

The new interim requirements are available at any FAA Manufacturing Inspection District Office (MIDO) or Manufacturing Inspection Satellite Office (MISO) . . . through which the initial applications must be made.

Scaled Composites To Move To Montrose, Colorado

On Monday, July 26, 1993, while on his way to Oshkosh in his Catbird, Burt Rutan landed at Montrose, Colorado and announced that he had made the decision to move his companies to that city. Located in a broad valley in the southwestern part of the state, Montrose has a population of around 12,000. It is in a basically agricultural area, but is also a transportation hub for tourists who frequent the area year round. The Montrose airport has about 15 commuter flights a day (Beech 1900's) out of Denver, but will be adding 737 service at year's end when a new runway is opened. The new runway figured heavily in Burt's decision to move to Montrose.

The present single runway is 8,497 ft. long and is at an elevation of 5,759 feet. A new 10,000 ft. runway is under construction and is scheduled to be opened in December. The city owns 30 acres at the intersection of these runways . . . and Burt will be given title to 10 of them upon which to build his new facility. The land is just part of a very generous incentive package put together by the city, county and state to lasso Burt and his companies. As noted in Hot Line last month, there was considerable competition between a number of states to land Scale Composites, but in the end it was Montrose that prevailed.

Burt says that in addition to the incentive package and the interest shown by Colorado officials, from the governor on down to the local level, the factors that influenced his decision included the natural beauty of the area; the quality of life in Montrose and the surrounding area; good local schools; a lower cost of living than California; year round weather conducive to test flying (without Mojave's almost daily high winds and turbulence); and, significantly, lower property and business taxes. Burt says that Scaled Composites is busy and profitable at the present time, but that he forecasts that if he remains in California, within three years his company will slip into the red . . . due mainly to the state's workman's compensation and health care costs, plus high county property taxes. California, he notes, taxes vehicles such as cars and aircraft on the basis of their value, whereas other states simply have a relatively small license fee.

All of Burt's operations, both Scaled Composites and RAF (his original homebuilt business that still provides builder support), will be moved to Montrose. The move will be made in stages, due to the nature of some of the projects currently in progress at Scaled, but he hopes it will be completed within about 16 to 18 months.

Interestingly, Burt says that Montrose probably would not have been considered 5 or 10 years ago due to its relative geographic isolation. "Today, however, we

have modems and fax machines, and Montrose has Federal Express and UPS just as good as Mojave, plus good airline service, so we don't look on it as isolated any more. These modern conveniences have opened up small towns all over the country . . . places where the quality of life we'd all like to enjoy still exists."

Sky Struck Presents Builder's Seminars

John Monnett was one of the first to conduct builder's seminars, beginning in the early 1970's at his Sonerai facilities in Elgin, IL and later at Oshkosh. Now, he and Rj Siegel have formed a new company called Sky Struck Enterprises for the express purpose of taking these types of seminars to a higher level, utilizing teaching aids and techniques derived from the highly successful Macintosh computer seminars, which are Rj's area of expertise. John is also heavily into computers these days.

Sky Struck Enterprises will be presenting two day and five day aircraft construction seminars and workshops at Oshkosh beginning this fall. Initial two day seminars will focus on conventional (tube, aluminum and fabric) and composite (molded and moldless) construction, as well as powerplant and avionics installation. In-depth seminars dedicated to specific homebuilt designs, with factory participation, will be scheduled for early 1994.

Designed to build confidence and a "can do" attitude for potential aircraft builders, the seminars will be held at Wittman Regional Airport in Oshkosh. For information contact Sky Struck at 167 North Oakwood Rd., Oshkosh, WI 54904 or call 414/231-8297.

Cirrus VK-30 Withdrawn From Homebuilt Market

Cirrus Design announced at Oshkosh '93 that it was withdrawing its VK-30 from the homebuilt market in order to concentrate on the development of "an entire family of certified general aviation aircraft." According to Cirrus president Alan Klapmeier, the firm will fulfill all existing orders and will offer full support to current VK-30 builders, but no more kits will be sold. Cirrus Design is moving to a new facility in Duluth, MN and will continue work on a five-place, turboprop evolution of the VK-30. When certified, production versions will be built by Isravation in Israel, with Cirrus Design responsible for sales in North and South America.

Also at Oshkosh '93, Cirrus Design announced the availability of seats for the VK-30 that are the first to be offered for a homebuilt that have been designed and tested to meet the new spinal injury protection requirements of FAR Part 23. For large airplanes, it has been assumed that a seat with a stroking mechanism incorporated in the frame or a seat pan capable of deflecting to an adequate degree would be necessary to meet the new FAA requirements, but in tests by SAMA and Wichita State University it has been found that a special type of