



WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ♦ Seattle, Washington ♦ Volume XXXII No. 5 ♦ May 2024

President's Letter

Having lived and flown out of Crest Airpark in Kent (now Norman Grier Field on the charts) for over 50 years, I have seen lots of airplanes come and go. Years ago a DC-3 was here one summer. Another time a P-51 flew out of here a while. I have video of the P-51 on Beta tapes so you know that was a while ago. One time about a dozen Army helicopters spent the night because the weather would not let them get over the pass or back to Fort Lewis. I do not know that for certain but we had lots of them lined up down the west side of the field.

Over the last few years the number of airplanes sitting outside has slowly been going down and the flying activity too. Now, because of two issues we have 30-40 more planes tied down here. All the tie downs are full!

Auburn, as you know, is shut down for runway maintenance for four to six weeks. So, anybody who wanted to be able to fly their plane needed to get out and they did. Also, we have about four to six airplanes from Rainier Flight School here from Renton.

(Continued next page)

**Terminal
Building at
Boeing Field
7259 King County
Airport Access Rd,
Seattle, WA 98108**

**Second Thursday
At 7:30 PM**

**Tougher than
Leather:
The History of the
Leather Flying
Jacket**

2024 OFFICERS

President: Dave Nason

Vice Pres: Steve Crider

Secretary: Don Davis
425.822.3439

Treasurer:

Newsletter: Ron Wanttaja
(ron@wanttaja.com)

Tech Counselors:

Tom Osmundson
Dave Nason

Flight Advisor: Ross Mahon
206-550-9526
Rossair@aol.com

President's Column - Continued

This has made a big change in the operations. We usually are pretty quiet. Now, for the time being, it is very active. Planes in the pattern with three to four lining up waiting to take off. Our airport is small and confined compared to Auburn or Renton. Lots of new pilots and students, as well as instructors, are getting a new education! It is always a matter of trying to be on speed and on altitude – a stabilized approach. Now, it is lots of go-arounds – high, too high and WAY too high Because the runway is narrower, your sight picture has to change to adjust to Crest.

They no longer allow touch-n-go landings either. That means lots of landing and taxi back which fill up the place too. Touch-n-Go's used to be fine but someone decided 3200' is too short. If you land near the numbers on speed there is plenty of room, but when they float and float and don't touch until mid-field that doesn't give enough room for the go (too close to the trees). Crest can also have issues with the wind – especially if we get a rare east wind. With the hangars and trees close to the runway, the wind can swirl and kick you all over at any time and quite often different each time you take off and land. It usually smooths out just before you land (in the flare) but not always. On takeoff the winds hit about 20' up to get your attention! All in all, good sport and good practice for someone like me. Others just go away and hide until the winds cooperate. We will see what happens here over the next month. Then it will probably all settle down to normal again after that.

This month, our favorite program presenter, Ron Wanttaja, will do a program on leather flying jackets. It should be interesting. See you Thursday at 7:30pm at the Boeing Terminal.





PLAN

SCALE: 1" = 150'

1
EX-1



LEGEND

- PROPOSED MILL/INLAY
- PAVEMENT MAINTENANCE
- NEW FENCE
- NEW LED LIGHT
- NEW PAPI



CONTINUOUS 35-DAY RUNWAY CLOSURE

29 April – 3 June (End date may change)

CONTINUOUS 3-DAY RUNWAY CLOSURE

(TENTATIVELY JULY 2024)*

*WEATHER AND SCHEDULE PENDING

UPDATES WILL BE POSTED AT

[HTTPS://AUBURNMUNICIPALAIRPORT.COM/](https://auburnmunicipalairport.com/)



