

# EAGLE'S PROPWASH



August 2012 Issue

## CHAPTER 113

*"The Backyard Eagles"*



Ed Lesh's Teal on display at AirVenture 2012.

*Photo courtesy of Grant Cook*

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

### Class II Board Members:

Al Bosonetto (734) 261-5518

Bill Brown (734) 420-2733

Dave Buck (734) 453-5375

Lou Lambert (734) 207-7986

Mike Scovel (734) 462-1176

**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) 890-6767

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**

**August 2012**

AirVenture 2012 is now a fond memory. I hope everyone had an enjoyable time there and more importantly, a safe trip home. Jim and Nancy Trick hosted the annual spaghetti dinner Wednesday evening. And, although attendance was lighter than in the past, there was no shortage of good food, fun, and Chapter 113 hangar flying. Jim worked a shift or two at the Ford Tri-Motor shack and Anthony Liberatore attended AirVenture in an official capacity, penning articles on various subjects. Shahar and Roi Golan flew their Cessna 175 to Oshkosh and camped under the wing during the hottest couple of days I can remember there. I ran into Andrew Maschmedt from Australia, one of last month's Chapter visitors, in Oshkosh on Sunday. It was his first AirVenture and you needed to see the expression on his face. Andrew related how fortunate we are to have this event in our neighborhood. I spent a little time in the pattern around Oshkosh during the week myself. It was interesting to say the least! I found myself negotiating the airspace around Whitman Field with everything from a Goodyear Blimp to a C-5 Galaxy filling my windshield. Perhaps my neck is stiff from avoiding traffic all week after all.

August holds a couple of Chapter 113 "must attend" events. Al Bosonetto will again be hosting a picnic at his cottage on Harsen's Island August 11th. Plan on arriving about 11 and stay the day. Don't forget to RSVP so he can plan the menu.

We'll also be hosting EAA's Ford Tri-Motor stop at Pontiac Airport August 23rd through 26th. This is the same weekend as Pontiac Airport's Open House, Sunday, so we're looking forward to a busy weekend. There's a good possibility that a Stout Scarab Automobile will make an appearance there. The Ford Tour is a great fundraiser for our EAA Chapter. Be sure to sign up to help out, half day shifts are available for the six or so people needed. Watch for upcoming details as they're confirmed.

September 7 - 9 is another chance to spread the word of EAA and make a little money for the Chapter. It's four days of Poker Tournaments at Trip Kings Poker Room, located just across the street from Mettetal Airport. Dave Buck is chairing this event and writes about it later in the newsletter. There will be a sign up sheet at the meeting for both events.

While we're all enjoying the world of aviation, please keep these Chapter families in your thoughts and prayers. Pete Waters is home, recovering from eye surgery. Shachar Golan's wife Yifat is recovering at home from her surgery. Rose Lambert is home, recovering from injuries suffered in a fall. And Mark McGowan's wife Tari is now in hospice care.

At this month's meeting we want to hear about YOUR AirVenture Experience. If you took pictures, videos or have something to share, bring them along. We can project most media onto the screen while you tell your stories. Those that didn't get to go would love to see and hear about what they missed. Stay up to date with all of EAA 113 happenings at [www.113.eaachapter.org](http://www.113.eaachapter.org)

Happy Landings, John Maxfield



## PAULSON AVIATION *LIBRARY*

Barb Cook (734) 277-3469

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

August 2012



### A GREAT PICTURE BOOK FOR PILOTS!

**ARCO-AIRCAM AVIATION SERIES No. 22 (Vol. 2): SHARKMOUTH 1945-1970.**

Illustrated and compiled by Richard Ward. Osprey Publications, 1970. With the central theme of a stylized drawing of a shark's toothy grin, Ward displays for us (3 to 4 black and white photos a page) the variety of types of aircraft that have worn this proud symbol, starting with B-24 Liberators, and continuing with B-25 Mitchell bombers, and of course P-51 Mustangs.

