

EAGLE'S PROPWASH

DECEMBER 2016 ISSUE

CHAPTER 113 *"The Backyard Eagles"*



Our Web Site:

www.113.eeachapter.org

EAA113@yahoo.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



Victor Adamko with his American Champion 8KCAB departing Mettetal after the Chapter 113's Chili Fly-in.

Photo Courtesy of Shunsuke Shibata

Member Services

Class I Board of Directors:

President: Joe Kirik (248) 872-3220 president@eaa113.org
Vice President: Sanjay Dhall (734) 658-7444 vicepresident@eaa113.org
Secretary: Stefan Rairigh (734) 383-4346 secretary@eaa113.org
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David Brent (734) 755-4587
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Dave Steiner (734) 645-1150
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Class III Board Member:

John Maxfield (248) 890-6767

Membership Committee:

Al Bosonetto, Dave Buck, John Maxfield

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Technical Counselors:

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Dan Jones (248) 310-6018
Dan Valle (313) 539-9818

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Aviation Center Management Committee:

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Dave Buck (734) 453-5375
Bill Brown (734) 420-2733
Bruce Breisch (734) 422-2692



CHAPTER MISSION STATEMENT:

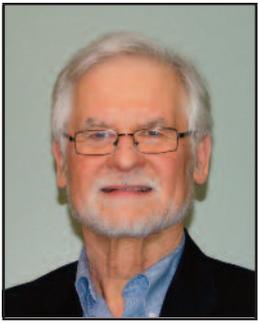
“EAA Chapter 113’s major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun.”

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
December 2016

I hope everyone had a relaxing and satisfying **Thanksgiving** celebration with family and friends. Whatever is going on in our lives – good, bad or indifferent – we all have much to be thankful for as the holiday season hits full stride. It was nice to be able to do some flying over the holiday weekend as the great late-fall weather keeps hanging on!

As aviation enthusiasts we certainly appreciate our freedom to fly and to share it with others, and we are thankful for organizations such as EAA and others who work so hard to preserve and advance those rights. Perhaps the best result from 2016 is the impending **Third-Class Medical Reform** that has been so long in the making. I hear that the FAA may be releasing proposed regulations early in the new year.

November Events

November was a great month for Chapter 113 with our final **Young Eagles** rally of the year and a well-attended **Fall Chili Fly-In**. We had a very good turnout of YE pilots and ground crew to make flights happen for more than 30 students from the **Southfield Young Astronauts** group. And good weather helped bring in nearly 20 planes and quite a few drive-ins from within and beyond southeastern Michigan to sample a tasty variety of chili – everything from traditional beef and bean chili to chicken, turkey, venison and vegetarian variations. As your dutiful president I made a firm commitment to sample each of the 20+ pots – just to make sure they were okay, of course! (Yes, this is a tough job.) Thanks to all who helped make both events successful and safe. Check out the photos inside.

New Member

At the November meeting we were happy to welcome another new member. **Leo Knowlden** of Clarkston is building an RV-10 and flies club planes that include an Archer, C172, C182 and C182RG. He is interested in all types of aircraft construction and has expertise in metalworking, machining, fabrication, woodworking, engineering, construction and chemistry – quite a range of skills! Leo attended several meetings in the past as Martin Filiatraut's guest and decided to join up, so welcome aboard, Leo – and thanks Marty for the excellent recruiting!

Scholarship Nominations Open

It's time to start encouraging Chapter scholarship applicants. Candidates should be currently admitted to a college, university, or trade school majoring in aviation related studies or in an approved flight school. Applications will be available online at the beginning of January. The deadline is March 31, 2017.

Movie Night Moved

Movie night this month will be on the second **Friday, December 9th**, a week later than usual due to member participation in Operation Good Cheer on December 2nd. Join us at 7:30 pm for an aviation themed movie and free popcorn in the comfort of the EAA 113 meeting room.

