

## CURRIE WOT

Issue 2			
Revision A	New format.	Dated 15/6/11	JV

**Section 1 - Introduction**1.1 UK contact

Nil. Drawings are available from the Light Aircraft Association, Turweston Aerodrome, Brackley, NN13 5YD, UK.

1.2 Description

The Currie Wot is a small, single-seat, all-wood, wire-braced biplane, with fabric covered wings and tail surface and plywood covered fuselage. It is available in the form of a set of drawings for amateur construction. Engines that have been approved for use in the Currie Wot include the Walter Micron II, Walter Micron III, Lycoming O-145, Continental A65, C85, C90 and O-200. Despite its small size and light weight, all Currie Wots are SEP Aeroplanes, not microlights. The standard fin and rudder are of angular design. An alternative drawing is available for a rounded shape like an Avro Avian. The standard undercarriage is a cross-axle bungee sprung type. An alternative drawing is available for a swinging tripod assembly like that on a Piper Cub.

Many years ago, a folding wing system was devised but this was not successful and was abandoned.

**Section 2 – Mandatory information for owners, operators and inspectors**2.1 Fast Build Kit 51% Compliance

Not applicable – plans-built aircraft.

2.2 Build Manual

Nil. Construction drawing set provides all required information, consisting of the following:

Sheet 1	CW/F1 GA of fuselage
2	CW/F2 bulkheads and control box
3	CW/F3 Fuselage top decking and firewall etc
4	CW/F4 Fittings (fuselage and wings)
5	CW/F5 Rudder bar and fittings
6	CW/F6 Front fuselage(JAP engine)
7	CW/F7 Front fuselage (Micron engine)
8	CW/CS1 centre section
9	CB/1 control box
10	CB/2 Control box details
11	CW/W1 Upper mainplane and interplane strut
12	CW/W2 Wing spars
13	CW/W3 Lower wings and ailerons
14	CW/W5 Wing ribs
15	CW/W6 Aileron bellcrank
16	CW/T1 Tail assembly and Tailplane details

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17	CW/T2 Fin, rudder and elevator
18	CB/1/2 Elevator control stops (later addition)
19	CW/1A General arrangement
20	CW/T3 Elevator joiner
21	CW/I1 undercarriage
22	Fuselage Assembly Sequence

### 2.3 Build Inspections

Build inspection schedule 'wooden biplane'.  
Inspector approval codes A-A or A-W. Inspector signing off final inspection also requires 'first flight' endorsement.

### 2.4 Flight Manual

Nil. An information pack available from LAA Engineering includes details of flying characteristics.

### 2.5 Mandatory Permit Directives

None applicable specifically to this aircraft type.

Also check the LAA website for MPDs that are non-type specific (TL2.22).

### 2.6 LAA Required Modifications (including LAA issued AILs, SBs, etc)

Nil.

### 2.7 Additional engine operating limitations to be placarded (or shown by instrument markings)

As applicable to engine type: refer to the engine manufacturer's latest documentation for the definitive parameter values.

### 2.8 Control surface deflections

TBD.

### 2.9 Operating Limitations and Placards

(Note that the wording on an individual aircraft's Operating Limitations document takes precedence, if different.)

1. Maximum number of occupants authorised to be carried: One
2. The aircraft must be operated in compliance with the following operating limitations, which shall be displayed in the cockpit by means of placards or instrument markings:

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- 2.1 Aerobatic Limitations  
Aerobatic manoeuvres are permitted as follows: tight turns up to 2g, inside loops, rolls, stall turns, half loop and roll out.  
Intentional spinning is permitted.
- 2.2 Loading Limitations  
Maximum Total Weight Authorised: 408 kg (900 lb)  
CG Range: 12 inches to 15 inches aft of datum.\*  
Datum Point is: leading edge of the wing.
- 2.3 Engine Limitations  
Maximum Engine RPM: (as appropriate to the engine type)
- 2.4 Airspeed Limitations  
Maximum Indicated Airspeed: 140 mph
- 2.5 Other Limitations  
The aircraft shall be flown by day and under Visual Flight Rules only.  
Smoking in the aircraft is prohibited.

\* This range may be extended further forward to 8.0" AoD for heavier engined examples, subject to flight test results. In that case, the rear cg limit is also brought forward to suit individual aircraft, e.g. 8.0" to 11.6" AoD.

Additional Placards:

"Occupant Warning - This Aircraft has not been Certificated to an International Requirement"

A fireproof identification plate must be fitted to fuselage, engraved or stamped with aircraft's registration letters.

#### 2.10 Maximum permitted empty weight

Fuel tank contents may vary slightly between examples so it is not possible to define a universal maximum empty weight. With full fuel tank, aircraft should be able to carry a pilot weighing 170 lb without exceeding max permitted gross weight.

### **Section 3 – Advice to owners, operators and inspectors**

#### 3.1 Maintenance Manual

Nil. In the absence of a manufacturer's schedule, recommend using LAMS schedule.

#### 3.2 Standard Options

- Structural enhancements to allow aerobatics at up to 900 lb max gross weight
- Rounded shape fin/rudder similar to Avro Avian per G-AYMP
- Piper Cub style main undercarriage per G-AYMP
- Wider firewall to suit Continental type engine per G-PFAP
- Cantilever leaf tailspring per G-CWOT

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- SE5A centre section and undercarriage per G-SWOT

### 3.3 Manufacturer's Information (including Service Bulletins, Service Letters, etc)

Nil.

### 3.4 Special Inspection Points

- If gravity feed is used, check gravity flow from downstream side of carburettor float valve (by removing float chamber bowl or float chamber drain plug) rather than at carburettor fuel inlet, and check with aircraft in steep climb attitude and minimum fuel in tank. Due to marginal head of fuel for gravity feed, a fuel pump equipped engine is preferred.

### 3.5 Special Test Flying Issues

- Satisfactory engine cooling
- Satisfactory climb performance
- Aerobatics and spinning

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Please report any errors or omissions to LAA Engineering: [engineering@laa.uk.com](mailto:engineering@laa.uk.com)