

EAGLE'S PROPWASH

FEBRUARY 2020 ISSUE

CHAPTER 113 *"The Backyard Eagles"*



Our Web Site:
www.eaa113.org
group.eaa113.org

Gatherings: 7:30 PM
the 3rd Thursday of each
month at the
**EAA 113 AVIATION
EDUCATION CENTER**
Mettetal Airport (1D2)
8512 Lilley Road
Canton, MI 48187
(734) 392-8113



Dave Groat and his freshly painted RV-10.

Photo Courtesy of Dan Jones

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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*

Dave Steiner (734) 645-1150

president@eaa113.org

February 2020

Well except for one weekend in January, we dodged the winter snow bullets pretty well, at least at 1D2. Now that February is here, we hope to start seeing that orange ball in the sky some more, at least towards the end of the month. And since this year there is an extra day to do so, maybe it will be CAVU. I knew a Delta pilot, Flip Colmer (tragically killed in a GA accident last year at Howell) who said he got to see the sun every day he went to work...not something a lot of people in Michigan can say. It is nice to be able to get above the cloud layer.

As your new president, I've survived leading a board meeting and a general membership gathering. So far, so good. Thanks for all your help and enthusiasm that make this such a great EAA chapter to lead. In fact, EAA HQ just notified me that EAA 113 is a Perfect 10, achieving 10 out of 10 for the scoring for a Gold level chapter. Well done everyone at EAA 113!



Zimmerman Workshop update

We are awaiting the inspection for the certificate of occupancy (COO). No date on that as yet. We need some signage made for when we eventually have the dedication and ribbon cutting ceremony. If you have some talent in that regard, please contact me or Dan Jones.

Frostbite Chili Fly-in Feb 8th

Be sure to mark your calendar for the Frost-bite Chili event, coming up very quickly. Bring your favorite chili to share. EAA 113 Secretary Molly Pyle has already announced that she'll have her famous Southern cornbread and black-eyed peas combo for all to enjoy. We'll hope for some favorable flying wx, but as always you can drive in if the clouds don't cooperate. Hope to see you there!

EAA 113 Banquet March 31st

Deadline for tickets (\$30 each) is March 19th. The program this year will be entertainment with the singing pilot, Ken Dravis. Don't miss it. Fully catered event. BYOB. Tickets online at: <https://www.113.eaachapter.org/apps/webstore/> See page 6 for more information about this fun event.

Don Zimmerman EAA 113 Scholarships

The scholarship fund this year will support two scholarships at a minimum of \$3000 each. If you know a young person who has soloed and/or is pursuing a career in aviation, be it as a pilot, A & P, ATC, logistics, etc., make sure they get their application in by midnight March 31. Scholarships will be awarded at the Father's Day Pancake Breakfast in June. ALSO there is a \$500 OSH Air Academy scholarship being funded. Application forms for both are easily downloaded from the EAA 113 web site: <https://www.113.eaachapter.org/scholarships.htm>

Prop Wash content

Keep that content coming for the newsletter! A few photos with captions and a short paragraph or two about your latest aviation adventure are all that we ask. Send to: newsletter@eaa113.org. A project is underway to profile and feature EAA 113 members. Should be interesting reading.

CAVU to you!! (If not completed, please pay your \$35 membership dues, easily done online: <https://www.113.eaachapter.org/apps/webstore/>)

EAA 113 FROSTBITE CHILI FLY-IN



Saturday, February 8th, 2020

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

EAA 113 Aviation Center

Mettetal Airport

Warm hangar, hot food and good company!

Join us for hot dogs and a wide variety of chili.

For more information visit our website: www.eaa113.org

Dream Big!!!!



The EAA 113 Aviation Studies and Air Academy Scholarship forms are now available on our website:

www.113.eaachapter.org

Be sure to pass the information along to anyone that might be a potential candidate. Let's help someone follow their dream and begin their aviation journey!

CHAPTER 113 EARNS GOLD CHAPTER RECOGNITION

Congratulations on reaching the Gold Chapter Recognition level! EAA is thrilled to help EAA Chapter 113 celebrate this achievement. Your chapter will be mailed a banner to proudly display where your chapter meets. Your level also will be displayed online at EAA.org/FindAChapter with a specially designed emblem. You're encouraged to use it on your website, newsletter, and other promotional materials. EAA Chapter 113's custom emblem will be attached to a follow up to this email.

This program was created to recognize chapters that have demonstrated outstanding commitment to general aviation. Developed in partnership with EAA's Chapter Advisory Council, it's based on 10 criteria that are consistently found in active and engaged chapters. Each is worth a point, and there are three levels of recognition: bronze (7 out of 10), silver (8 out of 10), and gold (at least 9 out of 10).

