



**Next Meeting: Thursday, May 21st, 2009
7:30 PM at the EAA 113 Aviation Center**

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

EAGLE'S PROPWASH

May 2009 Issue



CHAPTER 113

"The Backyard Eagles"

Mettetal Airport (1D2), Canton, Michigan



Ray's Champ getting ready for a Young Eagles Flight.

Our Web Site: www.eaa113.org

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

EAA113 AVIATION EDUCATION CENTER!

EAA113@yahoo.com

Member Services

President: Dave Buck (734) -4535375
Vice President: Jim Trick (248) 766-2092
Secretary: Bob Wagner (313) 274-8292
Treasurer: Grant Cook (734) 223-2688

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-Dues: Grant Cook (734) 223-2688

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Randy Hebron (734) 326-7659
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Flight Advisors:

John Maxfield (248) 348-1417
Dan Valle (313)-539-9818

Scholarships: Howard Rundell (734) 658-7701

Library: Barb Cook (734) 277-3469

Young Eagles:

Dave James (734) 721-4213
Debbie Forsman (734) 397-3452

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bittybipe@wideopenwest.com

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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

This month's message from your president is a call for assistance. We have three fundraisers coming up and need help with all three.

First the chapter will be cooking pancakes for the Yankee Air Museum on Memorial Day. We need chapter volunteers between 6:00 AM and Noon.

With enough help the work can be split into several shifts.

Second the Father's Day Pancake Breakfast is only about a month away. This is our biggest fundraiser of the year and is the event that supports the EAA Chapter 113 Aviation Scholarships. Please plan on attending and invite your family, neighbors, co-workers, friends, and anybody you happen to meet on the street to join us. The pancake breakfast has been a Chapter 113 tradition for over forty-six years. Come out and enjoy the food and friends.

The third event is the EAA Ford Tri-Motor Tour. PTK is one of the stops and the Backyard Eagles are going to be the host chapter. This will take place on July 9-12. We need volunteers to help on Friday, Saturday, and Sunday. Tri-Motor rides will be available for volunteers on a space available basis.

Assistance is also needed to distribute posters before the event. Posters can be placed where you work, restaurants, stores, and wherever you think they will be seen. This event is a fundraiser for the chapter and promotion is important. **We need YOUR help!** Please send me an email or call if you can help with any or all of the above events so I can get your name on the volunteer list. Please don't wait until the last minute to call.

For the past 22 years our chapter has awarded scholarships to local students pursuing a career in aviation. While this is normally funded through the clubs general account and fund raising events, we have also created a scholarship capital fund. The proceeds from the fund are to be used to sustain the scholarships on an ongoing basis. Our goal for 2009 is to grow the fund by \$10,000. To help the chapter reach this goal, a generous contributor has volunteered to match every \$1 contributed in 2009 with an added \$.50 up to the \$10,000 goal. Please consider making a tax deductible donation to the scholarship fund. Every \$1.00 you contribute will multiply to \$1.50. More details will be available at the May meeting.

This month's meeting speaker is from the U.S. Department of Homeland Security, Customs & Border Protection. Find out about flying into Canada and crossing Canadian airspace.

Dave

Calendar of Events

Saturday Morning Breakfast

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

Father's Day Pancake Breakfast

Sunday June 21st at the EAA Hangar

Home-builder's Project Corner

(1st Thursday of every month)

Thursday, May 7, 2009 @ 7:30 PM

Location: EAA 113 AVIATION CENTER

Chapter Safety Meeting

(2nd Thursday of every month)

Thursday, May 14, 2009 @ 7:30 PM

Location: EAA 113 AVIATION CENTER

Chapter Monthly Meeting

(3rd Thursday of every month)

Thursday, May 21, 2009 @ 7:30 PM

Location: EAA 113 AVIATION CENTER

Yankee Air Museum Memorial

Pancake Breakfast

Monday, May 25, 2009 @ 7-12 noon

Location: Yankee Air Museum Site - Willow Run Airport

Be sure to stop in and help their rebuild efforts and get a plate full of EAA133's delicious PANCAKES!

Paulson Aviation *Library*



Barb Cook (734) 223-2688
barb@armipay.com

Our library DOES have a CATALOG, even if you can't find any little wooden drawers.

As a replacement for those old style "card catalog drawers", we have the computer screen on the Librarian's Computer, AND the printed out versions in the 3 notebooks: AUTHOR listing, TITLE listing, SUBJECT listing.

