



**Next Meeting: Thursday, October 20, 2005**  
The "4 RING CIRCUS" returns - Members can move between four stations that will feature different aviation activities of interest!

EAA Chapter 113  
Mark Freeland  
42636 Faulkner Drive  
Novi, MI 48377

# EAGLE'S PROPWASH

October 2005 Issue



**CHAPTER 113**

***"The Backyard Eagles"***

Metttetal Airport (1D2), Canton, Michigan



Steve Poland's Jabiru 400 at Oshkosh!

Our Web Site: [www.eaa113.org](http://www.eaa113.org)

**Meetings: 7:30 p.m. the 3<sup>rd</sup> Thursday of each month at the**

***NEW EAA113 AVIATION EDUCATION CENTER!***

[EAA113@yahoogroups.com](mailto:EAA113@yahoogroups.com)

## Member Services

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**Vice President:** John Maxfield (248) 348-1417

**Secretary:** Bob Wagner (313) 274-8292

**Treasurer:** Grant Cook (734) 769-2432

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**-Dues:** Grant Cook (734) 769-2432

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**Bald Eagles:** Mark Freeland (248) 624-9654

**Refreshments:** Lynn Stone (734) 422-8172

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Dave Buck (734) 453-5375

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### **Board of Directors:**

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John Maxfield (248) 348-1417

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Bill Brown (734) 420-2733

Dave James (734) 721-4213

Mike Scovel (313) 462-1176

Pat Charles (734) 495-1878

## *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."*

## President's Podium



**Dave Buck (734) 453-5375**  
[dbuck19208@aol.com](mailto:dbuck19208@aol.com)

The chapter has scheduled a number of events to be held in the coming months. Currently on the list are; Young Eagle Flights, a Chili Cookout, monthly Friday night at the movies, a Two-Stroke workshop, a Riveting workshop, the Frostbite Chili Fly-in, the Annual Chapter Banquet, the ever-popular monthly meetings, and nobody wants to miss Saturday mornings at the Coney Island. Check the Chapter website ([www.eaa113.org](http://www.eaa113.org)) or Yahoo calendar for dates and times. We need **YOUR** help and ideas to make these events successful. Find out how much fun it is to be involved and assist at these activities. See any board member, or me, if you think you would be interested in volunteering for details.

### Think learning to fly is hard.... Try this!

While sitting at your desk, lift your right foot off the floor and make clockwise circles with it. Now, while doing this, draw the number "6" in the air with your right hand. Bet you can't do it!

Dave Buck

# Secretary's Scribbles



Bob Wagner (313) 274-8292  
[wagner16@mindspring.com](mailto:wagner16@mindspring.com)

## CHAPTER 113 MEETING MINUTES

Meeting Date: September 15, 2005

Meeting Time: 7:30 PM

Number of Members Present: 57

Number of Guests: 5

The Chapter held a cookout supper before this meeting.

Minutes of the September 1, 2005 meeting of the Board of Directors were read.

President Dave thanked Joe Griffin for donating a gas grille for Chapter use. It was used to cook the hamburgers for this evening's cookout.

Dave announced that the Chapter is purchasing a new 8ft x 8ft projection screen. The present screen has proved too small for our video projector. He also said the Board of Directors discussed holding a movie night. After further discussion at this meeting, it was tentatively decided to schedule a movie night on the 1<sup>st</sup> Friday of each month at 7:00 PM.

Guest Speaker:

Name: Bob Trumpholt

Topic: Trip from Florida to Michigan in his Aeronca Champ

Bob had recently purchased a pristine Aeronca Champ and decided to move from Florida to Michigan. He ferried the Champ himself and this talk was about his ferry flight.

Bob wanted it to be an enjoyable experience. "Get-there-it is" was not a factor.

