

EAGLE'S PROPWASH



October 2012 Issue
CHAPTER 113
"The Backyard Eagles"



Dave James' first flight since restoration of his 1969 Bell 206A.
"The aircraft was a basket case when I started, flies real nice now."
Photo courtesy of Dave James

Our Web Site: www.113.eaachapter.org EAA113@yahoo.com

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

EAA 113 AVIATION EDUCATION CENTER

Member Services

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Vice President: Shahar Golan (248) 767-6630

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Flight Advisors:

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Scholarships: Howard Rundell (734) 658-7701

Young Eagles:

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Refreshments: Joe Griffin (734) 455-3107

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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

October 2012

Fall is definitely in the air here in Michigan. Color is starting to appear in the trees around the airport, seasonal birds are departing the pattern, and we can't make as many landings after work before the sun sets as we could a couple of months ago. Isn't it funny, how we measure time, the seasons, and how fast they pass?

One of the oldest remaining Chapter Member built airplanes, is hosting the Sonex and me at Willow Run Airport until we get our FAA flying papers. Kim Kovach and his Leonard Elmendorf built biplane, "Flip-Flop" made room for us in the hangar; it is quite a contrast, seeing them together. I thoroughly enjoyed taxiing "Flip-Flop" this past week and wonder what it must have been like in the early 70's, when the Chevy V-8 was installed! Check out the pictures of Flip-Flop on the meeting room wall and remember Leonard was only 24 when he designed and built it.

EAA Chapter 113 has plenty of activities lined up for this fall, in addition to our regular meeting schedule. Young Eagle coordinator, Debbie Forsman, has a group of Young Eagles ready to fly on Saturday October 13th.

Trip Kings Poker Room has invited us back for another 4-day tournament, October 29th through November 1st. Dave Buck will again be looking for volunteers to spend a few hours selling and redeeming poker chips. Give it a try, it really is easy work and is located just across the street from Mettetal Airport. Thank You, to all the volunteers that made the September poker fundraiser a success.

As we look forward into November, Movie Nights start on the first Friday of the month. Our meeting room will again be used as a polling place on the 6th, don't forget to vote! Then, Saturday the 10th will be another Young Eagles day, this time for Tracy Beckett's group of Young Astronauts. Be sure to sign up and help these kids get their start in aviation.

Chapter 113's annual Chili Fly-In will take place from 12 to 3pm, right after the Young Eagle Flights on November 10th. Please bring a pot of your best chili as we always have a large crowd. Bring a friend or two. This event is held in the EAA hangar Rain, Snow, or Shine.

It's not too early to start looking ahead to December, either. Operation Good Cheer will again be held at Pontiac Airport, November 30th and December 1st. Debbie has a great article about this worthwhile event later in this newsletter. There are great videos of past Operation Good Cheer events at www.cfsm.org. I challenge you to watch them with a dry eye!

We're still in the process of lining up this month's speaker. I promise to post it on the Yahoo Newsgroup and Chapter web site calendars. Don't miss it! Stay up to date with all of EAA 113 happenings at www.113.eeachapter.org

Happy Landings

John Maxfield



PAULSON AVIATION & HISTORY LIBRARY

Barb Cook (734) 277-3469

barb@armipay.com

October 2012

PAULSON AVIATION & HISTORY LIBRARY

WHAT'S NEW IN THE LIBRARY? That's the name of a report that I just learned how to create. It shows that we've cataloged 200 items into our library since June.

I believe it was John M who donated our newest addition: John Monnett; From Sonerai to Sonex by Jim Cunningham. I've put in on the 338.7 MONN shelf with histories of other aircraft manufacturers.

So here's what is going on:

1. We have 4 volunteers who work organizing your library for you.
2. We now have 2971 items, when Bob Paulson only dreamed of having 2000.
3. We've run out of shelf space for additional donations.
4. We have many many shelves full of old VHS tapes, which few members seem to be using. So we may be storing these in a more compact way in the future. I have also had to remove several books that were not really relevant to aviation.
5. We are still looking for a machine that can reliably convert VHS to a DVD that is playable on most machines. We would also need a volunteer to run some tapes through that machine. Any takers?
6. So don't stop bringing us new donations of materials. We'll just keep moving stuff over some more.

