

EAGLE'S PROPWASH

AUGUST 2016 ISSUE

CHAPTER 113 *"The Backyard Eagles"*



Our Web Site:

www.113.eaachapter.org

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

(734) 392-8113



Photo Courtesy of Martina Reik

Member Services

Class I Board of Directors:

President: Joe Kirik	(248) 872-3220	president@eaa113.org
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Al Bosonetto, Dave Buck, John Maxfield

Dues: Dave Buck	(734) 453-5375
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Debbie Forsman	(734) 397-3452
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Young Eagles/Eagle Flights:

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Dave James	(734) 721-4213	

Web: John Maxfield	(248) 890-6767	webmaster@eaa113.org
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Bill Brown	(734) 420-2733
Pat Trevas	(734) 416-3955
Bruce Breisch	(734) 422-2692



CHAPTER MISSION STATEMENT:

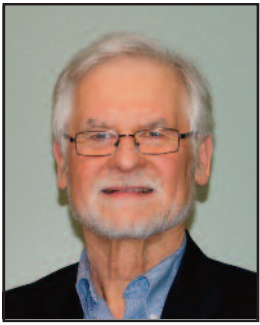
"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun."

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 OF DIRECTORS:

"The Board of Directors are to provide both advice and assistance to the chapter officers on an ongoing basis."



PRESIDENT'S *PODIUM*

Joe Kirik (248) 872-3220
president@eaa113.org
August 2016

The great thing about AirVenture is that it's impossible to define. More than half a million people pass through the gates over the course of the week, and for every one of them AirVenture is something different. And for those who go every year, it's different every year. Whatever your aviation obsession or need, there's an aircraft or display or forum or vendor or type club or expert to answer the call. And as your interests shift from year to year, "Oshkosh" is more than happy to accommodate.

For some, it's seeking out examples of a particular aircraft type and picking owners' brains; for others it may be checking out the latest avionics in the exhibit hangars, or scrounging for parts in the Aeromart, or soaking up new knowledge in forums, or learning fabric covering or sheet-metal work in a workshop, or just leaning back in a camp chair along the flightline and watching airplanes go by.

In the chaos of selling my house last summer and clearing 23 years' worth of junk out of it I missed AirVenture 2015, so it was great to get back to Oshkosh. Because I'm in the middle of returning to flying and had just bought an airplane, I had a long "shopping list:" Join the Taylorcraft Type Club, go to the Taylorcraft forum, check out a couple of Continental engine forums, soak up all I can on flight proficiency including tailwheel flying and crosswind landing forums, attend a "Tips on passing your checkride" forum and even get some "sim time" in the Redbird flight simulators in the EAA Pilot Proficiency Center.

Then there were evening events – Concerts, programs at Theater in the Woods, The Sonex hangar party on Monday, the EAA Chapter Presidents reception with Jack Pelton and Edsel Ford on Tuesday, The SonexBuilders.Net barbeque on Wednesday at a Sonex builder's house on a taxiway off the east side of runway 18/36 with a great view of the night airshow, the EAA 113 Spaghetti Dinner on Thursday (thanks Jim and Nancy Trick!) and a Warbirds cookout on Friday with my brother and nephew to celebrate my brother's 75th birthday (my brother Paul is a retired A&P mechanic who volunteers at the Emergency Repair shop every year).

Chapter-oriented events included a chapter member photo at the Brown Arch on Wednesday morning and the Chapter Leaders Breakfast and awards presentation on Saturday morning which John Maxfield, Debbie Forsman, Stefan Rairigh and I attended.

Chapter 113 had a big contingent as usual, with a strong presence in the showplane area. John and Debbie (Funk), Sean Crooks (Stearman), David Brent (Champ), Mark McGowan (Taylorcraft), Doug Systma (Cessna 120), Shahar Golan (C-175), Kyle Smokovitz (C-150), Dave James (Stinson), Dirk Wolf (Ford Eagles C-172), Tom Jeffrey and Roy Haden (Roy's C-172) established a base in the Vintage Camping area on the flightline. John piloted one of the Ford Tri-Motors every day while Debbie worked ground support. The Thursday night 113 spaghetti dinner drew 50 people for great food and lively discussions outside Jim Trick's motorhome in Camp Scholler. It was hard to go anywhere without bumping into somebody from 113. The weather was a little nuts starting with hot & muggy, then some midweek rain followed by sharply cooler weather on Thursday and Friday (glad I packed a sweatshirt & jeans). Although I hated to leave on Saturday with still another day of AirVenture left, I knew I'd need the R&R on Sunday unless I wanted to go back to work on Monday totally exhausted!