But I found the most amusing artwork is on less well-known aircraft: The Hadley-Page Halifax displaying a more whale-like nose art with a gigantic eye and eyelashes, or a Cessna O1-E Bird Dog, and an olive-drab de Havilland Tiger Moth with red mouth and white teeth. They even painted up some of their long range tanks.

There was also a shark-mouthed bat on the front of a B-25 Mitchell from the 499th "Bats Outta Hell" Squadron, and another with drops of blood dripping back from the mouth. Even the Swiss and the Polish Air Forces couldn't resist painting on a few teeth. Pure pleasure reading.

This book is on the 358.4 shelf, but we have another entitled *Nose Art* on the Oversize shelf.

## EAA CHAPTER 113 AVIATION STUDIES SCHOLARSHIP PROGRAM CELEBRATES TWENTY-FIFTH ANNIVERSARY

In 1987, Chapter 113 established an Aviation Studies Scholarship Program designed to encourage, recognize and support deserving area students pursuing an aviation career and to provide a continuing contribution to the community using funds raised during the chapter's annual Fathers Day Fly-in/Drive-in Pancake Breakfast. The scholarships are awarded to graduating high school seniors who are accepted to or to students who are already attending a college, university, or technical school majoring in aviation related studies such as Aeronautical Engineering, Aircraft Mechanics and Technology, and Pilot Training. The success of the Pancake Breakfast each year determines the number of scholarships to be granted. Since the program started, 44 scholarships have been awarded, totaling more than \$28,500.00.

In this twenty-fifth year of the Chapter's scholarship award program, 2 one thousand dollar scholarships were awarded during the Fathers Day Fly-in/Drive-in Pancake Breakfast on Sunday, June 17th.

The 2012 scholarship recipients are **Joseph Moore**, a Salem High School graduate enrolled as an Aviation Flight Technology major at Eastern Michigan University, and **Sarah Fahey**, from Garden City High who is enrolled at the Michigan Institute of Aviation and Technology as an FAA Airframe and Power Plant license candidate.

Both Joseph and Sarah clearly exude the commitment and passion unique to an exciting career in aviation.

For additional information, please contact:

Howard Rundell  
EAA 113 Scholarship Chairman  
21773 N. Center St.  
Northville, MI 48167

(734) 658-7701  
g5av8or@aol.com

*Editor's Note: It's not too early to start thinking about candidates for next year's program! More chapter members need to be involved in the process - this is too big a job for one person to handle. Volunteers are needed to help beat the bushes and shake trees to ferret out eligible students. Ideally, we should be getting the information about the scholarships out in late September or early October. If you have the time to contact high school, college, university or aviation school guidance counselors, please let Howard, John Maxfield or Liz Hebron know!*

**THE WORLD FAMOUS BOSONETTO'S HARSENS ISLAND COTTAGE  
EAA CHAPTER 113 PICNIC**



**AUGUST 11, 2012**

**COME JOIN AL and DOREEN FOR A RELAXING, FUN-FILLED DAY!**

**CHAPTER 113 WILL SUPPLY HOT DOGS & HAMBURGERS  
BRING A DISH TO PASS, LAWN CHAIRS,  
AND YOUR BEVERAGE OF CHOICE!  
(Bathing suits optional)**

**PLEASE RSVP BY AUG. 9: [ABosonetto@aol.com](mailto:ABosonetto@aol.com) or call 734-261-5518**

**Address for GPS users:** 4458 Green Drive, Harsens Island.

**If flying to picnic:** there are no services on airport. After landing call Al for shuttle service: 734-306-3457 (It's too far to walk.)

**Driving instructions:**

I-94 East (toward Port Huron)

23 Mile Road - Exit 243 - Algonac, New Baltimore

Turn Right on M-29 and go through New Baltimore and continue  
approximately 17 miles from I-94

Traffic light - Harsens Island Ferry - \$7.00 roundtrip

Exit off ferry to Left on M-154 (main road)

Approximately 1/2 mile past the church, you will find couture Bosonetto.  
Please park on the driveway.