HAPPY READING!

You are invited to
EAA 113's

**CHILI
FLY-IN OR
DRIVE-IN**



Saturday, November 10th, 2012
Noon-3:00 p.m.
EAA 113 Aviation Center
Mettetal Airport (1D2)

For more information visit our website: www.113.eachapter.org

EAA 113 POKER TOURNAMENT

EAA 113 will be the designated charity at the Trip Kings Poker Tournament on October 29 – November 1 (Monday - Thursday). Hours will be from 4:00 PM 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 can count and like to sit and not do much. You do not have to know how to play poker. This is a good time to catch up on your old flying magazines.

We need your help. Volunteer shift times will be from 4:00 – 9:00 and 9:00 - 2:00 each day. Two volunteers are needed for each shift. 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

UPCOMING YOUNG EAGLE EVENTS

Mark your calendars for the last two Young Eagle events for the year. We will have a small youth organization from Ypsilanti on Saturday, October 13th. Our estimate for this day will be for around twenty children. If you know of any youth between the ages of 8 and 17, feel free to invite them out as well.

As usual, for our final annual event, we will host around fifty “Young Astronauts” from Southfield Public Schools on Saturday, November 10th. In addition to their flight, we will provide the group with mini-classes on various aviation topics. We are in need of pilots, instructors and many volunteers for ground support. The Young Eagles will begin around 9:00 a.m. and our Annual Chili Fly-In will follow from noon to 3:00 p.m. We hope you can come and help in some capacity and then enjoy some great chili with us! Contact Debbie for details and to offer your help!

Chapter 113 Apparel



The cool weather is upon us. Why not take the chill off with some new EAA Chapter apparel? We can order regular crew neck sweatshirts and hoodies. You may choose from either a big or small logo of the “EAA Swoosh with Chapter 113, Canton, MI” in embroidery or silk screen, as well as the “113 Old Crow” in iron on transfers. Also available, is a really cozy full zippered fleece jacket with the embroidered 113 Swoosh logo. Prepay your order and choose from several color choices and the many sizes available. Prices for the sweatshirts and fleece vary from \$20 to \$30. See Debbie for details.



Operation Good Cheer

Operation Good Cheer is an entirely volunteer Christmas gift-giving program, sponsored and coordinated by Child and Family Services, Inc. State Office. It began in 1971 by individuals who wanted to make a difference in the lives of children who reside in foster care. Recipients include infants, children, teenagers, and adults with disabilities. Over 4,000 children and youth are provided with gifts each year to open on Christmas morning and since 1971 more than 73,000 participants have had their Christmas wishes come true as a result of Operation Good Cheer volunteer efforts.

Thousands of generous volunteers gather annually to participate in Operation Good Cheer. Donor groups and individuals purchase and wrap Christmas gifts from a child's "Wish List". At donor sites, these gifts are picked up and transported by volunteer trucking companies and their drivers to a centrally located airport. Pilots and drivers with their aircraft and vehicles transport the gifts to local airports across Michigan. At each airport, agency volunteers gather the gifts and deliver them to the children and youth in foster care. This impressive display of generosity provides thousands of youth, some of whom would not receive anything otherwise, with gifts and the joy of knowing there are people who care. More than 5,000 children will need donors in 2012.

For the last several years, a small group of Chapter 113 members have participated in this worthwhile cause. This year, our Chapter will be sponsoring a child by obtaining the gifts on their wish list. It is our hope that individual members would also have the Christmas spirit to sponsor a child. All gifts may be brought to the Chapter by November 28th and they will be transported to Oakland County Airport for distribution.

