

EAGLE'S PROPWASH

OCTOBER 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



Quickie Fly-in, Davenport, Iowa, September 16-18, 2016

Photo Courtesy of Sanjay Dhall

Member Services

Class I Board of Directors:

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Vice President: Sanjay Dhall	(734) 658-7444	vicepresident@eaa113.org
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Treasurer: Dave Buck	(734) 223-2675	treasurer@eaa113.org

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Class III Board Member:

John Maxfield	(248) 890-6767
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Membership Committee:

Al Bosonetto, Dave Buck, John Maxfield

Dues: Dave Buck	(734) 453-5375
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Dan Jones	(248) 310-6018
Dan Valle	(313) 539-9818

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Scholarships:

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Debbie Forsman	(734) 397-3452
Jim Trick	(517) 546-3944

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Dave James	(734) 721-4213	

Web: John Maxfield	(248) 890-6767	webmaster@eaa113.org
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Dave Buck	(734) 453-5375
Bill Brown	(734) 420-2733
Pat Trevas	(734) 416-3955
Bruce Breisch	(734) 422-2692



CHAPTER MISSION STATEMENT:

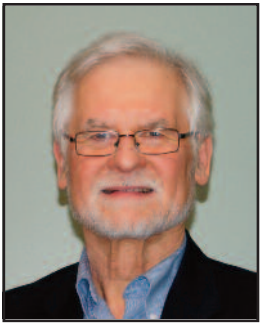
"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun."

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
October 2016

It's not that I'm complaining – in fact it's kind of nice! Here we are in early October, and summer just doesn't want to give up without a fight. But autumn weather will arrive, as we've felt recently with some cooler (and foggy) mornings. Fall has always been my favorite season with its clear skies, crisp air and those two critical food groups, cider and donuts. Nothing can beat Michigan's spectacular fall foliage display, and this year I hope to see as much of it as I can from the air.

Beyond the boundaries of Pure Michigan, one of the Midwest's most popular fall fly-ins is coming up on Sunday, October 23. The Annual Chili & Franks Fly In/Cruise In is put on by Toledo's Chapter 582 and hosted by the Portage Flying club at HAAR airport (9OH1). It's a 2500' east-west grass strip on the north side of the Ohio Turnpike near Elmore, Ohio, southeast of Toledo. I've heard about the big iron kettle they cook the chili in over an open fire, so I'm determined to see that and have a taste or three. The event runs 11 a.m. to 5 p.m. You can get more info at www.eaa582.org/event-2333507, and here's a video from last year's event www.youtube.com/watch?v=CEYnS9HVBX0. Maybe we can get a group together to fly down there if the weather cooperates.

Continuing the chili theme, our Chapter's annual Fall Chili Fly-In is set for Saturday, November 12, from 11 to 2. Last time we barely had enough chili, so let's get a few more pots going. For some inspiration try these websites: www.epicurious.com/recipes-menus/best-chili-recipes-gallery, www.southernliving.com/food/entertaining/best-chili-recipes, www.cookinglight.com/food/top-rated-recipes/best-chili-recipes.

Our next Young Eagles event will be Saturday, November 5, from 8 to 11 a.m. We were a little light on ground crew for last month's YE event, so please mark your calendars for this one and lend a hand.

The Homebuilders Meetings resume this month. On the 6th, Anthony Liberatore will take a closer look at the SolidWorks design program that EAA is making available free to members, and Mark Baty will show us how he made the seats for his RV9A. The Flying Safely/IMC Club meeting will be on the 27th. Dave Buck is coordinating the program, so stay tuned for details.

For this month's membership meeting on the 20th, Chapter member and Technical Counselor Dan Jones will show us the process Williams International goes through to certify a small jet engine. The EAA Chapter video will feature highlights from the Homebuilder's area at AirVenture 2016, and member-submitted videos will include helicopters getting up close & personal with high-voltage power lines. Come a little early and enjoy some snacks that the Chapter will be providing.