Continued...

Check out the Oshkosh photos inside. We'll have more AirVenture pictures and stories at this month's Membership Meeting on August 18th. The EAA Chapter video will feature an Oshkosh wrap-up, a report on EAA's deal to give members FREE computer design software and a report on a supersized sort-of Super Cub called the Chub Cub. We'll have a couple of other AirVenture videos also.

And don't forget – the Chapter 113 Summer Picnic and Ice Cream Social is coming up at 4 p.m. on SATURDAY, AUGUST 20th. As always the Chapter will provide Burgers, Hot Dogs, and Ice Cream. Bring your family and friends with a side dish to pass and spend a fun evening at the airport.

See you then!
Joe Kirik

EAA 113 MERCHANDISE

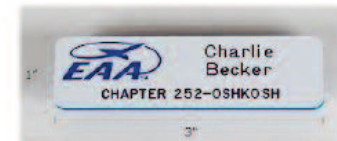
Chapter 113 Apparel



It is never too early to prepare for Autumn in Michigan. Be ready for those chilly nights with some new EAA 113 apparel. We can order hoodies and crew neck sweatshirts as well as cozy, full zippered fleece jackets. Each is embroidered with the EAA Swoosh Logo with Chapter 113, Canton, MI beneath. Prepay your order and choose from many sizes and color choices available. Prices for the sweatshirts and fleece vary from \$20 to \$30. Polos and T-shirts are also available to order.

Chapter 113 Nametags

If you admire the nametags that Charlie Becker talks about in the Chapter videos, we can order them!! They are small hard plastic name tags with either a magnetic back or a pin and come in two sizes. These tags will cost \$5.00 each.



See Debbie at the next meeting for ordering details.

PAULSON AVIATION & HISTORY *LIBRARY*



Barb Cook (734) 277-3469

library@eaa113.org

August 2016

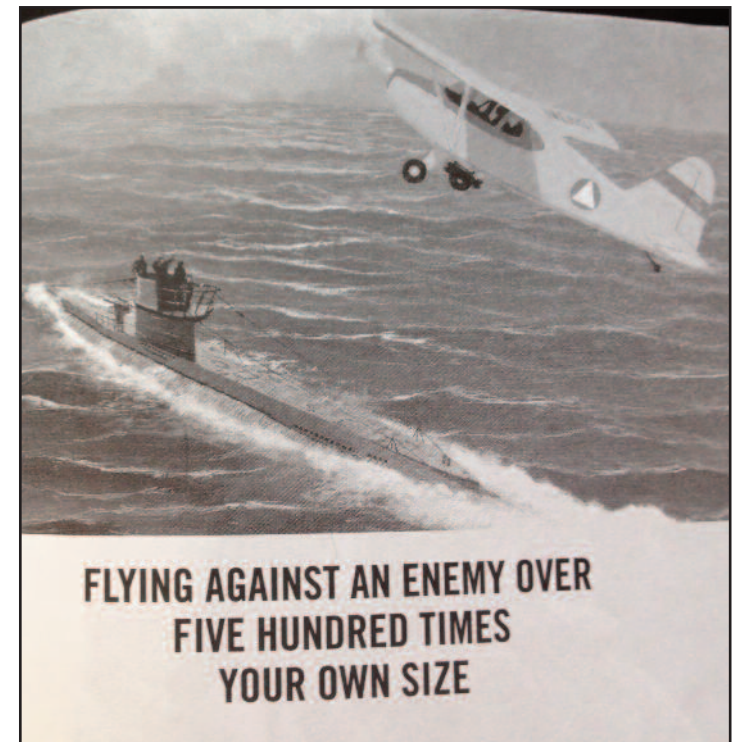
STINSONS PROTECTING THE US COASTLINE!

America's Homefront Air War. Civil Air Patrol Against German Submarines in World War II; The Untold Facts of Armed U.S. Civilians and their Successful Lightplane retaliation to the Invasion of America's East Coast by Roger Thiel, 2016.