To sponsor a child, you will need to submit a "2012 Participation Agreement". In early October, Child and Family Services will forward you the child's Wish List, a small personal profile, guidelines and necessary labels. Operation Good Cheer has a minimum of three gifts for each child to ensure all children receive the same number of gifts. Wish lists are ideas of their preferences but not requirements, therefore substitutions are allowed. Gifts need to be wrapped into three packages, provided labels attached and placed into large clear plastic bags.

Volunteers are also needed for gift collection and sorting day on Friday, November 30th, 2012 as well as pilots for the Spirit of Good Cheer flight on Saturday, December 1st, 2012. By going to www.c fsm.org under Operation Good Cheer, you can obtain the Participation Agreement to sponsor a child and the Volunteer Application to work as ground crew or pilot.

This great program is more proof that **AVIATION** has a positive impact on the community and state. May EAA 113 members remember the true spirit of the holidays by assisting with Operation Good Cheer to help make a child's Christmas wishes come true.



Operation Good Cheer SM
"Making Christmas wishes come true"

"Spirit of Good Cheer" Flight - Volunteer Application

Name: _____
Address: _____
City: _____ State: _____ Zip: _____
Phone: _____ Email: _____

I will volunteer for the Ground Crew on:

- ◆ Friday, November 30, 2012 @ _____ am/pm (10:00 am to 7:00 pm)
- ◆ Saturday, December 1, 2012 @ _____ am/pm (7:00 am to 1:00 pm)

I will volunteer as a Pilot:

- ◆ Saturday, December 1, 2012

Home Base: _____ Ratings: IFR VFR
(Circle one)
Aircraft Type: _____ Call Sign: _____

No, I cannot volunteer for Operation Good Cheer 2012

- Please remove me from your mailing list.*
- Please contact me for 2013.*

I would like to make a donation to Operation Good Cheer.

- ◆ *Please make checks payable to CFSM, Inc.*

- ◆ *Please return before November 8, 2012...*

Operation Good Cheer
Child and Family Services of Michigan, Inc.
2157 University Park Drive
Okemos, MI 48864
(517) 349-6226 • Fax: (517) 349-0969
www.c fsm.org • ogo@c fsm.org

Note: Please see Secretary Debbie Forsman for full-size copies of these two forms.



Operation Good CheerSM
"Making Christmas wishes come true"

2012 Participation Agreement:

I have read and understand the procedures set forth in the Operation Good Cheer Guidelines. I understand that by signing this agreement, all guidelines need to be observed.

Contact Person: _____

Individual/Group/Company: _____

Mailing Address: _____

Phone Number: _____ Fax Number: _____

Email Address: _____

Authorized Signature: _____

Yes, We Will Participate

No, We Will Not Participate

- If yes, please indicate the approximate number of youth you would like to sponsor in Operation Good Cheer 2012.

Number of Children: _____

- Please return to: Operation Good Cheer
Child and Family Services of Michigan, Inc., State Office
2157 University Park Drive
Okemos, MI 48864

- Or fax to: Attn: Operation Good Cheer
(517) 349-0969

Wish Lists will be forwarded to donors beginning early October.

THE SHUTTLEWORTH AVIATION COLLECTION

by Pete Waters

My last visit to the UK allowed me to visit Derek Giles, a modeler and a retired machinist, who does specialized work at the Shuttleworth.

We left the girls to exercise their shopping genes, and hit the narrow twisty lanes to see the annual vintage modeling meet at the Shuttleworth Airdrome.

Heck, Derek's acquaintance with the big planes, immediately developed into a personal tour through all the workshops and displays.

Just to see the wonderful DeHaviland Grovenor House twin, on jacks, getting the landing gear overhauled, was heaven, but to be able to walk around and touch it, and later to many other fabulous vintage planes, was better than ice cream.

The Triplane was being completely overhauled,, and stripped of covering, which allowed close looks at the construction and control details. They have one employee who does all the linen covering. Then into the large engine room , where the racks held many multi cylinder powerplants, and a crankshaft with con rods, that was useless as some idiot had stamped the cylinder numbers on them, for a merlin too! Several rotary engines, and vintage in-lines to examine.