December Holiday Dinner

As is our December tradition, this month's meeting will be our annual **Holiday Dinner Party**. Bring your spouse, significant other or whoever! The Chapter will provide two turkeys. Please bring a side dish or desert to share. **Please note that the event starts at 6:30 p.m.**, one hour earlier than the usual meeting time. See you all there!

PAULSON AVIATION & HISTORY LIBRARY



Barb Cook (734) 277-3469

library@eaa113.org

December 2016

A BOOK FOR EVERY PILOT'S BEDSIDE

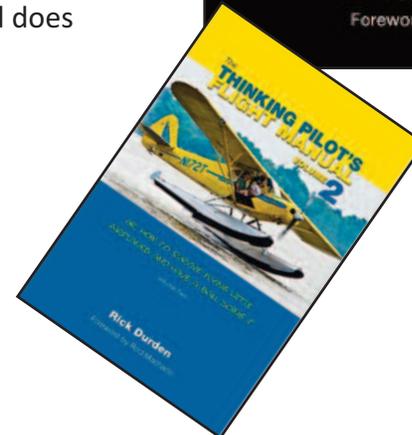
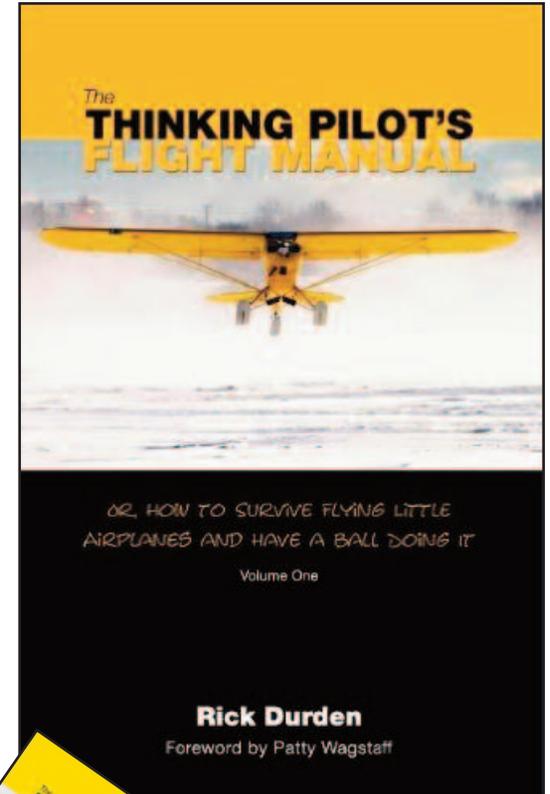
Rick Durden, Airline Transport rated pilot, with experience in over 200 types of aircraft (he was an attorney for Cessna, has written a marvelous book that each of us will enjoy reading, *The Thinking Pilot's Flight Manual; Or How to Survive Flying Little Airplanes and Have a Ball Doing It, Volume 1* Renaissance Aviation Publishing, 2012. 374 pages, index, big type, a few photos.

This book picks up where our flight training left off. It is hangar flying.

- CHAPTERS:
1. Techniques- Things you didn't learn in flight school
 2. Branching Out (Skis, Floats, Classic Planes)
 3. Tail Wheel
 4. Staying alive in the real world
 5. The Thinking Pilot

In Patty Wagstaff's forward, she mentions that Rick does not avoid any taboo subjects, and does discuss skud running and precautionary landings. She seemed to really like it.

Rick is also involved with AVIATORCAST, a podcast. Check it out and subscribe at <http://www.flyaoamedia.com/aviatorcast/>





You are invited

EAA 113's annual



Holiday Party



CHAPTER 113 MEMBER HAPPENINGS



Sharon Bahn & I at Port Clinton. Had lunch at the Tin Goose Diner, but not enough time to tour the museum. Mr. Sport Pilot had to be back home by sunset.

Photo Courtesy of Joe Kirik



Here is the Christmas present we just received for the Hatz -- steam gauges refaced with Hatz Classic logo.