He first had the aircraft annualized and put in first class condition; he then spent several days planning the flight, making sure there would be a hangar available at all planned over-night stops. His main criteria were that the flight would be made in good weather, VFR only, and at a leisurely pace. He started his trip at Daytona Beach on May 11, 2005 and made over night stops at Lake City, Florida, Noonan, Georgia, Campbell, Tennessee, Cincinnati, Ohio, Middletown, Ohio, and destination Willow Run, Michigan. Except for a one-day layover in Georgia for weather, the trip was made in clear blue skies with tail winds all the way. Bob had a GPS on board but used mostly chart and compass to make the flight more enjoyable. While he enjoyed the flight, Bob couldn't say enough about the hospitality he received at the various stops.

Unfortunately, Bob developed health problems shortly after arriving in Michigan and decided to sell his beautiful Champ. The new buyer lived in upstate New York and Bob engaged John Maxfield to ferry the aircraft to its new home at Dart Field in Mayville, New York. John showed digital video pictures of his flight to Dart Field, and the impressive museum on site at Dart Field. President Dave Buck flew to Dart Field in his Cessna to pick up John for the return trip to Mettetal.

Recorded by:

R.C. Wagner, Secretary

**EAA 113 – YAHOO!** To access our YAHOO Group Site, go to <http://groups.yahoo.com/group/EAA113/> New users click "SIGN UP." Already a member of a YAHOO Group? Click "JOIN THIS GROUP" You'll have to sign in every time to access all the features. Contact John Maxfield for further information.



**NOMINATIONS ARE  
BEING ACCEPTED FOR  
EAA CHAPTER 113  
OFFICERS! THE  
ELECTIONS WILL TAKE  
PLACE DURING THE  
NOVEMBER GENERAL  
MEETING. THIS IS AN  
OPPORTUNITY TO STEP  
UP AND GET INVOLVED!**

## **Calendar of Events**

### **Saturday Morning Breakfast**

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

### **Young Astronauts Day AND Chili Cookout November 19, 2005**

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### **Movie Night**

Watch your favorite aviation movie  
in the comfort of EAA Chapter 113's meeting room  
December 2, 2005  
January 6, 2006  
February 3, 2006  
Bring a friend!

## **Konstruktors Korner**

Fall arrived and cooled my prospects of shooting the last paint on the AVID's parts, but I may yet get it done.

My Nieuport 17 is back at Mettetal, and I haven't had a plane there for over four years. It is very nice to be puttering around in the hangar, and I need to fill the tires of my airport bike! It took a while to

fly the 40 hours off this time, as when I did the test program on the AVID, I was at Willow Run, and time ticked off nicely while flying to and from the test area, while this session, I was already in the test area! Right now, I am preparing for the weekend at Dayton's W.W.I Dawn Patrol Rendezvous and installed a smoke system, that kills the grass ..

Richard Hensley has his new 2 cylinder VW back, and is planning to paint the Crackerjack so he can mount it. His Deserre is waiting to get two of the cylinders back from service, meanwhile he has add some muffling to the exhaust system and installed better fuel valves.

I met Cleve Lee at the cook out, and he is all ready to continue with his Europa, and today got an EMail from Gene Letourneau. He has moved to Hendersonville, NC and found a hangar for his AVID, and is now filling the house with people stuff.

Great to hear that Dick Sipp is back in Michigan, and building an RV10, up state. He is planning a visit to us, as soon as possible, probably a Saturday breakfast?

I believe that Gerry Hubert went out west to get some stick time in a Skybolt, as he is progressing along nicely.

Mike Scovel brings in pieces to work on in the hangar, from his Varieze, planning to get a lot more completed now that the new bathroom is finished.

Al Bosonetto has been removing the powdered insulation on his T-18, and is servicing the engine. He has also been seen in the Hebron 150 doing circuits and bumps.

.News from Steve Poland is that his Jabiroo has nearly 100 hrs on the tach, and has installed an economizer package that drops the fuel use from 6.2 to 4.7 gph. This works out at 28 mpg, and he still some small fairing to install. This month's cover photo was taken at Oshkosh by Evan Carew.

