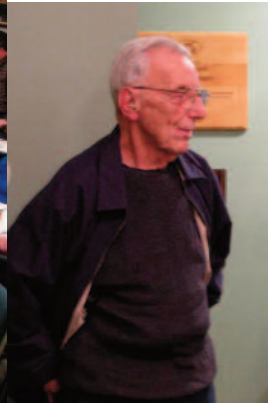


# EAGLE'S PROPWASH



January 2014 Issue  
**CHAPTER 113**  
*"The Backyard Eagles"*



Holiday Hangar Flying at it's Best!  
*Photos courtesy of Pat Trevas*

Our Web Site: [www.113.eaachapter.org](http://www.113.eaachapter.org)    [EAA113@yahoogroups.com](mailto:EAA113@yahoogroups.com)

**Meetings: 7:30 PM** the 3rd Thursday of each month at the

**EAA 113 AVIATION EDUCATION CENTER**

***Mettetal Airport (1D2) 8550 Lilley Road, Canton, MI***

## Member Services

### Class I Board of Directors:

**President:** John Maxfield (248) 890-6767

**Vice President:** Shahar Golan (248) 767-6630

**Secretary:** Debbie Forsman (734) 397-3452

**Treasurer:** Grant Cook (734) 223-2688

### Class II Board Members:

Al Bosonetto (734) 261-5518

Bill Brown (734) 420-2733

Dave Buck (734) 453-5375

Lou Lambert (734) 207-7986

Mike Scovel (734) 462-1176

**Library:** Barb Cook (734) 277-3469

**Newsletter:** Elizabeth Hebron (734) 776-9294  
liz.hebron@gmail.com

### Class III Board Member:

Tom Smith (734) 459-9654

---

### **Membership Committee:**

Roster: Mark Freeland (248) 212-9666

Dues: Grant Cook (734) 223-2688

### **Technical Counselors:**

Randy Hebron (734) 326-7659

Dan Valle (313) 539-9818

### **Flight Advisors:**

John Maxfield (248) 890-6767

Dan Valle (313) 539-9818

**Scholarships:** Jim Trick (517) 546-3944

Elizabeth Hebron (734) 776-9294

### **Young Eagles/Eagle Flights:**

Debbie Forsman (734) 397-3452

Dave James (734) 721-4213

**Refreshments:** Joe Griffin (734) 455-3107

**Webmaster:** John Maxfield

webmaster@eaa113.org

### **Aviation Center Management Committee:**

Al Bosonetto (734) 261-5518

Dave Buck (734) 453-5375

Bill Brown (734) 420-2733

Bob Skingley (734) 522-1456

## Chapter Mission Statement

*"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun. Chapter members have a passion for flying and are willing to share it with others. Chapter 113 provides the opportunity for exchange of information, as well as the interaction that leads to friendships that last a lifetime."*

## Board

*"The Board of Directors are to provide both advice and assistance to the chapter officers on an ongoing basis."*



## PRESIDENT'S PODIUM

**John Maxfield** (248) 890-6767

avee8rrr@yahoo.com

January 2014

Happy New Year everyone! With the Holiday season just behind us, it heartwarming to look back on a very successful month of December. Operation Good Cheer was blessed with cold but clear weather as several Chapter 113 members joined in to receive and sort some 15,000 presents at Pontiac Airport on Friday December 6th. They and many more, then returned on Saturday the 7th, to fly those gifts throughout Michigan. The Chapter Christmas Party was a great success, during which both Lou Lambert and Bill Brown were recognized for their decades of volunteer service here at Mettetal Airport. Congratulations to both, very deserving men and our Thanks from all of us at EAA Chapter 113. The Chapter's "dinner and a movie" nights are proving to be very popular. The January 3rd feature was Disney's "Planes", enjoyed by about 35 members, families, and guests. And Lastly, Ray Vincent flew his Aeronca Champ back to Mettetal, sporting a new engine, propeller, and fresh fabric on the fuselage.

2014 has started off very winter like here in Michigan with sub zero temperatures and everything from clear skies to double digit snow storms. That's perfect weather for our Frost Bite Chili Fly-In if you ask me. Scheduled for Saturday, February 8th, from 11am to 3 pm, bring a pot of your favorite Chili, and as usual, the Chapter will provide Hot Dogs and beverages for a donation.