Photo Courtesy of Bob Skingley

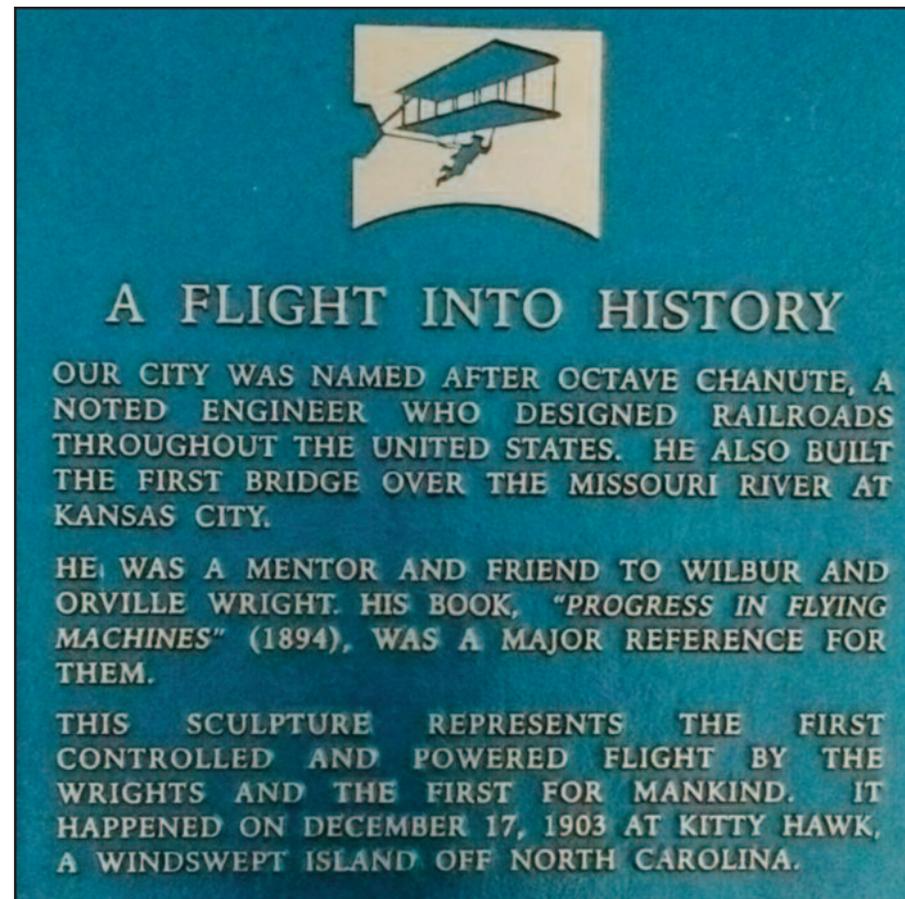
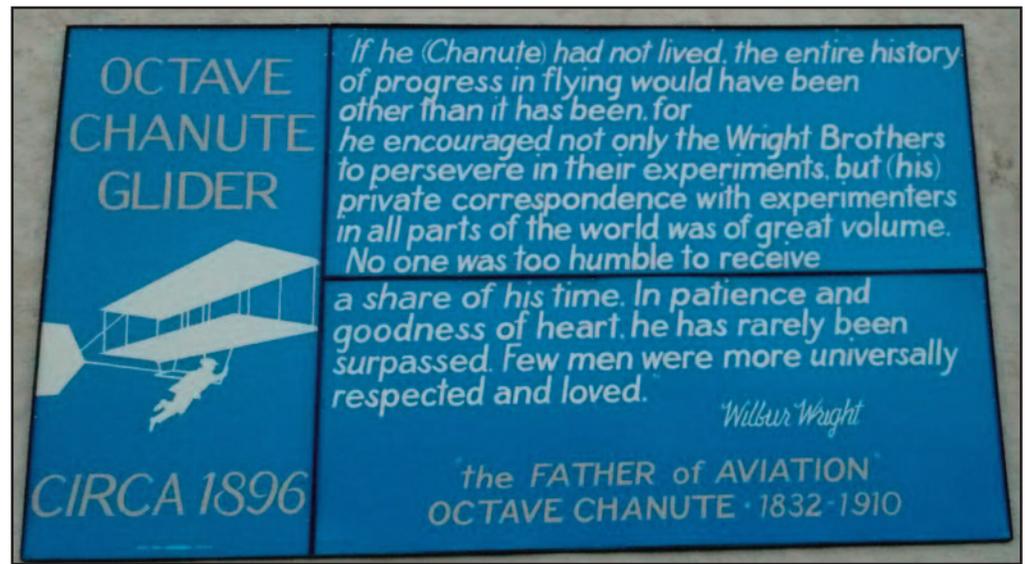
Corn Maze, north of Cabella's, Dundee, MI.

