



EAA Chapter 113
Mark Freeland
38352 Churchill Lane
Farmington Hills, MI 48331

Next Meeting January 15th, 2003 at 7:30 pm
Guest Speaker this month is Dave James on flying
Helicopters in the Andes Mountains

EAGLE'S January 2004 *PROPWASH*



CHAPTER 113

"The Backyard Eagles"

Mettetal Airport (1D2), Canton, Michigan



Photo Courtesy of Grant Cook

Web Site: www.eaa113.org

Meetings: 7:30 p.m. the 3rd Thursday of each month at the

NEW EAA113 AVIATION EDUCATION CENTER!

EAA113@yahoogroups.com

Member Services

President: Dave Buck (734) 453-5375

Vice President: Don Ruff (734) 397-3649

Secretary: Bob Wagner (313) 274-8292

Treasurer: Grant Cook (734) 769-2432

Membership Committee:

-Chairperson:

-Roster: Mark Freeland (248) 426-0799

-Dues: Grant Cook (734) 769-2432

Technical Advisors:

Joe Hillebrand (480) 895-6314

Randy Hebron (734) 326-7659

Dave James (734) 721-4213

Flight Advisors:

John Maxfield (248) 348-1417

Bob Wagner (313) 274-8292

Safety: Tim Krause (734) 674-8428

Scholarships: Howard Rundell (248) 344-1969

Library: Bob Paulson (313) 274-2853

Video Librarian: Ken Shuman (248) 380-8469

Education: Howard Rundell (248) 344-1969

Young Eagles:

Dave James (734) 721-4213

Mike Scovel (734) 462-1176

Bald Eagles: Mark Freeland (248) 426-0799

Refreshments: Lynn Stone (734) 422-8172

Newsletter: Anthony Liberatore (734) 981-7109

Aviation Center Management Committee:

Al Bosonetto (734) 261-5518

Dave Buck (734) 453-5375

Bill Brown (734) 420-2733

Bob Skingley (734) 522-1456

Board of Directors:

Al Bosonetto (734) 261-5518

David Forsman

Don Moore (810) 227-3070

John Maxfield (248) 348-1417

Mike Scovel (734) 462-1176

Anthony J. Liberatore (734) 981-7109

Pete Waters (248) 437-4244

Bill Brown (734) 420-2733

Mission

Statements

Chapter

"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."

Calendar of Events

Saturday Morning Breakfast

Every Saturday 8:30am at the Coney Island on Lilley Rd. across the street from Mettetal airport.

Breakfast Fly-outs

Every Sunday from Mettetal airport. Arrive at destination by 9:30a.m.

Dates to Remember

Remember, Membership Dues were due in December. If you still haven't paid, please contact Grant Cook, Thanks !

Great Lakes International Aviation Conference

February 6, 7 and 8, 2004

Lansing Center

Lansing, Michigan

For more details, including on-line registration, go to our conference Web site at: GreatLakesAviationConference.com

The Annual Awards Banquet

The Chapters Annual Award Banquet will be held this year at the **Atlantis Resturant** in Plymouth MI.

The Atlantis is located at the NE Corner of I 275 and Ann Arbor Road

Mark you calendar for Saturday March 20th, 2004. Cocktails at 6:30pm and dinner will be served at 7:00 pm. Handicap accessible.

Tickets will be available soon.

Classifieds!

HANGAR SPACE AVAILABLE

Cleve Lee has Hangar space available at Mettetal Airport for a few months duration. Cleve had to move his Emeraude to Canada temporarily. If interested please contact Cleve Lee at: 248-473-7232 or via e-mail at: clevelee@provide.net

Wanted Luscombe Parts

Pat Charles is looking for Luscombe parts for his restoration Project. Please contact Pat at: 313-492-7961 or via e-mail at: patrick.charles@detroitdiesel.com

Super Acro Sport Prototype

Complete restoration
Total time, engine and airframe 191 hrs.
Lycoming 200 hp
inverted system, aerobatic competitor
920-426-4814
Paul P.

Fairchild PT-23

Complete restoration Continental 220 hp 6 hrs SMOH
electric, radio / intercom
new Cleveland wheels and brakes
920-426-4814
Paul P.