Roger Thiel has written and published this vintage style book covering the topic of Civil Air Patrol activity involving civilians and civilian aircraft during WWII. Our library founder, Bob Paulson would have cherished this new book.

Including 90 black/white illustrations, this unofficial CAP publication chronicles some of our unsung American heroes, the pilots and "Duck Club pilots" (survivors of ditched flights) and our favorite civilian aircraft, the Stinson A-10, **Stinson Voyager**, Stinson Reliant, Fairchild 24, and Sikorsky seaplane.

So how did we come by this little gem of a book? Member and Stinson pilot Grant tells the Airventure 2016 saga: "After we (the 2016 batch of Stinson Pilots) finished our fish dinners at Wendt's on Lake Winnebago, the president of the International Stinson Club came forward with several items (Hats, patches and among them a book) that he wanted to give away to some of those who had attended. The group was asked questions like "Who came the farthest distance to get here?" (An Australian won that one.) The winner got to choose an item. When the question was "Who has owned their Stinson for the longest time?" I answered "1988" when I purchased it from my wife Barbara's dad. Dave James maintained that I should be able to count back to when Bill Oden purchased it in 1955, as it has been continuously owned by the same family for 61 years! The group accepted this and I was declared a winner with ownership going back to 1955, although I was only 12 years old at that time and had not yet met Barb or her dad. Of the remaining items I chose the book that Barb is reviewing. It has a picture of a Stinson A-10 on the cover that was used for shore patrol during WWII.



Here's the Scoop. . .

The EAA 113 Annual Family & Friends Picnic

Will be

Saturday, August 20th, 2016



At the

EAA 113 Aviation Center



Gathering begins at 4:00 p.m.



Come early and stay late!



Ice Cream Sundae Bar

Opens Following Dinner



EAA113 will provide the grilling meats, condiments and goodies for the Ice Cream Sundae Bar.

We will also have games for children, big and small!

Bring your family and friends!

Please bring a Side Dish to share and your lawn chair.

Levon and Gloria King

By John Maxfield

As an EAA Flight Advisor, I occasionally receive calls from people interested in homebuilding and wondering about just what to build. Levon King was just such an individual, contacting me several years ago. At the time he was a current Mooney Pilot and from our conversation, I could tell he was sincere about building his own plane and I was confident from his attitude that he'd do it right. A short time later, Levon purchased an RV-9A kit and began construction. He joined Chapter 113 and made quick friends with all, especially fellow RV builder, Norm Donaldson who lived nearby. Norm would give building advice to Levon, a novice builder, who paid attention and learned quickly. Periodically Randy Hebron would make EAA Technical Counselor visits to Levon's project and was pleased with the progress being made.

Last summer Levon's dream came true when his creation took to the skies for the first time. True to Levon's conviction to do things the right way, he hired Terry Lutz to do the first flight. Terry has an award winning RV-8 of his own and is a professional test pilot for Airbus. Terry proclaimed the first flight a success much to Levon's joy as we saw in a video shown during an EAA meeting shortly thereafter. Levon was awarded his Project Completion Plaque by our Chapter at the Annual Awards Banquet this past March. In typical Levon King fashion, his acceptance speech was that of a gentlemen, filled with humility for the recognition, pride in sharing it with others, and gratitude for the help he'd received along the way.

It is with great sadness now to know that Levon and his wife Gloria perished in this same beautiful plane that he'd built. As I and other EAA members winged our way west in good weather that Friday before Oshkosh, there was no way we could know of our friends peril in the stormy skies over Ohio. Time will heal our sorrow but our loss is permanent. The NTSB investigation will reveal the cause of Levon's accident in time. In his honor, let's use the knowledge of lessons learned to make us better in all things we do. We will always hold the memory of Levon and Gloria King close to the heart of Chapter 113.



Levon and Gloria at last March's
Annual Awards Banquet.

*Photo Courtesy
of
Shunsuke Shibata*

AirVenture 2016 Memories



Photo Courtesy of Martina Reik

Stefan Rairigh



Dogs need ear protection, too!





