

# ***EAGLE'S PROPWASH***



May 2012 Issue  
**CHAPTER 113**  
*"The Backyard Eagles"*



**Sanjay Dhall's Q-2**  
*Photo courtesy of Pat Travas*

Our Web Site: [www.113.eaachapter.org](http://www.113.eaachapter.org)    [EAA113@yahoogroups.com](mailto:EAA113@yahoogroups.com)

**Meetings: 7:30 PM** the 3rd Thursday of each month at the

***EAA 113 AVIATION EDUCATION CENTER***

## Member Services

### Class I Board of Directors:

**President:** John Maxfield (248) 890-6767

**Vice President:** Shahar Golan (248) 767-6630

**Secretary:** Debbie Forsman (734) 397-3452

**Treasurer:** Grant Cook (734) 223-2688

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Lou Lambert (734) 207-7986

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**Library:** Barb Cook (734) 277-3469

**Newsletter:** Elizabeth Hebron (734) 776-9294  
liz.hebron@gmail.com

### Class III Board Member:

Tom Smith (734) 459-9654

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### **Membership Committee:**

Roster: Mark Freeland (248) 212-9666

Dues: Grant Cook (734) 223-2688

### **Technical Counselors:**

Randy Hebron (734) 326-7659

Dan Valle (313) 539-9818

### **Flight Advisors:**

John Maxfield (248) 348-1417

Dan Valle (313) 539-9818

**Scholarships:** Howard Rundell (734) 658-7701

### **Young Eagles:**

Dave James (734) 721-4213

Debbie Forsman (734) 397-3452

**Bald Eagles:** Mark Freeland (248) 212-9666

**Refreshments:** Joe Griffin (734) 455-3107

**Webmaster:** John Maxfield  
webmaster@eaa113.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

## Chapter Mission Statement

*“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

**John Maxfield** (248) 890-6767

avee8rrr@yahoo.com

May 2012

Well, the cat's out of the bag as they say. I've been interviewing to join EAA as a volunteer Ford Tri-Motor Pilot since December. My flight training started at the Punta Gorda FL tour stop last month. Just as I was giving the Ford its weekly fresh water bath, Ray Vincent, Pat and Jessi Trevas walked up to take a ride. I'm not sure who was more surprised, them or me, but it was great to see Chapter 113 members there and was my pleasure to take them for their ride.

Speaking of rides, we've started having organized Young Eagle Flight Days. It's great to see volunteers turn out in force to help these young people have that important first airplane flight. EAA has submitted a petition for exemption to the FAA, seeking authority to provide free aviation fuel to volunteer pilots flying Eagle Flight (EF) and Young Eagles (YE) flights. That document has been assigned a DOT tracking number – FAA-2012-0442. EAA is requesting us all to submit comments to the FAA supporting this request. With your help we believe we can be successful in gaining FAA approval by one of these four (4) methods:

**1. by US mail:**

U.S. Department of Transportation  
Docket Management System  
Attn: Comments to FAA-2012-0442  
400 7th Street, S.W., Room PL 401  
Washington, D.C. 20590-0001

**2. On-line:** [www.regulations.gov](http://www.regulations.gov), enter "FAA-2012-0442" in the search block, then follow the "submit a comment" icon on the right side of the page.

**3. By fax:** 202-493-2251. Make sure you include "Comments to FAA-2012-0442" in the submit line of the fax cover sheet.

**4.** The fourth option is to send your comments directly to EAA by e-mail and specifically state that you wish EAA to submit your comments on your behalf. If you prefer this option e-mail your comments to Catherine Lute, EAA Member Services, [clute@eaa.org](mailto:clute@eaa.org)

Planning for our Father's Day pancake breakfast is underway. Lou Lambert has started the kitchen preparations and Karen Morency is leading the advertising effort. You can print the flyer from the files area of the EAA 113 Yahoo Newsgroup for posting in your neighborhood. There will be a Pancake Breakfast Planning Meeting at 7pm on May 10th, just before the Chapter Board Meeting. All are welcome to attend and participate.