- 1) Attended a chapter leadership training session
- 2) Growing or steady membership
- 3) Offers IMC or VMC club programs
- 4) Participates in Young Eagles or Flying Start programs
- 5) Has an EAA-approved flight advisor or technical counselor
- 6) Participates in EAA's annual chapter member survey
- 7) Reads EAA ChapterGram regularly
- 8) Requested EAA promotional materials or ChapterBlast email
- 9) Hosts at least two public events each year
- 10) Owns/leases a facility



Your 2019 Chapter Results:

The current score for your EAA chapter is 10 out of 10, which places you in the 100 percentile. Here's your chapter's breakdown:

Leadership training	1
Membership	1
IMC/VMC	1
Young Eagles	1
Flight Advisor/Tech Counselor	1
Annual survey	1
ChapterGram	1
Chapter promotions	1
Events	1
Facility	1



Don't forget:

It is time to pay your Membership Dues!!

Your \$35 Cash or Check made out to "EAA 113" can be
given or mailed to

Dave Buck at 8512 N. Lilley Road, Canton, MI 48187

or use Paypal with the
convenient "Dues" button on the website:
www.113.eaachapter.org.



PROJECT UPDATE: DAVE GROAT'S RV-10

By Dave Groat

In early-November, I flew my RV-10 down to Sturgis, MI to have it painted by Danny King of Sturgis Aviation. Because it's an experimental aircraft, I was required to remove all the control surfaces and cowl before leaving it with him. Fortunately I brought along a second pair of hands, so by the time we were done with disassembly my father showed up in his minivan to drive us home.

My father and I have been at odds for the past 5 years on the paint scheme; I wanted to paint it up like a WWII P-40 fighter with the tigershark mouth and Dad thinks that's the dumbest idea on the planet, and just because he's footing the entire bill he seems to think he has a say-so in the matter. We decided on plain, solid white all around, that way we can apply custom vinyl decals and wraps and patterns. I now want to cover the entire thing in leopard skin print. Dad thinks I'm an idiot.

Danny King is the nicest guy you could ever meet and a very skilled and experienced airplane painter, but a lousy communicator. I didn't hear a peep out of him for nearly two months, then one day I get a call saying "It's done! Come and get it." My wife and my helper-friend decide to make a weekend out of reassembling the airplane, so we load up the van with every tool I could think of and drive out to Sturgis Friday night (about a 2.5 hour drive). Saturday we spent the entire day reassembling the plane, which actually went faster and smoother than expected and by the end of the day we were 95% complete.

I was amazed at the difference a paint job can make. Our plane was covered in blemishes, scratches, stains and little dents, to the point where I felt slight embarrassment to show it to some people. There were several places where epoxy had dripped down the side of the fuselage and pooled on the belly, there were a couple nasty dents in the leading edge of the horizontal stabilizer, and Bondo filler was flaking off in the transition areas between fiberglass and aluminum. I truly wondered if Danny had the skills to make all these little blemishes go away, but he did! I walked around the plane, mindful of where every blight was, and I could find no evidence of them at all. This is really MY plane? The one Dad and I built? Absolutely amazing!

Unfortunately, that Saturday evening Michigan weather did what Michigan weather does. A major ice storm rolled in killing any chances I was going to take my plane home the next day, and it was the same story for the next two weekends. I shook my fist at the sky muttering curse words for three weeks until Dan Jones agreed to fly me out to Sturgis in his RV-9. This was my first time in an RV-9 and I was surprised how tiny it was; I did everything I could to fold myself up and not let my fat ass get in his way, but my knee was up against the mixture control, my head was brushing the Plexiglas dome, my feet were resting on the rudder pedals and I had a control stick jutting up between my legs. Flying around in a big 4-seater can surely spoil you.

We landed in Sturgis without incident (Dan likes to narrate his landing procedure out loud, which is a tactic I think I'm going to adopt), I pulled my plane out of Danny's hangar and we were both off back to Mettetal lickety-split. Dan was headed off to a couple weeks vacation shortly afterwards, so he agreed to let me have his spot in the EAA hangar so I could complete my annual inspection. No sooner do I get it back together that I get to tear it all back apart.

Oh, and for those that are curious the paint job cost \$14k.



FLYING UNDER ADS-B RULES

Unequipped aircraft may require extra steps

December 30, 2019 By Mike Collins (Submitted by Howard Rundell)

Editor's note: This story was updated with the ADAPT link once the tool was pushed live December 31.

For aircraft not equipped with ADS-B Out, flying in certain U.S. airspace will change beginning at 0001 local on Thursday, January 2—which is when the FAA's long-discussed ADS-B Out mandate takes effect.