And to update my flight training story from the August newsletter, you may have heard that I've earned my Sport Pilot rating, passing my checkride in a Cessna 162 Skycatcher on Sept. 22. Right now I'm in the middle of the checkout in my Taylorcraft, so watch out for a brown and cream-colored BC12-D smashing bugs around Mettetal.

Happy Flying!

PAULSON AVIATION & HISTORY LIBRARY



Barb Cook (734) 277-3469

library@eaa113.org

October 2016

Women with Wings by Mary Cadogan

629.130 922 WOM CAD

Women with Wings is a perceptive and highly entertaining celebration of the achievements of female flyers from eighteenth-century balloonists to today's astronauts. For decades female aviators had to defy social prejudices despite having achieved remarkable feats of skill and endurance. From 1910, women pilots in America performed death-defying stunts, and in England during the 1920s, a clutch of aristocratic flyers were flipping from continent to continent in their private planes. By the 1930s women had produced an abundance of record-makers—Amy Johnson, Amelia Earhart, Jean Batten and Beryl Markham among them. The Second World War recruited British and American women to ferry fighters and bombers from factories and airfields, and produced some outstanding pilots from Germany and Russia. Post-war developments included long-distance record flights and the growth of opportunity in commercial and military flight and in space exploration. As well as charting women's progress in aviation, *Women with Wings* considers fictional images of female flyers in comic-strips, magazines, books—from girls' adventure tales to romances. This book is both amusing and enlightening in its research on the determination and struggles of women to fly.

*Amazon.com review.



QUICKIE FLY-IN AT DAVENPORT, IOWA

By Sanjay Dhall

During the weekend of September 16-18 I attended the 'field of dreams' or FOD, an affectionate name for the annual tandem wing fly-in. This year the fly-in was held at KDVN Davenport, Iowa. I have been part of the close-knit community of tandem wing canard builders since 2008 when I first started working on my Quickie Q-200. Since then I have been to just about every FOD held, initially driving through nights, and for the past couple years flying in my Quickie.

This year there were 8 Quickies that attended, two based at the field, others flew in mostly from the Midwest. One flew in from New England. Four others still building flew in commercially or drove.

The weather made for an interesting outbound flight, so I landed at VPZ and waited out the thunderstorms.

On the way back on Sunday, I had the company of a buddy flying back to Battle Creek.

A fine weekend adventure.

*Photos Courtesy
of Sanjay Dhall*





C-47 TRIP TO DAYTON USAF MUSEUM

By Randy Hebron

On September 8, 2016, I had my first ride in a C-47, the military version of a DC-3. My wife Liz arranged this trip as a surprise for my birthday - and was I surprised! This beautiful aircraft is owned by the Yankee Air Museum at Willow Run Airport. Chapter 113's Howard Rundell was pilot in command. We left Willow Run about 8:00 am, arriving at James M. Cox-Dayton (KDAY) what seemed like a short time later. Ground transportation whisked us off to the museum. We spent the day wandering the museum and having a great time listening to Howard's expertise on selected aircraft.

The trip home was uneventful, however I found extreme enjoyment in watching the countryside pass below, even catching a glimpse of a high school football game in progress.

My lifelong dream of a flight in a C-47 was fulfilled, and I got to hang out with a great bunch of guys -- including Howard's VP-93 former crew.



*Photos Courtesy
of
Chip Campbell*





C-47 Front Office
Photo Courtesy of Randy Hebron



Toledo, Ohio
Photo Courtesy of Randy Hebron

WOW!! WE WENT TO THE CENTRAL STATES CANARD FLY IN!

By Mike & Doreen Scovel

Doreen and I have been going to this event for years and have always had a good time despite the weather. This time proved to be much the same. Doreen and I DROVE (read that as did not FLY down – the VariEze STILL isn't done (17 years and counting) – maybe next year) down to the Falls of the Rough, Kentucky for the CSA Fly In and despite the 95+ degree heat and the 90% humidity had a great time. The drive down was totally uneventful as was the drive back.