The May meeting promises to be a Hot Time! Gordon Webb from the Air Show team, Tora Tora Tora will be joining us. Stay up to date with all of EAA 113 at [www.113.eeachapter.org](http://www.113.eeachapter.org)

Happy Landings, John Maxfield



## PAULSON AVIATION *LIBRARY*

**Barb Cook** (734) 277-3469

[barb@armipay.com](mailto:barb@armipay.com)

May 2012

Ready for a flying trip? We have a whole shelf of them for you:

629.130.97. These are sagas of famous flights. Some you've heard of, some not.  
UPON SILVER WINGS: Global Adventures in a small plane (C Garrett)

*FORD AIR TOURS 1925-1931* (I Forden)

*FLIGHT OF PASSAGE* (P Buck)

*SPIRIT OF ST. LOUIS* (C Lindbergh)

*WE: A FAMOUS FLIER'S OWN STORY OF HIS LIFE AND HIS TRANSATLANTIC FLIGHT,  
together with his Views on the Future of Aviation* (C Lindbergh)

*NORTH TO THE ORIENT* (Ann M Lindbergh)

*LISTEN! THE WIND* (Ann M Lindbergh)

*DOUBLE EAGLE; Ben Abruzzo, Maxie Anderson, Larry Newman* (C McCarry)

*A WORLD TO CONQUER; THE EPIC STORY OF THE FIRST AROUND-THE-WORLD-FLIGHT*  
(E McKay)

*FRAGILE WINGS AND GENTLE GIANTS* (H Salut)

*FLIGHT OF THE GIN-FIZZ: Midlife at 4,500 feet* (H Kisor)

*EARLY FLIGHT FROM BALLOONS TO BIPLANES* (F Oppel)

*WINGS OF YESTERYEAR: THE GOLDEN AGE OF PRIVATE AIRCRAFT* (G Szurovy)

If you prefer a biography of a pilot's whole life, look on the Pilot Biography shelves: 629.139.092 and 629.130.0924.

Happy reading about cruising and landings!

## Special SBD-3 to Be Raised From Lake Michigan This Summer



*A Douglas SBD-3 on submarine patrol during Operation Torch in November 1942.*

A Douglas SBD-3 Dauntless dive bomber that participated in two World War II campaigns will soon be raised from the depths of Lake Michigan and then brought to EAA AirVenture Oshkosh, where it will be displayed and featured in a Warbirds in Review program. The National Naval Aviation Museum in Pensacola, Florida, is coordinating the project.

According to Capt. Ed Ellis, who is retired from the U.S. Navy Judge Advocate General's Corps and serves as the museum's vice president of development and corporate secretary of the museum foundation, A&T Recovery of Chicago plans to raise the airframe off Illinois' Waukegan Harbor in late June or early July. A&T has recovered more than 30 WWII warbirds from Lake Michigan and other sites, including a rare Birdcage Corsair in 2010. After it's brought to the surface, preparations will be made to transport the wreckage to Oshkosh, where aviation enthusiasts can get a close-up look - both in a static display and as a featured aircraft in a Warbirds in Review presentation to be announced.

"People will be able to walk up to it and touch it and ask questions about it," said A&T Recovery's Taras Lyssenko. "We're hoping to have some veteran SBD pilots on hand as well." After Oshkosh, the plane will be taken to Pensacola, where it will begin restoration for static display in the naval museum.

Longtime EAAer Chuck Greenhill, EAA 113991/WOA 12289, is sponsoring the recovery mission and restoration project. He also sponsored the Birdcage Corsair project. "I am interested in helping the museum preserve these historical aircraft so that others can see and appreciate them," said Greenhill, whose personal collection of airworthy warbirds includes two P-51D Mustangs, a Grumman Duck and Goose, and two Sea Furies.

...continued on page 6

According to military records researched by Lyssenko, the plane, BuNo 06639, was attached to the famed Fighter Squadron 14, aka the "Tophatters" - the Navy's oldest active squadron. Based on the carrier USS Ranger, the squadron provided air support for Operation Torch, the Allied invasion of North Africa in November 1942. SBD dive bombers were credited with heavily damaging the Vichy French battleship Jean Bart in Casablanca Harbor, as well as destroying 14 enemy aircraft. Records also show the airplane participated in the first American naval air strike against German forces in Norway's inner channel.

When the SBD-3 was superseded by more advanced aircraft, BuNo 06639 was assigned to the Carrier Qualification Training Unit at Naval Air Station Chicago in Glenview, Illinois, arriving there on October 3, 1943. A few weeks later, on October 22, pilot Ensign Harold R. Heller crashed during an attempted landing on the carrier USS Wolverine.

The Navy's official analysis of the crash, acquired by Llysenko, reads: "Pilot had made two previous approaches high and fast and was waved off each time, and on the third approach he received a cut, but before the plane touched the deck the pilot applied full throttle. Plane stalled and spun to the left, striking the deck at #2 barrier and continued on over the side."

A total of 584 SBD-3s were built. Stay tuned for additional coverage on the planned recovery mission and preparations for Oshkosh.