Cessna 172

1957 CESSNA 172
\$26,500

SEE PHOTO UNDER EAA 113 MEMBERS SECTION.

Don Moore PH. 810-227-3070
E-MAIL dmoore@seiberkeast.com

PRESIDENT'S Podium



Dave Buck (734) 453-5375
dbuck19208@aol.com

I want to wish everyone a happy New Year and am looking forward to another great year for the Backyard Eagles.

Had a large and fun crowd at the Aviation Center for the Christmas Party last month. Thanks to everyone for bringing the ham, turkey, delicious dishes, and deserts.

In an attempt to make our monthly meetings more varied and interesting, we are going to try a concept that is being used by some other Chapters. We are going to divide the entire membership into a number of teams. Each team will then be responsible to provide a program for the month assigned. They may do any activity they feel would be of interest and value to the chapter.

Details are still being worked out, however I plan on having the list of teams and guidelines organized by the January monthly meeting. I have been attempting to learn how to fly a taildragger. I now have about five hours in a J3 Cub and have gained a new respect for tailwheel pilots and airplanes. It's not as easy as it looks.

Dave

HANGAR HAPPENINGS

I'm back! With Anthony being the new editor, I have offered to supply a monthly column on "doings" around the various flying patches I visit. This is being written at Salem, and the next several will be on location.....Florida.

My Nieuport is stored for the winter; needing several modifications, before continuing to test fly it. These being a change in the cooling baffles, replacing the rudder bar with conventional pedals and toe brakes, and a wider windshield to reduce the cockpit noise on the radio. The AVID is well on the mend, with all parts primed, waiting for the final coat of Aerothane, on return from the south. Spraying will be in May 2004, and, naturally, "It's Coral NOT Pink", and in my new hangar at home. (Rita thinks she will get the garage back!)

Our Chapter Building is slowly being improved for human use... with the north east corner of the meeting room to be outfitted with easy furniture, coffee table and other items so that we will be using it instead of the long established FBO. The warmer weather will see a long bench and an octagon table outside, the latter around the flagpole. I hope we have a small coffeepot always ready, and a must will be a radio on 122.7, with an outside speaker. We also have a great popcorn machine

Mark Freeland and I bounce ideas about engine installations in our planes, as we are at about the same status in the installations. I originally built mine with the oil tank behind the seat, and the two pipes running outside, under the fuselage to the engine. I had, and all others do have the same problem, in loosing the prime to the oil pump, and as my rebuild is now a taildragger, this would be more of a problem.

So, we are planning to move the tank to the engine bay, and add a small oil cooler. This is usually placed in the air intake area of the cowl, but I am looking to install mine behind the radiator.. My experience has been that the oil cooling was more than adequate with just the six ft of pipe, and I had to mask off the lines and reduce the

radiator area in the winter, to keep the temperatures up. This is not a problem in the summer, or during the two trips to Florida.

We have had several new visitors to the meetings and Saturday morning breakfasts. Two of them are interested in Tom Beeler's Genesis, as Tom is spending much time in Florida. John Maxfield reports that he is selling the mid wing single seater, and is eying a Christian Eagle.

I just replaced my Pilot license, and it took several months for the new one to appear. Now they are plastic, like a credit card, but mine is a Centennial one with suitable inscriptions. I really am proud of the free EAA Centennial plate I received for completing a homebuilt this year. It is riveted to the cowling on the Nieuport. Get those planes completed and flying for 2004. Let us have many fly-outs.

Pete Waters

Aerial Photography
Sightseeing Rides
Banner Towing
Flight Instruction

Chadwick-Helmuth Dynamic Balancing
Maintenance & Component Overhaul
Pre-Purchase Inspections

HELICOPTER SERVICES



Dave James
phone/fax: 734-721-4213
email: heliservice@netzero.net

P.O. BOX 1007
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*Photo of our Holiday Party held December 11th, 2003.
Courtesy of John Maxfield*

SECRETARY'S Scribbles



Bob Wagner (313) 274-8292
wagner16@mindspring.com

There are no Minutes for the Month of December since the monthly meeting was our annual holiday Party.

