

EAA Chapter 113
Mark Freeland
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**Next Meeting: Thursday, October 21st, 2010
7:30 PM at the EAA 113 Aviation Center**

EAGLE'S PROPWASH

October 2010 Issue



CHAPTER 113

"The Backyard Eagles"



AIRCRAFTIMAGES.net

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Jodel D9

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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
 Scott Hebron Patrick Hebron
 Dave Buck

Membership Committee:

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

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 Randy Hebron (734) 326-7659
 Pete Waters (248) 437-4244
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Scholarships: Howard Rundell (734) 658-7701

Library: Barb Cook (734) 277-3469

Young Eagles:

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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

October 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
26 1p 99's meeting	27	28	29	30	1	2 8:30a Breakfast at Coney 9:30a Young EAges
3	4 7p Civil Air Patrol	5	6 7p Midwest RC	7 7:30p Homebuilders Project Corner	8	9 8:30a Breakfast at Coney
10 9a Yankee Air Museum Reopening	11 7p CAP	12	13 7:30p Ford Eagles	14 7:30p Safety Meeting	15	16 8:30a Breakfast at Coney
17	18 2p Coves of Canton 7p CAP	19	20	21 7:30p EAA Monthly Chapter Meeting	22	23 8:30a Breakfast at Coney
24	25 7p CAP	26	27	28 7:30p EAA Chapter 113 Board Meeting	29	30 8:30a Breakfast at Coney
31	1	2 6a Election Day	3 7p Midwest RC	4 7:30p Homebuilders Project Corner	5 7:30p Friday Night Movies	6 8:30a Breakfast at Coney 10a The Ninety-nines Poker Run

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.

President's Podium



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

I was hoping to be able to give an update on my trip to the Lee Bottom fly-in via Yankee's C-47 on the last weekend of September, but it was not to be. After departing Willow Run, we had to return after the flight crew discovered a problem with the landing gear. Fortunately, we were able to get back without incident. Maybe next year.

This month's meeting will feature Dr. Greg Pinnell, USAFR Flight Surgeon.

The Yankee Air Museum will be reopening on October 10th, six years after the fire. This will be a free, all day event with activities for adults and children. The new museum is located at the site of the former MIAT facility, just south of the airpark. See their site at www.yankeeairmuseum.org for details.

As of this writing, our chapter is planning on hosting two Young Eagle events- October 2nd and November 13th. These will be our first major Young Eagle days of the year, as earlier attempts were postponed because of weather. Please come by to help if you can. After we finish flying on November 13th, we will be ending the day with our fall Chili Fly-in. Tell your friends and be sure to bring in a pot of your favorite chili to share.

Now that winter is approaching with its shorter days, it is time to go to the movies. Friday night movies will return to the hangar on the first Friday of the month, show time starting at 7:30. If there are any movies that you would like to see, contact Mike Robbins at michael.robins@sbcglobal.net and he will try to find a copy.

Also in November, the 99's are hosting a poker run on the 6th. It starts at Marlette, goes to Clare, and finishes at Livingston County. Contact Rosemary Sieracki at 734-276-4181 for more information.

Tom

Paulson Aviation Library



Barb Cook (734) 277-3469
barb@armipay.com

Joe Hillebrand has gifted us with two NY Times bestselling books on WW II, both by Oliver North with Joe Musser:

War Stories II: Heroism in the Pacific

War Stories III: Heroes Who Defeated Hitler 940.54 5493

Both contain DVDs with clips from the TV series connected with these books.

I read the chapter on the Battle of the Bulge (Bastogne, Belgium-Christmas 1944.) I've been interested in this event since I lived not so far away on the border of Germany and Luxemburg, and visited the "Nuts" museum in the middle of town. This story is told by the interconnected narratives of 4 participants: an infantryman, a paratrooper, an officer, and a Belgian boy. I now know who (Gen. Harry McAullife, as urged by the narrator, Col. Harry Kinnard) and why the Americans' responded to the German officer's formal and wordy written demand for surrender, simply, "Nuts!"

Both books have b&w photos, maps and supplementary materials:
TABLE OF CONTENTS-by battle
EPILOGUE- photos and brief bios of what happened after the war to these same heroes who relate the history.
TIMELINE OF WWII in the PACIFIC
GLOSSARY of abbreviations
ACKNOWLEDGEMENTS
INDEX

North and Musser's use of personal interviews of people in the war was extremely powerful. One chapter at a time was all I could handle. As they concluded about winning the Battle of the Bulge: this was not a strategic victory; it was achieved by "the sheer courage of the American fighting man... who refused to give up."

What a book, told by the people who worked back home or in the field, and suffered and watched their buddies fall and die.

Builder's Barn

JODEL PART THE TOO

By Pete Waters

Several members have asked for more details of the history, and it all started at a meeting, many years ago, in the Quonset Hut.

I joined the chapter, and later brought the example of the instrument panel I was completing, to the meeting. There I met Pierre LeFort, who started criticizing the panel, with "All those unnecessary instruments"

I wondered if he was for real, and he sure was, and listened to his story.

Pierre, when he was a boy, living in France, visiting the local airport whenever he could. There, he met Jean Delmontez and they became friends. Later, he was taken up for a flight by Jean, and since that day, Pierre had one goal, to build a JODEL.

At the time I met him, he had formed a group to build, FIVE JODEL D9s, and as time progressed, interests dropped until it was himself. Stuck with the investment in materials, he decided to complete two of them, the second to be a standby for parts _

This, too, was a problem, as he developed a medical condition, that placed him in bed, and unable to fulfill the dream.

However, I had visited him, and saw the extreme high quality of the woodwork, on the two projects, and later, with Randy Hebron, visited again, and saw the planes completely painted, with work being concentrated on one, to get it flying. Randy had completed the build of the VW, and had test ran it, and was completing the installation in number one plane.