Be sure to make plans to attend the Annual Awards Banquet March 15th as well. Doors open at 6:30 pm with dinner at 7. This year's event has a western theme and event coordinator, Debbie Forsman has promised lots of surprises. Tickets are only \$25 if purchased by the February meeting and are available at all Chapter meetings, Saturday morning breakfast, and on the Chapter's website. Western wear is strongly encouraged as you never know who will be coming "Out of the Blue of the Western Sky!"

There are three new members to introduce this month, Chris Kiavanian, who keeps his white and blue Kitfox at Mettetal and is a very active pilot. Christian Donabedian is a member of the Livonia CAP Squadron and is looking forward to being active in the Chapter. Tom Harvey, who you may remember, made a presentation to the Chapter last year on aerial photography. He uses his Cessna 206 that he keeps at Pontiac Airport and would like to put it on floats one day. Welcome to EAA Chapter 113!

We also extend a warm welcome to two new operators at Mettetal Airport. The Michigan State Police has based a Bell Jet Ranger at Mettetal Airport, call sign "Trooper 2". The pilot, Trooper Nate Maguire is sure to become a familiar face around airport. Solo Aviation has also based an airplane at Mettetal. This one a Cessna 152 that is available for rent and dual instruction. We look forward to seeing them both helping to keep the airport a safe and active place. As part of these additions to the airport, it's been necessary to remove the waste oil collection tank from the large hangar. It has been relocated to hangar D-3 and any airport employee can let you in to dispose of your waste oil.

Be sure to join us for this month's meeting in the warmth of the EAA Chapter 113 Aviation Center. Randy Weller, of Preferred Avionics in Howell and Garmin, will take the mystery out of ADS-B. Stay up to date with EAA 113 at [www.113.eeachapter.org](http://www.113.eeachapter.org) and now you can follow us on Facebook!

Happy Landings, John Maxfield



## PAULSON AVIATION & HISTORY *LIBRARY*

Barb Cook (734) 277-3469

barb@armipay.com

January 2014

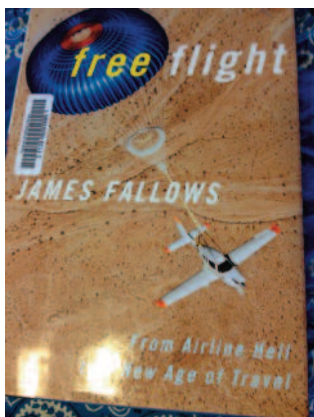
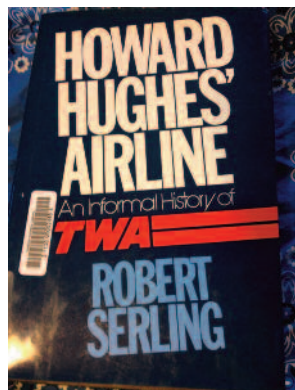
### A LITTLE AIRLINES HISTORY

#### ***Howard Hughes' Airline; Informal History of TWA***

by Robert Serling. St. Martin's, NYC, 1983.

Shelf # 387.7 TWA SER

"This is Serling's fifth airline history..This is by far...his best – the first full account of the great air carrier that the moody, mysterious Hughes first saved from extinction and then nearly wrecked." (from fly leaf)



#### ***Free Flight; From Airline Hell to a New Age of Travel***

by James Fallows. Public Affairs, NYC 2001.

Shelf # 387.7 0973 FAL

Fallows' topic is "the inefficient hell that modern airline travel has become." His book explores the experiments of contemporary aviation enthusiasts, and whether those efforts will benefit travelers. He reports on the brothers Klapmeijer who sold their first Cirrus SR20 (the beautiful streamlined on with the safety parachute) in 2001. Fallows explores the attempts of entrepreneurs to use our latest flight technology to make air travel actually convenient.

EAA Chapter 113 invites you to their annual

# FROST BITE CHILI FLY-IN

**Saturday, February 8th, 2014**

**11:00 a.m. to 3:00 p.m.**

**EAA 113 Aviation Center**

**Mettetal Airport**

**Warm hangar, hot food and good company!**

Join us for hot dogs and a wide variety of chili.

