WIND IN THE WIRES

The Newsletter of Chapter 26, Experimental Aircraft Association ❖ Seattle, Washington ❖ Volume XXXII No. 9 ❖ September 2024

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

Second Thursday At 7:30 PM

President's Letter

The weather has still been good for flying even though it has been hot and hazy. It was 101 degrees at 2000 feet two evenings ago. I am getting in a few flights before I have the mags redone. While that is being done, I am going to have the Attitude Indicator rebuilt and the tack rebuilt. Everything seems to be wearing out at the same time, but after 25 years and over 1850 hours, I would expect a little work to be done.

The other day I was feeling a roughness in flight, so I checked gear doors, cowling, anything I could wiggle, but everything seemed okay. I finally think I found the problem. I have some gap seals on the flap and one was hanging down a little. It was a rubber piece about 4 inches long and ¼ x 1½ inches in size. I took it off and the roughness went away. My airplane is really sensitive to any little thing that is not just right.

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Cameron and Franklin's Oshkosh Experiences!

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

The other day while flying with Cameron in our C150, he volunteered to do a program. So, this month, he and his brother, Franklin, will talk about some of the seminars they attended at Oshkosh. Yes, it is more about Oshkosh, but it is always fun to see other people's pictures and experiences from AirVenture. So come Thursday, September 12 at 7:00pm to the meeting at Boeing Field Terminal building.

See you there,

Dave

News From National

EAA introduces 2024 Sport Aviation Halls of Fame class

The Experimental Aircraft Association Sport Aviation Halls of Fame continue to grow as six new inductees will be honored as part of the 2024 class. The six inductees each represent a different area of aviation – homebuilders, ultralights, the International Aerobatic Club, the Vintage Aircraft Association, and EAA Warbirds of America.

The 2024 inductees include:

- EAA Homebuilders Hall of Fame: Sebastien Heintz
- International Aerobatic Club Hall of Fame: Linda Meyers Morrissey
- Warbirds of America Hall of Fame: Frank Strickler
- Vintage Aircraft Association Hall of Fame: Dave and Jeanne Allen (posthumous)
- EAA Ultralights Hall of Fame: Dave Goulet (posthumous)

The EAA Sport Aviation Halls of Fame were established to honor the outstanding achievements of men and women in aviation who share the spirit of EAA and its community.

EAA will honor the new inductees at a dinner ceremony on October 16, 2024, in the Eagle Hangar of the EAA Aviation Museum.

EAA Aviation Museum introduces 'Inside The Hangar' self-guided, behind-the-scenes information

Visitors to the EAA Aviation Museum in Oshkosh can now easily get more in-depth information on museum exhibits as the initial set of self-guided QR codes have been added to select aircraft exhibits.

The "Inside The Hangar" tour offers visitors the opportunity to scan a QR code via their smart device and receive additional background regarding the exhibit, without downloading a special app. The Synthesia software can be opened to extra features such as the exhibit's background, archival photographs not on display, and other information not found on museum signage.

EAA museum visitors will find the first QR code at the entry to the museum, explaining the self-guided tour option and its benefits. Current QR codes are available at some of EAA's "foundational" aircraft, such as the Mechanix Illustrated Baby Ace, Little Audrey, and Little Bonzo. It is also available at the Huey helicopter exhibit in the Eagle Hangar.

Yesteryear's Homebuilts: The Stits Playboy

Homebuilding would have been a lot different without Ray Stits. He designed a wide variety of aircraft—monoplanes, biplanes, high wings, low wings, taildragger, trigear, single-seaters, and two seat side-by-side and tandem. A few were designed in search of the "World's Smallest Aircraft" trophy, but most were intended for the average homebuilder.

The Stits SA-11A "Playmate" was his last public design. A near-conventional side-by-side trigear aircraft introduced in the early '60s, designed for engines from 100 to 150 HP. It took homebuilding in a more "civilized" direction: A machine that one's spouse would not object to riding in.

Of conventional construction, with a welded steel tube fuselage, spruce spars, and built-up ribs, the plane's most amazing feature is its folding wing system. No control or fuel lines to disconnect, just open an access panel on the each side of the fuselage and pull a lever. The panel won't shut unless the lever is in the locked position, and telltale flags inside the cockpit provide an additional warning.

Folding the wings on a Playmate takes one person less than a minute. Contrast that with its contemporary, the Fly Baby, where folding the wings takes the pilot fifteen minutes and a broomstick.