Scholarship News

By Howard Rundell

Last year members approached me well after the "no later than" date with what they considered good candidates. In fairness to those who had observed the submission date, those applications were not accepted. I will try to make the January meeting to give a pitch but if I am unable to do so it is important the members be aware of **the April 9, 2004, last day for post marking.**

It should also be emphasized the awarding of the scholarship(s) is not based on financial need but on the passion for a career in an aviation related field expressed in the application. I will be mailing the scholarship program announcement letters to the local schools and universities in early January. Any questions or comments please email me or call me at 248 344-1969 (home) or 734 658-7701 (cell).

Big news! My son Bill, a 2000 EAA Chapter 113 Scholarship winner soloed in the F-16 this past Monday at Luke AFB in Phoenix! From the "Cub" to the "Viper!" Now that's a transition! Yes, Mom and Dad are very proud of him!

Happy New Year!

COUNTDOWN TO KITTYHAWK By Bill Appleberry

“Would you be interested in a trip to Kitty Hawk next December,” Dave James asked one day. “Count me in, “ was my immediate reply even though it was more than a year off. There were eight people in Dave’s group. Dave and Anthony Liberatore from EAA Chapter 113 made the arrangements for lodging and bought the admission tickets on the Internet as soon as they went on sale. Now all we had to worry about was the weather! As the big event drew closer, another aviation first presented itself.

The Air & Space Museum’s new facility near Dulles Airport was nearing completion, no doubt to coincide with the 100th anniversary of the dawn of aviation. Our trip would include a stop at the new Steven F. Udvar-Hazy Museum. The morning of our departure to Kitty Hawk was overcast with snow and rain, both locally and for most of the drive. I met with Dave, Grant and Bruce Cook, and Don Ruff at Mettetal Airport. We then joined with Carl Shemwell, Joe Cordella, and John Owen, (from EAA Chapter 1190, Adrian, MI.) on the Ohio Turnpike and headed east. A lot of people asked me if I was flying to NC. The conditions for driving weren’t all that great, but flying would have been out of the question in a single engine plane!

We spent the night in Hagerstown MD, and checked out the new Udvar-Hazy annex on Monday. This facility was built to display the larger aircraft the Smithsonian can’t accommodate in the museum building on the Mall downtown. The building was built so that the large aircraft could be suspended from cables. That’s how the Enola Gay is displayed. You can walk under it on the floor or over it from a catwalk spanning the display area. In addition to the large expanse of floor space, there is a tower from which you can watch the air activity at Dulles and listen to the ATC radio chatter. On top of it all there is a new IMAX theater. It’s a wonderful museum, and I look forward to going back when I can spend a little more time there.

Monday afternoon we finished the drive to Kitty Hawk. After spending two hours at a standstill on I-95 South due to a traffic accident, we did arrive at Nags Head, NC, on the 15th of December. The next morning we had breakfast at a restaurant across the street from the cabins and then caught the shuttle bus to Kill Devil Hills. We never waited more than 15 minutes for a bus. The area the Wright Brothers worked at is now a national park. When we arrived at the park entrance, there were 16 lanes set up for security

inspections with metal detectors, a lot like the local air terminal, but everything moved along efficiently and soon we were inside.

My first impression was a similar feel to Oshkosh with the tents that were set up and the aircraft on display. The first tent we toured was a NASA tent where they displayed a replica Wright glider and a replica wind tunnel and engine, etc. NASA personnel were involving kids in experiments with hot air balloons, etc. Attached to the NASA tent was a second tent set up as an auditorium or theater. There was seating for about 500 people, and there was a 15-foot video screen going all day. There were three larger video screens set up outside around the grounds. Northeast of Kill Devil Hill there was an 800’ diameter circle roped off where the flight attempts would be made.

The Wright Experience had a large tent with their displays and, of course, the replica flyer. During the day there were fly-overs of various aircraft from Hudson bombers to B2 bombers and a lot of other aircraft. Patty Wagstaff flew her airshow routine. While walking around the grounds I even met a cadet from the Air Force Academy who was showing the school mascot, a falcon. The biggest thrill of the day for me was to walk up Kill Devil Hill and see the Wright Monument up close and to look out over the grounds and see all the activity. I think it was easier to imagine what it must have been like 100 years ago than it would have been for the Wright Brothers to imagine all the activity taking place below honoring their historic flight. The weather on Tuesday, December 16th, was sunny and mild with very light breezes. If the Flyer was to get off the ground the next day, it would need at least 10 knot winds but preferably 20 knots