For more information Visit our website: [www.113.eaaChapter.org](http://www.113.eaaChapter.org)





# WANTED

— ★ —  
People to attend the

## EAA 113's Annual Award's Banquet

Saturday, March 15, 2014

Eaa 113 Aviation Center

6:30 p.m. Gathering

7:00 p.m. Dinner

Tickets \$25.00 per person\*

— ★ —  
PRICE INCLUDES: ENTERTAINMENT,

AWARD PRESENTATIONS AND

CATERED MEAL, DESSERT, COFFEE AND SODA.

— ★ —  
SEE DEBBIE FOR TICKETS OR INFORMATION  
(734) 397-3452 OR DFORSMAN@WOWWAY.COM

\*Ticket price will increase to \$30 after February 20th, 2014  
With a final cutoff date of March 6, 2014.

**REWARD:**  
For wearing  
western attire!

# WANTED

People to attend  
**EAA 113's Annual Awards Banquet**



**"From out of the clear blue of the western sky comes Sky King"!!!!** Plan now to join "Sky King"—past and present, at our Annual Awards Banquet to be held on **Saturday, March 15, 2014** at our own **Aviation Center**.

Advanced tickets will be **\$25.00** each. The price will increase to \$30.00 for purchases made after February 20th with a final cutoff date of March 6th, 2014. Price includes a catered meal, dessert, coffee and soda. If you would prefer an alternate beverage, you may bring in your own. **The Gathering will begin at 6:30 p.m. with dinner at 7:00 p.m.**

Debbie will have tickets available at the **January and February** general meetings and most Saturday mornings. (Note: The March meeting will be past the deadline for the caterer!!! Plan accordingly!) You can also purchase tickets by including this amount along with a check for your annual dues. Please be sure to make a note as such on your check so Grant doesn't think you are making an additional donation! Also, tickets can now be purchased on our website by clicking on the "Tickets" icon on the bottom left of the homepage at [www.113.eaachapter.org](http://www.113.eaachapter.org).

In addition to our dinner and entertainment, this event is our opportunity to honor members that have met milestones in their aviation careers and those that have completed aircraft and made their first flight this past year. It is also a time when we recognize the members that dedicate so much of their time keeping our Chapter running so smoothly. Dust off your cowboy hats and polish your boots, and come ready to eat, laugh and celebrate with our aviation family!



EAA CHAPTER 113's HOLIDAY PARTY



*Photos courtesy  
of Pat Trevas*





## 2014 SCHOLARSHIPS

Twenty eight years ago, EAA 113 established a Scholarship program for local students pursuing aviation studies. Since that time, we have awarded over \$28,000 to further future aviation careers. Thanks to another successful Father's Day Pancake Breakfast this year, our Chapter has again set aside money to further support this program. However, in recent years, we have unfortunately received very few applications. We are asking our Chapter members to promote this worthwhile program to encourage aviation in future generations. If you know of any potential candidate, please let them know the scholarship applications are available online at [www.113.eaachapter.org](http://www.113.eaachapter.org) in a fillable PDF format. Applications must be returned by March 31, 2014 to enter the selection process by EAA Chapter 113 Scholarship Committee. All applicants must exhibit a passion for aviation!

### 2014 EAA 113 Aviation Studies Scholarship

EAA Chapter 113 will again award as many as two \$1,000 scholarships for the 2014 Aviation Studies Scholarship Program. We are looking for qualified local students pursuing a career in Aviation. Candidates should be currently admitted to a college, university or trade school majoring in aviation related studies. Scholarships may also be awarded to students studying in an approved flight school to assist with flight lessons if they are twenty-five years of age or younger as of March 31, 2014 and have completed their first solo flight.

### 2014 EAA 113 Air Academy Scholarship

EAA 113 is also proud to announce it will once again offer one scholarship for up to \$500 to assist a Young Eagle in attending a summer session of Air Academy at Oshkosh. This amount is often used to supplement our Young Eagle credits that are earned throughout the year. The combination of funding sources often allows for our Chapter to pick up the full cost for an enthusiastic youth to attend this camp. If you know of an aviation-focused young person, between 12 and 19, please let them know this Scholarship form is also available on our website.