This is the airspace, defined by FAR 91.225, where ADS-B Out is required beginning at 0001 local Jan. 2. Operators of aircraft not equipped with ADS-B Out must obtain an authorization to access this airspace. *Graphic courtesy of the FAA.*

In the continental United States, the equipment will be required to operate in the ADS-B rule airspace defined by FAR 91.225, which encompasses:

- Class A, B, and C airspace;
- Class E airspace at or above 10,000 feet msl, excluding airspace at and below 2,500 feet agl;
- Within 30 nautical miles of a Class B primary airport (the Mode C veil);
- Above the ceiling and within the lateral boundaries of Class B or Class C airspace up to 10,000 feet;
- Class E airspace over the Gulf of Mexico, at and above 3,000 feet msl, within 12 nm of the U.S. coast.

Except for the airspace over the Gulf this is the same airspace where a transponder is required today.

If you're not equipped with ADS-B Out, you're not necessarily shut out of the airspace—but you'll have some extra work to do.

The FAA developed an automation capability to manage ATC authorization requests, the ADS-B Deviation Authorization Preflight Tool (ADAPT). The rules require that you request an airspace authorization from the FAA website at least one hour but not more than 24 hours in advance of your flight. Don't call the ATC facility to ask, and don't request access from a controller over the radio—the answer will be “no.” Only if your ADS-B Out hardware fails in flight will controllers be able to issue an airspace authorization to an airborne aircraft, said Rune Duke, AOPA senior director of airspace, air traffic, and aviation security.

An operational transponder is required, he added, and aircraft without engine-driven electrical systems that don't have transponders also are exempt from some of the ADS-B required airspace, but not all.

ADAPT went live on December 31. Pilots can familiarize themselves with it through a video the FAA has posted online. In addition, AOPA has produced a comprehensive ADAPT Fact Sheet that includes step-by-step instructions for completing the process.

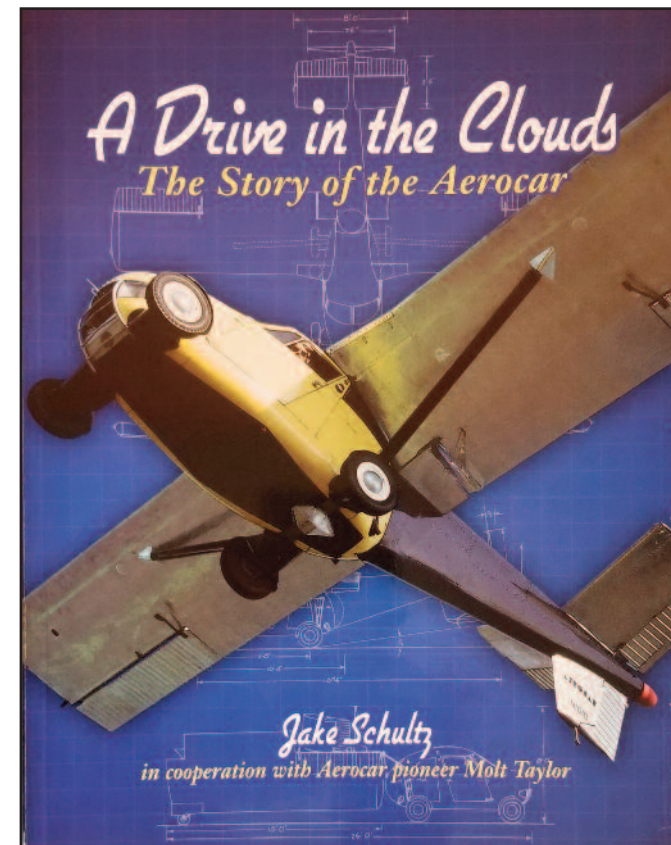
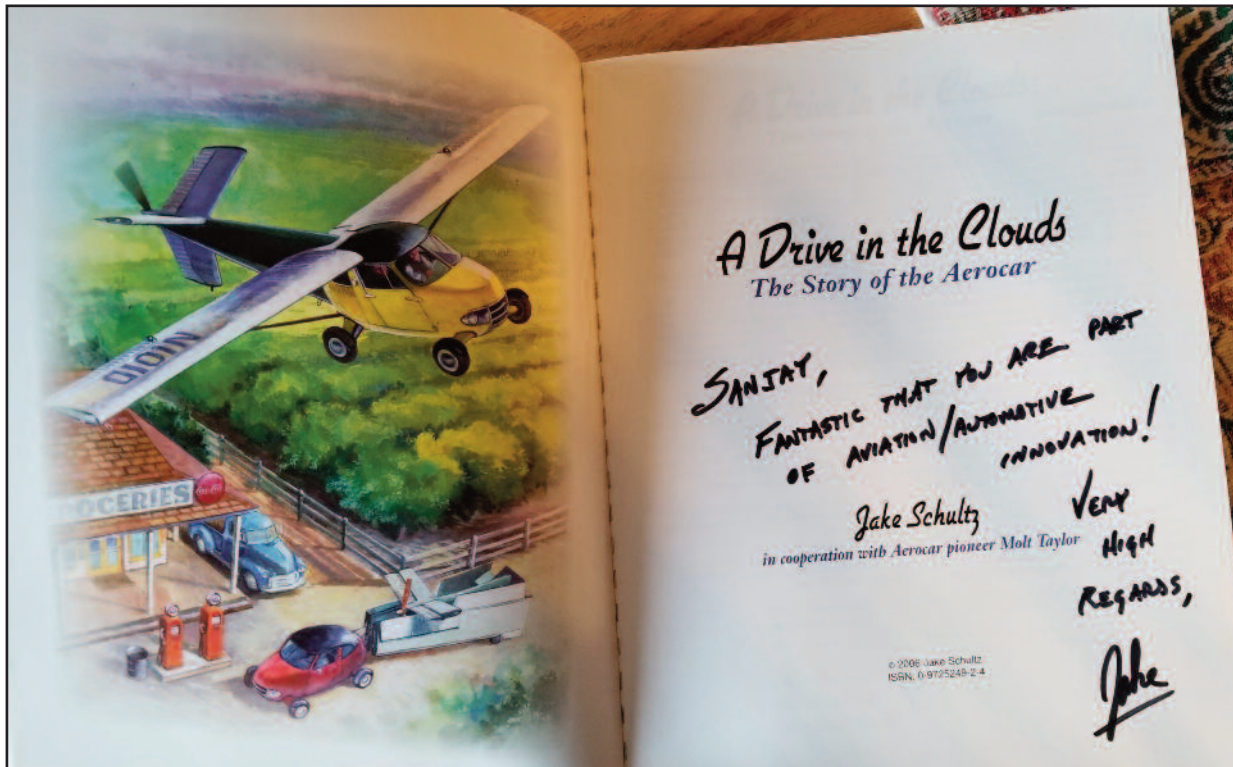
A DRIVE IN THE CLOUDS

