

# EAGLE'S PROPWASH



July 2014 Issue  
**CHAPTER 113**  
*"The Backyard Eagles"*



First flight of Dave James' beautifully restored 1957 Bell 47H-1.

*Photo Courtesy of Dave James*

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**

**Mettetal Airport (1D2) 8550 Lilley Road, Canton, MI**

## 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:** Jim Trick (517) 546-3944

Elizabeth Hebron (734) 776-9294

### **Young Eagles/Eagle Flights:**

Debbie Forsman (734) 397-3452

Dave James (734) 721-4213

**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

July 2014

July finds us in the middle of summer's aviation activity and EAA Chapter 113 is right in the thick of it. Last month's Father's Day Pancake Fly-in Breakfast was successful and more importantly, safe. We served about nine hundred and fifty people in the four hours the kitchen was open. That is enough to fund next year's Chapter Scholarship offerings but more importantly, we were able to share our interest in EAA and Aviation with others. This year's scholarship winners were both present to accept their award. Bret Brenhm and his mother had traveled across the state to receive his award. They stayed the weekend, helped cleanup, and enjoyed their time at Mettetal. My Thanks to everyone that helped make the day a success.

For the second year, Debbie Forsman took the Young Eagle's Program on the road. Cody Welch, an EAA National Board Member, asked Debbie to bring some EAA 113 pilots and ground volunteers to Linden Price Airport on June 21st, for rides during their Airport Open House and Fly-In. It was another beautiful day and 31 kids were flown by Dave Buck, Marc Stobbe, Rick Karaschin, and myself. Ken, Abby, and Herb came along and helped to keep things running smoothly on the ground.

Our Chapter's next event is hosting EAA's Ford Tri-Motor at the Oakland Pontiac Airport, Thursday July 10th through Sunday July 13th. Please pay attention if you're reading this online because that's next weekend! It's another great opportunity to share our enthusiasm for sport aviation and EAA with the general public. The Detroit Model T Club is scheduled to bring their old cars out at 4pm on Friday July 11th. This is your chance to see both cars and airplane of Henry Ford's era. Dave Buck is coordinating the volunteer schedule for the weekend and welcomes your call to help at 734-223-2675. Please Note: The July Board of Directors meeting has been moved to Wednesday July 9th due to the Tri-Motor's visit.

The countdown to OSHKOSH '14 is getting short. Chapter 113 has several activities taking place there during the week. See the notice later in this newsletter for more details and join us in Oshkosh. Let us know if you have any extra room in your car or airplane for another passenger.

Save the evening of August 23rd on your calendars. We're planning a Chapter Family and Friends Picnic that evening, complete with hangar flying and games for all ages. The Chapter will supply the meat; please bring a dish to share. We'll finish the evening with an Aviation Movie inside the Chapter Hangar.

The Canton Coney Island across from Mettetal Airport is closed until further notice. An early morning fire next door resulted in damage that will take a while to repair. In the meantime, Saturday morning breakfast has been at Leo's Coney Island on the north side of Ann Arbor Rd, just west of Haggerty and east of the Railroad overpass. Everyone's invited to join us there starting at 8:30.

And just in time to save space and weight in our light sport planes, the State of Michigan has made its State Airport Directory into a phone App. Available for both I-Phones and Droids, once it's downloaded, it can be used without a cellular connection. I've had the chance to use it several times now and it works great.

Due to technical difficulties Doug Keen missed last month's meeting. He'll try again this month presenting the AirBus and Flying European LSA's in his travels. Stay up to date with EAA 113 at [www.113.eaachapter.org](http://www.113.eaachapter.org) and follow us on Facebook!

Happy Landings, John Maxfield



## PAULSON AVIATION & HISTORY LIBRARY

Barb Cook (734) 277-3469

barb@armipay.com

July 2014

### Recent Additions to our shelves:\*

<i>Aircraft in Profile: Martin B-57</i> (Cain)	358.4
<i>Aircraft Profiles</i> (magazine)	358.4 AIR PRO
<i>B-24 Liberator in Action</i> (Davis)	358.4 2 DAV
<i>Blood Red Snow: Memoirs...</i>	940.54 217 KOS
<i>Corsair Aces: Bent-Wing Bird Over the Pacific</i> (W Musciano)	640.54 26 MUS
<i>Flying Colours: Military Markings</i> (Green)	Over 358.4 183 GRE
<i>Great Planes</i> (Gilbert)	629.133 09 GIL
<i>Illustrated Piper Buyer's Guide</i> (Murphy)	338.7 PIP MUR
<i>More than My Share</i> (Kelly Johnson/Skunkworks)	629.130 924 JOH
<i>New Pilot: Guide to Your First 100 Hours</i> (Smith)	629.132 52 ALL
<i>P-38 Lightning Units of 8th &amp; 9th Air Force</i>	358.4 US LOCK
<i>P-47 Thunderbolt Units of 8th Air Force</i>	358.4 US REP
<i>P-51 Mustang Units of 8th Air Force</i>	358.4 US NOR
<i>Photographing Airplanes</i> (Mansfield)	778.9 MAN
<i>Poberezny</i> (Poberezny)	629.130 924 POB
<i>Shuttle</i> (Macknight)	Over 629.441 Mac



\*Thanks to donors Andy Folgmann, Mark Freeland, and Joe Hillebrand.