### ***Please assist us in passing along information about our Scholarship Program.***

Some of our past recipients have gone on to careers as Military, Commercial and Corporate Pilots; air traffic controllers; flight instructors; and A & P's, to name a few. To date, the EAA 113 Scholarships have made a difference to over 50 young people in aviation! Let the tradition continue! The Scholarship applications can be found on the EAA Chapter 113 website: [www.113.eaachapter.org](http://www.113.eaachapter.org)



## HAPPY NEW YEAR!

It is THAT time of year again . . . when we contemplate making a New Year's Resolution! Most people continue to pick last years' and really promise to do better this year. Frankly, however, there are many of us that have such an overriding fear of failure which prevents us from even bothering with the idea at all.

The word resolution implies a decision to immediately begin to change. Unfortunately, rarely can any of us simply "flip a switch" and get the results we desire. To be more successful, it is better to think in terms of goals. A goal will allow you to progress in a way that doesn't imply all or nothing. Instead, it allows for the ups and downs, which is the natural way changes are made. To better achieve success, choose realistic goals and break them down into smaller objectives. Try writing your goals down, it will make it harder to ignore.

Thank you for the few members willing to share their Goals for 2014 with us.

John Maxfield: My goal for 2014 is to finish flying the 40 hour Phase One flight test period in the Sonex so I can share the thrill of flying in it. I'd also like to fly it to Oshkosh for the June1st Sonex Workshop.

Dan Valle: Retire...again....and fly MUCH more! :-)

Gary Markwardt: My goal for 2014 is to fly more or sell the airplane. Not sure which will win out?

Jim Carmin: My New Year's resolution is to get My Private Pilot Certificate by April 30, 2014.

Gentlemen, know that EAA 113 is here to support you and cheer you on! One step at a time, you will all arrive! Have a wonderful new year working on those goals!



# PROVING THAT SQUARE CORNERS CAN BE MADE TO GO FAST

by Budd Davisson, Air Progress, a long time ago

*The little Wittman Tailwind is too often ignored, when it comes to talking about viable homebuilt projects. Everything said in the following (except the prices) are as valid today as they were 35 years ago. The Tailwind is still one of the most efficient, cost-effective airplanes ever designed and more folks should be building them.*

Before there was an FAA, Steve Wittman was out "there" going fast. Before there were jet aircraft, there was the old master — going fast. Before there were P-51s and P-40's, there was the Oshkosh wizard — you guessed it — going fast. In fact, just about the only thing in aviation that predates Steve Wittman is...well... not a heck of a lot of anything of any importance and most of that had to do with the Wright brothers!

Steve built his first airplane early in the Depression and there are still a reasonable number of pilots who can claim to have been part of that pioneering era. A few of them even raced with Steve and maybe even beat him. How many of that era, however, can lay claim to having recently flown an aerobatic airshow at Oshkosh while in their mid-80s and how many are still running efficiency races in a single -place racer. and which of them still flies a high-speed commuter plane, which he designed and built. from Oshkosh to a winter home in Ocala. Florida? Also. how many of them announced a few months ago, at the age of 87, they were getting remarried?

Steve Wittman was, is, and always will be, a legend!

In this day of flowing, super-slick glass airplanes. it's easy to look at most of Wittman's designs and say they look crude. As far as that goes, when they were brand-new most of them looked a little on the crude side compared to any of the supposedly more streamlined designs. However, to make that comparison, one has to ignore the absolute test of aerodynamics which boils down to how fast does it go, how far will it go. and how does it handle? Judged by those standards, his airplanes always blew factory-made machines into the weeds. It was only with the advent of the composite kits that anyone, including the homebuilder, was capable of building an airplane with more speed and range per horsepower.

Yes. on the same engine, a Lancair, for instance, is faster than a Tailwind and. yes. a Glasair can run away and hide from most of Witt's designs. Just for the hey of it, however, let's throw in one more standard to be used in measuring his designs: Cost. There aren't too many absolutes in aviation, but one of them follows: No aircraft designer in history has consistently squeezed more speed out of a buck than Steve Wittman. End of conversation. All of his designs were bargain-basement bullets that. while they may not have been as pretty as the rest, are still untouchable when it comes to going fast on a budget — which includes both operating and building costs.

In 1953. when the EAA was just a bunch of guys in plaid flannel shirts who hung around Poberezny's basement, Wittman decided to design and offer plans for a little two-place airplane that drew on his most recent experiences of campaigning his Goodyear (now Formula I) racers, as well as his innovative little two-placer named Buttercup. The Goodyear equation involved taking the then-super-common, 190-inch. 85 horse Continental and mating it to a pair of Hershey bar wings totaling no more than 66 square feet of wing area. For his new airplane, the Tailwind, he increased that to a whopping 91 square feet (a Cub is 178 square feet).

