



# Pilots Progress

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## Going Away Party for Jim

**Oct. Meeting/Going Away Party For Jim Coffman, Monday the 9th, at 7:30pm, in our hangar. Bring a dish or desert to pass.**

### Minutes of EAA Chapter 865 monthly meeting for September 11, 2006

There were ten members in attendance at 7:30 in the Chapter 865 hangar at Niles Airport. Most of the meeting was taken by a discussion of things we could do to publicize the chapter at the upcoming Apple Festival. Bob Baird reported there are no spots left to rent at this years event. One possibility is to put a table by the fence and promote flying and the chapter. Many other possibilities were discussed, some which involved liability and some did not. Bev said she would print some coupons for free Young Eagles flights with a phone number to call for handing out at the Festival. Jim Thompson offered to bring his Vari Eze to park inside airport property near the

fence. Bob Baird will park his Rearwin Skyranger by the fence and try to have Randy's Champ also parked there to attract attention.

Bev suggested a Fly-In Lunch at next years Apple Festival with a means to allow Festival attendees to come to it. She said we need to plan early to ensure a space and to get listed on the Apple Festival Program of Events to advertise it. All thought this was a good idea.

It was announced that Jim Coffman will be moving to Tennessee in November for those who were not already aware. We will have a going away party at the October meeting. Bob Baird will bring a large cauldron of chili for everyone to eat. Others are requested to bring a side or dessert.

Since Jim will not be serving out his two year term as president, we will nominate a successor to be voted on during the November meeting. Current VP Dick Haigh has declined taking the presidency because of too many other commitments. Be sure to show up for Octobers meeting or you might be nominated to fill out the term.

### Lady Liberty Cried Today

by Dean Brown

Lady Liberty cried today... tears that will never wash away. I hear her sobbing softly now... tiny beads of sweat upon her brow each of her children that felt the pain... there's a tiny spot, a permanent stain Her children died within her sight... no chance to flee no chance to fight. With cowardly evil the devils came... and rightfully died in Satan's flame God has the victims in a heavenly place... without regard to sex, religion or race from the fire, smoke and twisted steel... a Nation reborn with the resolve to heal for as sure as the sunlight pierces the dark... a fire cannot start without a spark and the spark that ignited the western sky... will burn in the East until the evil die

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**E-mail From Doug Geese (bought my VP-1)Hi Ralph. The Volksplane had it's first flight yesterday evening. It was only a few feet high for the length of the runway, but I think that still counts. There were no problems with the airframe and she was pretty stable in flight. I have some carburetor issues to work through to get the engine performing a little better though. Anyway, just wanted to share the excitement.**

a rain of fire will someday  
consume...  
those responsible and their  
prediction of doom

for a mirror of their  
actions will befall...  
the evil doers one and  
all....

## The Skyranger, Part 2

By Bob Baird

### The Dream Fades as Reality Sets In

This 1941 vintage aircraft lovingly restored by Bill, was built the same year that I was born. The Skyranger initially appeared to only need a bath, a headliner and kick panels installed. A few of the instruments were a little ratty-looking, out of sync, and they probably should be replaced. No big deal. So I made an offer to Bill, and he accepted. Gulp!

"What have I gotten myself into? I wondered. I just made an offer without really thinking or even praying about it. If I really had thought it over logically, I might not have done it. I had no idea what the plane was really worth. I didn't know if the Ranger would pass its first annual without major amounts of time, money and labor. The last annual was done in the last millennium, nearly a decade ago. I had no idea when the Skyranger was last flown or who flew it. I had no idea if the wood in the wings was okay. I didn't know if the plane was just a nice-looking museum piece or if I could really safely fly it. Even if everything was as good as it looked, would an A&P be willing to sign it off on an

annual? Furthermore, I didn't know if the engine would run for a sustained period of time. There was some history of the engine quitting on climb out. And finally, it's a real tail wheel, bush-whacking, stick-and-rudder airplane, and I didn't have a tail wheel endorsement. (I'd like you all to think I'm a real, seasoned, bush pilot, stick-and-rudder man, but I ain't).

So, after Bill accepted my offer and I felt really high about buying the plane, I got cold feet. Doubts began to grow. I was beginning to chicken out. Would this put me in a situation where I would be wishing I was down here while I was up there, scared to death and maybe dying, while at the same time I was demonstrating to the world that I was the ultimate fool? Sometimes dreaming is better and doing.

Since the plane hadn't flown for an extended period of time, Bill and I made plans to have it inspected by an A&P friend of Bill's and to give it a fresh annual. I also had to get on the Internet and find a professional appraisal company in order to get the loan. I hoped I was at least in the ballpark on my offer, because I had no idea what the airplane was really worth. The first time I showed up to hear and see the engine run we flooded it and hand propping to the point of exhaustion became pointless. But there was light at the end of the tunnel. Everyone assured me this was a great airplane and a very fine deal. Bill Ortman is a high quality pilot, aircraft restorer and totally honest Christian man. I trusted him and in spite of my doubts and worries I was delighted to become the guardian of the beautiful vintage aircraft and I was sure that I would some day soon learn to fly her.

## ENJOY FALL FLYING SEASON BY FLYING YOUNG EAGLES

As the fall flying season hits full swing, the EAA Young Eagles office reminds EAAers that this is a great time to organize a flight rally. Kids are back on a more regular schedule, and the weather and fall colors can be spectacular. That's why many chapters schedule fall events, but all are encouraged to participate to help ensure a strong overall finish in 2 0 0 6 .