See map on page 10.



## THE GOLAN'S GO TO OSHKOSH

This was the first time I flew with my son to Oshkosh—actually it was also my first time flying to Oshkosh. I did this a few times in the past by car but this year it was by air and it was an amazing experience!!!

It all started last year after I bought my Cessna-175. We love our airplane so much that it was clear to all that I would fly to KOSH this year instead of driving. The plan was that I would fly alone, but our plans changed so that my son was able to join me for this trip.

We left Mettetal Airport on Sunday July 22nd 7 am. The airplane was ready with all our stuff night before, flight plan submitted, and we just needed to run preflight checklist, activate our flight plan and depart to KOSH.

Our trip was split into two legs (even though we have enough fuel from 1D2 to KOSH with 30 minutes of reserve fuel, we were concerned that we may need to divert to alternative or to go around).

Our first stop was at Porter County (KVPZ). We planned to arrive there 2 hours after departing from Mettetal and we arrived exactly as we planned. We welcomed by local volunteers who had a tent with refreshment for pilots on the way to KOSH. Also, they offered us discount fuel as a pilot flying to KOSH.



After one hour of refueling, snacks, and rest we submitted a new flight plan and departed for KOSH!!!

The sky was clear and calm. We passed Chicago on the west side, listening to KORD and KMDW tower, following airplanes on final to KORD. In order to practice our radio skills, we crossed few class D airports, talking to them to get permissions and more...

The flight to Oshkosh passed very fast. I didn't know how busy this would be, so I was nervous on the leg from Ripon to Fisk. Fifteen miles before Ripon we started seeing what the "Ripon bottle neck" means—lots of airplanes try to sneak into Ripon. We let a few airplanes sneak in before us, and we followed a Piper Cherokee from Ripon to Fisk. Unfortunately, this Piper slowed us to 80 mph (NOTAM requests 90 Knots), and he didn't fly above the railroad.



Half mile before Fisk we were asked to “rock” our wings, and finally my blood pressure started to decrease... I know I’m here at the right place, I can see them and they can see me!

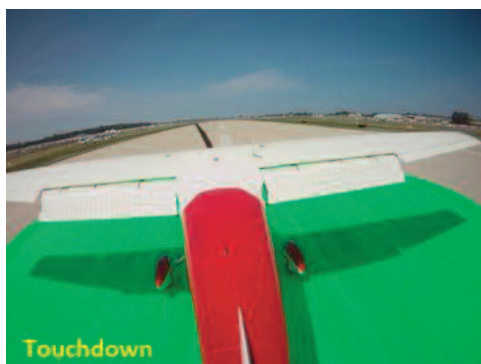
We were instructed to follow the track to 27. Roi, my son, read to me again the procedure to 27 on the way to KOSH.



The flight from Fisk to the airport passed quickly without any issues. We asked to follow the twin to the lakeshore and to land on the green dot. During our descent to the runway we asked to turn 360° to the right in order to give more time to the twin to clear the runway. When we had just started the 360 turn, the tower sent us back to the downwind in order to start landing again. All this process was very intense, during climb I needed to turn downwind, base and final in a very tight circle.







We did touch directly on the green dot and immediately evacuated to the grass on the left.

The taxi to the vintage parking was AMAZING for both of us—first time arriving Oshkosh from the air and now also taxi to the parking through all those areas that most of the time are closed to the public.



Our stay at Oshkosh was very short, after three days we started the engine and left for the trip back home. The flight home was very “long” and not as exciting as the flight to the unknown Oshkosh three days before.



## TRIP KINGS POKER TOURNAMENT

EAA 113 will tentatively be the designated charity at the Trip Kings Poker Tournament on September 7 – 9 (Friday, Saturday, & Sunday). Hours will be from Noon till 2:00 AM each day. Trip Kings is located in the mall directly across from Mettetal Airport on Lilley Rd. This is a chapter fundraiser.