This time, I was able to solve in my head a lot of problems I was having in finishing the engine install and landing light locations (among other things). This time I saw something I hadn't seen since I have been going to this event – more VariEzes than EVER, a total of 12! Usually if I am lucky I will see on an average of 2-4, so I was very happy to see the nice turn out this time. Not to mention some of the VariEze's were some of the nicest birds on the field! There were a total of 52 EZs on the field LongEzs, Cozy IIIs and IVs, Defiants , Velocitys. There was also the other more traditional styled aircraft as well.

It was great running into old friends and meeting new friends. Looking forward to doing this again next year!



*Photo Courtesy
of
Mike Scovel*

AOPA FLY-IN -- BATTLE CREEK, MI, SEPTEMBER 17, 2016

Photos by Herb Schulke



Chapter Prez Joe Kirik, members Ed Audette, Mike & Doreen Scovel



Joe Kirik
and
Tom Smith



Ed Audette checking out a wing rib spar demonstration.



Chapter 113 members Martina & Oliver Reik
representing *Pilots N Paws*.

World War I Dawn Patrol Rendezvous, Oct. 1-2, 2016

by Randy Hebron

"One of the nation's premier historical aviation events will bring the excitement and adrenaline of early air power to Ohio. The three-day World War I Dawn Patrol Rendezvous features vintage original and reproduction WWI aircraft, radio-controlled models, era automobiles, period re-enactors, a collector's show and educational activities. This flying event is offered every other year by the museum and the Great War Aeroplanes Association."

Scott, Patrick, Elva, and I drove down to Dayton to the USAF Museum's WWI event on Sunday, October 2, 2016.



7/8 Scale Aerodome Fokker D7
Photos Courtesy of Randy Hebron



Mercedes engine, used in
Fokker D7s and Albatross.





Full scale Spad reproduction with
260 horse Lycoming GO-480.

Hours:
Tues. & Thurs. by Appointment
2nd Saturday of the month
Open House 10-4

Follow us on Facebook
for events at the VAFM

Vintage Aero Flying Museum
VAFM
Vintage Lafayette Foundation 8063

303-668-8044 www.vafm.org

The Vintage Aero Flying Museum, a 501c3, is housed in a working hangar where World War I replica airplanes are built and displayed. Some days the display is airborne; the replicas are real flying aircraft. Real men actually wore the uniforms in the collection. Visit on an open day, or book a tour, to hear the stories behind this living collection.

Vintage Aero Flying Museum information.
They have numerous WWI full-size aircraft.
Check out their website: www.vafm.org



1/2 Scale Demoiselle remote control model.
The owner had fun with folks by remotely
turning the pilot's head to follow them as
they walked past. Freaked out more than
one kid! (The pilot's arms and feet also
moved with the controls.)