Photo Courtesy of Tom Smith





On a Saturday afternoon at Mettetal....
Photo Courtesy of Shunsuke Shibata



Chanute, Kansas.
Photos Courtesy
of
Dave James

YOUNG EAGLES, NOVEMBER 5, 2016



Southfield Young Astronauts
Young Eagles Event.
*Photos Courtesy of
Shunsuke Shibata*



CHAPTER 113 CHILI FLY-IN, NOVEMBER 12, 2016



Christopher Bailey's "Heavy Hauler"
All Photos Courtesy of Shunsuke Shibata



John Bobcik's Kitfox S7 Supersport.
Photo Courtesy of Shunsuke Shibata



Piper PA-11 co-owned by Gary Copp
and Richard Carter.
Photo Courtesy of Shunsuke Shibata



ERCO PROP

By Mark Baty

After living in the Michigan metro area for more than 32 years, my wife and I decided to move to a slightly warmer climate. In October we sold our house in Novi and in November we moved to Georgetown, Kentucky. So after working steadily on my Van's RV9A build project for about 2 years, I had to put it on hold. Just prior to selling my house I moved my RV9A project from my garage workshop to a hanger at the New Hudson Airport (Y47). It will unfortunately stay in storage there until I find a new home for it here in Kentucky.

I donated the ERCO prop blade that is now in the chapter meeting room the week I was moving out of my house along with a box of aviation books I had. I hope the books can be of use to the chapter library. I refurbished the blade a few years ago and had it in my workshop, I decided it would be better to be enjoyed by the chapter members than just sitting in storage.

The prop blade is a WWII era blade made by the "Engineering and Research Corporation" (ERCO) of Aircoupe fame. It's from a three bladed constant speed prop (3D40-111") that was used on WWII trainers like the AT-6. ERCO used a process called "Compreg" to make these blades from wood in order to save the use of aluminum needed for the war effort.

Here is a link to a prop blade collection and museum website that has pictures and tells about the history of these rare props. <http://notplanejane.com/erco.htm>

Thanks for allowing me to be part of such a great EAA Chapter. It's hard to imagine that I'll be able to find a new chapter here in Kentucky that could be as good as Chapter 113!!

American Eagle Flying Club Membership for Sale

American Eagle Flying Club is a two aircraft, 20 member club located at New Hudson airport. Please contact: Mark Baty for additional information (502-642-5566 or email mbaty@att.net) We've upgraded our planes with many new items over the years and continue to improve them with ongoing upgrade funds. We maintain an engine reserve fund for new engine replacements. Both planes have matching paint schemes and are in great shape.



1975 Piper Archer

180 hp 4 place aircraft with -960 lb. useful load, cruise is about 115 kts. Newly rebuilt engine has less than a year since installation! Avionics: a new Garmin GTN650 touch screen GPS/Com w/CDI, Garmin 340 audio panel w/marker beacon and 4-place intercom stereo input, Apollo SL30 NaviCom w/ CDI and glide slope, and a Garmin GTI'327 Transponder. Recent upgrades included: wing tip strobes, 406MHz ELT, back up vacuum system, and side windows and interior.