On December 17th, the Big Day, we were at the shuttle stop at 7 a.m. (They started at 5 a.m.!) It was cloudy, cool and wet. We arrived at the park about 7:30 a.m. After doing a little shopping, I found a place to watch The Attempt. President Bush dropped in to express the nation’s admiration of the Wright Brothers’ accomplishments. By then the rain was really coming down hard. A lot of people were in tents, but an awful lot stayed outside through it all. Finally the Wright Flyer was brought out for the centennial flight. The machine was positioned on the rail, the engine started, and run-up and turned loose. The Flyer traveled down the rail and did actually become airborne but not for sustained flight. The lack of wind and high humidity were obstacles not to be overcome. Mother Nature didn’t cooperate for this long-awaited event, but, without a doubt, the Wright Brothers had the Right Stuff and changed the world forever.

From the Editor

Happy New Year to all my Fellow Chapter 113 members! It has been a grand launch for January issue of the newsletter. I would like to thank Pat Charles for his assistance in the transition and all the contributing authors and photographers Your assistance has been big help as I get my sea legs as your new newsletter editor.

It will be a pleasure to serve you in this capacity in the coming year. To better serve the chapters needs, I have a vision for the newsletter during my tenure. This vision is to communicate a number of basics such as getting the newsletter out on time, and to have the speaker noted in the newsletter in order to enhance monthly meeting turnout. Secondly I would be honored by your contributions to the newsletter since it is not only yours to read, but a vehicle for your voice to be heard as well.

I welcome all contributions to **your** newsletter. It would be grand if builder's tips, or safety related articles pertaining to restoration or construction of aircraft were to be contributed. Since many of you are in the restoration or building mode, such contributions would be welcomed. Along those lines we have many members that have mastered various skills needed in aircraft construction. I will be contacting you and requesting tips and techniques that will help make the processes easier for you fellow members.

As many of you are aware I am a full time Dad and a part time student with the desire to return to the financial planning arena in the future fully credentialed for the "Fee-Only" planning arena. The time I spent working in the Fee Only arena gave me a great deal of exposure to the tax code since the firm I worked for also did there clients taxes and tax planning. Many of the firm's clients (as many of you) were very keen on contributing to there favorite charities. With that as a back drop, I will have a monthly column entitled "**Gifting for the Future**" to introduce you to ways of contribution to 501(c) (3)'s (such as our chapter!) that you may not be aware of. These contributions are typically other than cash contributions that may have positive tax implications as well. It is my hope that in introducing you to these concepts, perhaps in the future you may employ them as part of your gifting strategies for all the charities that are dear to your heart. Should you have any questions feel free to contact me, and as always, consult with your financial professionals before proceeding.

Best Regards, Anthony J Liberatore

Gifting for the Future

This month: Non Cash Contributions

Imagine, you are about to downsize your home and you do not know what to do with your riding mower. Consider donating it! The donation of Non-Cash Contributions is a marvelous way to donate items no longer needed to an organization that does. Non-cash contributions may be one of the hidden gems in the tax code, since may do not take full advantage of this tax deduction and it can have a positive effect in reducing your tax burden.

1st. To truly take advantage of this deduction you need to file the "Long Form" i.e. Itemize, also known as the 1040a. If you itemize the form to use is the 8283 for non-cash contributions over \$500. The next hurdle is what is the item(s) I am contributing truly worth?

For your typical household items, may folks use the list provided by the Salvation Army or like charities. Another rule of thumb is the declared value is 20 to 25% of the original purchase price. However there is one source that is quite unique is the book "Cash for Your Used Clothing". This book was turned into a software program and was recently purchased by Intuit, the makers of TurboTax and can be found at: www.itsdeductible.com

When it comes to donating items that are unique, (such as aircraft parts or tools it for instance), it may not be a bad idea to have the items appraised by an expert in that arena to determine there worth, before proceeding with donation in order to determine what the donation value will truly be.

It is also very prudent to document the donations by photo prior to pickup/delivery. If giving a number of items, make a list of all the items (I have an "Excel" file that I could share with you that is a big help with this). Also, remember to get a receipt from the organization. It is also helpful if the organization has some small print denoting their 501 (c) (3) status and no remuneration in kind was given for the donation.