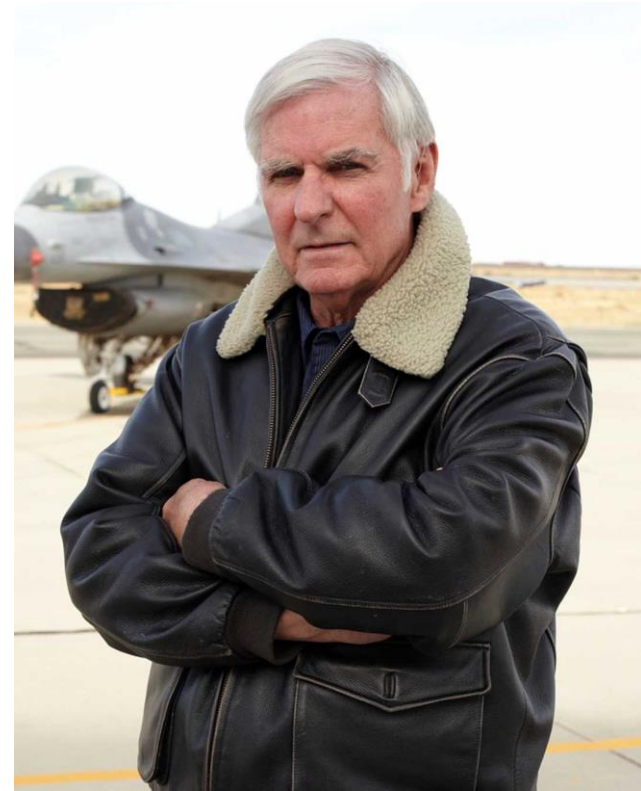
Dick Rutan Passes

Dick Rutan, co-pilot of the world-spanning Voyager aircraft, died last week at the age of 85. In 1986, Rutan and Jeanna Yeager flew non-stop, non-refueled around the world. The plane was designed, of course, by his equally-legendary brother, Burt Rutan.

A highly decorated Vietnam veteran, Dick Rutan flew 325 combat missions and was awarded the Silver Star, the Purple Heart, the Air Medal with three silver oak leaf clusters, the Collier Trophy and was also twice-awarded the Distinguished Flying Cross.

Besides the records Rutan set while flying the XCOR EZ-Rocket (which consisted of a point-to-point distance record and being the first official delivery of U.S. Mail by a rocket-powered aircraft) and while flying Voyager, he also set a number in his personal Rutan VariEze and Long-EZ.

According to a note from his family, “He spent his last day in the company of friends and family, including his brother, Burt, and passed away peacefully in the company of his loving wife of 25 years, Kris Rutan. He is survived by daughters Holly Hogan and Jill Hoffman, and his four grandchildren, Jack, Sean, Noelle, and Hale.



News From National

FAA Releases Final Safety Management Systems Rule

In late April, the FAA published a final rule that expands Safety Management System (SMS) requirements to several categories of commercial passenger-carrying operations. Specifically, this rule change will expand the applicability of the SMS rule to Part 135 on-demand operators, 91.147 air tour operations, and certain Part 21 certificate holders.

EAA submitted comments to the Notice of Proposed Rulemaking (NPRM), primarily raising concerns about the scalability of SMS and the application to a wide variety of operations under this expansion, including small single-pilot operations. As stated in these comments, “SMS is an excellent tool when organizations fully embrace it and use it to build a better safety culture, but EAA is concerned that for some organizations these requirements could be seen simply as additional workload if not implemented on an appropriate scale.” The FAA addressed these concerns by adjusting certain elements of the final rule to better accommodate smaller operations.

As the rule goes into effect, EAA will continue to monitor the application of SMS requirements and the burden of compliance on the full range of operations.

Burt Rutan Schedule for AirVenture 2024 Unveiled

The EAA AirVenture Oshkosh 2024 schedule of forums and presentations with legendary designer Burt Rutan has been finalized and will include six events over five days on July 22-26.

Those presentations include:

Monday, July 22: “Life, The Universe, and Everything Else”

Tuesday, July 23: “50-Year History of Homebuilt Composite Canards”

Wednesday, July 24: “Commercial Space & WingShips – Arrested in Russia, 1993”

Wednesday, July 24: “Voyager”

Thursday, July 25: “Burt’s New Designs and his Heroes”

Friday, July 26: “Why Beech Did Not Replace King Airs with Starships”

The presentations from Rutan, as with all EAA AirVenture forums and workshops, are included with regular AirVenture admission.



EAA Learn to Fly Week inspires future pilots on May 13-18



Five days of free webinars capped off with Flying Start events held across the U.S.

Aspiring pilots can kickstart their aviation journey as EAA Learn to Fly Week returns on May 13-18. The six-day event enters its second year with expanded webinar offerings, and new topics to explore. Learn to Fly Week is supported by Sporty's.

"Learning to fly can seem like a daunting task at first," said David Leiting, EAA Eagles Program Manager, "but EAA's Learn to Fly Week will help the dream remain larger than any hurdles."