Pete Waters

## Looking Back on the History of Chapter 113

Len Marzewski was kind enough to submit a number of articles he wrote that were published in the *Eagle's Propwash* a number of years ago. Most of the articles were, and will continue to be titled LOOKING BACK. This is appropriate, as these articles offer a look into the past of our chapter, the men and women who have remained the backbone of our chapter, and what it was like living and flying before Class B Airspace or Terminal Control Areas. Many of the airports mentioned are long gone. Some of the men and women in the articles are here now only in spirit. For newer members like myself, these articles offer the history of our chapter and the people who, through their grass roots efforts, made it happen. For those of you who lived it, hopefully these articles will bring back fond memories. I thank Len for resubmitting these articles.

Dion Zammit

### LOOKING BACK

By Len Marzewski  
(Originally published October 1993)

That first time that you left the ground in an airplane, saw the houses getting smaller, the clouds getting closer and the birds flying all around you, Oh, what a thrill it was. It's something that you'll remember every detail of as long as you live. Right?

Well, Yes and No. I found out that some of you have a very vivid recollection of it, the day, the time, the place and maybe even the barometric pressure, but others are a bit foggier about it all.

Bob Skingley got a ride with his dad in their Aeronca 7AC, as did John Maxfield in their Funk, also Al Bosonetto with dad in a Piper J-3, this was at Detroit City in 1949. Bob remembers that in 1953 when he started taking lessons, it cost \$16.00 an hour for plane and instructor. Lou Lambert got a night ride at Metro in 1960 in a Cessna Skyhawk. Lynn Stones' first was in a Fokker Trimotor in 1935 at the Fowlerville

Fair with the Maycock Flyers, the price- 50 cents. Ford Trimotors were the first experience for both Bob Christie and Orlo Maxfield back in the 1930's at the old Haggerty Airfield. At the age of eleven in 1953 (let's see, that makes him... oh, never mind), Grant Cook flew in a twin-engined Convair from Willow Run to Indianapolis. And our biggest liar claims he first flew in a four engined DC-6 to Chicago back in 1957. Congratulations, Bill Appleberry. At the other end of the power curve, Ken Shuman went up in a Sudbury glider at a RAF base in Spittlegate, England.

Don Moore in 1946 at Triangle airport went up in a Waco Cabin. Frank Abar in a Luscombe 8A at Saginaw County back in 1941. Nick Van Beuren first got off of water in 1946 in a J-3, on floats, I imagine in Newark, NJ at a base operated by a couple of Navy pilots. Bob Wagner in a Taylorcraft in 1948 before going into the Navy. Frank Bitonti beat Bob by one year in an Aeronca L-4. Pete Seamans rode in a J-3 somewhere in Maine in '42 or 43. How many airports can there be in Maine? Ray Vincent got a ride at the age of 11, when he was a cute child, at Burns Airport in a Luscombe Silvaire. My, how times have changed.

Some members don't remember too many details. For instance: Doug Shumard knows he was 10 at the time and Jackson was the place, but that's all. Stan Wallis 1948 and at James Clemens. Mike Fuhringer was 26 and flew at Cleveland Burke. Pam Horner thinks it was either when she was 16 or maybe 18 and in Bob Skingley's Stinson, but she can't remember that far back (sounds like a case of teenage senility).

The taxpayers paid for my first airplane ride. While in the Air Corps in December 1942 at Midland, Texas AAF Base on Sunday, I hopped a ride in a Beech AT-11. Kneeling in the cargo area between the two pilots, I was the only passenger and it was a big thrill.

So you see the varieties of memories that people possess. Some go a long way back while others get more vague as the years pass.

I claim to have the earliest memory of my existence to any of you. I recall an event that took place BEFORE I was born. I remember going to this picnic with my father and returning with my mother. Top that!

## Origins of the Compass Rose

By Bill Thoen



The compass rose has appeared on charts and maps since the 1300's when the portolan charts first made their appearance. The term "rose" comes from the figure's compass points resembling the petals of the well-known flower.

Originally, this device was used to indicate the directions of the winds (and it was then known as a wind rose), but the 32 points of the compass rose come from the directions of the eight major winds, the eight half-winds and the sixteen quarter-winds.

In the Middle Ages, the names of the winds were commonly known throughout the Mediterranean countries as *tramontana* (N), *greco* (NE), *levante* (E), *siroco* (SE), *ostro* (S), *libeccio* (SW), *ponente* (W) and *maestro* (NW). On portolan charts you can see the initials of these winds labeled around the edge as T, G, L, S, O, L, P, and M.

