



**Next Meeting: Thursday, September 17th, 2009
7:30 PM at the EAA 113 Aviation Center**

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

EAGLE'S PROPWASH

September 2009 Issue



CHAPTER 113

"The Backyard Eagles"

Mettetal Airport (1D2), Canton, Michigan



The Elmendorf Special "Flip Flop"

Photo courtesy of kim Kovach

Our Web Site: www.eaa113.org EAA113@yahoo.com
**Meetings: 7:30 p.m. the 3rd Thursday of each month at the
*EAA113 AVIATION EDUCATION CENTER!***

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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 John Maxfield Lou Lambert
 Barb Cook Sean Crooks
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-Dues: Grant Cook (734) 223-2688

Technical Counselors:

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 Randy Hebron (734) 326-7659
 Pete Waters (248) 437-4244
 Dan Valle (313)-539-9818

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

Bald Eagles: Mark Freeland (248) 624-9654

Refreshments: Joe Griffin (734) 455-3107

Newsletter: Pat Charles (248) 978-3772
bittybipe@wideopenwest.com

Webmaster: Donna Mosley

webmaster@eaal13.org

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.

Calendar of Events

September 2009

	Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Week 36	30 [Add]	31 [Add]	1 [Add] 6:30p Young Eagles Classes	2 [Add] 7p Midwest RC	3 [Add] 7:30p Homebuilders Project Corner	4 [Add]	5 [Add] 8:30a Breakfast at Coney
Week 37	6 [Add]	7 [Add] Labor Day	8 [Add]	9 [Add] 7:30p Ford Eagles	10 [Add] 7:30p EAA Chapter Safety Seminar	11 [Add]	12 [Add] Mid Eastern Fly-in 8:30a Breakfast at Coney
Week 38	13 [Add] Mid Eastern Fly-in	14 [Add]	15 [Add]	16 [Add]	17 [Add] 7:30p Chapter meeting	18 [Add]	19 [Add] 8:30a Breakfast at Coney
Week 39	20 [Add]	21 [Add]	22 [Add] 6:30p Young Eagles Classes	23 [Add]	24 [Add] 12p EAA 113 Newsletter Deadline 7:30p EAA Board Meeting	25 [Add]	26 [Add] 8:30a Breakfast at Coney 9a Young Eagles Flights
Week 40	27 [Add]	28 [Add]	29 [Add]	30 [Add]	1 [Add] 7:30p Homebuilders Project Corner	2 [Add]	3 [Add] 8:30a Breakfast at Coney

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3 (yes THREE) hrs. Total Time: Airframe and Engine
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Wheel pants, Open Trailer
Jim Trick
248-766-2092

Sonex kit #543 is up for sale!

#543 has the Jabiru 3300 engine mount, tail wheel, and dual controls. The aircraft is approximately 60% complete. It was purchased in 2004. There are many extras for the aircraft that were accumulated over the years that would be included. There are photos available Asking \$11,995.00. Please e-mail your questions to: ds48393@mac.com.
Dean Schenk

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2-place, 5% complete, will crate
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Inspections by appointment! –Bay City, Michigan

President's Podium



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

The Backyard Eagles had a great showing at Airventure 2009. David Brent placed first in the 5K run. Mark McGowan and Ken Kreutzfeld received a Bronze Lindy for their 1940 Taylorcraft BC-65. Kim Kovach captured a Bronze Lindy for his 1969 Elmendorf Special. Congratulations to all.

This months meeting will feature Kim Kovach and the Elmendorf Special. Before the meeting we will have hotdogs, burgers, and chips starting at 6:30 with the meeting at 7:30.

Elections are coming up. If you have an interest in running for a chapter office contact Al Bosonetto. Positions are open for officers and board members.

We are still looking for donations for the EAA 113 Scholarship Endowment Fund. Every two dollars contributed to the fund will be matched with a dollar from a generous donor. Any donation you make will help the fund to provide more scholarships in the future. A simple donation of twenty dollars from each member would total around two thousand dollars, with the matching donation that would be a three thousand dollar increase in the fund. Please consider a contribution.

The monthly Homebuilders Group and Safety Seminars start again this month. Have any questions about emergency landings at Mettetal. Come to the safety seminar for the discussion. Check the calendar for dates and times of all meetings.

Dave Buck

Paulson Aviation *Library*



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

It has been a big month for donations of books.

We've received materials from 5 people.

Andy Pesonen gave us 22 volumes in the Time/Life series: EPIC OF FLIGHT.

My friend and history buff Jeff White gave us 21 titles, some very, very old.

Former chapter President Len Marzewski gave us another 21 books, and another former Chapter president, Joe Hillebrand gave us a few more.

Mark Penenstadler gave us 8 books on RC model building and flying.

That was 80 new books this month alone.

Keep them coming. Remember us when you pass a garage sale.

We're interested in Military History, as well as anything aviation.

We'd especially like to have all the books written by the late Stephen Ambrose, author of "Band of Brothers".

It would be wonderful to have all of his publications. He has passed away this past year, and this is all we're ever going to get from him.

Take my word for it; he DOES make history come alive. My first exposure to him was "Undaunted Courage: Meriwether Lewis, Thomas Jefferson, and the Opening of the American West." It was even better than the original journal.

(See related article.)

