

EAGLE'S PROPWASH

January 2006 Issue



CHAPTER 113

"The Backyard Eagles"

Metetal Airport (1D2), Canton, Michigan



Pete Waters' Avid starting a new life as a tail-dragger!

Our 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



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

* Next Meeting is Thursday January 19, 2006 *
7:30PM at the EAA 113 Sport Aviation Center

Speaker: John Maxfield
The Sport Pilot Eligible SONEX Kitplane

Member Services

President: Dave Buck (734) 453-5375

Vice President: John Maxfield (248) 348-1417

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-Dues: Grant Cook (734) 769-2432

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Dave James (734) 721-4213

Pete Waters (248) 437-4244

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Scholarships: Howard Rundell (248) 344-1969

Library: Bob Paulson (313) 274-2853

Young Eagles:

Dave James (734) 721-4213

Debbie Forsman (734) 397-3452

Bald Eagles: Mark Freeland (248) 624-9654

Refreshments: Lynn Stone (734) 422-8172

Newsletter: Dion Zammit (734) 718-6912

dzammit@ameritech.net

Aviation Center Management Committee:

Al Bosonetto (734) 261-5518

Dave Buck (734) 453-5375

Bill Brown (734) 420-2733

Bob Skingley (734) 522-1456

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

Happy New Year to all! I want to wish everyone a prosperous year, health, good friends, great flying, and a productive year on your projects.

It's going to be another busy year for EAA 113. We are starting February 18th with the Frost-Bite Chili Fly-in. Remember to bring a pot of your favorite chili, wear warm clothes, come out to the hangar and join the fun. This will be one of the first fly-ins of the year.

The Chapters Annual Awards Banquet will be held on Saturday, March 18th. Save the date and invite your family and friends to join us for the evening. The cost will be approximately \$25 per person and the event will take place in the EAA 113 Chapterhouse. Last year the banquet ran past midnight providing two days of entertainment for those interested in staying to the end.

We are also trying to set-up a Fabric Covering Seminar to be held sometime in the spring. If you would be interested in attending and getting some hands-on covering experience let me know so we can get an estimate of attendance. We need sufficient interest to continue planning.

We are still looking for a tenant to rent the empty spot in our hangar. Anyone interested?

For the full schedule of the year's events check the calendar on the EAA113 Yahoo Group Site.

Dave

Calendar of Events

Saturday Morning Breakfast

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

Friday Night at the Movies

Watch your favorite aviation movie in the comfort of
EAA Chapter 113's meeting room. Bring a friend!

January 6, 2006 *"The Great Waldo Pepper"*

February 3, 2006

Chapter Events

Frostbite Chili Fly-in at the EAA 113 Aviation Center
February 18th, 2006 11:00 a.m. – 3:00 p.m.

EAA Chapter 113 Annual Awards Banquet
March 18th, 2006 6:30 p.m. EAA 113 Aviation Center

HELP NEEDED FOR THE SILENT AUCTION!

Every year, Chapter 113 hosts a Silent Auction Fund Raiser
for our Chapter at our Annual Awards Banquet. If you
would like to donate items, help solicit items for the auction,
or assist John Maxfield with preparation for the auction,
please call him at (248) 348-1417



invites you to their:

FROST BITE CHILI FLY-IN

Warm hangar, hot food and good company!

Chili, Hot Dogs and Brats will be provided



Saturday, February 18th, 2006
11:00 a.m.-3:00 p.m.
EAA 113 Aviation Center
Mettetal Airport (1D2)

Donations are accepted and kindly appreciated

For more information visit our website: www.eaa113.org

Konstruktor's Korner

Missed the deadline last month, so here is the latest info on members' projects.

My Avid is "almost" ready to test-fly. The weight came out 5 pounds lighter than the original trike, at 716, and the CG is mid range, within 0.2 inches of the original! Not bad seeing as the fuselage was lengthened 16 inches, the battery moved from the tail to behind the seat, the oil tank moved from behind the seat to into the engine area, and an additional radiator installed, changed from a nose gear to a tail dragger, and made new mains (SEE COVER PHOTO).

Had some messages, Cleve Lee is busy sanding and filling the Europa, located in Farmington, and Bob Skingley is working on the Hatz biplane with Jim Weymouth, at Wolf Lake.

Richard Hensley has stopped working on the painting of his Crackerjack, moved over to an MGB!

Jerry Hubert is completing his glass paneled IP for the Skybolt, expecting to turn the engine next year.

Frank Bitonti has disassembled the Tailwind, and the repairs are under way.