This also may be one of the last opportunities of the flying season to reach "10 for 2006" - the goal of flying a minimum of 10 Young Eagles this year. Those reaching 10 for 2006 can earn credits to help send a young person to one of EAA's Air Academy summer camps next year. Visit the Young Eagles website at [www.youngeagles.org/volunteers/](http://www.youngeagles.org/volunteers/) and discover the many available resources to help the process. You can also order supplies on line at <https://secure.eaa.org/youngeagles/supplies.html>.

In addition to the standard supplies available, you can now order Young Eagle silicone wristbands. Introduced at EAA AirVenture Oshkosh 2006, these popular wristbands are a great way to commemorate a Young Eagles flight and have been extremely popular. Best of all they're available free of charge to any Chapter. Feel free to call or e-mail the Young Eagles office with any questions or suggestions you have regarding the Young Eagles program at 877-806-8902 or [youngeagles@eaa.org](mailto:youngeagles@eaa.org)

# The Headwind

Stewart Aircraft was formed in 1961 when I designed the Headwind. The name "Headwind" was derived as a bit of fun by naming it the opposite of the Whitman "Tailwind", a very fast, two place cabin airplane. The Headwind is constructed from steel tube, wood and fabric and is a combination of several designs and concepts that I developed over a period of several years previous to building the airplane.

The prototype Headwind was built over a period of 5 months and was first flown on March 28, 1962. The airplane flew well right off the drawing board but in the intervening years, many structural (to simplify and make it easier to build) and aerodynamic improvements have been made to the design so that now the only part of the original design still used is the engine mount and the portion of the fuselage between the cockpit and the stabilizer. Everything else is new.

In the forty some years that the Headwind has been in existence, many examples have been built all over the world. Well over one hundred airplanes are now in service powered by a variety of engines, however, only the Volkswagen engine is shown on the plans. No other engine data is published.

The Headwind was the first design to use the Volkswagen engine in the United States and much development work was required to get the engine to it's full potential as an aircraft engine. The most important development in the engine work was the design and patenting of a propeller speed reducing unit (PSRU) to allow the engine to develop it's full horsepower. I named the unit the "Maximizer" and have the name protected. This PSRU design now forms the basis of all belt driven small engine PSRU's in use worldwide on engines powering everything from Ultralights to airboats. A twin engine version was also designed, developed and

patented and flown extensively in the middle 1970's and early '80's in various Ultralight aircraft.

## Headwind Specifications:

### Performance:

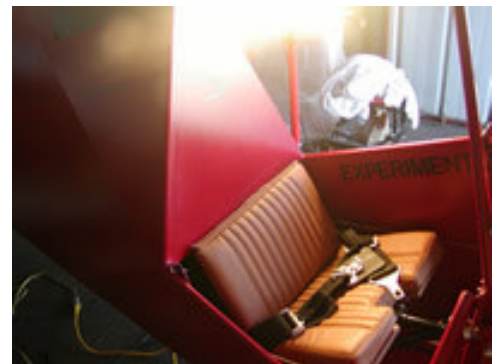
Vno 80 - 85 mph  
Vne 110 mph  
Vso 38-42 mph  
R of C 650 fpm 1st minute  
T.O. distance ( 0 wind ) 300'  
Landing run ( 0 wind no brakes ) 400'  
Endurance 2 hours

### Dimensions and Areas:

Wing Span 28' 3"  
Length 17' 0"  
Height ( tail down ) 5' 9"  
Stabilizer Span 7' 7"  
Wheel Track 5' 2 1/2"  
Wheel Base 13' 6"  
Wing Area 110.95 Sq. Ft.  
Ailerons ( eff. area ) 14.83 " "  
Fin 2.17 " "  
Rudder 4.17 " "  
Stabilizer 7.00 " "  
Elevator 9.54 " "

### Approved Maneuvers:

Steep turns ( 60 degree bank ) Entry -  
Cruise  
Lazy Eight " - 85 mph  
Chandelle " - 85 mph  
Spin ( one turn ) " - Stall  
Maximum aft limit for spins 14.8"



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P.O. Box 444, Niles, MI 49120-0444

## Calendar of Events

**Oct. 9:** Chapter 865 Meeting/Chili Supper/Election  
**Oct. 7:** Octoberfest, Wolverton Field  
**Nov. 13:** Chapter 865 Meeting

**FOR DETAILS ON ABOVE EVENTS CALL  
RALPH @ 269-684-0972**

**Pilots Progress is published each month by Experimental Aircraft Association Chapter 865, Inc., located in Niles MI. The contents are for the use, education and enjoyment of the chapter. No claim is made for the accuracy of materials presented. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 865 or the EAA. Members are encouraged to submit articles for publication. Other EAA Chapters may use articles for publication, as long as credit is given. Meetings are held at our Chapter Hangar, east side of the airport on Lake St., Niles MI, unless otherwise stated in the newsletter.**

**PRES.: Jim Coffman (269-429-7759)0**

**VICE-PRES.: Dick Haigh (269-695-2057)**

**TRES.: Dale Neddeau ( 269-663-6194)**

**PROGRAM DIR.: Jim VanHulle (574-271-8533)**

**SEC./NEWSLETTER: Ralph Ballard (below)**

**Submit Articles to: P.O. Box 444, Niles MI 49120  
269-684-0972 - - - raphyboi02@sbcglobal.net**