1964 Piper Cherokee

180 hp 4 place aircraft with almost 1100 lb. useful load! Cruise is about 112 kts. Engine has about 600 hrs since installation. Avionics include: Narco audio panel w/marker beacon, Narco MK12+D flip/flop Nav/Com w/glide slope, Garmin 250XL GPS/Com, King KT76a Transponder, 4 place panel mount intercom. Recent upgrades included: all new windows, glare shield, interior trim refurbishment, carpet, 406Mhz ELT and wing tip strobes.

A HISTORY LESSON FROM PETE WATERS

Brookings, Oregon By: Norm Goyer

September 9, 1942, the I-25 class Japanese submarine was cruising in an easterly direction raising its periscope occasionally as it neared the United States Coastline. Japan had attacked Pearl Harbor less than a year ago and the Captain of the attack submarine knew that Americans were watching their coast line for ships and aircraft that might attack our country. Dawn was approaching; the first rays of the sun were flickering off the periscopes lens. Their mission; attack the west coast with incendiary bombs in hopes of starting a devastating forest fire.

If this test run were successful, Japan had hopes of using their huge submarine fleet to attack the eastern end of the Panama Canal to slow down shipping from the Atlantic to the Pacific. The Japanese Navy had a large number of I-400 submarines under construction. Each capable of carrying three aircraft. Pilot Chief Warrant Officer Nobuo Fujita and his crewman Petty Officer Shoji Okuda were making last minute checks of their charts making sure they matched those of the submarine's navigator.



The only enemy plane ever to drop a bomb on the United States during WW-II was this submarine based Glen.

September 9, 1942: Nebraska forestry student Keith V. Johnson was on duty atop a forest fire lookout tower between Gold's Beach and Brookings Oregon . Keith had memorized the silhouettes of Japanese long distance bombers and those of our own aircraft. He felt confident that he could spot and identify, friend or foe, almost immediately. It was cold on the coast this September morning, and quiet. The residents of the area were still in bed or preparing to head for work. Lumber was a large part of the industry in Brookings, just a few miles north of the California Oregon state lines.

The aircraft carried two incendiary 168 pound bombs and a crew of two. Aboard the submarine the Captain's voice boomed over the PA system, "Prepare to surface, aircrew report to your stations, wait for the open hatch signal" During training runs several subs were lost when hangar doors were opened too soon and sea water rushed into the hangars and sank the boat with all hands lost. You could hear the change of sound as the bow of the I-25 broke from the depths, nosed over for its run on the surface. A loud bell signaled the "All Clear."

The crew assigned to the single engine Yokosuka E14Ys float equipped observation and light attack aircraft sprang into action. They rolled the plane out its hangar built next to the conning tower. The wings and tail were unfolded, and two 168 pound incendiary bombs were attached to the hard points under the wings. This was a small two passenger float plane with a nine cylinder 340 hp radial engine.

Continued...

It was full daylight when the Captain ordered the aircraft to be placed on the catapult. Warrant Officer Fujita started the engine, let it warm up, checked the magnetos and oil pressure. There was a slight breeze blowing and the seas were calm. A perfect day to attack the United States of America. When the gauges were in the green the pilot signaled and the catapult launched the aircraft. After a short climb to altitude the pilot turned on a heading for the Oregon coast. The "Glen" was launched via catapult from a I-25 class Japanese submarine.

Johnson was sweeping the horizon but could see nothing, he went back to his duties as a forestry agent which was searching for any signs of a forest fire. The morning moved on. Every few minutes he would scan low, medium and high but nothing caught his eye.

The small Japanese float plane had climbed to several thousand feet of altitude for better visibility and to get above the coastal fog. The pilot had calculated land fall in a few minutes and right on schedule he could see the breakers flashing white as they hit the Oregon shores.

Johnson was about to put his binoculars down when something flashed in the sun just above the fog bank. It was unusual because in the past all air traffic had been flying up and down the coast, not aiming into the coast.

The pilot of the aircraft checked his course and alerted his observer to be on the lookout for a fire tower which was on the edge of the wooded area where they were supposed to drop their bombs. These airplanes carried very little fuel and all flights were in and out without any loitering. The plane reached the shore line and the pilot made a course correction 20 degrees to the north. The huge trees were easy to spot and certainly easy to hit with the bombs. The fog was very wispy by this time.