Stefan with Michael J. "Mike" Durant at the Friday Veterans breakfast. Michael is an American pilot and author. He was a member of the 160th Special Operations Aviation Regiment (Night Stalkers) as a Chief Warrant Officer 3. He retired from the Army as a Chief Warrant Officer 4 Blackhawk helicopter Master Aviator in the 160th SOAR after participating in combat operations Prime Chance, Just Cause, and Desert Storm, and also Gothic Serpent, in which he was briefly held prisoner in 1993 after a raid in Somalia. His awards include the Distinguished Service Medal, Distinguished Flying Cross with Oak Leaf Cluster, Bronze Star with Valor Device, Purple Heart, Meritorious Service Medal, three Air Medals, POW Medal, and many others.



Stefan with Kirby Chambliss, who by the early 2000's was recognized as one of the top 15 aerobatic pilots in the world. He was asked to compete in the very first Red Bull Air Race. He transferred his explosive, aggressive flying style to the racetrack and is now a two time Red Bull Air Race World Champion.

Kirby resides on the "Flying Crown Ranch" between Tucson and Phoenix with his wife and fellow pilot, Kellie, and their daughter Karly. With a hangar and runway in the backyard, Kirby is only a few steps away from hopping in one of his several planes. (Be sure to check out the "Hangar" on the website to view Kirby's fleet!)



Valdez STOL Competition



Saturday night concert - looks like good viewing from atop the wing.

Martin Filiatrault



Nancy and Jim Trick's world famous Thursday night spaghetti dinner in Camp Scholler.

Nick Forsman

Boeing Stearman



F-18

DC-3, C-5, and the worlds busiest control tower



Extra 330XL Airshow plane



Spartan Executive

Grant Cook



Martin Mars first appearance at Oshkosh.

Canadian Snowbirds, whose last appearance at Oshkosh was 30 years ago.





MARTIN Mars (Water Scooping Firefighter plane) at rest at Oshkosh Seaplane Base.
Photo Courtesy of Joena Smith Meyer, Stinson pilot.

ADVENTURES OF A WANNA-BE SPORT PILOT

By Joe Kirik

Until a few months ago, I hadn't flown in 37 years. I learned to fly in a Cessna 150 at Pontiac in 1975 and flew solo for several years on a student ticket. But as often happens, life got in the way. Two job changes, two relocations and family commitments put flying on indefinite hold.

But a couple of "life changes" in the past few years put me in a position to get off the dime and make things happen. Homebuilding has always been a goal (I like to make stuff!), and multiple trips to Oshkosh convinced me that the Sonex fit both my mission and my budget. With John Maxfield's help I located a Waix kit (V-tail version of the Sonex) that a builder had to sell after barely getting it started. But just as I was gearing up to start construction I decided to sell my house after I concluded it was way more than one person needed, or wanted. All did not go according to plan and I became an apartment-dweller with no place to build.

As I pondered this issue, I decided I wanted to start flying again, airplane or not. I had some use-it-or-lose-it vacation time to burn by the end of the first quarter of this year, so I found a flight school in southern Ohio where I could jump-start a Sport Pilot rating in a couple of weeks.

Red Stewart Airfield is a family-owned grass strip south of Dayton that specializes in primary training in tailwheel aircraft. Emerson "Red" Stewart was a 1930s barnstormer. He worked at a Frigidaire plant and would fly his Piper Cub to work, landing in the parking lot. After management put a stop to that in 1946, Red quit and built his own airport, carving out a 3,100-foot grass strip on 40 acres of wooded land near Waynesville, Ohio. He became a Piper dealer and specialized in flight training, accumulating more than 18,000 hours instructing. Red was famous for Cub stunts. Among other tricks he would throw the stick out the window and land using just power, trim & rudder.

Red's oldest son Emerson II (nicknamed "Cub") now owns and runs the operation. Grandson Emerson III is the Chief Instructor. They have one other full-time and four part-time instructors. The fleet includes two Cubs (one 85 hp) and two Champs for primary training -- everybody starts in a Cub or Champ. They feel strongly that by learning to fly in a tailwheel airplane you will become a better pilot in all aspects of your flying.

Aspiring Sport Pilots do all their training in a Cub or Champ. Private pilots start in a tailwheel plane and finish in a Cessna 150 for the night, instrument and radio portions of the training (no radios in the taildraggers). Instrument ratings are done in a Skyhawk, and they have a Piper Arrow for commercial training and a Citabria for aerobatic instruction. And for fun, you can rent their Stearman once they check you out in a Cub. It's a busy place, with lots of other planes -- mostly taildraggers -- based there. One Saturday morning I was number four for takeoff behind two Cubs and a Luscombe!