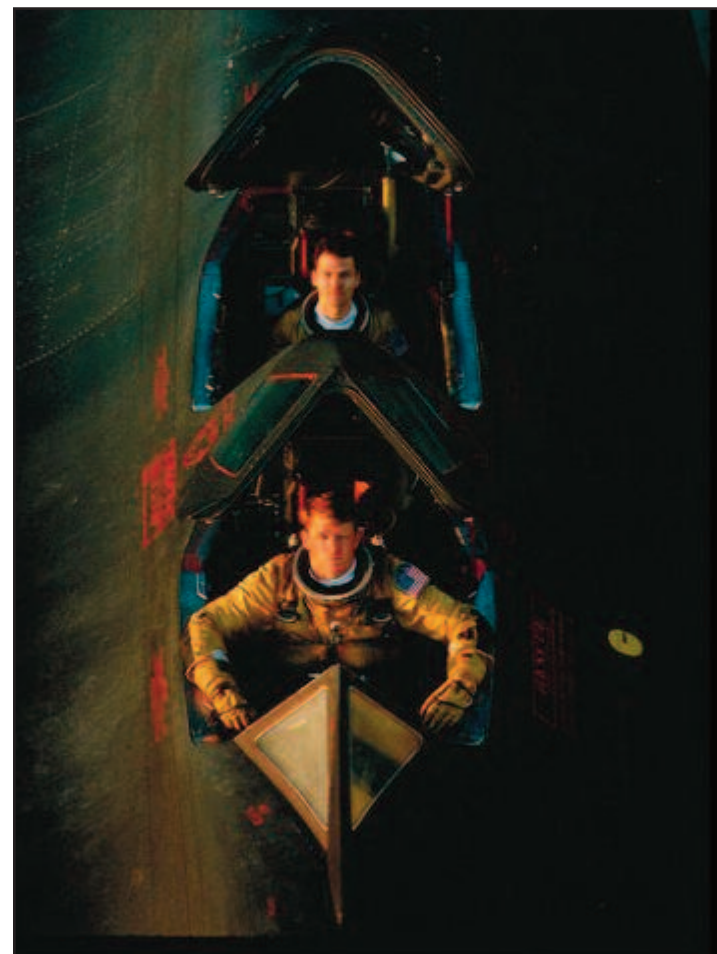
BAR HARBOR, MAINE ADVENTURE

Photos by Martina & Oliver Reik



SR-71 - FOR ALL YOU AVIATION BUFFS....

Submitted by Pete Waters



The SR-71 Blackbird was a strategic reconnaissance (SR) aircraft built by Lockheed Martin and designed by Clarence Johnson. It took flight in 1964 and kept going until being retired by NASA in 1999. Although this next-gen-looking aircraft never made it to the new millennium, it remains one of the most famous, fastest, and fascinating planes ever flown. Here are some incredible facts you probably never knew about this amazing aircraft.

As you can see, the SR-71 was one of the early examples of a stealth aircraft, featuring a dark black/blue paint that earned it the name "Blackbird." There were only 32 Blackbirds ever built.

The Blackbird didn't just look cool; it was FAST. The Blackbird was built to go up to about Mach 3.4 speeds, which is a land speed of about 2,500 mph! Over 4,000 missiles were fired at it during its 25-year service, but none ever hit its mark. The standard evasive maneuver was just to accelerate until the missile couldn't keep up.

The SR-71 did more than just take pictures. It could aim its radar 45 degrees to the side, it could map the terrain like a side-scanning sonar, it could intercept enemy communication and radar signals, and it could record its entire flight path with infrared cameras to prove to countries that it didn't violate their airspace.

The cameras on the Blackbird could take a photograph clear enough to read the license plate on a car on the ground while the plane traveled 80,000 feet above the Earth and at speeds of over 2,000 mph.

Despite being a spy plane designed to snoop on countries such as Russia and China, a SR-71 has actually never been over the land mass of Russia or China. The planes simply flew around the outskirts, and used their angled cameras and sensors to gather all the info they needed.

The SR-71 had extremely accurate navigation systems, too. It was able to maintain its heading within 1,000 feet while at Mach 3 by using a celestial navigation system nicknamed "R2-D2" that tracked a series of 61 stars. The sensor was so powerful that it was capable of detecting the stars in broad daylight while on the ground.

The SR-71 Blackbird had to deal with a somewhat unique problem for planes going at such high speeds. The engines needed air going slower than the speed of sound in order to function properly, so when the Blackbird was going over Mach 1, there was actually a shockwave permanently inside the engine as the air slowed down. Sometimes, the shockwave could make it outside the engine in front, and this caused major problems that any normal person would be terrified at, but these pilots trained to fix calmly.

The average Blackbird mission lasted about four hours, but could go on for twice that long.

Lockheed Martin is actually working on a hypersonic (capable of Mach 5) spy plane to replace the famous SR-71 Blackbird.

The hangar for all of the SR-71 Blackbirds looks just like a scene right out of Star Wars — the rebels could have used a Blackbird or two.

There are two cockpits connected only by radio.



Dan Valle showed various types of cockpit weather available to the GA pilot and also he mentioned about "AGE ISSUE". The weather images are not real time image. If you have doubt, follow ATC's advice.