Al Bosonetto has removed the decomposed insulation from the Thorp T-18, and installing new stuff, and has some more time in the 150.

Don Zimmerman is looking to change some of his incandescent lamps in the Kit Fox for lower current LED types, as a means of reducing the load on his alternator.

Bob Wagner is now IFR certified in his Mustang II.

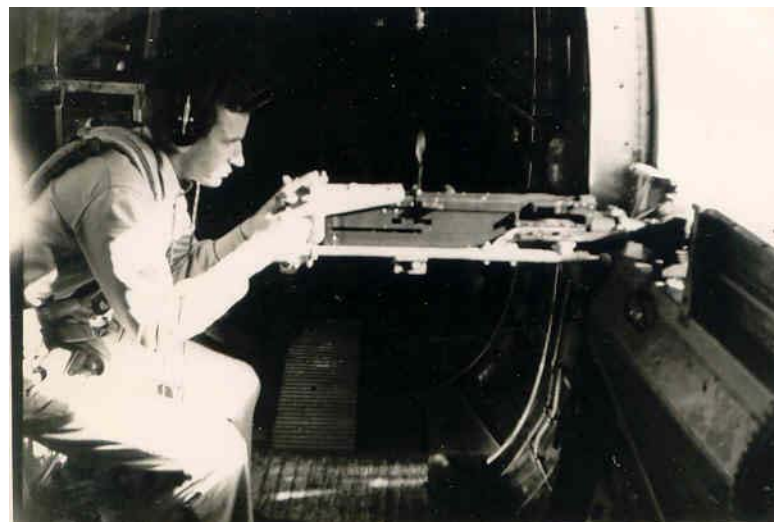
Our guest at the 4 ringed circus meeting, Eric Williams, who uses a 2 cylinder VW, has changed it to a 3 cylinder Geo and Raven redrive... and lotsa power for the Eindecker. Unfortunately, he had a stroke over Thanksgiving, and is in the VA hospital doing very well, and will be home for Xmas.

Pete Waters

LOOKING BACK

By Len Marzewski

Time: April 1942, Place: Laredo Army Airbase, Texas. With the arrival of our brand new planes from the Ford Willow Run plant in Michigan, we began flying aerial gunnery training missions. Up through the 8,000 ft. dust and smoke layer, into the clear blue at 16,000, the six student gunners fire color tipped 50 caliber shells at towed silk targets or later on, directly at armor-plated Douglas A-20's or Bell P-63's with frangible (plastic disintegrating) bullets which are recorded on contact. At this altitude, regulations say that all personnel wear their oxygen masks (above 10,000 feet or from ground up at night). Up front on the flight deck, the pilots and I seldom put the masks on because at rest, one doesn't really need the mask. But if you do anything strenuous, you can grab the nearest oxygen hose and take the necessary breaths. The missions normally lasted about four hours, but the gunners' ammo ran out in less than two hours.



As crew chief on the plane, I made sure they cleaned up the whole area, picking up all the spent casings and keeping the students off the paper-thin bomb bay doors which rolled up the outside of the fuselage. We would usually open the doors about 6" or so to get rid of any gasoline

fumes in the bomb bay area. We all wore jackets that a chest pack chute snapped onto. Never had to use one, fortunately! I never got to fire the guns, but the pilots would on occasion. Then I would fly in the copilots seat and get a little "stick time." I had different pilots on each flight, so I had various experiences with them. On one flight, being about 80 to 100 feet above the desert on a ground target mission, both pilots left to go back to the rear of the ship. The pilot just said, "Take over, Chief." Not asking if I knew how to fly this monster. They just assumed I could. So there I was, soloing with all the noise of the plane, guns firing, and climbing over gentle hills with the ugly smell of the cordite from the nose turret. I flew the range for about 10 minutes. I suspect the pilot stood somewhere behind me, watching closely. At least I hope he was. I was greatly relieved when he returned. That's when I realized what just happened.

Another pilot who I befriended would put me into the copilot's seat and let me make gentle turns. On two occasions, he distracted me to look out the right side of the plane. Then he would chop the two throttles to idle on the left side. The plane suddenly veered to the left and lost altitude. He'd say calmly, "Straighten it out, hold your altitude and fly straight ahead." This was a real challenge. It took full right stick and full rudder pressure. It took two feet on one pedal because of the buffeting of the twin tails caused by an uneven airflow over them from the inboard engines. When I finally had the plane holding altitude, and in a severe crab, flying level, he would finally ease the power back still instructing me to "fly the plane." These were my initial flying lessons, well learned. After the war, when I learned to fly in the J-3 Cub, it was a snap.