Thanks, Barb

WANTED: STEPHEN AMBROSE

Books by Stephen E. Ambrose, that is. These are wanted for our Paulson Aviation Library. We do have 6 titles of his on file:
Band of Brothers: E Company, 506th Regiment, 101st Airborne from Normandy to Hitler's Eagle's Nest

D-Day, June 6, 1944: The Climactic Battle of World War II

Nothing Like it in the World: The Men who Built the Transcontinental Railroad, 1863-1869

Pegasus Bridge: June 6th, 1944

To America: Personal Reflections of an Historian

Wild Blue: The Men and Boys Who Flew the B-24s over Germany

These are his other publications:

Comrades: Brothers, Fathers, Heroes, Sons, Pals
Americans at War

Citizen Soldiers: The U.S. Army from the Normandy Beaches to the Bulge to the Surrender of Germany, June 7, 1944-May 7, 1945

Undaunted Courage: Meriwether Lewis, Thomas Jefferson, and the Opening of the American West...

The Victors: Eisenhower and His Boys: Men of World War II

Eisenhower: soldier and President

Eisenhower: The President

Eisenhower: Soldier, General of the Army, President-Elect 1890-1952

The Supreme Commander: The War Years of General Dwight D. Eisenhower

Ike's Spies: Eisenhower and the Espionage Establishment

Duty, Honor, Country: A History of West Point
Eisenhower and Berlin, 1945

Nixon: Ruin and Recovery, 1973-1990

Nixon: The Triumph of a Politician, 1962-1972

Nixon: The Education of a Politician, 1913-1962

Crazy Horse and Custer: The Parallel Lives of Two American Warriors

Rise to Globalism: American Foreign Policy Since 1938

Halleck: Lincoln's Chief of Staff

Upton and the Army

A Wisconsin Boy in Dixie

PETE'S PEDAL PLANES

These are built from Aviation Products Plans, and my own designs. Starting price is \$300, and increases with more complex models. I build them professionally, with added features, and use quality materials.

Paint designs can be customized and other features you may add. Models are: Pitts, Eagle, Peitenpol, AT6, SNJ, Harvard, Top Cat (Jet), Tiger Moth, Stampe, Jungmeister, Scorpion, P-51 Mustang, Gee Bee R2, and under development are: Spitfire, Cabin L2, Kit Fox/Avid, Citabria, Dekathlon. Construction takes about 2 weeks, and you may visit to see the progress.

Cell 248-924-0223 petewaters@charter.net



THE EAA 113 WORKSHOP

We do have a workshop and tools and workspace that is available to any of our members. At this time, John Maxfield is building a Sonex, and is using a worktable he made. Besides this one, we also have a larger one, about 14 ft long, and 4 ft wide, that is stored in one of the empty hangars. Lou Lambert and Pete Waters used it to build their planes. There is a third one out there, at Wolf Lake, I believe, or at The Hebrons place of work.

If you use the workshop, as John is, there is a charge for the space, determined by the chief money counters.

We also have a decent assortment of special tools, related to aviation construction. These are also available but MUST be signed out, as other need to know where they are!

TOOL INVENTORY

Hot Air Plastic Welding set	Bench Grinder and Buffer
Cylinder Compression Tester	Tubing Beading Tool
Pipe Crimper	Tap and Die Set
Brake Lining Riveting Tool	Open Ended Wrench Set
Tube Flaring Tool	Soldering Tools
Magneto Timing Set	
Surform Hand Shaper	
Mapp Torch Set	
36 inch Shear,	
24 inch Brake	
Metal Cutting Bandsaw	
Medium Duty Arbor Press	
6 inch Belt and 8 inch Disc Sander	
Bench Mounted Drill Press	
Wood/Plastic Band Saw	
Instrument Punch sets for 2 sizes of instruments	
And an assortment of files, reamers, grinding wheels, and wrenches.	

These are just a few of the specialized tools available, and naturally, we welcome additions to these that you may offer.

From Max Branscomb, November 1958

During the deployment to Iwakuni, Japan in the winter of 1958, we were returning from a Sea of Japan surveillance flight at night in heavy rain. The PPC (Patrol Plane Commander) was in the left seat. I was the crew navigator but was riding as co-pilot in the right seat. The GCA was smooth, the touchdown was beautiful and, although it was raining really hard, we were on centerline and rolling out normally. The PPC applied the reverse thrust and got us pretty well slowed down. I did all the normal co-pilot stuff like yoke full forward, spoilers on, jets secured, reversing over-ride switch activated, etc. When he took it out of reverse we started a distinct drift to the left. I could see the PPC had put in full right rudder and right braking. The drift continued and we departed the runway and began bouncing across the infield. When we were off the paved runway, the braking took effect and we turned back toward the runway. I thought we were going to get back onto the runway. Wrong! The nose wheel hit a ditch that had been dug to install new field lighting. The nose wheel broke off and the nose plowed into the mud. The stop was abrupt, but, since we weren't going very fast so it wasn't too violent.



The crew evacuated the aircraft ok except that the Ordnance man stepped out the after hatch in the darkness and found that the ground was eight or ten feet down rather than the normal four feet.

It was found that there was a short in the electrical control of the reversing system and when the PPC took it out of reverse, one engine returned to forward thrust and the other stayed in reverse. There was enough differential thrust on the wet runway to cause the aircraft to leave the runway.

Ten years later, at a base in the Central Highlands of Viet Nam, an Army crew flying a P-2 was landing in heavy rain. As the pilot took it out of reverse, the plane commenced a drift, left the runway hitting an obstruction and broke off the nose wheel. I was deployed to Cam Rahn Bay with another Navy Patrol Squadron and was asked to go investigate the Army accident. It took about 15 minutes after arrival to see what had happened thanks to my Iwakuni experience.



P.S. The revetment the Army aircraft hit was protecting a Napalm Storage area. Who Knows what would have happened if they would have gone into the Napalm barrels. Also, it's hard to see in this picture, but they severed an avgas line laying on the surface around the airport. Remember, this was a Viet Nameese outpost air field so the FAA safety niceties were not an option.