Wanting the most speed possible out of the power available — while carrying two people — he minimized the flight deck but not so much as to make it uncomfortable. Anyone who believes that Wittman designs are too small for normal sized people have to remember Steve himself is nearly 6 ft. 3 in. although he has never been much wider than a fence post.

One of the problems of any side-opening. stick-controlled airplane has always been threading your legs around the sticks while entering or exiting. Steve poked holes in that problem by using a centrally stick with inverted-shaped extensions, giving each pilot his own control stick without having to climb over or around. Although narrow by Spartan Executive and Staggerwing standards. the original W-8 Tailwind cabin was surprisingly comfortable given its cubic layout and rather basic furnishings. Even more important, the visibility over and around the nose is much better than would be expected for a tailwheel airplane regardless of its size. Also helping the visibility is the characteristic cutout in the leading edge of the wings. where it intersects the flat wrap windshield.

(continued)

When examined visually, not many secrets are showing, but the airfoil shape of the fuselage is obvious. This is one of Sieve's secrets: You can get by with smaller wings, if your fuselage is helping to lift its own weight, rather than simply being a convenient place to hide passengers and mount wings. What appears to be a study in straight lines is actually an interesting exercise in fooling the wind into thinking it is working with a much more sophisticated shape. The way the wings bleed into the highly raked windshield and how the windshield disappears into the cowling lets the passing wind part smoothly, generating as little drag as possible with as simple a shape as possible.

It is the simplicity of shape that lends the airplane so nicely to amateur building. That same simplicity combines with a similar simplicity in structure to camouflage several basic rules that cannot be violated in Tailwind construction. Number one rule is keep it light—little wings don't need extra weight. The second rule is keep it clean.

These rules mean building everything as straight and as close to the plans as possible. An airplane that gets all its performance from aerodynamics rather than horsepower won't tolerate sloppy building, which is one reason Tailwinds with similar engines often have speed variations of as much as 20 mph from one airplane to the other. Also, some owners lie more than other.

The landing gear of the Tailwind represents the one and only area in which Steve broke entirely new ground in its design. Steve can lay claim to two different major patents in landing gear design: The flat gear, the called "Cessna" spring gear and the other being the tapered rod "Wittman" gear as used on the Tailwind (and the Buttercup before it). Although not actually as simple to make in a garage as it appears, the gear is wildly effective and downright clever in the way its twisting and spring action actually aid the gear geometry and help keep an airplane straight on the ground. The landing gear legs, which plug into two sockets in the fuselage, fortunately are one of the items still readily available in a pre-fabricated, ready-to-plug-in kit from many suppliers at a reasonable cost.

The rest of the airplane is down and dirty 1930, in concept, but with a weight-watcher thought pattern tossed in. The fuselage is steel tube with an absolute minimum of either sheet metal or stringers, so the usual myriad of tabs and standoffs associated with steel tube are absent. The wings are tiny little plywood-covered units utilizing a sheet of plywood per side so there is none of the tedious scarfing and joining which is often the case, when a wing exceeds the all-critical 4x8 dimension.

There aren't many airplanes whose airframes can be built as cheaply as the Tailwind. Although rag and tube is a labor-intensive medium, that has to be weighed against the ability to put together a complete airframe minus engine and propeller for something under \$5,000 (Ed Note from 2008: It's still not too far from that). If a little scrounging is done and the builder substitutes his elbow grease for the cost of pre-fabricated components, there is every reason to believe an airframe could be fabricated for less than \$4000 (I'd be afraid to hazard a guess today. Maybe \$5,500?). Naturally, the choice of engines is going to drastically alter the overall cost of the airplane, but that's definitely a known number the builder can control and it can range from anywhere from the \$5000 category for a lucky find on a mid-time 0-200 up to \$12-\$15,000 on a freshly overhauled 150 Lycoming.

The bottom line cost on a Tailwind depends on how much scrounging is done, how fancy all that electrical stuff gets and whether the finish is a killer ten-point shiner. Cost is probably going to bottom out at \$12,000, but can run as high as \$25,000 (add about 40% to that today). There have been many Tailwinds built far out on either end of this range, but in today's environment these numbers seem realistic.