My military experience was almost totally in Texas as permanent personnel where we closed the airfield in 1945. I had almost 400 hours in a B-24 and later, 55 more hours in B-17's before the war ended and the planes were sent away to Walnut Ridge, Arkansas for demolition. That field was fence-to-fence airplanes, all being scrapped. Not very many were saved. The best museum for these old birds is Davis-Monthan Museum in Tucson, AZ. They're across the street from the largest aviation junkyard. This was my contribution to the WWII war effort. I can best describe my time in the military as a great adventure and 40 months as a Young Eagle at Club Med. I appreciate what the other service men contributed by dying and suffering disabilities while mine was a good experience in total safety.

As a separate note to all our senior citizen members, after my recent heart attack in late November, I'm now on a menu of several medicines. With the new Federal Drug Program starting, those of you who are veterans can sign up with the VA at prices even lower than Costco, which is hard to beat.

L.M.

ANGEL FLIGHT SOUTHEAST VOTES TO ACCEPT EXPERIMENTAL HOMEBUILT HELP (REPRINTED FROM WWW.EAA.ORG)

December 6, 2005 - Thanks in no small part to EAA homebuilt aircraft Technical Counselors and Flight Advisors safety programs, Angel Flight Southeast has voted to accept pilot applications from experimental aircraft owners for non-passenger missions. The announcement came during last weekend's Board of Directors meeting at which Angel Flight Southeast joined Angel Flight West as the only regions to currently accept experimental aircraft.

David Knies, EAA 744496, is newly elected chairman of the Southeast region. "It's just outstanding. We're absolutely ecstatic to have access to experimental aircraft to help with our mission," he said.

According to Knies, when Hurricane Katrina devastated the Gulf Coast, Angel Flight Southeast had about 100 inquiries from homebuilt owner-operators offering to help. But the organization's policy at that time prevented it from accepting the assistance. "We carried about 50,000 pounds of relief supplies during Katrina," he said. "We could have used the help offered from experimental owners," most of whom were EAAers, he added.

Homebuilts are not yet authorized to fly passengers, but Knies says the authorization for cargo operations serves as a harbinger. "This represents a 'foot in the door,'" he said. "It's a two-step issue."

EAA Technical Counselors and Flight Advisors, managed through the EAA chapter network, are credited with allowing homebuilts to make great strides in ground and flight safety over the past decade. EAA has been working with Angel Flight's individual

regions to expand the types of aircraft allowed on Angel Flight missions.

The successful EAA programs were essential to Angel Flight Southeast's acknowledgement that the safety record of experimental aircraft is equal to or better than that of the rest of the general aviation community.

"This approval shows how the various elements that make up EAA—members, chapters, and headquarters—can work together for a common goal," said Randy Hansen, EAA government relations director, who provided key experimental aircraft safety data to Angel Flight Southeast.

As Angel Flight regions become more involved in national relief efforts through the *Homeland Security Emergency Air Transportation System* (HSEATS), Angel Flight's need for volunteer pilots, aircraft, and non-pilot volunteers is rapidly expanding. By allowing EAA members who own experimental aircraft to help meet this new national need, Angel Flight will be better prepared for the next national emergency.

The Angel Flight America network comprises seven regions/entities:

- Angel Flight Northeast (Connecticut, Maine, New Hampshire, New Jersey, New York, Massachusetts, Pennsylvania (parts), Rhode Island, Vermont);
- Angel Flight Mid-Atlantic (Kentucky, Michigan, North Carolina, Ohio, Pennsylvania (parts), Tennessee (parts), Virginia, West Virginia);
- Angel Flight Southeast (Alabama, Georgia, Florida, Mississippi (parts), South Carolina);
- Angel Flight South Central (Arkansas, Louisiana, Mississippi (parts), New Mexico (parts), Oklahoma, Tennessee (parts), Texas);
- Angel Flight Central (Illinois, Indiana, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin);
- Angel Flight West (Alaska, Arizona, California, Colorado, Idaho, Hawaii, Montana, New Mexico, Nevada, Oregon, Utah, Washington, Wyoming); and
- Mercy Medical Airlift (All 50 U.S. states, for journeys of 1000+ miles).

EAA members who own experimental aircraft may now choose the following actions:

- Volunteer with either Angel Flight Southeast or West via their websites or their local phone numbers. (Their toll-free phone number is reserved for mission requests.) Angel Flight Southeast: 352/326-0761; Angel Flight West: 310/390-2958
- If you live in an Angel Flight region that currently does not accept experimental aircraft for non-passenger missions, you are encouraged to contact that region's office and ask the organization to accept you for non-passenger missions.