\*\*WE NOW HAVE OVER 3300 ITEMS!



## EAA Chapter 113's Happenings at



**NETWORK TIME ~ Daily 1:00 p.m.** (local time) meet on the Porch at the Vintage Red Barn. Just a chance to meet up with some friendly faces and catch up on things you have seen and done.

**SPAGHETTI DINNER ~ Thursday, July 31st** at the Trick's trailer right after the Airshow. Please RSVP Jim at [jimtrick49@yahoo.com](mailto:jimtrick49@yahoo.com). If you need vectors to their camp location, call Jim @ 248-766-2092. Bring your own lawn chair and beverage. Note: It will be the best dinner you can get in Oshkosh!

**Then later . . .**

**AUGUST GENERAL MEETING ~** Be sure to bring your photos and stories to share with the Chapter at the August 21st meeting.

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Dave James' beautifully restored 1957 Bell 47H-1.  
*Photo Courtesy of Dave James*



# EAA 113 FAMILY AND FRIENDS SUMMER PICNIC

**AUGUST 23, 2014**

4:30 pm Gathering

6:00 pm Dinner

8:15 pm Movie

**EAA 113 AVIATION CENTER**

**People!**

**Picnic!**

**Picture Show!**

**Planes!**

**Play!**

Please bring a dish to share and lawn chairs.

EAA 113 will supply the meat and games!



## FROM THE FLIGHT ADVISOR

### You CAN Have Too Much Power!

There's an old adage that you can never have too much power. Recently, while I was landing at Mettetal in the Funk, I discovered that you can, in fact, have too much power!

On this day when I pulled the throttle back to its (idle) stop on the downwind leg, the engine only slowed to about half power. It was too much to slow down and land yet plenty to remain at pattern altitude indefinitely. I was taught to reduce the power to idle abeam the numbers and glide to the runway making adjustments along the way by either shortening the base and final if I'm too low or side slipping if too high. Nobody was behind me in the pattern so I extend my downwind slightly to assess my situation and observe the First Rule of Flying... Fly the Airplane!

By experimenting, I discovered I could slow down some by slipping but the steep angles of bank and pitch needed to land would be excessive. Having to recover from this attitude close to the runway, while stopping the engine, wouldn't be safe so I went to plan B.

Leaving the ignition switch on and pulling the mixture to idle cutoff resulted in the same sounds and performance I am used to with the throttle at idle so I knew this was the way to arrive at the runway at the correct point and speed. Just to be sure though, I put the mixture back to full rich to ensure the engine would restart and also get a sense of the time it would take for that restart to happen.

Gliding down final, my hand rested comfortably on the mixture, clearing the engine a couple of times as I normally would with the throttle. Just about as I was touching down, the propeller was coasting to a stop so I gave it one last burst of power to have enough momentum to clear the runway. It was only then that the prop did stop, and it became apparent to onlookers that it might not have been such a normal landing.

Any doubt was quickly erased as I started the engine briefly once more in order to get to my hangar. The resultant Fifteen hundred RPM is a lot of power on the ground, and the airplane starts moving quickly. Everyone knew then, I had too much power!

Oh, what was the problem you ask? A clamp had worked loose allowing the entire throttle cable housing to move instead of just the center control wire. A new, smaller clamp fixed it just fine.

Happy Landings and Fly Safe!

John

## Dear EAA Chapter 113

By Jessie Pienta

*Photos Courtesy of  
Jessie Pienta*



Thank you for sending me to Air Academy. I had a great time there! You gave me the opportunity to do things most people never get to do.

I had many fantastic experiences and learned many new things. We built wing ribs out of metal, wood, and foam; rode in a Bell 162 Helicopter and a Cessna Sky-catcher; built balsa gliders and compressed air rockets; flew the flight simulators; had ground school; and toured the museum. My favorite thing was building the wooden wing rib because I like to work with wood.

Once again, thank you for making it possible for me to participate in Air Academy.

Many thanks, Jessie







## 2014 EAA CHAPTER 113 SCHOLARSHIP WINNERS



Katherine Vena and Brett Benham  
and their families.



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### HAPPY BIRTHDAY CAL!



Nancy McKenzie, Cal Heard's daughter, arranged for him to go up for the flight for a 90th birthday present. She was there with some of the other family members (didn't get their names) taking pictures of the flight, we flew over Livonia, circled his house and took pictures. Cal is one of Chapter 113 members that has been around and involved in most of the chapter's history.

Dave James

## 10 THINGS “REAL PILOTS” DO

By John Zimmerman  
(*Air Facts Journal*, May, 2014)

Have you ever met a “real pilot?” I sure haven’t—at least not the ones some aviation experts talk about. According to them, real pilots only fly tail-draggers, real pilots don’t use GPS, real pilots don’t cancel flights, etc. Apparently, like many things in life, the new generation of pilots is a bunch of sissies.



Is this what “real pilots” look like?