As with any part of the tax form that request attaching pertinent information, including a copy of the donation list, photos, appraisals, and receipt(s) from the charity may be prudent to potentially prevent IRS audits. Making two copies is a good idea as well one to attach and one for your records.

Next Month: The Gifting of Appreciated Stock



Special Announcement!

EAA Chapter 113 will be hosting a **Poly-Fiber** Fabric Covering Workshop

This two-day "hands-on" Poly-Fiber Fabric Covering Workshop will be the only one scheduled in Michigan for the year 2004.

Jim and Dondi Miller of Aircraft Technical Support Inc., <http://www.poly-fiber.com/>, are coming to EAA 113's new Aviation Education Center at Plymouth/Canton Mettetal (1D2) Saturday and Sunday, **May 15th-16th** to present this two-day Poly-Fiber Fabric Covering Workshop. The Workshop will be held on Saturday and Sunday, from 8 am until 5 pm. Poly-Fiber's factory-certified instructors will take you through the entire Poly-Fiber covering process, including:

Preparation

Fitting

Gluing

Heat-shrinking

Coatings

Taping

Rib lacing

Final painting

You'll have plenty of hands-on covering & spraying experience while covering DC-3 Ailerons. This Fabric Covering Workshop, as presented by Aircraft Technical Support, Inc., has been approved by the FAA as meeting the requirements for I.A. Renewal Training.

The cost will be \$239.00 per person. Lunch will be provided both days. Seating is limited so register early. Contact Pat Charles at (313) 592-7961 or at patrick.charles@detroitdiesel.com to register and more details

CHAPTER 113

**EXPERIMENTAL AIRCRAFT ASSOCIATION
2004 AL KRUGLER MEMORIAL SCHOLARSHIP**

CHAPTER 113 MEMBER SPONSOR APPLICATION

Two five-hundred dollar (\$500.00) scholarships will be awarded by Chapter 113 to graduating seniors from the Plymouth-Canton, Livonia, Northville, Novi and Wayne-Westland area high schools and students enrolled in the Michigan Institute of Aeronautics. **Graduating seniors from other local area high schools as well as students already participating in a post high school curriculum are eligible when sponsored by a current member of EAA Chapter 113.** Minimum qualifications are: 3.0 G.P.A., admission to a college, university, or trade school majoring in aviation related studies such as Aeronautical Engineering, Aircraft Mechanics/Technology, Pilot Training, etc.

PLEASE NOTE:

Under certain circumstances, some exceptions to the above qualifications may be considered by the scholarship selection committee.

Please submit the following information to the EAA 113 Scholarship Committee at the address listed below **post marked no later than April 9, 2004.** Pending final selection, the top four candidates from all sources will be contacted by phone by the Scholarship Committee Chairman, Howard Rundell for a short interview. Selection and notification of the successful candidates will be made before the end of May 2004.

NAME:

BIRTH DATE:

ADDRESS:

PHONE NUMBER: ()

HIGH SCHOOL GRADUATING FROM:

GRADE POINT AVERAGE: _____ . PLEASE ATTACH COPY OF GRADE TRANSCRIPT

NOMINATING EAA CHAPTER 113 MEMBER NAME:

HIGH SCHOOL OR OTHER EXTRA-CURRICULAR ACTIVITIES:

COLLEGE, UNIVERSITY, OR TECHNICAL SCHOOL ATTENDING OR TO WHICH ACCEPTED:

MAJOR:

IN YOUR OWN WORDS, STATE WHY YOU SHOULD BE CONSIDERED FOR THIS SCHOLARSHIP. IT IS IMPORTANT TO NOTE THE AWARDING OF THIS SCHOLARSHIP IS NOT BASED ON FINANCIAL NEED. YOUR COMMENTS SHOULD CAPTURE YOUR PASSION FOR A CAREER IN AN AVIATION RELATED FIELD. (Please type and attach to this application)

RETURN APPLICATION AND SUPPORTING DOCUMENTS POST MARKED NO LATER THAN APRIL 9, 2004 TO:

**HOWARD RUNDELL
21773 NORTH CENTER
NORTHVILLE, MI 48167-2113
(248) 344-1969 g5av8or@aol.com**