

EAA Chapter 113
Mark Freeland
PO Box 193
Keego Harbor, MI 48320

**Next Meeting: Thursday, September 16th, 2010
7:30 PM at the EAA 113 Aviation Center**

EAGLE'S PROPWASH

September 2010 Issue



CHAPTER 113

"The Backyard Eagles"



Corben Baby Ace at Airventure

Photo courtesy of Pat Charles

Our Web Site: www.eaa113.org EAA113@yahoogroups.com
Meetings: 7:30 p.m. the 3rd Thursday of each month at the

EAA113 AVIATION EDUCATION CENTER!

Member Services

President: Tom Smith (734) 748-7940
Vice President: Jim Trick (248) 766-2092
Secretary: Bob Wagner (313) 274-8292
Treasurer: Grant Cook (734) 223-2688

Board of Directors:

Al Bosonetto David Forsman
 Pete Waters Bill Brown
 Mike Scovel Rick Titsworth
 Bob Skingley Tom Smith
 Joe Griffin Pat Charles
 John Maxfield Lou Lambert
 Barb Cook Sean Crooks
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Dave Buck

Membership Committee:

-Roster: Mark Freeland (248) 624-9654
-Dues: Grant Cook (734) 223-2688

Technical Counselors:

Joe Hillebrand (480) 895-6314
 Randy Hebron (734) 326-7659
 Pete Waters (248) 437-4244
 Dan Valle (313)-539-9818

Flight Advisors:

John Maxfield (248) 348-1417
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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

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 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 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
29	30	31	1 7p Midwest RC	2 7:30p Homebuilders Project Corner	3	4 8:30a Breakfast at Coney
5	6 Labor Day	7	8 7:30p Ford Eagles	9 7:30p Safety Meeting	10	11 8:30a Breakfast at Coney
12	13 12p Charity Poker Tournament	14 12p Charity Poker Tournament	15 12p Charity Poker Tournament	16 7:30p EAA Chapter 113 Meeting	17	18 8:30a Breakfast at Coney
19	20 2p Coves of Canton	21	22	23 7:30p EAA 113 Board meeting	24	25 8:30a Breakfast at Coney
26	27	28	29	30	1	2 8:30a Breakfast at Coney

Notice:

EAA Chapter 113 is hosting No Limit Texas Hold'em at Northville Downs Sept 13-15

HANGAR SPACE AVAILABLE!!

There is room for at least one aircraft to rent room in our heated Chapter Hangar. Where else on airport can you have access to heat, air, bathrooms, and a kitchen!!

Contact the chapter building committee for more details.

Builder's Barn

JODELL YODELING

By Pete Waters

The JODELL design can be traced back to the end of the second world war, when the French Government, recognizing the value of light aviation, purchased considerable numbers of Tiger Moths and Miles Magisters at a very low cost!. These were then passed on to flying clubs. But, these ex-wartime trainers were very fuel hungry and slow. This then left a gap in the market for Eduard Joly, a private pilot who lived in the area of Beaune, and his sone-in-law, Jean Delemontez, to fill.

The story goes that they fell upon some pre-war aircraft quality plywood and an old 26 hp Poinard engine., and without formal training in aerodynamics, decided to design their own single-seat light airplane. The wood was turned into a small, single-seat aircraft with cranked wings. . It was so tiny, particularly when compared to existing training aircraft, that they called is the D9 Bebe (Baby).

The fact that Delemontez spent so much time working on the aircraft, rather than with his wife, (Joly's daughter), is also reported to have something to do with the naming.

Now that is how the story went, and it is certainly the stuff that legends are made up of, but the truth is vastly different! Jean Delemontez was an experience and trained aeronautical engineer, and Eduard Joly also had many years experience of aircraft construction, having built a Pou du Ciel, (Henri Mignet's Flying Flea) before the war.

The two men were operating a major aircraft and glider maintenance and repair establishment before the JODELL's series design and build efforts commenced. So, the implication that the material for the first D9 were "found" at the back of a hangar is clearly fabrication, but fun, never the less.

Initially, the D9 was never intended for any other use than their own pleasure, flying. The performance of the little single seater was so promising, that there were lots of people, including the government, standing in line to purchase one. Reluctantly, the two men gave in and started producing them and selling building licences. Over 500 D9's were constructed in the 20 years to follow.

Watch for next month's continuation of the JODELL Story.