By Sanjay Dhall

Last year I received a surprise in the mail! It was a book titled "A Drive in the Clouds: The Story of the Aerocar" by Jake Schultz. The book was sent directly by the author with a personal note of encouragement. The book is a recounting of the development of a flying car by Molt Taylor, back in the 1940's and '50's. The author, when he learned about the tragic crash of my flying car prototype, also sent me pictures of damage to Molt's prototype that occurred during early testing, to spur me on.

I spent the Christmas holidays reading this book and seeing so many parallels, especially hurdles, in the process of trying to bring a new kind of flying machine to life.

Complete with pictures, drawings, and illustrations, the book is a wonderful recapture of the Molt's decades-long efforts attempting to bring his unconventional ideas to life. The book's author, Jake Schultz is an aerospace engineering at Boeing, and an aviation historian, an EAA member and has been building a Pietaenpol for some years. The book has been a source of a great deal of encouragement for me. Shortly, I will place a copy of this book in our EAA113 chapter library. It's a wonderful read!



PROPOSED CHAPTER 113 EDUCATIONAL PROJECT

By Randy Hebron

I have acquired a Cygnet homebuilt that long-time member Joe Hillebran built and flew in the mid-90s. His craftsmanship is excellent. He de-registered the aircraft and there is no engine. The Cygnet is now in Westland. The aircraft requires minor cleanup and needs to be recovered to be presentable (perhaps a total of 2-300 hours of labor). *This project will need a volunteer project manager to oversee the work.* The Board of Directors would like to make a decision at the February 13th board meeting.

I propose donating the Cygnet to Chapter 113, not to be sold as pieces or parted out, but as an educational project for chapter members to work on that once completed would be a useful educational tool for Young Eagles, and others of all ages. This will also offer members who are new to homebuilding, as well as students, a chance to get some hands-on experience.

This is an excellent opportunity for the chapter, and fits well with the chapter mission statement of “... *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....*”



Please contact Randy Hebron at 734-650-2115, or rchebron@gmail.com with questions, or for more information.

The 18th Fighter-Bomber Group's F-86F Conversion In Korea

by Howard R. "Ebe" Ebersole

Editor's Note:

Interesting History

Howard Ebersole was a long-time EAA Chapter 113 member. He was a good friend, who was also our daughter Jennifer's first flight instructor for her glider rating at age 14.

In August 1952, I was assigned to the 18th Fighter-Bomber Group, and I went to the 12th Fighter-Bomber Squadron as a replacement pilot flying the F-51 Mustang. As a Captain, my total flight time was about 1800 hours of which approximately 135 were in jets in F-84Bs and "C"s. I also flew over 500 hours in B-24s, including 16 missions over Europe with the 8th Air Force during WW II. But by 1952, I was a bonafide, practicing, fully converted fighter pilot with over 1,000 hours of single engine time who wanted no part ever again of bomber flying!