From almost the minute the airplane was introduced in 1953, homebuilders began interpreting the design with their way of thinking. Originally, this was limited to paint jobs and tail shapes, but by the late '60's it became the basis for aerial hot rodding that sometimes reached the ridiculous. These mods included airplanes with as much as 210 hp, a constant-speed prop and at least one with a neatly designed retractable gear. Wittman's "simplicity" philosophy has yielded to the

(continued)

demand or more horsepower and other consumer-oriented mods including a short-lived nose-wheel conversion.

Naturally, the tri-gear Witt put on his own airplane was simple and light, being the tapered rod, full-swiveling type. Although, it worked fine, he is often quoted as saying he was never truly comfortable with the unit since it was like having a sword hanging over his head. He knew if the engine quit and he had to put it into a rough held, that nose gear strut was going to come jabbing up in his general direction — something which didn't make him all that happy — so he quickly removed the offending item.

Another Wittman mod utilized the little 215-inch aluminum engine V8's that were used in Oldsmobile F-85s of the early 1960s, Wittman side-stepped the usual gearbox, which designers utilize auto conversions to keep the engine turning fast and the prop turning slow. Instead, he turned the engine backwards and put the fly wheel in front, bolted on an extension and prop. and simply let the unit turn as fast as he thought it could without driving the tips supersonic. Utilizing his own propeller design, he felt he was able to pull an honest 155-160 horsepower with no major modifications to the engine other than replacing the original 215 crank with the longer stroke 300-inch unit. From the outside, you would never know it was a liquid-cooled engine, since he kept the radiator entirely within the engine cowling where it cooled beautifully. Although only a small number of aircraft have been built using that engine, they have, almost without exception, performed flawlessly.

In the late 1960s, Steve opted to update the airplane to W-10, which included tapered wingtips. These reportedly add significantly to the speed while lowering the stall, which allows slower landings.

The average C-90/0-200 W-8 Tailwind is going to weigh in the 700-720 pound range, but those insisting on slick finishes, plush interiors and full panels, add perhaps as much as another 75 pounds. The 150 horse Lycoming airplanes should be in the general neighborhood of 750-800 pounds, while the six-cylinder 145 horse Continental adds another 15 pounds.

Wittman has often been quoted as saying he considers the very best combination to be a light airframe with a six-cylinder 145 horse Continental because even though it does add just a little more weight it is, in his words, "so smooth."

Given all the numbers, there is always the big question on how the Tailwind actually flies. We could cut this treatise really short by saying it flies fast, is fun and is absolutely beautiful in almost all regimes. A few specifics, however, might be helpful.

Sitting on the runway, the first things a new Tailwind pilot will notice are the feeling of sitting quite far back in the airplane (which he is) and visibility is a little short off to the sides. By moving the nose around a little bit, he'll see most of the pattern with little or no turning, and the visibility through the cabin top, while not up there with a Mustang bubble canopy, it comes close.

As the power is brought up on takeoff, the initial feeling is going to depend on how many horses are crowded into the cowling. The small-engine airplanes are going to give what initially feels like fairly spirited performance as it starts rolling. The big-engine airplanes get with the program in no uncertain terms and will out-accelerate just about any Wichita Spamcan. The small-engine airplanes suffer severely from having too much prop to let the engine really turn up on takeoff. This is a common problem with any airplane that has the wide speed range presented by the Tailwind. To go fast at cruise requires a prop with an entirely different pitch than it wants at takeoff to let it turn up. For that reason, the airplane will get off the ground reasonably quickly but has to be left nose low for a second or two to let the speed build while the engine, is working up the horsepower to climb. The big-engine airplanes have a little more advantage since they can put more horsepower out into the slipstream, even with coarse pitch props.

Almost as soon as the airplane is rolling, the weird shape of the sticks is no longer noticed and only the overall quickness of the airplane remains. Again, depending on the weight and horsepower, the rate of climb will vary somewhere between 600 and 1000 feet per minute, and the pitch stability is solid enough that it holds trim-speed much better than first-time pilots anticipate. All first-time Tailwind pilots assume the airplane is going to be wildly twitchy on all axis, which it simply is not. If the pilot were to close his eyes, almost everything about the airplane would tell him he was flying an early Yankee — possibly an AA-1A.