Learn to Fly Week begins with 15 webinars scheduled over the first five days, May 13-17. EAA staff members and industry experts will be hosting each webinar. New topics for 2024 include getting started with helicopters, aircraft options for flight training, and training with FAA-approved flight simulators. All webinars are free to attend, but online pre-registration is required.

The week concludes on Saturday, May 18, with EAA Flying Start programs held at numerous chapters throughout the country. At those locations, prospective pilots can connect with the local aviation community, discover flight training opportunities available in their area, and take a free introductory Eagle Flight as part of EAA's program for adults that connects them with aviation resources



More details about Learn to Fly Week, including registration links for webinars, can be found at EAA.org/LTFWeek.



Yesteryear's Homebuilts: Polliwagen

The animal kingdom is a rich source of aircraft names, from the Sopwith Camel, to the Curtiss Hawk, to the Vickers Vildebeast, right up to the F-16 Falcon.

Not a lot of frogs on the list, though.

The Polliwagen (named for its pollywog-like shape and its use of a Volkswagen engine) scratched a lot of homebuilder's itches in the '70s and '80s. Composites were in; Rutan Variezes and Long-EZs were being produced in shops all across the world, and the Glasair was in an embryo state southeast of Seattle.

But many of these new airplanes required traditional powerplants. People wanted to use Volkswagen engines, but also desired higher performance.

Joseph Alvarez's Polliwagen promised it, with a design cruise speed of 170 MPH. After several years of developmental work, it was officially introduced at Oshkosh 1980. By the end of that year, over 500 sets of plans had been sold. In the years to come, about 45 Polliwagens were added to the US registry.

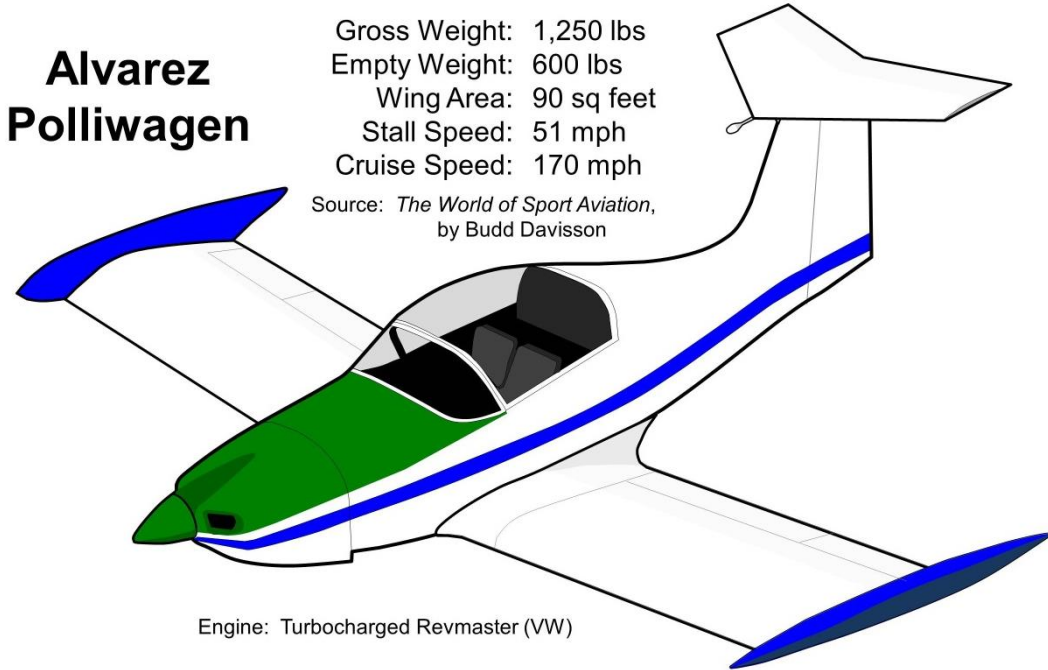
But as of January 2021, only two of those 45 Polliwagens are still on the US registry.