The 18th was composed of three fighter-bomber squadrons which all flew F-51Ds. They were the South African Air Force's (SAAF) No. 2 Squadron, the "Springboks" (antelopes); the 12th, the "Fightin' Foxey Few"; and the 67th, the "Fightin' Cocks". No. 2 Squadron had a springbok silhouette painted on the sides of its Mustangs, the 12th had yellow propeller spinners with shark's teeth on their noses, *a la Flying Tigers*, and the 67th had red spinners with a rooster logo. Earlier in 1952, the 39th Squadron had transferred from the 18th to the 51st Interceptor Wing to fly F-86s.

In late September, I was sent to the 51st Wing's 39th Squadron at Suwon on temporary duty to check out in the F-86. I was to fly "about 10" missions and then return to the 12th as an instructor pilot to help with the transition to the F-86. By this time I had flown five combat missions in the F-51.

My flight commander with the 39th was Captain Paul Jones. Later I was flown to Tsuiki, Japan to attend an F-86 FTD or MTD (Field or Mobile Training Detachment). There I learned about the F-86's systems: hydraulic, electrical, armament, oxygen, flight controls, the J47 engine - the whole airplane. The Air Training Command's mobile units did a superior job preparing our pilots for a new aircraft.

While at Tsuiki, I spent a few evenings in a place called the "Sabre Dance". There I learned about a drink call the "Spin, Crash, and Burn" which was aptly named!

Tsuiki was a rear echelon repair and maintenance base for F-86s in Korea. As such, we often went from the classroom to the hangar to look at the "guts" of a Sabre, and as an inquisitive engineer type, I not only enjoyed the experience but also felt I learned much more this way about the aircraft I was about to fly.

When the 4th or 51st Wings' pilots returned an F-86 for repair or maintenance, they often sent a T-33 to take the pilot back, but some-



Ebe while on training duty with the 39th Squadron at Suwon in fall 1952.

Photos for this article courtesy of Howard R. Ebersole

times the ferry pilot stayed over for a little "unofficial R&R". One day a T-33 arrived from Suwon and almost returned with an empty back seat. Thus I returned to the 51st on September 28, 1952.

My Form 5 flight records show three flights on three consecutive days for transition, and my first combat mission in an F-86 was on my fourth flight in the bird on October 3, 1952.

Reflecting on the event, it seemed that manning the cockpit with as much experience as possible was an objective. Harold Fischer (who later became a double ace) and I trained together, but he had already flown a fighter-bomber tour in F-80s with more than one hundred missions. He then spent enough time in Japan to argue for his return to Korea, and he was eager to get into the more glamorous (and fun) side of flying fighters. Fighter-bomber flying was, and is, *dirty, dangerous work* by comparison. I felt he had earned the privilege to

fly our very best fighter. Later events proved this to be true.

My October 3rd mission was a "Line Easy" flight that qualified for a combat mission, but we did little more than practice a spread formation some distance north of the bomb line, but not far enough to get into trouble. Our flight leader was Joe Butler and I was his wingman. "Swede" Johnson led the element and Hal Fischer flew his wing. The 51st was an aggressive group, and Joe Butler was no exception. On his 98th mission, he shot a MiG-15 down and damaged another. One possible reason why we did not go too far north on that mission was that I had an oxygen and pressurization problem I reported during climbout, and Joe did not want me to chance the "bends".

I did not fly again until the 11th of October, and then I quickly racked up 11 more missions by the 19th, flying twice daily on three occasions. Then someone got wise and sent me

back to the 18th! I would have loved to stay with the 51st for a number of reasons. Upon arrival, I was re-acquainted with four old buddies from the Michigan Air National Guard. We had flown '51s and '84s together as far back as 1948, and we were recalled to active duty in January 1951 and sent to Luke Field, Arizona where we were instructors in fighter-bombers. By mid-1952, we were all sent to Korea; not necessarily together, but there we were. Howard Irish, Cal Davey, Les Erickson, Asa Whitehead and I made up the *Michigan Air Guard Contingent* at Suwon in October 1952.

The F-86 was a *great* ship compared with the F-84Bs and "C"s I had flown. I loved it and still do. My instructions from the 18th were to get ten missions in the '86, but I modified that when I talked with the 51st and said, "at least 10", and thus I managed to snivel a few extra rides before the honeymoon was over. So back I went to the Spam Cans ('51s) where I resumed dangerous living.

By the end of December, I had 25 more mis-



Ebe with Colonel Maurice Martin, the CO of the 18th Group, in winter 1953.

sions in the F-51. At this time the 18th transferred its Mustangs. Some went to the South Korean Air Force, and the rest were ferried to Itazuke, Japan.

A day or two after Christmas, I moved to K-55 near Osan-Ni. By New Year's Eve, I was in a new mahogany panelled barracks with Major Jim Hagerstrom and a Catholic chaplain. The three of us, alone in a big, empty barracks, saw 1953 in. Jim came from the 4th Fighter Wing to lead our F-86 training program, and I was his assistant. Jim was a teetotaling, clean living and dedicated MiG-15 killer.

