

COMPLETIONS

Scott Thatcher's Zenith 601XLB

The Zenith 601XLB was my first attempt at building an aircraft, and it was one of the most exciting and rewarding experiences of my life. After nearly five years, I received an experimental Light Sport designation and began my Phase 1 flight testing. My aircraft is powered by a six-cylinder, 100-hp Corvair engine that is smooth as glass. The airplane includes VFR steam gauges, plus many innovative features such as an AoA built from a probe, tubing and a vacuum gauge, as well as an O₂ sensor that enables me to achieve perfect leaning during flight. It cruises at 115 mph at 3000 rpm with 275° CHT and 1400° EGT. It includes an MA3-SPA and Niagara Cooler, along with a 66-inch Warp Drive prop. Seats were made from leather chairs bought at Office Depot.

I wish to thank the following people who contributed so much to my excitement and enthusiasm for this project. First, my wife Sandra, who was always supportive. Next is Bill Perry, my Tech Advisor, along with my Chapter 203 helpmates. And to those who helped me build parts and assemble the engine, I want to thank William Wynne, Gus Warren, Kevin Fahy, Mark Langford, Fred Roser, Scott Laughlin, Jay Bannister, Mark Jones, John Roberts, Ed Nitzche, Jimmy Davenport, Gig Giancona, Donato Martino, Joe Horton, and many others.

It is certainly true that EAA is the mechanism that enables anyone to build his or her first aircraft. The photo inside the hangar shows N601EL getting ready for its second weigh-in following the B modification.



PALM BEACH GARDENS, FLORIDA
SDTHATCHER@BELLSOUTH.NET



Brian Charlton's WaieX

I completed my WaieX in April 2011 after two years building. I enjoyed the process so much I would like to build another. I cannot say enough about how good the plans are, especially when I see the plans of other aircraft.

My fellow members of EAA Chapter 974 of Hamilton, Ohio provided lots of assistance. Kerry Fores of Sonex Tech was a great help as well.

WEST CHESTER, OHIO
FLYINBRIAN@CINCI.RR.COM

William Prokes's Kitfox

N419BM is a Model 4 Kitfox with a Rotec radial engine (2800). It was completed almost three years ago, has 150 hours now and is a great airplane. The Rotec radial has run flawlessly.

Thanks to my wife, Teri, who is always encouraging me to fly more; work less. Teri loves this airplane, too. Thanks to Phil Laker who introduced me to the Kitfox and has shown me the way. Thanks to the McBeans of Kitfox Aircraft, too.

CHANDLER, ARIZONA
BILL@TSGSIGNS.COM ✈



BUILDERS SHARE THEIR SUCCESSES

Submissions to "Completions" should include a typed, double-spaced description (a few paragraphs only—250 words maximum) of the project and the finished aircraft. Also include a good color photograph (prints or 35mm slides are acceptable) of the aircraft that we may keep. Please include a daytime phone number where we can contact you if necessary. Also indicate whether we may publish your address in case other builders would like to contact you. Send to: Completions, c/o KITPLANES® Magazine, P.O. Box 856, Friendswood, TX, 77546. Digital submissions are also acceptable. Send text and photos to editorial@kitplanes.com with a subject line of "Completions." Photos must be high-resolution—300 dpi at a 3 x 5 print size is the minimum requirement. You may also submit electronically at www.kitplanes.com, just click on "Completions: Add Yours" in the upper right corner of the home page.