President's Podium



Tom Smith (734) 748-7940
tgsmith398@comcast.net

Our Chapter has just shared a fun-filled day with Chapter 384 at the Brighton airport. The annual Corn Roast was well attended by members of both chapters, and the beautiful weather that day enabled several aircraft to fly in. Thanks to everyone who attended and brought food to share.

The chapter is once again hosting a charity Texas Hold'm poker tournament from September 13th to 15th at Northville Downs racetrack. If you would like to help, contact John Maxfield to sign up for a short shift. We also will be able to host another event on December 22 and 23 at a new facility in Southfield. Please find time to help out on either of these events, as they can be an easy way for the chapter to raise money for our scholarship program.

Speaking of poker, the 99's are hosting a poker run on November 6th. It begins in Marlette, then goes to Clare Municipal and end at Livingston County for lunch. See included flyer.

The monthly Homebuilder's and Safety meetings will resume again this month. 7:30 at the EAA hangar.

Before this month's meeting, we will be having burgers and hotdogs starting at 6:30, with the meeting starting at 7:30. This will not be a free meal- each item will cost a nickel, so bring lots of change and a friend who is interested in aviation as well.

I would like to thank Lou Lambert for volunteering to head the scholarship committee, and also Howard Rundell for all the work he has done over the past several years. Let's see if we can get more students to apply for our annual awards, thereby increasing our public exposure.

The Yankee Air Museum will be reopening on October 10th. This will be a free, all day event with activities for adults and children. See their site at www.yankeeairmuseum.org for details.

Tom

Oshkosh is for kids, big ones too...

By Anthony Liberatore

It was a last minute decision, but the stars aligned, and for the 1st time in years, the entire Liberatore Family made it to Oshkosh for 2 and 1/2 days. With the help of my good friends Norm Isler, and Pat Panzera, lodging and access were secured respectively, I can't thank these guys enough. When I look back at family photos, I realize how long it had been, with Sarah now 9, the last time we were at OSH in total, we were still pulling both girls in a wagon and if I am not mistaken Sarah may still have been in diapers! With only 2 days on the airfield, there was no time for my usual crazed "take it all in - what is latest thing - fest". Instead, I had a different mission, what do you girls want to see? I wanted to see this event through their eyes. It was quite a surprise when I made a few recommendations via a tram ride, but they pretty much came up with what they wanted to see. For them it was the Ultralights, Warbirds, Afternoon Airshows, Seaplane Base, and a Wing Rib.

So one of our 1st morning sojourns was to the Ultralight area. With the economy in the tank, I predicted a year ago that this would be one arena that would see an uptick in activity. Sure enough, with the lower price point and less regulations, some of the vendors I spoke with noted an increase in interest in the lighter side of things. The girls watched with amusement and I may have spurred their curiosity with denoting the various crafts, names, configurations, and history. It may have been the color schemes, but one plane in particular caught their interest: the venerable CGS Hawk. Reagan in particular couldn't wait to see it fly after sitting in one.



But my biggest surprise was on day 2, our early morning visit to the Warbird area. I think Robin might have whispered to the girls, humor him :-), (meaning me) but I began to explain the how and whys of



such planes as the P-51 and Spitfire in terms of what their contribution were in the Allies' efforts to obtain victory over the Axis Powers. Reagan then asked "Hey Dad, is the Warbird Area where the History Geek meets the Airplane Geek?" I smiled and said why yes, but for me it was a victory of sorts, my daughter got it, an insight into dad. Being in the moment in the Warbird area, Robin also noticed Reagan highly active, and gave her the camera to use all that energy. Our camera, an early generation digital, frankly has issues, but it gets the job done. But what surprised me was not just the number of photos she took, but how she framed things in her mind's eye. She may have talents behind the lens that we didn't know about.

As that particular day went on, and the sun got hotter, our next destination was a cooler respite, the Seaplane Base. It took a while to get there, with the buses engaging in some new fangled route structure, but we made it. The Seaplane Base used to be a hidden gem, a place to get away from the heat and the crowds, but that was then and this is now. The new reality is it has grown its own bustling crowd with a host of planned activities. One of those activities that we happened to stumble upon was a flight demonstration of the ICON LSA Amphibian. Given the heat and almost glassy water, it did quite well and the tight banked