Early in January, we received several T-33s for transition training. We next set up the 18th Fighter-Bomber's "CLOBBER COLLEGE".

Colonel Frank Perego was our wing commander, Colonel Maurice "Marty" Martin was our group commander, and our training honcho was Jim Hagerstrom. We had four or five instructor pilots on a temporary basis from the 4th and 51st: Bill Champion and Clyde Curtin (who became the 38th jet ace) from the 4th, and Bill Palmer and Pat Buie from the 51st. After a few weeks, Champion and Curtin returned to the 4th and were replaced by Tom Horan and Ira Porter. Palmer returned to the 51st, but Pat Buie was transferred to the 67th Squadron.

My flight instruction was mostly with the SAAF and 12th Squadron pilots. Our instructors were in a separate barracks. Jim Hagerstrom had a wristwatch alarm clock. He would wake me at 0530 and then go back to sleep! I would awaken the instructors on the a.m. schedule, check the aircraft schedule, eat breakfast and go fly.

It was mighty dark and incredibly cold on the flight line at that hour during January and February 1953. The airmen who supported our operation deserved more recognition and medals than many of us who flew the machines. Line Sergeants Nye and Flynn, and many other NCOs' and airmen's names now forgotten but certainly appreciated, were heroes in my estimation. Sgt. Willie Green – what a guy!

Our training syllabus was this:

Eight transition flights (T-33 and

F-86 combined),

Eight formation flights (close formation with some combat "spread"),

Five camera gunnery flights (we flew against each other),

Eight combat formation flights (mostly tactics and maneuvers),

Two instrument flights (one in the T-33 and one in an '86 with a safety-chase),

One navigation flight, and

Two Yalu sweeps (an opportunity to go after MiGs).

We trained in T-33s during January and part of February. During that period, my Form 5 shows just over 30 hours of instructor time. On February 15th, we were ordered to take flu shots. I flew three flights on February 16th but was then medically grounded for five days with the flu. I then flew one training flight as an instructor, broke a sinus, and I was grounded again until March 3rd.

The 18th flew its first F-86 combat mission on February 22. The flight was comprised of the group commander and his three squadron commanders. Our leaders went first. This showed the caliber of men we had with Colonel Martin, Majors Evans and Hagerstrom, and SAAF Commandant Gerneke. They flew a Yalu sweep but had no contact with the MiGs.

On February 25, Major Hagerstrom had

another Yalu sweep and shot down a MiG-15. Our training was quite realistic when considering that a Yalu sweep was the *final lesson* in the program!

As I mentioned earlier, most of my flight instruction was with the SAAF pilots. The SAAF government bought a few hours of dual T-33 time so that each F-51 pilot had some jet experience before flying the F-86.

BLACK MONDAY

On Monday, March 2, 1953, many of our F-51 pilots who were anticipating combat in F-86s were told they were to be transferred. If they had 75 or more missions, they could rotate to the States. Others were to fly T-6s as Forward Air Controllers (FACs). Some went to the South Korean Air Force as F-51 "advisors". In the 12th Squadron, we kept our four flight commanders and two ex-51 pilots in each flight. That Monday night there was considerable rowdiness, and several rounds of .45 caliber ammo were fired through the barracks roofs (to my knowledge, no one was hurt). By Tuesday morning, all were



Colonel Frank S. Perego, the commander of the 18th Fighter-Bomber Wing.

gone. They were unhappy troops indeed.

On Wednesday, March 4, the 12th Squadron received 16 Nellis Air Force Base-trained, fresh from the USA, F-86 pilots. All were Second Lieutenants. They filled our squadron's table of organization for the allotted number of pilots. Now we could get on with the war.

Major Harry Evans was the 12th Squadron's commander, and I became the operations officer. Our flight commanders were:

A Flight: First Lieutenant Robert A. "Bat" Masterson

B Flight: First Lieutenant Russell C. "Van" Van Hellen

C Flight: Captain Howard P. "Paul" Mann

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D Flight: Captain Michael "Mike" Encinias in the 67th Squadron, Major Jim Hagerstrom was the commander, and Captain Ralph "Costy" Costenbader was the operations officer.

In No. 2 Squadron, Rolf Gerneke was the Commandant, and Major Stanley Wells was the operations officer.

More F-86s arrived, and on March 12, I resumed combat flying with mission #43. Colonel "Marty" Martin led our flight with SAAF Captain Ed Pienaar on his wing, and I led the element with SAAF Commandant Rolf Gerneke as my wingman. We flew two Yalu sweeps, and then the SAAF pilots were on their own. "Marty" Martin got a "probable kill" on the 13th. Rolf and I tangled with several MiGs, but we only had two "adrenaline pump overspeeds" to show for it. Jim Hagerstrom got 1 1/2 MiGs, and his wingman, Captain Dunlap, got half of a MiG. He finished off one that Jim had "winged".