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## FROM THE FLIGHT SURGEON

CFR 61.53 is the regulation which requires us to medically self-certify ourselves each time we strap on an aircraft. It specifically requires us to stay on the ground if the pilot knows or has reason to know of any medical condition that would make the person unable to meet the requirements for the medical certificate necessary for the pilot operation; or is taking medication or receiving other treatment for a medical condition that results in the person being unable to meet the requirements for the medical certificate necessary for the pilot operation.

A good idea when struggling to make the decision whether to fly or not that day is to use the IMSAFE acronym (Illness, Medications, Stress, Alcohol, Fatigue and Eating). Have the phone number of a trusted fellow pilot or your AME close by so you can run the intended flight by an objective source to help make the call. Two (or three) heads are always better than one. Fly safe!

Gregory Pinnell, MD  
Senior AME/ Senior Flight Surgeon USAFR  
[www.OK2FLY.com](http://www.OK2FLY.com)



Volunteers are needed to go to Selfridge ANGB on **May 12th at 1 PM** to wash the SNB-5 Navigator for our annual Adopt-a-plane sponsorship.

Bring a sack lunch or a dish to pass. There will be a free tour of the museum either before or after washing the SNB-5.

Take I-94 to Exit 240 and follow the signs for Selfridge Military Air Museum. You must have a valid driver's license, plus registration and proof of insurance for your vehicle to get onto the base.

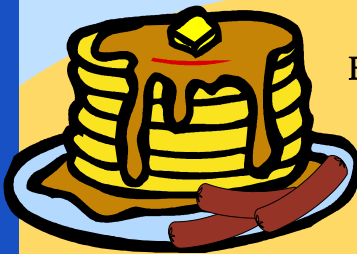
Please let Randy or Liz Hebron know if you plan to come to this fun activity.

EAA Chapter 113's Annual



# Father's Day Pancake Breakfast

June 17th, 2012



Mettetal Airport (1D2)  
EAA 113 Aviation Center  
Canton, MI

7:00 a.m. - 11:00 a.m.

## Fly in or Drive in . . .

. . . for breakfast, helicopter rides and static displays!

*(Proceeds help fund the EAA 113 Aviation Scholarship Program)*

For more information visit our website: [www.113.eaachapter.org](http://www.113.eaachapter.org)



## TRIPLE TREE AERODROME

On April 23, 2012, Randy and I, along with our daughter Jennifer, and granddaughters, Jessie and Samantha visited the Triple Tree Aerodrome near Woodruff, SC. We were treated like royalty, and given free-rein to explore the spectacular 440+ acre grounds of this private airport that is the home of the Triple Tree Fly-in every September. If you are looking for a flying destination Labor Day weekend, you can't go wrong with this one! Check out the flyer for this event on page 14.



Pat Hartness' beautifully restored Spartan Executive 7W, Serial #13  
(Note the awesome mural on the wall behind)  
*All photos Courtesy Elizabeth MacKenzie Hebron*







PT-17 Stearman

Two more of  
Pat Hattness' toys  
in his pristine  
museum



BT-13



Triple Tree's 'pilot's Lounge' with WWII vintage control tower in background

## GLACIER GIRL TO CELEBRATE 20TH ANNIVERSARY OF RECOVERY AT AIRVENTURE RESCUED SECTIONS FIRST DISPLAYED HERE IN 1992



*Glacier Girl on display at EAA's main showcase always draws a crowd.*

The Lockheed P-38 Glacier Girl, the fearsome twin-boom fighter that has become one of the world's most well-known warbirds since its rescue from the Greenland ice cap in 1992, will return to Oshkosh for EAA AirVenture on the 20th anniversary of its first public appearance. The aircraft, which began flying in 2002 after a 10-year restoration, will be part of the weeklong activities at "The World's Greatest Aviation Celebration," July 23-29 at Wittman Regional Airport.

Glacier Girl's appearance comes 20 years after its first trip to Oshkosh, when Greenland Expedition Society members Pat Epps, Don Brooks, and others brought the P-38's salvaged parts directly from the ice cap to the 1992 EAA Fly-In Convention in a DC-3. The display became a sensation among aviation enthusiasts and the national media following the unprecedented effort to extract the aircraft after 50 years below the ice.

"Glacier Girl is a draw everywhere it goes not only because flying P-38s are so rare, but the human challenge to its recovery that made this restoration stand above so many others," said Jim DiMatteo, EAA's vice president of AirVenture features and attractions. "Twenty years ago, the mere appearance of the rescued parts caused a huge stir at Oshkosh. The pride at seeing the airplane fly at Oshkosh is not diminished two decades later."