September Meeting of the IMC Club - Come to the October 27th meeting and see what you're missing!
Photo Courtesy of Shunsuke Shibata

NEW SIMPLE KIT FOR SCIENCE OLYMPIAD DIV, B WRIGHT STUFF COMPETITION

By Mark Freeland

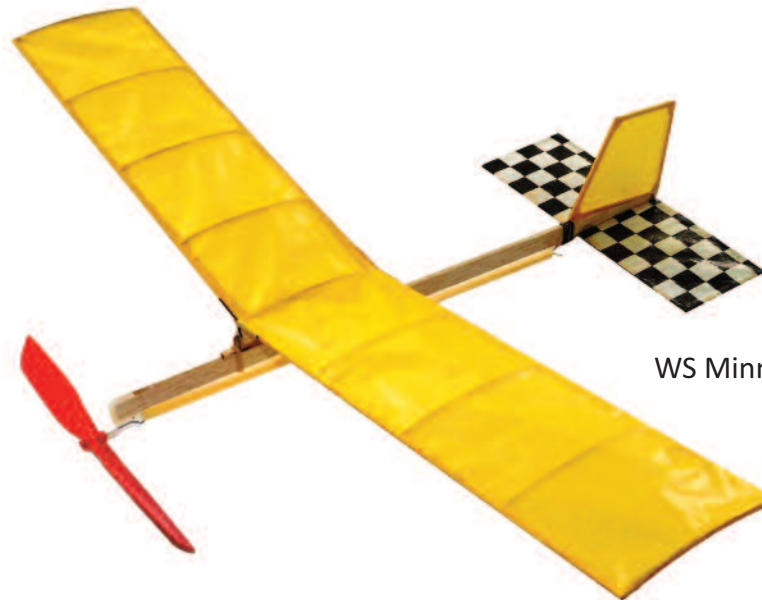
I was approached at Toledo, and asked if I would consider keeping Lloyd Shale's 1994 Minnow ROG kit in production. After reviewing this design I figured that with minor changes it could make a very easy entry level model for the Science Olympiad Wright Stuff at Div B.

I have modified the design to make the wing symmetrical, i.e. you cannot make two left wings, nor can you put it on the pylon back to front, in fact you can rotate the wing assembly 180 deg., and still have exactly the same airplane. This is achieved by having identical front and rear spars, and cambered ribs with the high point at 50% chord. The spars are tapered, notched and have built in gussets. The same goes for the stabilizer. All three prototypes flown so far came in at 7.5 g - 8.0 g as built with no need for any ballast other than the SIG prop assy. Flight tests have shown the model will do 1:20 with a stock 5 1/2" SIG prop assembly and a 1.5 g 3/32" FAI Supper Sport motor. I have not modified the prop yet, but believe that 1:30 - 1:45 flights might be achievable with increasing the pitch of the SIG prop.

The kit will be sold in a two pack, with everything to build 2 airplanes except only one prop assy., two motors, two rear pre-bent rear hooks, full size plans, Esaki tissue, plywood wing jig (helps with dihedral and wing to pylon joint), sanding stick, and instructions. Price will be \$29.98. I will also offer an add on pack with the materials for two more airplanes for \$19.98.

There will be a second, more advanced kit also. I will send details of this when it is nearly ready.

Respectfully submitted by Mark Freeland, Retro RC LLC & Campbell's Custom Kits www.RetroRC.us.com



WS Minnow Cut Out HR



starring fellow EAA member
and supporter
Harrison Ford!