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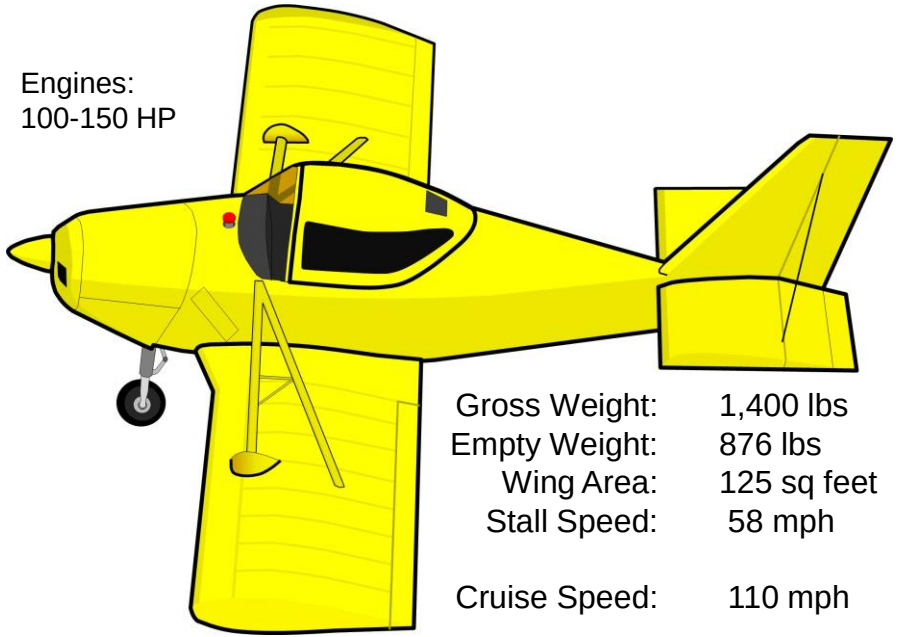
Engines:
100-150 HP



Gross Weight:	1,400 lbs
Empty Weight:	876 lbs
Wing Area:	125 sq feet
Stall Speed:	58 mph
Cruise Speed:	110 mph

Source: *Janes All the World's Aircraft*, 1969-1970

Yesteryear's Homebuilts – The Stits Playmate (Continued)

Designed to be towed, the Playmate ended up with an odd-looking, low aspect-ratio horizontal stabilizer due to the typical eight-foot limit for using public roads. Odd, also, to the modern eye, are external mass balances on all control surfaces.

A buddy with a Playmate describes a plane with neutral stability, with light pitch controls and heavier ailerons. He cautions pilots that there's a lot of weight on the nosewheel. The main gear is located a bit aft of the normal position, to keep the aircraft from falling on its tail when the wings are folded, thus more weight on the nose. The cockpit isn't especially roomy (about the same as a Cessna 150), but there is a good-sized baggage compartment behind the seats.

The aircraft was designed for engines as small as an O-200 or O-235, though performance on the smaller engines is marginal. The prototype first flew with an O-200, but it was quickly upgraded to an O-290 ground-power unit (~125 HP).

About 37 Playmates have been added to the FAA registry over the years, but only eight are still on the active list. The NTSB records show eight Playmate accidents since 1982, none of which are apparently related to the aircraft design.

Ray Stits's designs led homebuilding from the "flivver built in a barn" anecdote to more those that could support more-serious recognition as an alternative to production aircraft. And the Playmate was the last of the series.

On the Wreckord

Just Superstol - Hawaii: The pilot reported that, while landing at an airport after the personal flight, the airplane ground looped. He visually inspected the airplane and found no damage. He then took off and flew to another airport. The pilot reported that, after touchdown at a speed of about 30 mph, the airplane veered sharply, and the right landing gear suspension strut collapsed. After the accident, the pilot discovered that the right suspension strut separated from the airplane; it was found on the runway near the touchdown point.

A metallurgical examination of the strut revealed that the separation features were consistent with an overload type of failure; however, it could not be determined when the event leading to the overload occurred. (1/13/2018)

On the Wreckord

Rutan Varieze – California: During the landing roll, the airplane experienced a partial loss of right brake effectiveness. The pilot attempted to counter the directional control imbalance as the roll continued, but he became concerned that the airplane might run off the end of the runway and the drop-off at the end, so he applied maximum brake pressure. The airplane then veered left, departed the runway, and impacted a hangar.

Postaccident examination revealed that a slow fluid leak had developed at the inlet fitting of the right brake caliper, and the fluid level in the reservoir for the right brake master cylinder had dropped to just under half of its capacity. This leak most likely allowed air to be introduced into the system.

Maintenance records indicated that the pilot replaced the hydraulic lines on the right side about 147 flight hours before the accident. (2/11/2018)

On the Wreckord

Cozy Mark III – New Mexico: After an uneventful flight, the pilot was setting up for an approach to the airport when the propeller seized. The pilot attempted to land at the airport but slightly overshot the runway. The landing gear sheared upon touchdown, and the airplane sustained substantial damage to the right wing and center fuselage section.

Examination of the airplane revealed that the propeller gearbox was seized. Examination of the gearbox did not reveal any obvious reason for the seizure. The airplane and engine had been operated about 13.4 total hours since its initial airworthiness certificate was issued about 6 years before the accident. The reason for the gearbox seizure could not be determined based on the available information.

The engine was a Mazda Renesis 13B, rated at 200 horsepower. No details on the reduction drive are provided in the NTSB report. (2/17/2018)

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 kit ….upholstery, 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