This Angel Flight Pilot's Take on Using Experimental Aircraft

By Dion Zammit

This is great news that Angel Flight West and Angel Flight Southeast are now accepting Experimental aircraft for non-passenger missions! It's a foot in the door, and full acceptance will probably come some time down the road. So, why limit experimental aircraft to non-passenger missions? Like the success of the EAA's Young Eagles program, the success of Angel Flight depends on maintaining an outstanding safety record and a public perception that the program is indeed safe. While I believe the safety record for experimental aircraft is on par with similar-sized production aircraft, I don't believe the public perception of this safety is quite there yet. There are a great number of people who feel that "small planes" are unsafe. You can bet, if you add the words "Experimental" or "Homebuilt," the number of people who feel they're unsafe is even greater. Experimental aircraft grew out of a small grass roots movement into what's now a huge industry. As the number of flying aircraft grows, so will the acceptance. We've all seen or heard of some poorly constructed homebuilt that you just want to hide the propeller so somebody doesn't get hurt (of course, the same could be said of some poorly maintained production aircraft). The fact is, the great majority of experimental aircraft are built using aircraft grade hardware and built to aircraft

industry standards. The problem is, we have to convince the general population that this is true. With the help of the EAA Flight Advisors and Technical Counselors, the Experimental Aircraft Association is making progress with Angel Flight. Angel Flight will then have to sell the idea to everybody else involved. Angel Flight had to convince people from the beginning that the FAA certifies the pilots and aircraft used, and that the aircraft are maintained by FAA certified mechanics. Add the word “EXPERIMENTAL,” and that’s a whole new level of convincing. The technical differences between the way production aircraft and experimental aircraft are certified by the FAA really isn’t the issue. It’s a matter of convincing Angel Flight and the general public, that aircraft built by individuals are built to aircraft industry standards and maintained the same way production aircraft are (even if the person holding the wrench doesn’t have an A & P certificate). Assuming the aircraft is properly built and maintained, Angel Flight has accepted you and your aircraft, we now move on to the client (patient/family). I’ve flown about a dozen Angel Flight missions and I’ve had a couple nervous flyers. The client will have to know the aircraft is experimental and accept the idea before they show up to the airport. Unless your physically fit, you don’t want to have to chase your patient as they run as fast as they can down the airport service drive.

I flew the Angel Flight missions in Cherokees and Skyhawks with basic IFR equipment. Slogging along at 110 knots with a couple crusty old nav/coms is not the greatest way to go. Avionics upgrades helped, but I just couldn’t do anything about that “slow” thing. Many of today’s experimental aircraft are very well suited for this type of mission. They’re fast, have reasonable range and load carrying capability, and have all the latest, greatest avionics. Aircraft like Chapter 113 Member Gary Markwardt’s Express 2000 would make a great platform for Angel Flight missions. An RV-10 or Lancair Propjet would also be great for passengers. How about a Murphy Moose or Comp Air 8-52XL for hauling supplies to a natural disaster site? There are numerous experimental aircraft that could out-perform the average production aircraft for this type of flying. Sure beats slogging along at 110 knots!



Gary Markwardt’s Express 2000

So, what now? In Michigan, we fall under the territory of Angel Flight Mid-Atlantic. Call or email to let them know you’d like to use your experimental aircraft to fly Angel Flight Missions. Remind them that Angel Flight West and Southeast have already accepted experimental aircraft for non-passenger missions. Non-passenger missions would include transporting human organs and blood, transporting supplies to natural disaster sites and Homeland Security Emergency Air Transportation System (HSEATS) missions similar to some missions currently flown by the Civil Air Patrol. Instrument Flight Rules (IFR) flight plans must be filed (good weather or bad), so you must be instrument rated and your aircraft equipped for IFR flight. Non-passenger flights do not occur on a regular basis, but they do occur. Remember, this is a foot in the door.

Contact:

Angel Flight Mid-Atlantic
4620 Haygood Road, Suite 1
Virginia Beach, Virginia 23455
Phone: (757) 318-7149
Fax: (757) 318-9107
Email: angelflight@erols.com

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"Pea-Shooter"

EAA CHAPTER 113
ANNUAL AWARDS BANQUET

March 18th, 2006

EAA 113 Aviation Center
Mettetal Airport
Corner of Joy and Lilley Roads, Canton

Join us for:
Dinner, Entertainment, Silent Auction and Good Company

Cocktails (Bring your own) - 6:30 PM
Dinner - 7:00 PM
\$25.00 per person

For tickets contact:
Debbie Forsman (734) 397-3452

Semi-formal attire please