The 32 points are therefore simple bisections of the directions of the four winds (but the Chinese divided the compass into 12 major directions based on the signs of the Zodiac). For western apprentice seamen, one of the first things they had to know were the names of the points. Naming them all off perfectly was known as "boxing the compass."

There is no absolute standard for drafting a compass rose, and each school of cartographers seems to have developed their own. In the earliest charts, north is indicated by a spearhead above the letter T (for

tramontana). This symbol evolved into a fleur-de-lys around the time of Columbus, and was first seen on Portuguese maps. Also in the 14th century, the L (for levante) on the east side of the rose was replaced with a cross, indicating the direction to Paradise (long thought to be in the east), or at least to where Christ was born (in the Levant).

The colors on the figure are supposedly the result of the need for graphic clarity rather than a mere cartographical whim. On a rolling ship at night by the light of a flickering lamp, these figures had to be clearly visible. Therefore the eight principle points of the compass are usually shown on the compass rose in black which stands out easily. Against this background, the points representing the half-winds are typically colored in blue or green and since the quarter-wind points are the smallest, they are usually colored red.

#### *References:*

**Cartographical Innovations: an International Handbook of Mapping Terms to 1900** ed. by Helen M. Wallis and Arthur H. Robinson. - Tring, Herts: Map Collector Publications in association with International Cartographic Association, 1987. - ISBN 0-906430-04-6. *(This was really quite good, and full of interesting history and details about maps - Bill)*

**Mapping** by David Greenhood. - The University of Chicago Press, 1964. ISBN 0-226-30696-8

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## *The Ninety-Nines Marking the Way*

The next time you see a beautifully painted compass rose at an airport, or possibly the name of the airport or town painted on a ramp or hangar easily identified from the air, there's a good chance your looking at the work of volunteers from the International Organization of Woman Pilots known as the Ninety-Nines. The history of the Ninety-Nines is fascinating as is the story behind their Airmarking program. The story can be found at <http://www.ninety-nines.org/airmark.html>.



**Michigan Chapter 99s - Iosco County Airport (6D9)**

## For Sale

**Anywhere Weather XM Weather system** The weather products that are displayed depend on the level of subscription you have. For \$29.95/month, you get TFR's (temporary flight restrictions), NEXTRAD, METARS and TAFS. For \$49.95/month, you get all of those along with lightning, winds aloft and a host of other bells and whistles. The TFR's, NEXTRAD and graphical METARS are depicted on the moving map screen. Text METARS and TAFS, etc. can be easily accessed with a couple taps on the screen. The underlying Anywhere Map moving map program is excellent and includes many neat features like the "cones of safety" that show at a glance if you're within glide range of an airport and the "virtual ILS" that gives you an HSI presentation of a GPS derived localizer and glideslope to any runway at any airport. The features are too numerous to list but can be viewed on the company website [www.controlvision.com/](http://www.controlvision.com/) Included are the XM Weather receiver, an IPAQ 5550 PDA and accessories, yoke mount and suction cup mount for the PDA, software for both the PDA version and laptop/tablet PC Windows XP version, both a wireless Garmin GPS 10 and a hard-wired Control Vision GPS. The XM receiver will also plug into a laptop or tablet PC with a USB cord. The aviation database/software subscription for the Anywhere Weather products is paid up through August of 2006. The XM Weather subscription will require a \$75 activation fee to change the account to your name and then the monthly fee of \$29.95 or \$49.95 would be billed or charged to a credit card, etc. You can switch back and forth between plans for no charge as many times as you like, so you can get the extra lightning and winds aloft, etc. during the peak summer flying season and reduce the plan for the remainder of the year. I'm asking \$1600 for everything. If you already have a capable PDA or tablet PC, I would sell the XM receiver and Garmin 10 separately. This package new (less the suction cup mount, second GPS and Windows XP version software) would cost \$2200. The extras have a new value of approx. \$450.

**Dion Zammit (734) 718-6912 or**  
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