Incidentally, as the SAAF Commandant, their number one man, Rolf Gerneke *could* have flown the element's lead position. He far outranked me. He deferred because of my "jet experience", I guess. He was not only a good leader, but also a great wingman. Otherwise, I might not be here.

On March 14, we flew our first "all 12th Squadron" mission, or #46 for me. Major Harry "The Hoss" Evans led the flight, "Van" Van Hellen was on his wing, I led the element, and Mike Encinias was my wingman. Our squadron commander, the operations officer and two flight leaders went on that "first all 12th" mission. Again, leadership by example as we went off on a Yalu sweep.

When it came time to punch off our drop-tanks, Van's would not release, and when Mike's came off, one rotated up and knocked his pitot boom off. No airspeed indication! That happened often, but some pilots just did not pay any attention to it and flew on anyway, and I know Mike wanted to stay. But we needed to hunt and fight in pairs, so Harry sent Van and Mike home, and then he and I went MiG hunting. Harry was an aggressive pilot, a gung-ho tiger, but we could not flush a thing up.

The 67th boys had better luck, however, or did they? Some time after Harry and I had landed at Osan, Jim Hagerstrom and Pat Buie were trapped by 16 MiGs. They finally got loose, but poor Pat's ship was somewhat the worse for wear. When it ended, they left his Sabre for junk at Kimpo, the first friendly landing spot they found. I do not recall if Jim got a MiG that day, but they had an incredible fight.

On April 6, the 12th began practice dive-bombing at a local air-to-ground range. I flew two practice dive bombing missions that day plus another Yalu sweep for my mission #52. I flew the sweep on the wing of Major Bill Shelton, a temporary duty pilot from Air Training Command's headquarters at Scott Field, Illinois. I believe he was evaluating the effectiveness of our training in a combat theatre. Bill outranked



The "Michigan Air Guard Contingent" at Suwon in October 1952. From the left, Ebe, Howard Irish, Cal Davey (who later died in an F-100), Les Erickson and Asa Whitehead.

me and thus I flew his wing, although by that time it did not matter to me where I flew in the formation. Later, however, things like that *did* matter. The flight leader and the element leader were the "shooters", and if one wanted to become an "ace", a definite advantage existed.

Bill Shelton was a top notch F-86 jock. Many, if not all, of the temporary troops and headquarters types who flew with us were very capable. I think of guys like Lieutenant Colonel Glenn "Pappy" Stell and Colonel John "Curley" Edwards from our group and wing staff who flew with us. "Curley" had an outstanding record as a fighter pilot in WW II. The Colonels in our wing: Frank Perego, "Curley" Edwards and "Marty" Martin; all earned and *deserved* the eagles they wore. They were combat tried and proven leaders.

On April 18, I flew my first F-86 combat dive-bombing mission, or #58 for me, although I believe the group flew a combat dive bombing mission a few days earlier. For the record, the 18th was *not* the first F-86 unit to dive bomb in Korea. I believe Colonel Walker Mahurin was shot down and became a POW as a result of a dive bombing mission while flying an F-86. I believe he was in the 4th Wing at the time. Also, about the time the 18th was converting to '86s, so was the 8th Wing on the east side of Suwon,

across from the 51st.

Thus ends my recollection of the 18th Wing's transition from the F-51 Mustang to the F-86 Sabre. War stories after our transition program, however, abound. Hagerstrom became a jet ace; other pilots shot down MiGs (even I got one); some of our pilots were shot down; some crashed and survived; some experienced sudden death; heroics of all kinds occurred and comradeship developed that will never die. ***Pilots who flew together in mortal combat have a special bond.*** That was an exciting period in my life.

The 67th Squadron lost an entire flight on May 31, 1953. "Beer Flight" (all their flights were named after drinks, such as Scotch, Gin, Vodka, Beer and so forth) had two fatalities and lost all four aircraft that day. Leader "Tex" Beneke was killed on takeoff, "Smo" Smotherman was killed in flight, and Lieutenants Varble and Carmichael crashed on landing, but both survived. Never again was there the call sign, "Beer Flight".

The 12th Squadron lost eight pilots between June 10 and the 18th. Three were killed in action, two others became POWs, and three were lost in a C-124 crash in Japan.

After completing my 100th mission, Colonel Martin grounded me and my element leader, Hans Degner (it was his 101st mission) for allegedly "beating up the field" on June 29. In time (maybe several weeks, but it seemed like forever), the suspension was lifted. I flew a few maintenance test hops and finished writing officer effectiveness reports and combat doctrine papers, and in mid-July 1953, I left for Japan. After a little administrative delay while my spot promotion was removed, I became a Captain again. On July 29, I left Haneda, Japan for home, almost a year to the day after I arrived in Japan in 1952. I later retired as a Lieutenant Colonel from the Michigan Air National Guard. Hans Degner? He is now a retired American Airlines Captain.