Johnson watched in awe as the small floatplane with a red meat ball on the wings flew overhead, the plane was not a bomber and there was no way that it could have flown across the Pacific, Johnson could not understand what was happening. He locked onto the plane and followed it as it headed inland.

The pilot activated the release locks so that when he could pickled the bombs they would release. His instructions were simple, fly at 500 feet, drop the bombs into the trees and circle once to see if they had started any fires and then head back to the submarine.

Johnson could see the two bombs under the wing of the plane and knew that they would be dropped. He grabbed his communications radio and called the Forest Fire Headquarters informing them of what he was watching unfold.

The bombs tumbled from the small seaplane and impacted the forests, the pilot circled once and spotted fire around the impact point. He executed an 180 degree turn and headed back to the submarine. There was no air activity, the skies were clear. The small float plane lined up with the surfaced submarine and landed gently on the ocean, then taxied to the sub. A long boom swung out from the stern. His crewman caught the cable and hooked it into the pickup attached to the roll over cage between the cockpits. The plane was swung onto the deck, The plane's crew folded the wings and tail, pushed it into its hangar and secured the water tight doors. The I-25 submerged and headed back to Japan.

This event, which caused no damage, marked the only time during World War II that an enemy plane had dropped bombs on the United States mainland. What the Japanese didn't count on was coastal fog, mist and heavy doses of rain made the forests so wet they simply would not catch fire.

Fifty years later the Japanese pilot, who survived the war, would return to Oregon to help dedicate a historical plaque at the exact spot where his two bombs had impacted. The elderly pilot then donated his ceremonial sword as a gesture of peace and closure of the bombing of Oregon in 1942.



Submitted by Pete Waters

Understanding Engineers #1

Two engineering students were biking across a university campus when one said, "Where did you get such a great bike?" The second engineer replied, "Well, I was walking along yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it to the ground, took off all her clothes and said, "Take what you want." The first engineer nodded approvingly and said, "Good choice: The clothes probably wouldn't have fit you anyway."

Understanding Engineers #2

To the optimist, the glass is half-full. To the pessimist, the glass is half-empty. To the engineer, the glass is twice as big as it needs to be.

Understanding Engineers #3

A priest, a doctor, and an engineer were waiting one morning for a particularly slow group of golfers. The engineer fumed, "What's with those guys? We must have been waiting for fifteen minutes!" The doctor chimed in, "I don't know, but I've never seen such inept golf!" The priest said, "Here comes the greens-keeper. Let's have a word with him." He said, "Hello George, What's wrong with that group ahead of us? They're rather slow, aren't they?" The greens-keeper replied, "Oh, yes. That's a group of blind firemen. They lost their sight saving our clubhouse from a fire last year, so we always let them play for free anytime!." The group fell silent for a moment. The priest said, "That's so sad. I think I will say a special prayer for them tonight." The doctor said, "Good idea. I'm going to contact my ophthalmologist colleague and see if there's anything she can do for them." The engineer said, "Why can't they play at night?"

Understanding Engineers #4

What is the difference between mechanical engineers and civil engineers? Mechanical engineers build weapons. Civil engineers build targets.

Understanding Engineers #5

The graduate with a science degree asks, "Why does it work?" The graduate with an engineering degree asks, "How does it work?" The graduate with an accounting degree asks, "How much will it cost?" The graduate with an arts degree asks, "Do you want fries with that?"

Understanding Engineers #6

Three engineering students were gathered together discussing who must have designed the human body. One said, "It was a mechanical engineer. Just look at all the joints." Another said, "No, it was an electrical engineer. The nervous system has many thousands of electrical connections." The last one said, "No, actually it had to have been a civil engineer. Who else would run a toxic waste pipeline through a recreational area?"

Understanding Engineers #7

Normal people believe that if it ain't broke, don't fix it. Engineers believe that if it ain't broke, it doesn't have enough features yet.