I made an offer to buy the second, and get it flying too, but was refused.

The tale continued with the first plane being completed by Pierre's friend Renee, in Pontiac, and finally flown. I do not know if Pierre saw it flying before he passed away, but I was able to buy the "spare", and my dream is being fulfilled too. This was the better of the two single place designs that I had selected, but in the meantime, a Turbulent was the other design in my directory, and I started on it during last winter, in Florida.

So, I now have this great JODEL D9 waiting for parts and other pieces, and will be well towards completion by the time I go south again. There, in St Pete, I plan to make cowls and wheel pants, as we would like to have a pair flying.

Specifications

Overall dimensions:		
Length	17.7 ft	5.40 m
Wing span	23 ft	7 m
Wing area	97 sq.ft	9 m2
Aspect ratio	5.45	
Weights and loadings:		
Empty weight (typical)	435 lbs	198 kg
Max Take off weight	704 lbs	320 kg
Usefull load	280 lbs	127 kg
Bagage capacity	20 lbs	9 kg
Power loading	13 lbs/hp	5.9 kg/hp
Fuel capacity	9.6 gal	36 l
Wing loading	7.37 lbs/sq.ft	36 kg/m2



Other specs:		
Gear	Tailwheel	
Seats	1	
Controls	Stick and rudder	
Material	Wood and fabric	
Engine:		
Various	35-70 hp	mostly Volkswagen
Performance:		
(Using 55 hp VW)		
Wing max stressed to	9 G	
Max speed, sea level	103 mph	165 km/h
Cruise speed	85 mph	135 km/h
Vne	125 mph	200 km/h
Stall speed (indicated)	25 mph	40 km/h
Climb rate	650 fpm	3.3 m/s
Service ceiling	12000 ft	3660 m
Take-off roll	300 ft	90 m
Landing roll (no brakes)	270 ft	80 m
Range (with reserves)	200 nm	360 km



Michel Duparet



Michel Duparet

I have been reading through a bunch of old Sport Aviations, the 60's, checking on anything written about Jodel D9's, and found a few articles. One very obvious difference between the old mags and the present Sport Aviation is that the pages were full of experimental planes, and they were mostly biplanes. I also noticed extremely few tricycle geared projects, nearly all "Tail-draggers". There was very little "political" articles, just beginning to work on funding a permanent building. All the fly-ins were covered, especially the Rockford event. At the back of each month's publication, were news articles from the chapters, and I found one for Chapter 113, with at least one name I recognized. Here it is.....

"West Detroit, Michigan,
Chapter 113
W.F.Lettau,
17334 Kentfield,
Detroit, Mich.

Chapter 113 has been gifted recently with two major publicity coverage's, one a very fine several page spread in the Sunday color section of a Detroit newspaper, and the other where the chapter's flying aircraft were featured in a TV film. Both were excellent coverage's. The spars and ribs are now complete for the all-metal wing of Roy Kedney's and Stan Panek's Sport-Aire, and Bob Brown has moved his Flut-R-Bug out to the airport for testing, and it should be working off its hours at this time. George Ardwin has a Jodel D-11 under construction, and has a pretty good start with the completed tail group which he bought from another party.

The Pellegrine Miniplane is just about ready to go, and Fred Lettau expects to complete his Little Toot later this year, as does Jeff Stanek with the biplane he is building.

Steve Brankovich and Bill Ray are just about finished with their Pietenpol, and Lynne Stone is building up bulkheads for his Honey Bee. Other aircraft projects within this chapter are a Cougar by Fred Probelich and two Spezio Tuholers being built by Bob Reinke and George Shevrovich, each of whom is presently building the fuselage."

How about that in June 1964 issue of Sport Aviation! Wonder what happened to the projects?

Pete Waters



The sky Bird I and Xmas Bird

Retro RC is pleased to announce two new glider kits: the sky Bird 1, and the Xmas Bird.

The sky Bird I has a 14" wingspan, a wing area of 28 sq.in., and loading of 2.3 ounces per sq.ft. In the spirit of the retro theme of our kits the sky Bird I is styled after the balsa black bird designed by Paul E. Del Gatto in 1958. Weighing less than half an ounce, this hand-launch glider can perform, but is designed with the novice in mind - the nine wood parts can be assembled in less than ten minutes, and no sanding is required!

The high-quality balsa and basswood parts are precision laser-cut, the wings and tail feathers are pre-printed on both sides with a snazzy feather pattern. Kit also includes a copper penny for ballast, water slide decals and photo illustrated instructions. All you supply is glue (Ambroid, CA, Elmers, etc.), and paint or markers to decorate - making these models especially fun for building (and flying) with children! You could even tow it up with an RC airplane and release it to float down.

The Xmas Bird is laser cut from a single 4" by 6" sheet of balsa wood and pre-printed with the snazzy feather pattern on both sides. It can be sent to friends as a Xmas card, which can build into a charming ornament for the Xmas tree that actually flies as well! It has a 6.75" wingspan, wing area of 6.6 sq.in., and loading of 2.2 oz./sq.ft. Kit includes a glossy seasonal picture cover, all wood parts, photo instructions, washers for ballast and thread for hang the Bird. You can decorate the Xmas Bird with markers before gluing it together. You never know it might help the hobby become more appealing to the rest of their family! 100% made in USA

Sky Bird 1: \$8.95 + shipping/handling

Xmas Bird: \$3.75 or 5 for \$14.95+ shipping/handling

Retro RC offers an educational discount of 20% on packages of ten or more kits on all it's Free Flight and Radio Control airplanes. Dealer inquiries welcome.

Retro RC, LLC Box 193, Keego Harbor, MI 48320

248-212-9666;

www.RetroRC.US.com