The project began in 1981 when Epps and Richard Taylor organized the initial Greenland Expedition Society. It finally gained success 11 years later, when the late Roy Shoffner was a major contributor to the project. The 13th rescue effort included digging through 268 feet of ice and pulling the airplane piece by piece to the surface, reclaiming the only survivor of the six P-38s and two B-17s abandoned during a 1942 trans-Atlantic ferry flight.

The airplane finally flew again in October 2002 and has been at Oshkosh on a regular basis since 2003. It is now the crown jewel of the Lewis Air Legends collection based in San Antonio, Texas, owned by aviation enthusiast Rod Lewis. It is regarded as one of the finest warbird restorations flying anywhere in the world. Lewis is also planning to bring a classic P-39 and P-40 to AirVenture 2012 as part of what is the world's largest annual warbird aircraft reunion, with nearly 400 aircraft attending.

Bob Cardin, who was the project manager during the 1992 rescue effort and later directed the airplane restoration, will describe the challenges and triumphs for the Greenland Expedition Society during presentations throughout AirVenture week.



Chapter 113 President,  
John Maxfield and the EAA  
Ford Tri-Motor

*Photos Courtesy of Pat  
Travas*



## **WARBIRD COMMUNITY RISES TO MEET THREAT 'TITLE 10 AMENDMENT' COULD DEVASTATE HISTORIC AIRCRAFT FLEET**



*EAA's B-17 Aluminum Overcast*

April 18, 2012 - EAA and the Warbirds of America are joining with the Commemorative Air Force, Collings Foundation, and other warbird groups in opposition of a proposed amendment to the House National Defense Authorization Act (H.R. 4310) that could have a devastating effect on the fleet of civilian-operated historic military aircraft.

The amendment introduced by Rep. Michael Turner (R-OH) would bar the Department of Defense from loaning or gifting any U.S. military aircraft or parts to any entity except those that would put the aircraft on static display, such as in a museum. The amendment would preclude the aircraft from being loaned to private individuals, associations, or museums where there is any intent of flying the historic vintage warbirds, even at air shows or demonstrations of support for veterans.

Military branches such as the U.S. Air Force often do not donate aircraft to private groups outright; they instead "loan" them under a Defense Department provision, Section 2572 of Title 10, to individuals and groups for indefinite periods. These private individuals and groups usually restore and operate the aircraft at their own expense to demonstrate these pieces of flying history to events such as EAA AirVenture Oshkosh.

"The Department of Defense has made numerous attempts through the years to preclude any former military aircraft from being flown in civilian hands," said Doug Macnair, EAA's vice president of government relations. "This view has never been supported by any safety or security imperative and is currently being couched as a move to supposedly 'preserve' rare military aircraft. We can be assured that the U.S. military has neither the funding nor the mandate to preserve these aircraft in flying condition, which would leave the only option for them to be used as static museum displays. That would truly be a tragedy and a loss of our aviation and military heritage."

Rep. Turner's district includes Dayton, Ohio, home of the National Museum of the U.S. Air Force, which has been adamant in its attempts to ground former U.S. military aircraft. Ironically, Dayton is the same site where this week more than 20 B-25 bombers - preserved and flown by private groups and individuals - are gathering in a public spectacle to honor the 70th anniversary of the famed Doolittle Raid on Japan. EAA and the other warbird groups are working with staff in the House's Armed Services Committee and Transportation and Infrastructure Committee, as well as the House General Aviation Caucus as the Defense Authorization Bill goes into initial committee

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review next week and to the House floor in early May. Although the exact language of the amendment has not been shared with the aviation community or widely on Capitol Hill, Rep. Turner plans to push the amendment despite initial congressional opposition.

EAA and Warbirds of America recommend that members contact their congressional representatives, urging them to voice their opposition to the Turner amendment and in support of maintaining the private ability to restore and fly these historic aircraft.

## **SWIFT ACTION HELPS ALTER COURSE OF Warbird ISSUE EAA MEMBERS, AVIATORS MAKE THEIR VOICES HEARD BUT MUST REMAIN VIGILANT**

April 24, 2012 - Swift action by members of EAA and Warbirds of America, plus other aviation enthusiasts, is making a difference in potentially reversing a threat to warbird aircraft through a possible amendment to the House National Defense Authorization Act (H.R. 4310).