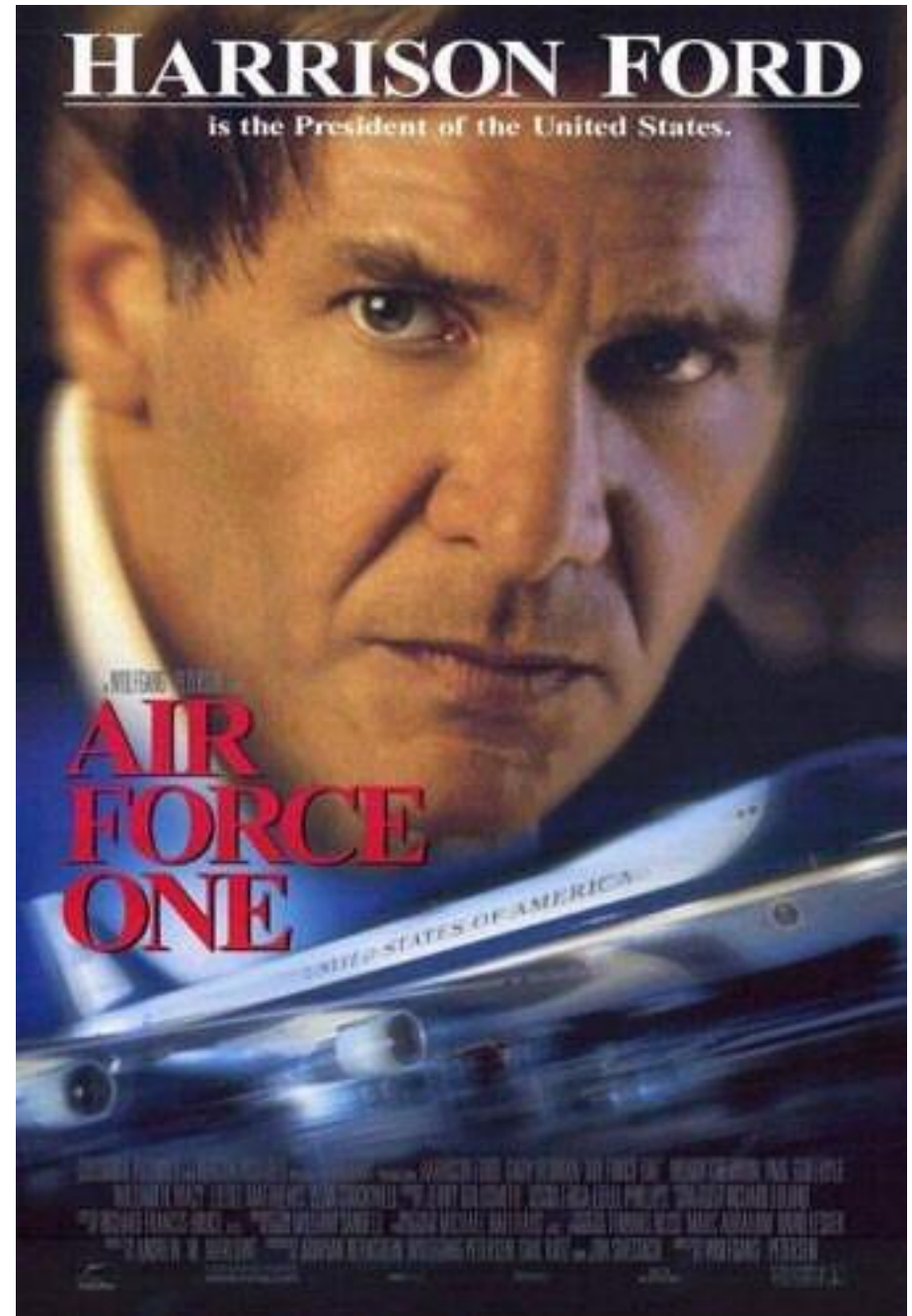


Movie Night

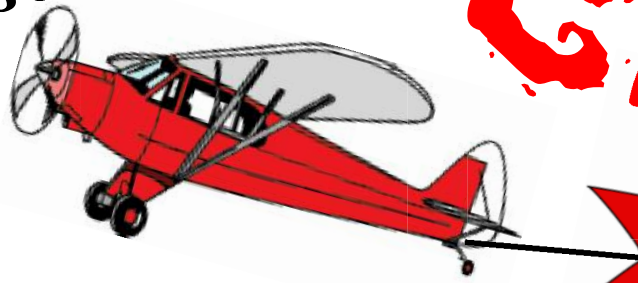
at EAA 113 Aviation Center

Friday, November 4th, 2016 at 7:30 p.m.

Movie and Popcorn are on us!!



