

POSTAL SERVICE TO ISSUE ‘INVERTED JENNY’ COLLECTOR STAMP

The U.S. Postal Service plans to issue a collector stamp commemorating “the most famous error in the history of U.S. stamps”: the 1918 misprint that produced an upside-down Curtiss-Jenny biplane. The reprinted inverted Jenny stamp will be issued September 22 for \$2. The original inverted Jenny was issued in 1918 and cost 24 cents. The postal service is using the original engraved dies of the 1918 stamp in the design of the 2013 edition. If you happen to own one of the originals, good for you. The Postal Service says collectors have accounted for nearly all of the 100 inverted Jennys that were produced. One recently sold at auction for \$625,000. ([AOPA ePilot](#) July 26, 2013, [doyouknowthisstamp.com](#))



AVIATION QUESTION OF THE MONTH

Answer to last month’s question: *I'm rebuilding a 1942 L-2 Taylorcraft. I have to completely rebuild the wings and much of the fuselage. Can I re-certify this aircraft as an Experimental so I can do the annuals in the future?*

According to Kitplanes.com “Ask the DAR” August, 2013 Issue 30.8 and the FAA: Unfortunately the answer is no. Any work done on a standard certificated aircraft is considered a repair and does not count toward building. FAA Order 8130.2G is very specific on this point.

FAA Order 8130.2G 4098. . . . An aircraft is not eligible for an experimental amateur-built certificate under 14 CFR § 21.191(g) if the major portion of the aircraft fabrication and assembly tasks are not completed by an amateur builder(s). . . . **4099b. Use of Salvaged Articles from Type-Certificated Aircraft.** The use of used or salvaged articles (for example, landing gear, horizontal stabilizer, and engine mount) from type-certificated aircraft is permitted, as long as they are in a condition for safe operation, however— (5)(c) The practice of performing alterations, repairs, and rebuilding on previously type-certificated aircraft for the purpose of obtaining an experimental amateur-built airworthiness certificate is not authorized under 14 CFR § 21.191(g). Such maintenance actions properly fall under 14 CFR part 43. Applications for airworthiness inspections on such aircraft will not be accepted.

This Month’s Question: Does the PIC (pilot in command) have to fly from, or occupy, the left seat of a fixed-wing aircraft? If a pilot is the sole occupant, is there a legal requirement for a pilot to sit in the left seat? This, of course, deals with side-by-side seats.

FOR SALE: Continental O-300-D engine

Keith Robbins, a long-time club member and former president of EAA 172 – 1993-1995 -- wrote “I have the engine listed below which was set up for the APF.” The APF is the airplane designed by Al Patton. Let Keith know if you are interested in the engine.

FOR SALE: Continental Aircraft Engine

Continental O-300-D engine with Airflow Performance injection

Engine log included. TT 2274. SMOH 1135. Cylinders replaced STO 62.4

- Custom Full flow intake manifolds.
- Injectors and log manifolds installed and tested by Airflow Performance in South Carolina.
- Engine stored in shipping box, turned, and cylinders blown with oil.
- Engine attached to a custom mount.
- New plugs and wires.

**Engine in shipping box. Located in Las Vegas, Nevada. Photos Available.
Only \$12,000**

Contact Keith Robbins by e-mail: kcr83406@yahoo.com

TERRAFUGIA FLYING CAR FLIES AT OSHKOSH

The Terrafugia Transition flying car flew for the first time at a public event on Monday afternoon (July 29) at EAA AirVenture in Oshkosh. The aircraft drove away from its exhibit on the south side of the field, with the company's chief test pilot, Phil Meteer, at the controls. He drove down Celebration Way and onto Phillips 66 Plaza, steering the airplane like a car, trailed by a crowd of curious onlookers, with the wings folded up. Once on the ramp, the wings unfolded, and Meteer stepped out of the cockpit to conduct a preflight before driving down to the end of the runway for takeoff. In the announcers' booth, company CEO Carl Dietrich said he and his company had been looking forward to this flight since they first launched the project in 2006. The airplane flew around the field a few times, then after landing, the wings folded up again, and Meteer drove off the field to meet the crowd at Phillips 66 Plaza.

(Information from Airventure News July 29, 2013 and AvWeb AVFlash, 07/30/13)



At EAA AirVenture in Oshkosh, the Terrafugia flying car flew in public for the first time. AVweb was there and shares this video (for those on-line or with the e-mailed *Pea Patch Post*):

YouTube (1 minute 25 seconds) [Terrafugia Flying Car](#)

(Information from AvWeb AVFlash, 07/29/13)

FAA SAYS “NO” TO COLORADO TOWN'S UAV HUNTING ORDINANCE

In previous issues of the *Pea Patch Post* there were articles about private UAVs (drones) spying on people. In one instance, in South Carolina, the property owners shot down the privately owned spy drone which was intruding on private property. Other cities and states across the country indicated that they would pass laws against this type of spying. One city, Deer Trail, Colorado, proposed an ordinance to sell \$25 licenses to hunt unmanned aerial vehicles and offer a \$100 reward to anyone who shot down a UAV drone "known to be owned or operated by the United States federal government." The town probably should have kept the Federal Government out of the ordinance. On July 22 the Federal Aviation Administration denounced



the ordinance in a civil liability, just as who shoot down drones an unmanned aircraft airplane." "The FAA is agency is working to

could crash, causing damage to persons or property on the ground, or it could collide with other objects in the air." Some town officials characterized the proposal as a lark or a potential moneymaker for the town, but resident Phillip Steel, who drafted the ordinance, said he was serious about it. "We do not want drones in town," Steel told the local Denver Channel news. "They fly in town, they get shot down." [ed. note: *make that your motto! All of you have guns!*]

(Information adapted from multiple sources including [AvWeb](#) - 07/24/13, [Denver Channel](#), [FAA 2013 AIM](#))

NTSB REPORTS ABOUT YORK AND BOWEN RELEASED

On June 25, 2013, the NTSB (National Transportation Safety Board) released the Factual Report about the fatal crash of EAA 172 club member Wootten York. He crashed his Waix, a Y-tailed Sonex light airplane, near Washington, Georgia on October 22, 2011. The report is extremely detailed and basically stated that the aircraft experienced severe structural failure. The tail separation area indicated "tensile and shear overstress fracturing." Radar and the on-board Garmin GPS unit on Woottens' Waix indicated that the aircraft disappeared from radar when the Waix was at around 4300 feet MSL altitude. It was flying around 110 knots ground speed. The aircraft was in "a slight descent ... in a westerly direction" and then the GPS stopped recording data soon afterward. The Washington, Georgia, airport ([IYY](#)) is at 646 feet MSL. Also, regarding Wootten, "There was no evidence of acute or remote infarcts [stroke]." The "Probable Cause" is due to be released 08/29/2013. This is the Factual Report: [Waix Crash 10/22/2011](#)

On June 13, 2013, the NTSB released the Factual Report about the fatal crash of fly-in visitor Chris Bowen. He crashed his gyroplane one mile from the Wrens, Georgia, airport (65J) on June 8, 2012. The Factual Report was not much different from the original Preliminary Report. On July 29, 2013, the NTSB released the Probable Cause which was "The pilot's loss of control during a low-altitude maneuver for reasons that could not be determined because postaccident examination did not reveal any anomalies that would have precluded normal operation." This is the final report: [Gyroplane Crash 06/08/2012](#).