Understanding Engineers #8

An engineer was crossing a road one day, when a frog called out to him and said, "If you kiss me, I'll turn into a beautiful princess." He bent over, picked up the frog, and put it in his pocket. The frog spoke up again and said, "If you kiss me, I'll turn back into a beautiful princess and stay with you for one week." The engineer took the frog out of his pocket, smiled at it and returned it to the pocket. The frog then cried out, "If you kiss me and turn me back into a princess, I'll stay with you for one week and do anything you want." Again, the engineer took the frog out, smiled at it and put it back into his pocket. Finally, the frog asked, "What is the matter? I've told you I'm a beautiful princess and that I'll stay with you for one week and do anything you want. Why won't you kiss me?" The engineer said, "Look, I'm an engineer. I don't have time for a girlfriend, but a talking frog - now that's cool."

KEVIN
GOSTNER

ASHTON
KUTCHER

HOW DO YOU DECIDE
WHO LIVES OR WHO DIES?



THE **GUARDIAN**

FROM THE DIRECTOR OF "THE FUGITIVE"

Rated PG-13

**Special
Night**

Movie Night

at EAA 113 Aviation Center

Friday, January 9th at 7:30 p.m.

Movie and Popcorn are on us!!



Merry Christmas to all, and to all a Good flight!



December 2016

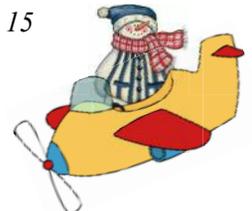
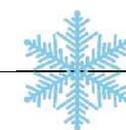


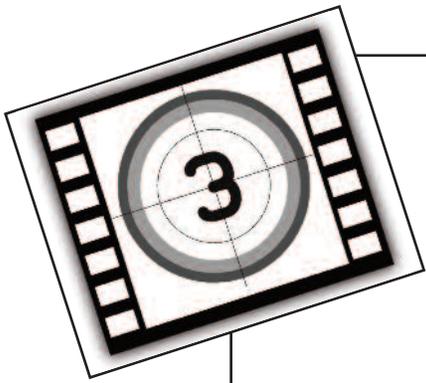
Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 EAA 113 Homebuilder's Meeting 7:30 p.m	2 Operation Good Cheer Oakland International Airport 10:00am-8:00pm 	3 Breakfast @ 3 Brothers 8:30 am Operation Good Cheer Oakland International Airport
4	5	6	7	8 EAA 113 Board Meeting 7:30 pm	9 <i>Movie Night 7:30</i>	10 Breakfast @ 3 Brothers 8:30 am
11		13	14	15 EAA 113 Holiday Party 6:30 p.m 	16	17 Breakfast @ 3 Brothers 8:30 am
18	19	20	 The First Day of Winter	22	23	24 Happy Hanukkah
25 Merry Christmas 	26	27	28	29	30	31



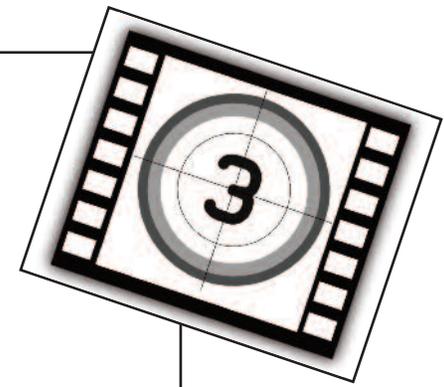
January 2017



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



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....)



EAA Chapter 113 member Mark French, FAA parachute rigger, offers his services to all members of the chapter at a special rate; *FREE* for any of their parachute needs. If anyone is in need of a pilot rig for testing or acrobatics, a number of pilot emergency parachutes are available for loan. Any questions related to parachutes and parachuting can be answered by contacting him at:

mark.r.french1@gmail.com or by calling 734.260.7342.





Holiday Party :

Thursday, December 15, 2016

6:30 PM at the

EAA Aviation Education Center

EAA Chapter 113

8512 N. Lilley Rd

Canton, MI 48187

(734) 392-8113