Hanging from the ceiling was a vintage replica biplane, made by the students of nearby Cranfield College, of a very early powered plane, that they flew. It was seemingly, before the Wright Brothers' plane did.

Such a lot of flyable planes, which they do regularly. Then, there was a report on the PA of their Hurricane arriving from Duxford. This did a low pass to warn the modelers, and it arrived on the grass runway to be finally towed in to the hangar area.

This is one place I will look forward to, next time over the pond. This trip over also gave a visit to RAF Elvington, the "Dam Busters" home. The original Quansen Hits held the exhibits of barnes Wallace's designs for the bouncing bomb, and all the items shown on the movie. Also, cloe by, but we did not visit, is another airdrome wher a student of mine, in UK, Tony Smith, who was one of the pilots in the movie "Fly Boys", keeps a collection of planes. This is Brighton, and now he keeps his P51,which he swopped his Spitfire for!

Any visit to the UK can open the doors to many such aviation places, let the ladies shop, and hit the museums.





1934 Bucker Jungmann
All photos courtesy of Pete Waters



1946 DHC-1 De Havilland Chipmunk



1933 Avro Tutor

ENGINE FAILURE ON TAKEOFF

From Pilot Workshop.com

Mark:

"Bob, let's look at engine failure on takeoff, now. Everyone seems to know the proper procedure for this when asked on the ground. But statistics show that all too many pilots do the wrong thing when they actually encounter this situation in flight. Why is that?"

Bob:

"Boy, that's a tough one Mark. You know it is inevitable. If you ask 10 out of 10 pilots, engine failure on takeoff: lower the nose, land straight ahead. But statistics tell us that the tendency to turn back to the airport is overwhelming. It takes a lot of discipline to lower the nose and accept the fact that we're going to make an off-field landing. So let's look at that and make sure that we're ready mentally to do just that. Because turning back to the field is all too often a fatal choice.

Maneuvering the aircraft at low air speed and low altitude through a series of turns in a high stress situation is asking too much of any pilot. And it's not a 180-degree turn back to the airport. It's a series of turns, and you're doing this when your heart is beating off the charts. The downside is a stall-spin crash. Turning back to the airport is nearly always fatal. Don't do it! There is an altitude in which every pilot can make it back to the airport, and I absolutely agree with that comment. But unless you know what that altitude is for your aircraft, and have validated your ability to accomplish the maneuver recently, you have no business attempting it.

A big key to successful execution of engine failure on takeoff is a pre-brief on every takeoff. It only takes a second but it does prepare us mentally for the possibility of an engine failure, and sets us up to make our first step the right one rather than the wrong one. So, we need to evaluate and assess our best landing options on each and every takeoff and give a short 10-second, 15-second briefing. If I experience an engine failure on takeoff, this is what I'm going to do.

If obstacle clearance isn't an issue, why not climb out at VY, best rate? Be aware of the safe altitude that will enable you to turn back to the airport, and monitor closely until you reach this altitude. Make your choice simple in the case of an emergency, and if it's marginal you have no business turning back to the airport."

FROM PETE WATERS

Auto Fuel in Your Plane: Yes or No

Bob Kachergius

The controversy of using automotive fuel with 10% ethanol in your plane is very confusing and misunderstood at times. It appears that from state to state, the control of manufacturing and delivering automotive fuel to the pump is quite loose, so you never really know what you are getting.

STCs are sold allowing the use of auto fuel, but clearly state that the auto fuel must be pure and not contain ethanol. Well, where do you find fuel today without ethanol?