I did my flying in a Champ -- I just happen to prefer the Champ over the Cub (no offense to you legions of Cub fans). Flying the Champ certainly has been different from what I remember of the C-150—adverse yaw and all that. Coordinated turns took some practice, but overall the Champ was a joy to fly. And the whole "tailwheel" part of it didn't seem as difficult or scary as I imagined it might be. But then, most of my flying has been off grass. I've only had a few pavement takeoffs & landings, so I still have work to do.

Between March and June I soloed, completed all my cross-country flights, passed the written and started prepping for the checkride. But unfortunately the only Sport Pilot tailwheel examiner in the area "had an issue" and was suspended by the FAA with no one else to fill the gap. Meantime my job got busy, scheduling at Stewart's got very tight on weekends, and weather started interfering more than usual. So there I was almost ready for my Sport Pilot checkride (excuse me, "practical test") but not quite able to make it happen.

Continued...

Meantime, all this flying made hungry for more. I no longer had the patience to wait until my Waix gets built (who knows when that will be, and I'm not gettin' any younger!). So after scouring ads for several months I found a Taylorcraft with a C-90 up front that I just couldn't resist. With a pilot friend alongside we flew it up from southern Ohio a few weeks ago. It now sits in a hangar here at Mettetal as I search for an instructor who can check me out in it and prep me for my Sport Pilot checkride. I had one lined up but a health issue intervened. I've talked to a lot of others but so far I haven't found the right person who is both willing and able. Suggestions are welcome!

As I've repeated this story I've gotten a certain question from many folks, so I may as well address it:

Why Sport Pilot? Why not just get a Private?

Fair question. The short answer is: I don't NEED a private. My T-craft is LSA legal, as is the Waix. Those planes meet my mission -- I don't feel a burning need to fly at night or on instruments or in anything with more than two seats and weighing more than 1320 lbs. I'm not in a big hurry to get anywhere; I just want to buzz around in day VFR. If my mission changes, I can always upgrade. The Sport Pilot time counts toward a Private, and there's no reason I know of that I couldn't get a third-class medical. Maybe I should get one anyway considering the medical reform that's in the works. But for now SP is all I need.

After all, I'm just in this for the fun of it!!!



I flew this one most of the time, the Yellow Champ. The Sport Champ had more power but the instructors didn't like it because it was louder.



Sport Champ and Cub Trainers



Stearman



Instructor Joe Smith gets a piece of Joe Kirik's shirt.



Joe's 1946 Taylorcraft BC12-D

Joe's dream looks something like this



EAA UNVEILS SOLIDWORKS SOLID MODELING SOFTWARE FOR MEMBERS

By Anthony Liberatore

I had the pleasure again this year to be a “Stringer” for www.aero-news.net (and the owner of aero-news Jim Campbell). There was a story at our evening meeting that I readily volunteered for, given my almost 20 years in design and drafting. Frankly, I think it is bigger news than people realize and I was blown away at announcement and even more so after sitting in on a demo session. EAA President Jack Pelton announced that EAA members can have free access to SolidWorks 3D Design Software Student Design Kit (by Dassault Systems) the EAA Maker Edition (ME). Solidworks is a 3D Solid Modeling Program for design and 3D Solid Modeling of parts. You can design them individually or work with a family of parts in assemblies, truly working out the details of your design. Libraries of standard parts such as nuts, bolts, and larger components are out there. With an anticipated EAA user group at EAA's website, it is just a matter of time before volunteers populate these Libraries (Imagine a model of the engine or brake caliper you want to use, what a time saver!).

You can export the part(s) for 3D printing CAM machining and more (more on this in a minute). The Maker Edition (ME), will have a watermark that the vendor may question. Let them know you are a hobbyist and they usually will proceed. Should your design have production potential, the retailer of Solidworks, Graphics Systems Corp (Wisconsin) will work with you in your “incubator” period, and not charge you when capital is tight. However, once you are making a profit they will require purchasing the software. EAA may not be just empowering their members to build their dreams, but may even be fostering a whole new generation of entrepreneurs.