(continued)



Once the nose is pushed level and the airplane is allowed to build up cruise speed, the small-engine airplane should be trueing somewhere in the 150 mph category, while those with the bigger engine and all the later mods are trueing an honest 190 mph at altitude. In reality, most 150 Tailwinds cruise at 160 or 165, but at Oshkosh '91 many W-10.s with 145 horse Continentals were so straight and clean and had so many fairings and speed tricks that owners swore 185-190 mph was a perfectly real number at cruise.

Although the airplane is a long way from being a Cessna 210 in the overall handling and ride category, it is noticeably better than the aforementioned American Yankee. When the power is brought back, the stall characteristics are also reminiscent of the Yankee. Again, depending on the air-plane. as it is crowded into the stall and held there. the break has a very slightly sharp edge and it may roll slightly in one direction or the other depending on how straight this particular builder got his rigging. The stall will happen around 55 mph and is coming down at a pretty fair rate of descent at that point.

Something worth playing with in the airplane is to start yanking and banking, putting some hard corners onto the machine and see what G does to its speed. As with all low-aspect ratio wings, it doesn't take a very hard pull to burn off a fair amount of speed. This is especially true when setting up for an approach. A ham-fisted pilot could burn off more speed than desired through his own negligence.

Flying the approach is easier than in almost any Cessna or Piper if nothing else, because the airplane is loaded just a little heavier and penetrates through the turbulence that much better, drawing a perfectly straight line for the intended point of touchdown. The approach speeds may vary between 80-90 mph depending on the weight, but at no point is it anything unusual, and once again the Yankee comes into mind. At no time during round out and flare does the runway disappear, and it isn't until the tail is well down that any part of the runway disappears.

As a three-point attitude is approached, it is impossible to see directly over the nose and it is necessary to concentrate on one side of the runway to keep the airplane straight. If the airplane touches down straight, the rollout can almost be boring. If the airplane is put down slightly crooked. that marvelous tapered rod gear will shake and shimmy a little bit as the airplane asks you to do your bit in getting the tail back where it is supposed to be. It is no more demanding than a Citabria but things are happening much faster and give the illusion of being a more demanding airplane. If the pilot is a little slow in keeping things straight, the plane does not turn around and bite him as many other tailwheel airplanes would.

There have been many two-place homebuilts designed in the last 40 years and. as we come into the new century, they are getting more sophisticated and expensive. Composites may require a shorter learning curve to master the building skills, but because of many of their systems and the speed at which they travel, they require more attention both in maintenance and in proficiency.

The Tailwind is a machine that may not be quite as fast and as sexy as some of the new airplanes, but how many of the new airplanes would be as fast as they are with the gear down? And how much does the landing gear alone contribute to cost and complexity.' If all things are taken into account, the extra 20 or 30 mph in cruise can easily be looked at as being unnecessary in light of the inspired simplicity represented by the Tailwind — it is a hammer meant to drive a specific nail by a specific type of carpenter. And it does that job about as well as any airplane ever designed, with a lot less effort, expense, and power.

The Tailwind is one of the seeds that helped give birth to homebuilding. With any luck, it is going to be with us for another 40 years as another new generation of homebuilders realizes two-place airplanes don't have to cost \$50,000.



Wittman Tailwind W-9



# January 2014



Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1 	2 No Homebuilder's Corner this month	3 Dinner & a Movie Lasagna Dinner 6:30 pm Movie 7:30 pm 	4 Breakfast @ Coney 8:30 am
5	6 \$ Don't forget to pay your dues this month.	7	8	9 EAA 113 Board Meeting 7:30 pm	10	11 Breakfast @ Coney 8:30 am
12	13	14	15  Purchase banquet tickets tomorrow!	16 EAA 113 General Meeting 7:30 pm	17	18 Breakfast @ Coney 8:30 am
19	20	21	22	23 Flying Safely Meeting 7:30 pm	24	25 Breakfast @ Coney 8:30 am
26	27	28	29	30	31	

**EAA Chapter 113**

Mark Freeland

1480 Oakwood

Sylvan Lake, MI 48320

**Next Meeting : Thursday, January 16, 2014**  
**7:30 PM at the EAA Aviation Education Center**