Some of the problems with ethanol-laced fuels are:

- Unstable pressure point- causing the possibility of "vapor lock" (not good when you are at 5 or 6000 feet above the earth)
- Corrosion inducing properties of ethanol. Many of the carburetors I get in for overhaul have severely corroded lower float bowls from using auto fuel with ethanol and end up being "un-airworthy".
- The absorption of water and moisture by ethanol changing the fuel's consistency.
- Long term instability - after a short time, auto fuel will start smelling bad and cause internal varnishing when used, thereby ruining your perfectly good running engine (remember what happened to your lawnmower when you filled its tank last year and now try to start it this year? The carburetor really got gummed up).
- When gas is delivered to the gas station in that 8,000-gallon tanker, who knows what was delivered in the previous load the tanked delivered. (Automotive fuel is very poorly regulated).
- How about all the states now wanting to increase the ethanol content to more than 10%. I even had a few folks and ask how I thought their plane would run on E85 gas - wow -.

Now Let's Get Technical:

Let's look at what "specific gravity" means. When aircraft carburetors are designed, the jetting and fuel delivery systems are set up using the flow rates and specific gravity of avgas which is .680 to .720 to get the proper air to fuel ratio. Water's specific gravity is 1.000 so avgas is 70% the weight of water.

The average specific gravity of automotive fuel is .750 to .760. The specific gravity of pure ethanol is .815.

Now, let's add up 90% auto fuel and 10% ethanol and weigh it. We now have a fuel blend with a specific gravity of .760 to .770, or auto fuel weighing in at 10% heavier than avgas.

Fluids flow through an orifice (jet) at a certain velocity predicated on the weight of the fluid and the size of the orifice. If you have a heavier weight fuel flowing thru the same size orifice (jet), it will flow slower and thus *leaner*.

So now, what happens when you use auto fuel with ethanol in your plane? It runs *leaner*. (quite a bit leaner) than it does when you use avgas. And you are not even aware of it...

We cannot arbitrarily change and enlarge the size of the main jet in a carburetor. These sizes are specified in the factory data and overhaul manuals and are designed using the weight (specific gravity) of avgas as a standard...

Now what happens to your engine? It runs leaner and therefore *much hotter*.

- Oil temperatures go up
- Cylinder head temperatures climb
- EGT get hotter (And you do not even realize it)

In the long run, you spend more money doing premature valve jobs and cylinder repairs. You usually end up needing to overhaul your engine earlier and it does not make TBO.

Well, Who won? Surely not you. Being "penny wise and dollar foolish" is really very costly in the long run. The choice is yours - it's your engine and your dollars, so choose your selection of fuels wisely.

THE "STROMBERG SPECIALIST" R.E. "Bob" Kachergius A&P/IA

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E-Mail: uni-tech@earthlink.net



TECHNICAL COUNSELOR'S NOTE

Randy Hebron (734) 560-2115

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October 2012

MIDWEST ANTIQUE AIRCRAFT CLUB GRASSROOTS FLY-IN, BRODHEAD, WI



Fleet Biplane
*All Photos Courtesy of
Randy Hebron*

Beech 18



Howard DGA

Ryan PT-22





October 2012



Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4 EAA 113 BUILDERS PROJECT MEETING	5	6 BREAKFAST AT CANTON CONEY ISLAND
7	8	9	10	11 EAA BOARD OF DIRECTORS MEETING	12	13 BREAKFAST AT CANTON CONEY ISLAND YOUNG EAGLES
14	15	16	17	18 EAA 113 MEETING AT METTETAL AIRPORT	19	20 BREAKFAST AT CANTON CONEY ISLAND
21	22	23	24	25 EAA 113 FLYING SAFETY MEETING	26	27 BREAKFAST AT CANTON CONEY ISLAND
28	29 EAA 113 POKER TOURNAMENT 4 PM – 2 AM	30 EAA 113 POKER TOURNAMENT 4 PM – 2 AM	31 EAA 113 POKER TOURNAMENT 4 PM – 2 AM	1 EAA 113 POKER TOURNAMENT 4 PM – 2 AM	2	3 BREAKFAST AT CANTON CONEY ISLAND

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

Next Meeting: Thursday, October 18, 2012
7:30 PM at the EAA Aviation Education Center