FINDING A BOOK

1. If you want a book/DVD about Mustangs, you'd best try the "SUBJECT" notebook (in alphabetical order.) But it is always good to have 2 alternative words in mind to try. Maybe I've hidden your information under "North-American" or "P-51".
2. Write down the book's COMPLETE call number (including any pre-fix like JUVenile, OVERsize, or VIDEO.)
3. Go to the shelves, find the section with your pre-fix (DVD, TRAINing, REFERENCE, SERIES.)
4. Be prepared to look carefully for the number in that area. Lower numbers are to the top and left.
5. When you give up, call Barb

This month I have been working with the computer software's staff on some glitches in our library's computerized catalog. Things are in the right order now. So we can add more VIDEOS (that Doreen B. prepared for us.)

A few members and several new Youth members have actually been using our books. Many more items are cataloged now, and that makes it possible to put our circulation (book check-outs & check-ins) on the computer. So don't be surprised if you get an email, phone call, or letter concerning some mis-laid books.

Please send us your eMail address so we can enter it in the computer for return reminders. It sure is cheaper than a 42cent letter. Or has it changed again? Send it to me: barb@armipay.com

So that's what we've been doing lately:

- -Entered 1700 items in the catalog

- (The party is when we reach 2000)
- -Warren/Shishi Branscomb have given every item a barcode & pocket
- -"Most" book check-outs are on the computer.
- -Letters or eMails have been sent regarding all unreturned or mislaid books (that are in computer.)
- -There are still many mysteries of books checked out in the distant past.....not on computer...

THANKS FROM CHAPTER 55 MASON-JEWETT

We have received a card from EAA Chapter 55 (Mason-Jewett) with a sketch of all of them holding balloons spelling out "T-H-A-N-K-S". Thanks for being so thoughtful. Many Many Thanks, (signed) Vickie Vandenbelt, and many others.

We had sent them a second batch of duplicate copies of our donated books. They certainly seem to be used and appreciated! The card will get posted on 113's meeting room Bulletin Board.

NEXT MONTH:

- -We'll remove any delinquent members from the active library user list. SO SEND YOUR \$35 dues to: EAA Chap 113 c/o Grant Cook, 651 E Joy Rd, Ann Arbor, MI 48105.
- -Planning for 2000th item celebration.
- -Need Volunteers to welcome Paulson Library visitors during the Father's Day Pancake Breakfast, June 21st. (It's cool inside.) Call Barb to sign up.

HELP WANTED

A chapter member (or spouse) to stay in our Paulson Library during the Father's Day Pancake Breakfast, to welcome visitors. Perhaps 2-3 people could share this job, taking turns. Call Barb if you're interested (734) 277-3469

FOR SALE! **Chapter 113 Logo Shirts!!!**



EAA Chapter 113 Logo

Sweatshirts and T-shirts for sale.

Available anytime--Get yours TODAY!!!!!!

Grey sweatshirts and t-shirts with the Chapter "Backyard Eagle" emblem in full color!

Call John Maxfield to get yours!

(248)-348-1417

Also available at the monthly meetings (Third Thursday of every month @ 7:30 PM)!!!

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248-766-2092

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agent108@verizon.net

NEVER TOO OLD!

By Lou Lambert

This is a little story to prove that you're never too old to start a new Project.

In late 2006 after turning 80 the previous August, I had decided that if I wanted to avoid rejection for a 3rd class medical; I would have to have an ELSA to fly by January 31, 2008 when my medical expired. So after looking at all of the kits that were available, I settled on the Skykits Savanna VG. This is a prepunched kit that looks like a Zenair CH701, and the claims were that you could build one in fewer than 400 hours of shop time. The kits are manufactured in Italy, and I ordered the kit on December 12, 2006. The kit I ordered was to be for a Jabiru 2200 engine, a model they had just finished packaging, making my kit the first one to be shipped out of the plant.

The kit arrived in Michigan on March 31,'07 and I opened the box in my hangar on Saturday April 1st, with a few of our chapter members helping me unload it from the trailer. The complete kit was contained in a box 14 ft long by 46" wide and 38" high, except for the engine mount, roll cage, and tundra tires, which were in another crate. I started work that Sunday April 2,'07 and had the FAA sign-off on January 9, 2008, nine months, nine days and a little over 1300 hours in the shop.

First flight took place on February 24, '08, without any significant problem and the aircraft has 100 hrs as of April 10, 2009.