EAA 113 needs to supply volunteers to staff the tournament. Volunteer responsibility is to handle all chips and money. The job is easy and only requires that you be good with numbers and like to sit and not do much. This is a good time to catch up on your old flying magazines.

We need your help. Volunteers shift times are yet to be determined. Give me a call or send me an e-mail to get your name on the volunteer list.



Dave Buck  
734-223-2675  
dbuck19208@aol.com

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### Map to Bosonetto's cottage on Harsens Island



## MY OSHKOSH EXPERIENCE THIS YEAR

I do not want to repeat this year's AirVenture experience ever again. I was asked to ferry a very slow aircraft to Oshkosh last minute. I could not go for the week like I did last year, so I had no intention to go at all. I worked out a plan that would fit around school (MIAT) and other commitments I could not cancel.

Two of use (in a pair of TG-7A) would depart on Saturday, the 21<sup>st</sup> and spend the night at a friend's place in Manitowoc; fly into Oshkosh on Sunday morning; then catch a ride back to Detroit that afternoon. Other pilots would fly the aircraft during the week. The return would start with a flight back to Oshkosh from Detroit on Friday at 3 P.M. We would arrive after the airshow (at Oshkosh) and have the evening to enjoy catching-up on the week we missed out on. Saturday would be a whirlwind tour of the exhibits until noon the head back to the Warbird briefing hall for the airshow pre-brief, fly in the show at 3:30, and instead of recovering after our part, do a low pass and "bug-out" (depart) at 501 feet for 5 miles until we could start our climb and head home to Detroit.

This did not happen as planned at all. Our departure was delayed on Saturday. The aircraft returned from the morning flights two hours late, so our delayed launch meant we would not make it to Manitowoc before sunset. No lights on the TG-7A meant the southern route. We flew to Joliet, IL where my wingman lives and we stayed the night. Our take-off Sunday made what would have been a twenty minute flight into a 2-stop, with refuel, flight that put us in to Oshkosh with just a hour before our return ride back to Detroit. Got back with no problems and the week of school just drudged on and on until Friday afternoon when the storms came rolling through and delayed the return to AirVenture. Our pilot for the ride back did not depart Wisconsin at the scheduled time due to the weather. It cleared up two hours later, but he said he would take-off on Saturday at 11 A.M. for Detroit to pick us up. This would not work for any of our plans, and I was ready to toss in the towel and get on with the rest of the week-end. I turned on my phone at 6 A.M. Saturday and found a text telling me to be at Detroit City airport at 7:45 to catch a ride to Oshkosh. I replied "Okay" and I was on-time for a zig-zag route to Wisconsin. First, a ride in a V-tail Bonanza to Grosse Ile where we waited over an hour to load into a Mitsubishi MU-2 for a 55 minute flight (way cool) to Fond-du-Lac. The 25 minute bus ride to AirVenture was almost as smooth as the flight we just took. Upon arrival at the wrong side of the spectacle, the hike to the Warbird side got us sweating. Our folks on the ground never showed up with our wrist bands, so we were escorted to the aircraft and waited for fuel. No wrist bands meant no wandering around. We did not go to the briefing for the show, we were fed up with all that had gone wrong, so we launched at 12:50 for the flight back. We went east and crossed Lake Michigan at 11,500, getting 109 knots ground speed out of 85 mph airspeed. Good stuff for these old birds. Not counting a fuel stop, 3 hours, 10 minutes flight time and we were back with plenty of day light left. Did I mention I'm not going to do this again?

Mark French EAA # 854570

Warbirds # 595149

Young Eagles pilot # 48479

## COVER STORY: ED LESHER'S TEAL - N4291C



*Editor's Note: For the newbies in the Chapter, here's a little history lesson for you:*

In 1962, Ed Lesher began designing his new airplane, the Teal, with the intention of setting new distance records in the 500 kilogram class. Ed's goal was to beat most, if not all, of the seven world records for 500 kilogram airplanes.