**You are invited to
EAA 113's**



CHILI!

Fly~In

Saturday, November 12th, 2016

11:00 a.m. to 2:00 p.m.

EAA 113 Aviation Center

Mettetal Airport (1D2)








Feel free to bring a pot of your family recipe or just come join us for a Variety of chili, hotdogs and desserts.

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



October 2016












Sun	Mon	Tue	Wed	Thu	Fri	Sat
						<i>1 Breakfast @ 3 Brothers 8:15am</i>
2	3	4	5	6 EAA 113 Home- builder's Meeting 7:30 p.m	7	<i>8 Breakfast @ 3 Brothers 8:15am</i>
9 	10	11	12	13 EAA 113 Board Meeting 7:30 pm	14	<i>15 Breakfast @ 3 Brothers 8:15am</i>
16	17	18	19	20 EAA 113 General Meeting 7:30 p.m	21 	<i>22 Breakfast @ 3 Brothers 8:15am</i>
23 <i>Chili & Franks Fly-In Haar, OH 11-6</i> 	24	25	26	27 EAA 113 IMC Club Meeting 7:30 p.m	28	<i>29 Breakfast @ 3 Brothers 8:15am</i>
30	31 					



November 2016



Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3 EAA 113 Home-builder's Meeting 7:30 p.m	4  <i>Movie Night 7:30</i>	5 <i>Breakfast @ 3 Brothers 8:15am</i> Young Eagles 9:00 -11:00 am 
6 Daylight Savings Ends 	7	8	9	10 EAA 113 Board Meeting 7:30 pm	11  Veterans Day	12 <i>Breakfast @ 3 Brothers 8:15am</i> EAA 113 Chili Fly-In 11:00 AM-2:00 PM 
13	14	15	16	17 EAA 113 General Meeting 7:30 p.m	18	19 <i>Breakfast @ 3 Brothers 8:15am</i>
20	21 	22	23	24 	25 	26 <i>Breakfast @ 3 Brothers 8:15am</i>
27	28	29	30			

Ladies:
Great gift idea for your
hard-to-shop-for
homebuilder!

"FREE, LONELY, MUCH TRAVELED WINDOW AIR-CONDITIONER PERFECT FOR GARAGE/WORKSHOP/OUTHOUSE

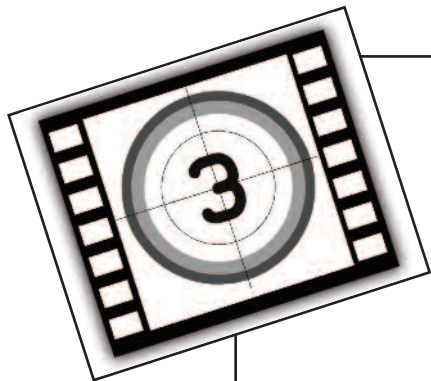
Prepare now for next
summer's hot weather!

History of being the original air-conditioner at the EAA Quanset Hut meeting home.

Retrieved by Pete Waters, and used while building Avid mkIV and Nieuport 17, then loaned to neighbor while working on model aircraft.

Now returned and waiting for a new owner. (Conducted tour of Jodel D9 too!) It works great, 110vac.

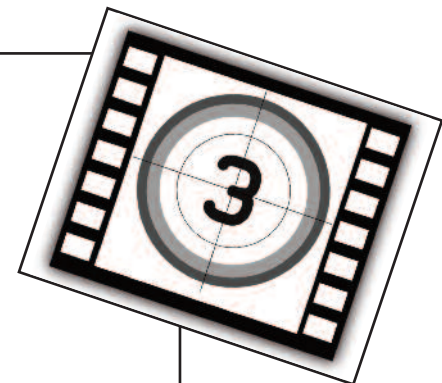
Pete Waters 248-924-0223



Calling all video enthusiasts!

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

(Or you might be watching someone's 60-year-old 8 mm home movies next month....)





Next Meeting :
Thursday, October 20, 2016
7:30 PM at the
EAA Aviation Education Center

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