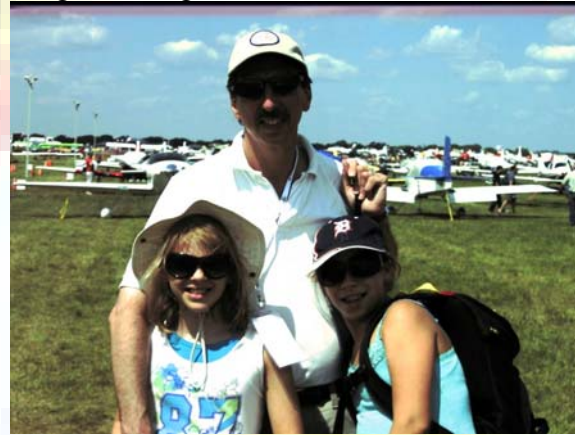
turns at low altitudes above the water gave the impression of it being quite a maneuverable machine.

After the Demo flight of the ICON, it was time to get something to eat. As luck would have it the food concession near the water had fresh Wisconsin ears of corn cooked in their husk, on a charcoal grille. If you are considering going to OSH next year, this treat is a must. Sarah in particular is a corn fanatic and inhaled it, and I must admit it was of the best ears of corn I have ever had. But this isn't the only time food became a focal point while we were there. While many over the years complained about Zaug's and their food vending, there is one niche that they still have that no one can touch and it is a ritual in the mid day sun, Their Vanilla Soft Serve Cones, down by the Homebuilt Building, just west of the homebuilt flight line. They didn't skimp either, mine as tall as a Redstone Rocket. I am not sure who enjoyed the Ice Cream more the girls or me. While the cones were refreshing, it was airshow time. We found some respite from the sun by watching the show from under the wing of John Dannenberg's MonoCub. The show was quite interesting with some unusual aircraft this year. Although we didn't use it to counteract the afternoon airshows heat, we have found the coolest place in Oshkosh. With a skating competition coming up in two weeks post Oshkosh, the girls still needed to train. Last year, I found out that there is an Ice Skating rink at Oshkosh YMCA, which is located about 1.5 miles west of Rte 41 on 20th street. Not only can you go inside the rink to cool down, it might be another hidden gem to look into for those that camp during the event. While not totally roughing it, the "Y" takes their indoor Soccer field and turns it into an indoor camping facility during the airshow. "Campers" can also use the shower facilities utilized by those working out and they also had a small breakfast buffet at a reasonable price if you are so inclined.

But it was places like that breakfast buffet where you meet some of the most interesting people that you never expect. Like the gent from Nevada, a WWII Vet that after all these years still can't get airplanes out of his blood from his Airforce days and still looks to the sky when he hears the sound of a plane, especially if the sound is that of a radial engine. While making new acquaintances, there was time to meet old friend as well. It was great to see and talk with old friend Joe Gauthier and designer (with a Michigan Connection) Barnaby Wainfan. But we missed one group of friends our EAA 113 crew due to driver error (Me!). My apologies, trying to drive just around the corner to the

camping area proved impossible during "exit" times, with the regimented traffic flows. Word to the wise, don't try it, you are better off walking there! So on the "to-do" list for next year is to make it to the Trick's Spaghetti Diner, on foot !

All in all it was a memory filled event for us. To see it through my kids eyes by observing their reactions to People, Planes, and their questions often about the technology was quite different. This particular trip gave me an appreciation for all the sub-venues of the show that we often take for granted. On that note you will see snapshots in time, an appreciation of what was seen, through the eyes of a kid and I'd like to give credit where it is due, since a number of the photos are by my daughter Reagan.



Dad with his Girls



Assuming crash positions, after a long day....



International Organization of Women Pilots

POKER RUN



SATURDAY – NOVEMBER 6, 2010 – 10 A.M. – ??????



***PLAY POKER,
AIRPORT ACTIVITIES,
EAT LUNCH,
MAKE NEW FRIENDS***

- Cost - \$25 **per person** (includes morning coffee & donuts, first poker hand, lunch)
- Additional poker hands are 2 for \$5.00
- Poker Run starts promptly at 10:00 a.m. in Marlette, MI
- **This is a VFR event. If the weather is not VFR, please DRIVE to Livingston County Airport (Spencer J. Hardy) – arrive by 1 pm for lunch and poker**

Route: Marlette (77G)
Clare Municipal(48D)
Howell (OZW)

***NO REFUNDS !
Rain or Shine
Fly or Drive***

Please indicate how many will be attending and
Send checks to:

*Rosemary Sieracki
41490 Hanford Rd., Canton MI 48187-5212
Questions? Call Rosemary at: 734-276-4181*