This was my 3rd homebuilt, having scratch built a Zenair 100 with an O235 Lyc.(The aircraft was designed for Volkswagen engine),in 1980 and flying it until I finished building the RV4 in 1990, which I flew until my medical expired January 2008.

Now I have a plane to fly until I decide I'm too old and have to quit!

About the Savannah VG: The parts were all first class with very little problem with any individual part. However the construction manual

was lacking a lot of information and it was necessary to go to the parts manual to see the isometric drawings of the parts. I probably spent a total of 100 hours just researching the manuals, so I really don't see how you could build the kit in the times advertised. In addition to the hours I spent, Al Bosonetto took on the instrument panel portion of the project. The kit had included a panel and wiring harness, but the panel was laid out for the Rotax engine, not the Jabiru, so we started from scratch in the panel area. Pete Waters also had a hand in the panel finish look and the nose bowl rework.

Lou L



Editor's Note: It is rumored that the grin that Lou is sporting in the photo above has yet to fade away!

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.

Drone Pilot

By Leon Shulman

One of the duties that I volunteered for as a Class of 43K Air Corps Pilot in 1944-45 was as a 'DRONE' pilot flying the (Culver) PQ14A airplanes for Anti Aircraft Target Practice at Camp Stewart, Hinesville, Georgia. It was much different from the previous assignment of Towing (Banner) Targets for Air-to-Air Gunnery for the B-24 Bomber' gunners out over the Atlantic Ocean from Westover Field, Mass.

This Drone Aircraft piloting was an interesting program, We piloted the *unmanned* Radio Controlled Drones from the *Right Seat* of a Twin Beechcraft CQ-18, (modified C-45), using the 'Beep Box', which connected to the radio system, and electronic controlled 'Servos' for the aircraft control system of the Drone. These were the Primary controls- Rudder and Elevator, Throttle, Flaps, Retractable Tri Cycle Landing gears, and Brakes. (Please notice- I did NOT mention 'AILERONS.') The Army Drone used *Rudder* for turning and the NAVY version 'TD2C' used the *Ailerons* to Turn in the air. The Beep Box had several toggle switches, which were keyed to *each function*. As the *Primary Controller* there was a main *large 4 way toggle switch that was spring loaded to center- (therefore it was basically used for trim so long as it was beeped in that position)- Rudder and Elevator*. When another toggle switch was activated- the corresponding control would function instead.

We trained first by piloting the PQ14 *from inside the plane* by flying with the normal controls (stick and rudder pedals.etc.) then as we gained experience with many take-offs and landings, we would use the Radio Control "BEEP" box from *within* the plane. The manual controls could over-ride the radio system if there was a problem. After a few hours of this training we would take turns and ride as a 'Safety Pilot' while another pilot flew the Drone from the Mother Ship CQ-18. Flying the Drone as a Target was fairly straight forward while over the Target Range.. The take-off and landing were the 'fun' part. We would line both planes up of the runway- the Drone would be cranked up and taxied into take-off position by a rated pilot with the Mother ship on the left- so the Drone pilot had an unobstructed view of the Drone. The (Ground) Take-off Pilot would set the brakes and climb out of the Drone, with engine idling. Both would start their take-off run

simultaneously, when we reached the take-off speed we would take-off and fly parallel to each other on the climb-out while we retracted the gears. The pilot of the Mother ship was active on his rudders to *turn flat* and keep his *wings level* and not obstruct the view of the Drone pilot. We would head for the target range a few miles away and fly a parallel course to the Anti- Aircraft gunners with the mother ship directly over the 'gunners' line and the Drone pilot would fly the Drone *out in front* of the Gunners while they shot at it.

Usually there weren't many 'hits', but that was the purpose of this kind of training- the gunners would try to **track the Target** and 'home' in on it to really knock it out of the air. This was before they developed radar, and other automatic sighting for AA gunners. After several 'runs' over the gunnery range we would head back to our airport and 'set-up' for the most exciting part of each flight- *the landing...*

We would line up and keep making flight corrections for tracking the Planes up the runway with the Mother ship again off to the left. The Mother ship at this point was over the grass with its gears extended and it's flaps down while flying as slow as the Drone until the Drone touched down- hopefully on the centerline. All of our previous Piloting Skills came into play by continually monitoring the tracking of the Drone to correct for side drift and keeping it centered on the runway. Once it touched down- we would apply the brakes and keep it going straight. Meanwhile the (ground) Drone pilot was following the Drone while riding in a Jeep- then when the signal was given the Drone was taken over and totally stopped. The 'ground' pilot climbed aboard- switched off the radio control and taxi-ed the plane back to its spot on the ramp. Meanwhile the Mother ship flew around the airport flight pattern to complete his/HER landing.