Thousands of EAA members and aviators contacted their congressional representatives after EAA and other warbird organizations reported last week that a proposed amendment to the House bill would bar the Department of Defense from loaning or gifting any U.S. military aircraft or parts to any entity except those that would put the aircraft on static display, such as in a museum. As of today the sponsor of the amendment, Rep. Mike Turner (R-OH), has verbally committed that he does not intend to ask for its inclusion to the bill. The amendment would have precluded military aircraft from being loaned to private individuals, associations, or museums where there was any intent of flying the historic vintage warbirds, even at air shows or demonstrations of support for veterans.

While EAA members were expressing their views to their elected officials, Rep. Sam Graves (R-MO), a longtime EAA and Warbirds of America member, reached out to House colleagues - including Rep. Turner - regarding the devastating effect the amendment could have on U.S. warbird operations. The House General Aviation Caucus and the Transportation and Infrastructure Committee have also been valuable in conveying key information regarding warbirds and the proposed amendment in support of public response.

While a verbal commitment has been made to not to include the amendment that would impact the existing fleet of piston- and jet-powered warbirds, communications on Rep. Turner's website still voice concerns over the safety of civilians operating modern military aircraft. All involved in defending the warbird community and the civilian operation of these aircraft maintain that the FAA establishes the certification, maintenance and training criteria necessary to safely operate these aircraft and has done so for decades. Therefore, no additional legislation is needed.

EAA continues to work with its Warbirds of America division, the Commemorative Air Force, Classic Jet Aircraft Association, Collings Foundation and other warbird groups on the issue. This unified effort again proved the value of aviation groups being stronger together to preserve and promote GA.



## EDITOR'S NOTE

Elizabeth MacKenzie Hebron (734) 776-9294

[liz.hebron@gmail.com](mailto:liz.hebron@gmail.com)

May 2012

Start planning your September flying activities now. I can't say enough good things about Triple Tree Aerodrome, near Woodruff, SC. The people there are great, and the facilities are excellent. For more information about this South Carolina jewel, visit their website: [www.tripletreeflyin.com](http://www.tripletreeflyin.com)



### ***Triple Tree Fly-In***

***5th Annual - September 7-11, 2011***

***Fun, Fellowship & Hospitality for the whole Family  
'A Different Kind of Fly-In'***

***[www.tripletreeflyin.com](http://www.tripletreeflyin.com) / SC00 near Woodruff, SC***

*We invite you to our 5th annual Triple Tree Aerodrome Fly-In! Come join us for all the fun. The spectacular 7000' x 400' grass runway awaits your arrival. No blazing, boring asphalt!*

*Two restroom/hot shower facilities. Pilot Center at the Pavillion. A 'Pancake Breakfast' will be available Saturday morning (Sep 10th). Plan to attend the famous BBQ (with Blue Grass music), Saturday night, stay overnight and have a leisurely flight home on Sunday the 11th. Bring your RV, Camper or Tent & enjoy the beautiful camping areas! 3 Hands-On Workshops-free viewing.*

*Over 300 planes last year! For 2011 Fly-In Information, log onto our website or contact either:  
Event Chairman - Pat Derrick at [pderrick@hartness.com](mailto:pderrick@hartness.com) or 864.270.1166 Cell.  
Webmaster - Scott Capps at [scottc@tripletreeflyin.com](mailto:scottc@tripletreeflyin.com) or 864-444-1439 Cell.*

*At Triple Tree: Camping, Fishing, Hiking, River, Vendors, Food, Blue Grass Band, Karaoke, Cookouts, Saturday Breakfast & Famous Triple Tree BBQ on Saturday night at 5PM.*





# May 2012



Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	01	02	03 EAA 113 Builders Project Meeting	04	05 Breakfast at Canton Coney Island
06	07	08	09	10 EAA 113 Board of Directors Meeting	11	12 Breakfast at Canton Coney Island
13	14	15	16	17 EAA 113 Meeting at Mettetal Airport	18	19 Breakfast at Canton Coney Island <b>1 pm Selfridge Airplane Wash</b>
20	21	22	23	24 EAA 113 Flying Safety Meeting	25	26 Breakfast at Canton Coney Island
27	28	29	30	31	1	2 Breakfast at Canton Coney Island

## Welcome new members:

Frank Thibeau (Model airplane club member, previous AP mechanic)

Greg Nolan (Ultralight interest)

Nadav Pais-Greenapple (A very enthusiastic young man)

**EAA Chapter 113**

Mark Freeland

PO Box 193

Keego Harbor, MI 48320

**Next Meeting: Thursday, May 17, 2012  
7:30 PM at the EAA Aviation Education Center**