But I have a different definition of a real pilot. It starts with someone who is smart enough to stay alive while flying, and it ends with someone who has fun doing it. So with apologies to those experts (you know who you are), here’s my list of 10 things real pilots do:

- 1.** Real pilots help a fellow aviator when in need. While the extent of a pilot fellowship can be debated, I do believe real pilots go out of their way to help a fellow aviator. Whether it’s helping to tie down an airplane in the rain or offering to share operating expenses, most pilots recognize that our group is a small one and needs all the support it can get.
- 2.** Real pilots don’t get into arguments on CTAF. Is there anything more pathetic than listening to a couple of arrogant pilots arguing about who cut the other guy off in the pattern? Real pilots know that such arguments only make flying more dangerous, so they avoid them. Even better, real pilots fly a standard traffic pattern if it’s busy.
- 3.** Real pilots are not afraid to cancel a flight. There is no purple heart in aviation, in spite of what some NTSB reports suggest. A real pilot feels no shame in canceling a flight, whether it’s due to weather, mechanical issues or just not feeling up to it. Unless you’re in the military, no flight is worth dying over.
- 4.** Real pilots are also not afraid to push themselves. Just because real pilots are humble enough to cancel a flight does not mean they lack confidence. To keep improving, they have to deliberately—but safely—push their boundaries. That means taking on a 15 knot crosswind when the time is right, or opting for annual recurrent training instead of the minimum BFR.

5. Real pilots embrace new technology, but never become slaves to it. There is no extra credit for completing a flight without a GPS. Sure, it's a fun thing to do in a Cub on a beautiful day, and real pilots know how to fly without the latest gadgets, but only a dyed-in-the-wool contrarian would suggest that a KX170B is better than a GTN 750. Likewise, nobody is impressed if you don't use the autopilot. Real pilots use all the tools at their disposal.

6. Real pilots are polite to FBO staff. Some pilots step out of their flying machines as if they are John Wayne inspecting the crew of a World War II battleship. Real pilots know better. Line techs and FBO staff are partners, not employees, and just might bail out a needy pilot one day. Best not to burn that bridge.

7. Real pilots fly the right airplane for their mission, skills and budget. One of my least favorite phrases in all of aviation is, "I only fly a Cessna 172." Real pilots don't care if they are flying a fancy new King Air or a well-loved Skyhawk. Both are excellent airplanes, depending on the mission, and both require real pilots to fly them. Likewise, the position of the third wheel does not determine the skill of a real pilot.

8. Real pilots view ATC as a friend, not an enemy. Air Traffic Control, far from being the aerial police, is an invaluable resource for anyone willing to use it. Real pilots aren't afraid to ask for a controller's advice on weather or to request progressive taxi instructions at a big airport. Amateurs try to fake it; pros ask for help.

9. Real pilots are humble. Mother Nature, gravity and Murphy's Law are constantly working against a light airplane. Real pilots understand this, and appreciate the fine balance that's required to complete a flight safely. That means they never overestimate their abilities or their airplane's performance. It also means they are open to criticism, whether it's from a flight instructor or from themselves during a post-flight debriefing.

10. Real pilots act like ambassadors for personal aviation—all the time. Just like a professional athlete or a politician, pilots are "always on," at least in terms of representing personal aviation to others. Real pilots don't brag about breaking the rules or tell dare devil stories at a cocktail party. Real pilots share the honest truth about flying: that it's hard work and involves risk, but that it's immensely rewarding and incredibly powerful.

Are you a real pilot? What would you add to this list?

**Editor's Note:** Air Facts Journal is an online publication that has some really great articles and helpful information. Our Paulson Library has a bunch of older issues from when it was a paper publication under the editorship of Leighton Collins. The online version is edited by his son, John Collins. I urge you to check it out: <http://airfactsjournal.com/>



## EAA CHAPTER 113's FATHER'S DAY BREAKFAST



*Photos Courtesy  
of  
Shunsuke Shibata*

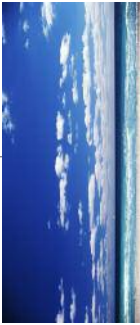








































# July 2014








Sun	Mon	Tue	Wed	Thu	Fri	Sat
						
						
						
						
						



# August 2014



Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 	2 Breakfast @ Leo's Coney 8:30 am
3	4	5	6	7	8	9 Breakfast @ Leo's Coney 8:30 am Thunder Over MI @ YIP
10 Thunder Over MI @ YIP 	11	12	13	14 EAA 113 Board Meeting 7:30 pm	15	16 Breakfast @ Leo's Coney 8:30 am Mason Aviation Days
17	18	19	20	21 EAA 113 General Meeting 7:30 pm	22	23 Breakfast @ Leo's Coney 8:30 am  Family & Friends Summer Picnic 4:30—9:30 pm
24 Open House @ PTK	25	26	27 	28	29	30 Breakfast @ Leo's Coney 8:30 am
31						

**EAA Chapter 113**

Mark Freeland

1480 Oakwood

Sylvan Lake, MI 48320

**Next Meeting : Thursday, July 17, 2014  
7:30 PM at the EAA Aviation Education Center**