So what happened? *(Continued next page)*

Alvarez Polliwagen

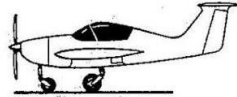
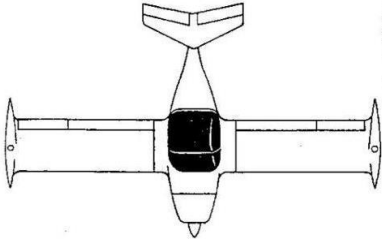
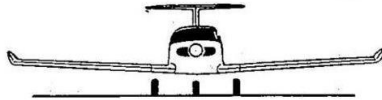
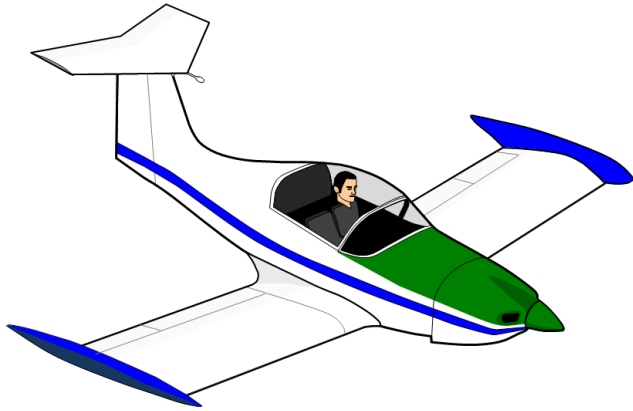
Gross Weight: 1,250 lbs
Empty Weight: 600 lbs
Wing Area: 90 sq feet
Stall Speed: 51 mph
Cruise Speed: 170 mph

Source: *The World of Sport Aviation*,
by Budd Davisson



Engine: Turbocharged Revmaster (VW)

Yesteryear's Homebuilts (Continued)



Most pilots looking at the design for the first time have one comment: “That seems awfully short-coupled.” The short length of fuselage aft of the wing can produce some issues with pitch control. This seemed to be an issue with the Polliwagon.

In May of 1995, Mark Hall wrote in the newsgroup rec.aviation.homebuilt: “I got a chance to fly in the prototype Polliwagon at Tullahoma in 1980. I have flown in a number of homebuilt aircraft, but this is the only one that I refused to allow any other member of my family fly in... The demo pilot was supposedly an airline pilot with tens of thousands hours experience, yet he seemed to have his hands full with this little monster.”

If you examine online photos of Polliwagens, you’ll find a large number of extended fuselages. Some builders upgraded from the Volkswagen to O-360s, usually accompanied by the fuselage mods.

Even so, the NTSB record shows only six reported Polliwagon accidents. Pitch problems were associated with several. Even more telling, four of the six were on their first or second flight. All were flown by the original builders.

An attractive-looking aircraft, but a careful checkout is suggested.

On the Wreckord

Starduster – New York: While approaching the destination airport at a cruise altitude of 2,500 ft mean sea level, the pilot noticed smoke coming from the engine cowling. Concerned that there was a fire, he decided to immediately land the airplane in an open field. During touchdown, the airplane impacted 5-ft-tall grass and immediately cartwheeled.

Postaccident examination of the wreckage revealed that there was a loose oil line fitting at the oil cooler and that oil was dripping on the exhaust system, which likely resulted in the smoke the pilot saw before initiating the precautionary landing. (9/15/2017)



On the Wreckord

Kitfox – New York: The airplane touched down on a turf surface runway, and the bounced. When the airplane descended to the surface, the right main landing gear wheel and brake assembly separated from the landing gear leg. The pilot reported that the airplane "skidded down" the runway and nosed over.

The pilot reported that he had recently installed tundra tires on the airplane and that the four bolts that came with the tundra tire kit were not long enough to properly secure the wheel and brake assembly to the landing gear leg. He recalled that he used four bolts that were longer; however, they were not provided by the manufacturer. He asserted that the nuts he used to retain the bolts were provided in the wheel assembly kit. (9/21/2017)



On the Wreckord

Acro Sport – Pennsylvania: The pilot had purchased the experimental, amateur-built airplane about 3 weeks before the accident. The pilot flew the airplane for the first time 2 days before the accident.

The pilot and a pilot-rated passenger departed for the pilot's second flight in the airplane. A witness at the airport stated that he spoke to the pilot before he took off on the accident flight and that the pilot stated that he was going to fly his new airplane. The witness watched the airplane take off from runway 27, make a circle, and conduct a high-speed fly-by over runway 9 about 150 ft above ground level (agl).