We each took turns flying these missions in different functions- so needless to say, they WERE exciting.

Previously I was flying the B-26 Martin Marauder (AT23) at Westover Field, Mass. Towing Aerial Targets for Air- To- Air Gunnery Training for Hundreds of B-24 Liberator Bomber crew members over the Atlantic Ocean. I volunteered for both of these duties since I had previously piloted Radio Control Model Airplanes in the late 1930's and early 1940's and enjoyed this type of piloting almost as much as piloting the REAL aircraft. All in all I was lucky to be in the class of 43K (even though I signed up for the Aviation Cadet in Jan 1942- right

after Pearl Harbor). I had previously been 2-1/2 years through college as an Aircraft Engineering student- and was assigned to be a civilian Aircraft Mechanic working on Army Aircraft until called Up as an Aviation Cadet in March 1943. I cleared Classification in Nashville, TN then going into the 9-month Pilot flight training program ending at Columbus, Miss. with Twin Engine Advanced Flight Training. Coincidentally- with all this wonderful experience being in the Class of 43K I am as much pleased that I have 2 Grandsons Jason and David Shulman who followed my lead and are also Pilots. **Jason Shulman** is a world-renowned Radio Controlled Model Airplane pilot and Designer who is the USA World Aerobatic Champion and has been invited around the Globe to put on Air Shows. He was also part of the program to teach the Military to fly Unmanned Vehicles.

David Shulman is also world renowned as a Pilot- Flying Radio Controlled JETS. He too has won many Championships including the 'Top Gun' Championship for the past several years. He was hired to be the Test Pilot for the US Navy's 'Space Sled' program recently, and is hired to teach other pilots To Fly Jet Radio Controlled airplanes in the Dominican Republic, Columbia, S.A., Minnesota, Detroit, etc. Hey guys- IF I had to do it all over again- I would sign up again for the Class of 43K

Sincerely,
Leon Shulman
"Keep 'em Flying"



Leon Wearing Parachute Seat Pack with
Target DRONE PQ14A at Fort Stewart,
Hinesville, GA, Dec. 1944

Builder's Barn

If you have been missing the Builders Project Corner on the first Thursday of the month and also missing the Safety Seminar on the second Thursday of the month, you have been missing an awful lot of what this Chapter has to offer! Since the first of the year, we have had nothing but excellent presentations by members on various topics both in the realm of Building and Safety. For the Builders Project Corner, Mays presentation has recently changed. Scott Hebron will be doing a presentation on the prepping for paint. He will be bringing in a tail cone from an Ercoupe that he will be prepping for paint and inspect for any necessary repairs. The presentation should be very interesting. Hope to you there. For Junes meeting, Pete Waters will be putting on his presentation on Basic Electrical Systems for new builds. About this time, I will be getting ready to start my electrical system – Go Pete!!

As most of you already know, I have been working on building a VariEze for the last 10 years, making slow and not so steady progress, but still the same, progress. Over the last year and a half, I have finished the Wings, Winglets and attached the Winglets to the Wings (Major Pain!!). Lately we (my wife Doreen and I, and sometimes Ronnie Sayre) have started working on the zillions of small jobs for the fuselage. VariEze is a misnomer, should have been "VariHard", or "Difficult" at best. I do love building, BUT, I also enjoy flying! I can't wait to be done.

Please see the attached photos on some of the work completed by a number of current and past members. There is not enough room in this article to show everyone, or all of the pictures, let alone thank everyone that has helped so far. If you have any questions, or would like to see my project, you can get in touch with me on my cell at (313) 608-7202 or via email at ezdriver@sbcglobal.net.

Mike Scovel



From the editor:

Hey gang, if you are working on a project aviation related, feel free to send me a short story along with some photos. It would be nice to feature a different project each month in the Builder's Barn section. Your project may be a flying plane, a restoration for display (watch for next month's feature!) or a pedal plane for the kids. It doesn't matter, we all want to check it out. Who knows, maybe it will foster new builders in our area.

For those already building or considering it, a great way to gain motivation or find new techniques, ideas, or HELP is to come to one of our many meetings and events. My personal favorite is the Father's Day Pancake Breakfast! It has been a family tradition in my household. Where else can you eat great food, meet new people and see all of the interesting planes and helicopters (and even an occasional blimp!) that show up for a fly by or for conversation.

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