On exporting the design files to various end user and manufacturing platforms you can utilize traditional IGES and STL formats. However, it was noted these legacy exports remove the Parametrics (the ability to change a feature of the part easily), as well the Parasolid Kernel is lost (the Solid Modeling engine within the software). “Solid Direct” is an export format that is Solidworks native and is gaining wide acceptance with machine shops etc. Your model can be exported in this format as well. While SolidWorks is a Model-Based system, drawings can be developed from the model for those that utilize blueprints. The model can also be utilized for basic one pass simulation since Solidworks SimulationXpress will be included in the ME. I asked the Training/Demonstrator if you can extract a shell from your entire aircraft design (a shell if you will) divorced from your part tree, and run it in the “Flow” module of SimulationXpress. The answer is yes. Imagine a quick “what if” aero analysis of your design at your fingertips for free!






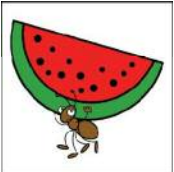








For those Chapter 113 members who have never done any Solid Modeling, think of it as working with shapes such as the orifice of a pastry bag and how the pastry chef creates with it. You can change the orifice if you will (or sketch it wire frame and stretch it as a solid); add a material such as boss; and add features such as bolt holes. Another analogy would be working with a block of cheese and shaping it with a knife, conceptually it might be that simple. If you are artistic or think in 3D, you might be surprised how intuitive these program packages such as Solidworks are. It has been over 17 years since I left that industry and I am amazed at how powerful and simpler software is vs. the high end “Unigraphics” I last used, and it does all this at a fraction of the price. Even better for we EAA members, it is free!

For more information to access SolidWorks please visit www.eaa.org/SOLIDWORKS.



August 2016













Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4	5	6 Breakfast @ 3 Brothers 8:15am  Pancake Breakfast Greenville 7:30-11
7	8	9 	10	11 EAA 113 Board Meeting 7:30 pm	12	13 Breakfast @ 3 Brothers 8:15am  Grassroots Frankenmuth Fly-In 8 to 5
14 	15	16 	17 	18 EAA 113 General Meeting 7:30 pm 	19 	20 Breakfast @ 3 Brothers 8:15am EAA 113 Family Picnic 
21  Thunder Over Michigan Willow Run	22	23	24	25	26	27 Breakfast @ 3 Brothers 8:15am Young Eagles 8:30-10:30 
28 Oakland County International Airport Open House 10-4	29	30 	31 			



September 2016



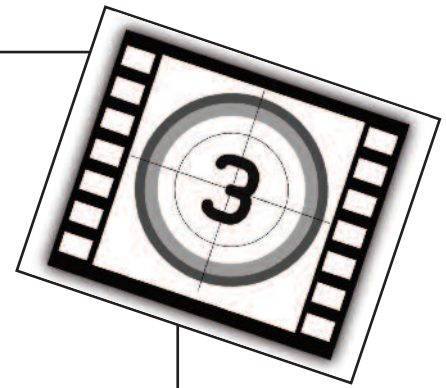
Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 EAA 113 Home-builder's Meeting 7:30 p.m	2	3 Breakfast @ 3 Brothers 8:15am
4	5 	6	7	8 EAA 113 Board Meeting 7:30 pm	9 	10 Breakfast @ 3 Brothers 8:15am  Westphalia Fly-In (3F5) 9-5
11 Patriot Day  Fowlerville Breakfast Fly-In 7-11 a.m.	12	13	14	15 EAA 113 General Meeting 7:30 p.m	16	17 Breakfast @ 3 Brothers 8:15am  AOPA Fly-In Battle Creek 7-11
18	19	20	21	22 EAA 113 IMC Club Meeting 7:30 p.m	23 <i>Happy Autumn</i> 	24 Breakfast @ 3 Brothers 8:15am  Young Eagles 8-11
25 	26	27	28	29	30 	



Calling all video enthusiasts!

*Submit your video of the month to Sanjay Dhall
at vicepresident@eaa113.org*

(Or you might be watching someone's 40 year old home movies next month....)



Next Meeting :
Thursday, August 18, 2016
7:30 PM at the
EAA Aviation Education Center

EAA Chapter 113
8512 N. Lilley Rd
Canton, MI 48187
(734) 392-8113