The witness reported the engine was running at "full throttle." When over the end of the runway, the airplane climbed straight up to about 500-600 ft agl. The witness then saw the airplane "stall"; the left wing rolled over, and the airplane made about two or three spirals before impacting the ground. The maneuvering described by the witness was consistent with the pilot performing intentional, low altitude acrobatic maneuvers that resulted in a stall/spin, and loss of control.

Postaccident examination of the engine and airframe revealed no evidence of any preimpact mechanical malfunctions or failures that would have precluded normal operation.



For Sale – S-18 Project

Hi fellow EAA members,

I am currently selling my unfinished S-18 project. If you or someone you know who is interested, please contact me at:

Norm Pauk: Tel: 253-561-4801

Email: Npauk@msn.com



For Sale – RV-12 Project

I have an extensive RV12 project for sale. Here's what's included:

Wings are completed, including landing light and strobes. Tail group and fuselage cone are completed

Fuselage is 80% complete, including controls, wiring, canopy. Panel completed, including Avidyne/Garmin/ELT package with 2 axis autopilot

Finishing kit includes landing gear, brakes, tires, fairings, wheel pants, control cables, seat belts, plexi, etc. (This the most expensive kit on the airplane).

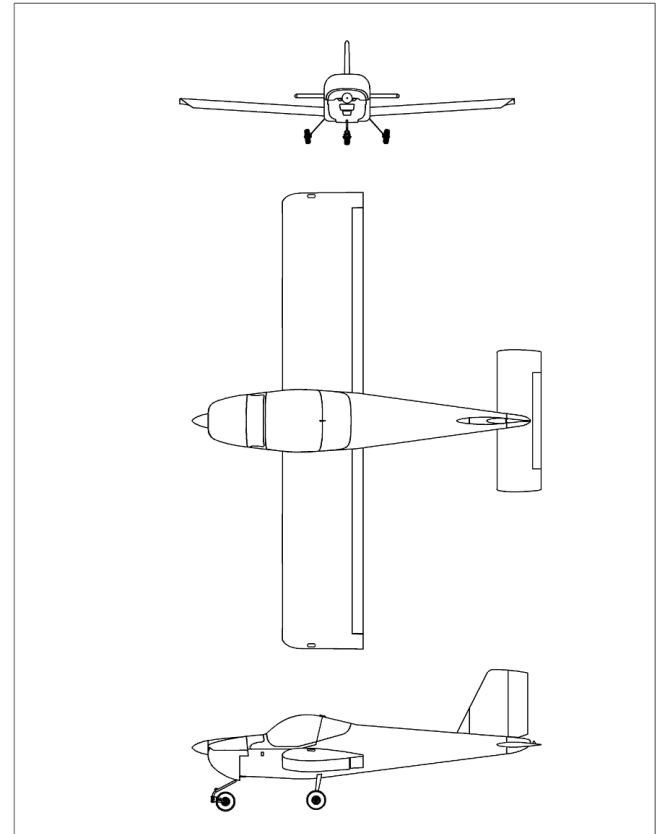
Factory built fuel tank.

Interior kitupholstery, side panels, sound proofing.

This is RV12 #616. It is designed for the carbureted 100 HP Rotax, and cannot be converted to the injected version. The kits were purchased 2011/2013. My cost was over \$50K. Duplicating today would be over \$75K. Price for all is \$45K.

Project is safely stored and available for thorough viewing in Anacortes.

Jeff Robinson
360-961-2482



For Sale – Europa Project

Oliver Paine and Brian Morse in New York have a Tri-gear Europa kit that is mostly complete in contents. The project was purchased from an estate and it was one of two kits that were purchased together. One was built and flown and this one was not started (Wings are still in original boxes).

They have not done a complete inventory of the Parts but the airframe and hardware appear to be there. However, there are a few items that are not included with the kit.

The nose cowl and motor mount were not included and glass for the windows. Airframe, Landing Gear (main and nose) wheels and tires are there. However, they have not been able to find the "Castor Nose Gear" (the part that the nose wheel bolts into). The nose gear mount and nose gear strut are there as well as the nose Tire and wheel assembly). The part is still available from Europa.

They are asking \$8,000.00 for the kit as is and want to sell the whole kit and not part it out. The kit is in very good condition with no damaged parts

Contact:
Brian Morse
315-372-3767
kmsmb@verizon.net