Throughout the design, the criteria of low weight and low drag were constantly kept in mind. Ed decided to use the tail pusher configuration of his earlier design, the Nomad, despite the weight penalty of about 50 pounds. Ed himself weighed well over 200 pounds and first thought of using a jockey pilot. Not wanting to forfeit the best part of designing the Teal, Ed decided that it was the perfect incentive to lose weight.

Construction of the Teal began in the fall of 1962. The wings had integral fuel tanks extending almost to the tips and were constructed of all metal. The main gear was of the Wittman spring type with aluminum legs. Early studies showed that a retractable landing gear would be necessary, but the weight would have to be kept to a minimum. As a result, eighteen operations were required to retract the landing gear. The Teal was powered by the same 100 hp Continental O-200A engine that Ed's earlier design, the Nomad, used.

The first flight was made in April of 1965 at Willow Run Airport. The performance proved to be better than expected and Ed began competing with his Teal. In 1967, EAA Chapter 113 unanimously agreed to sponsor Ed's record flights. By January of 1968, Ed held the world record for maximum speed in a closed course for the 500, 1000, and 2000 kilometer races. In 1970 the Teal claimed the world record for maximum distance in a closed course, traveling 1554.29 miles. Ed beat the world record for maximum distance in a straight line in 1975, flying a distance of 1835 miles.

Ed had accomplished his goal of flying his way into the record books and, after several attempts at beating and defending its world records, the Teal went into retirement. Ed Lesher's children donated the record breaking Teal to the EAA AirVenture Museum in 2002.

## Ford Tri-Motor 4-AT-E Specifications

Length: 49 ft. 10 in.  
Wingspan: 74 ft.  
Gross Weight: 10,130 lbs.  
Engines (three): Pratt & Whitney R985  
Fuel Consumption: 45 gal./hr.  
Stall Speed: 64 mph  
Range: 500 miles

Height: 12 ft. 8 in.  
Total Wing Area: 785 sq. ft.  
Empty Weight: 8,013 lbs.  
Fuel Capacity: 234 gal.  
Oil Capacity: 24 gal.  
Normal Cruise: 90 mph  
Price At Factory: \$42,000.

OK, ladies and gentlemen - now that you know all the technical stuff about the EAA Ford Tri-Motor - come out to Pontiac Airport **August 23rd through 26th** and see this great aircraft in person!

According to our President (and resident Tri-Motor pilot) "there's a good possibility that a Stout Scarab Automobile will make an appearance there. The Ford Tour is a great fundraiser for our EAA Chapter.

Be sure to sign up to help out, half day shifts are available for the six or so people needed. Watch for upcoming details as they're confirmed."

**DON'T MISS THIS OPPORTUNITY TO GET A  
RIDE IN THIS HISTORIC AIRCRAFT!  
(I HEAR THE CO-PILOT IS A TERRIFIC GUY!)**



**THE OAKLAND COUNTY INTERNATIONAL AIRPORT  
OPEN HOUSE AND AIRSHOW IS SUNDAY, AUGUST 26, 2012  
FROM 10 AM TO 4 PM.**

### **The 2012 Open House Airshow**

This year's airshow will feature Susan Dacy barnstorming in her 450 horsepower Super Stearman "Big Red". Doug Dodge and his Machaira, a 'One of a Kind' Muscle Biplane will perform aerobatics, and Erik Edgren (A.K.A. Hobie Washburn) will perform "Aerial Antics" in his 1939 Taylorcraft "T-Clips"

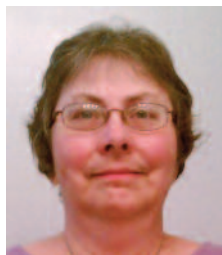
### **The Open House is Growing**

The Open House has been expanded to include an airshow in addition to the displays and activities. The Open House is entirely self-funded and does not receive or spend any County funds. Instead they fund the Open House through vendor and advertising fees. With the addition of the airshow, their expenses have gone up as they must now pay for the airshow performers. To help cover the cost of this extra expense they will be implementing a \$5 per vehicle parking fee beginning this year. The parking fee is per vehicle only and admission to the Open House / Airshow will continue to be free.

