AOPA believes that youth membership in the association will become an invaluable resource for young people, and will benefit and energize the aviation community at large. Many aviation organizations, businesses, and education providers that serve young people will be involved in reaching out to tomorrow's pilots, raising awareness, and providing engagement and support to AOPA AV8RS members.

“A robust youth membership program that introduces teens to the world of aviation and provides support and encouragement is critical to promoting the popularity of flight in general aviation aircraft,” said Michelle Peterson, AOPA vice president of membership marketing. “Inspiring young people to learn to fly is the beginning of a promise. Providing a sustainable structure is the key to fulfilling that promise.”

(Information from AOPA ePilot July 27, 2012)