### **Breakfast**

As has been the tradition now for many years, they will be hosting a pancake breakfast on Open House morning. The cost is \$7 for adults and \$5 for kids 12 and under. Breakfast is from 7 am till 11 am.





**Elizabeth MacKenzie Hebron (734) 776-9294**  
liz.hebron@gmail.com  
August 2012

## **MY FIRST OSHKOSH EXPERIENCE, CIRCA 1973**

My first trip to Oshkosh was in 1973, with Robert (my esteemed father-in-law), husband Randy, and our 6 week old daughter, Jennifer. We drove to Wisconsin in the old Dodge shop van, leaving Westland at 3 am, to catch the 8 am ferry to take the short-cut across Lake Michigan. Randy was asleep in the back, and I was riding shotgun with my father-in-law, who kept nodding off. After the second or third time the van started to drift toward the rumble strips on the edge of the road, I started making loud comments about passing scenery - to which he would jerk upright to grunt and mutter in answer. This was repeated multiple times as we crossed the state.

On the ferry, I carried Jennifer zipped inside my winter coat, then covered with a blanket, and we nearly froze to death! We camped in the aforementioned van at Oshkosh, in the cold, and frequently in the rain. Randy and Robert shared a mattress on the floor in the back of the van, and being the shortest, I got to sleep on the bench seat, with the baby in her travel bassinet between the front seats.

Baby Jennifer was bounced all over Wittman Field in an old-fashioned baby buggy - under several layers of blankets, and much of the time, with the entire equipage draped with a large plastic trash bag to keep the poor kid dry! Finding discrete places to nurse a 6 week old baby was a real challenge, but in deference to the delicate sensibilities of the gentlemen reading this, we won't go there.

I was young, in love, and hadn't figured out yet that this wasn't fun! Need I mention that it was years before I attended the Oshkosh convention again?

Evidence does exist, in the form of this photo that appeared in the 1973 November issue of *Sport Aviation*. Look very carefully and you'll see me pushing the infamous baby buggy in the display building.



# August 2012



Sun	Mon	Tue	Wed	Thu	Fri	Sat
29	30	31	01	02	03	04 Breakfast at Canton Coney Island
05	06	07	08	09 EAA 113 Board of Directors Meeting	10	11 Breakfast at Canton Coney Island EAA 113 Picnic
12	13	14	15	16 EAA 113 Meeting at Mettetal Airport	17	18 Breakfast at Canton Coney Island
19	20	21	22	23 EAA Ford Tri-Motor Pontiac Airport	24 EAA Ford Tri-Motor Pontiac Airport	25 EAA Ford Tri-Motor Pontiac Airport Breakfast at Canton Coney Island
26 EAA Ford Tri-Motor Pontiac Airport	27	28	29	30	31	1 Breakfast at Canton Coney Island

## MARK THESE DATES ON YOUR CALENDARS

**Aug 11:** Chapter picnic at Harsen's Island hosted by Al Bosonetto. 11 am till ...

**Aug 23-26:** EAA Ford Tri-Motor Tour Stop at Pontiac Airport hosted by EAA Chapter 113 (us!)

**Sept 7-9:** Trip Kings Poker Tournament (fund-raiser for Chapter 113)

**EAA Chapter 113**

Mark Freeland

PO Box 193

Keego Harbor, MI 48320

**Next Meeting: Thursday, August 16, 2012  
7:30 PM at the EAA Aviation Education Center**