"Ebe"

EAA 113 Presents the

ANNUAL AWARDS BANQUET

Featuring: Ken Dravis

"The Singing Pilot"

Saturday, March 28th, 2020

EAA 113 Aviation Center

6:00 p.m. Gathering

6:45 p.m. Dinner

Tickets \$30.00 per person

Price Includes: Entertainment,

Award Presentations, Silent Auction and

Catered Meal



Business Attire Please

BLACK & WHITE THEME

See Debbie for tickets or information : (734) 751-5871 or email: events@eaa113.org

2020 CALENDAR OF EVENTS FOR EAA 113

Regular Monthly Gatherings are on Thursdays of each month at 7:30 p.m. These include:

Home Builder's Corner on the 1st Thursday

Board Meeting on the 2nd Thursday

General Gathering on the 3rd Thursday

IMC/VMC on the 4th Thursday



February	
8	Frost Bite Chili Fly-In
March	
28	Annual Awards Banquet
April	
18	Young Eagle Rally
May	
9	Young Eagle Rally
June	
21	Father's Day Pancake Breakfast

July	
20-26	Oshkosh AirVenture
August	
15	Family Picnic
September	
19	Young Eagle Rally
October	
17	Young Eagle Rally
November	
7	Fall Fiesta Fly-In
December	
17	Holiday Party









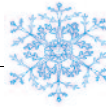





Be sure to check our website: www.eaa113.org and the EAA Chapter 113 Facebook page for any changes to the schedule.



February 2020











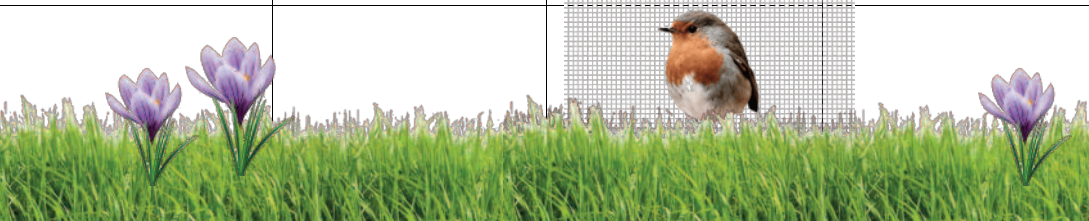


Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 <i>Breakfast @ 3 Brothers</i> 8:15am
2 	3	4	5	6 EAA 113 Homebuilder's Corner 7:30 pm	7 	8 <i>Breakfast @ 3 Brothers</i> 8:15am <i>EAA 113 Frostbite</i> <i>Chili Fly-In</i> 11:00-2:00 
9	10	11 	12	13 EAA 113 Board Meeting 7:30 pm	14 <i>Happy Valentine's</i> <i>Day</i> 	15 <i>Breakfast @ 3 Brothers</i> 8:15am
16 	17 	18	19	20 EAA 113 General Gathering 7:30 pm	21 	22 <i>Breakfast @ 3 Brothers</i> 8:15am
23	24	25	26	27 EAA 113 IMC / VMC Gathering 7:30 pm 	28	29 <i>Breakfast @ 3 Brothers</i> 8:15am 



March 2020



Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5 EAA 113 Homebuilder's Corner 7:30 pm	6	7 <i>Breakfast @ 3 Brothers 8:15am</i>
8 	9  <i>Hurry...get your Banquet Tickets!!</i>	10	11	12 EAA 113 Board Meeting 7:30 pm	13	14 <i>Breakfast @ 3 Brothers 8:15am</i>
15	16	17  <i>Happy St Patrick's Day</i>	18	19 EAA 113 General Gathering 7:30 pm <i>Last Day to purchase Banquet Tickets!!!</i> 	20 	21 <i>Breakfast @ 3 Brothers 8:15am</i> 
22 	23	24	25	26 EAA 113 IMC / VMC Gathering 7:30 pm 	27 <i>The EAA 113 Aviation Center will be closed from 2:00 p.m. today until 6:00 p.m. tomorrow.</i> 	28 <i>Breakfast @ 3 Brothers 8:15am</i>  EAA 113 Awards Banquet 6:00 p.m
29	30	31				



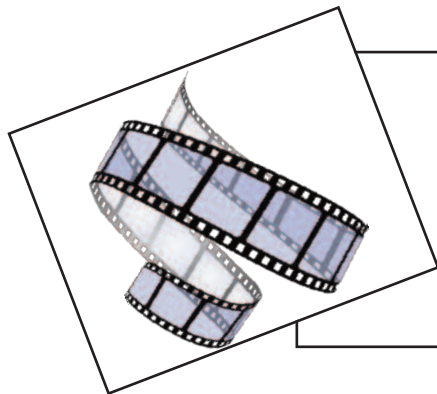
Lou Lambert and his Zenair CH-100,
circa mid-1980s.
Photo Courtesy of Randy Hebron

HOMEBUILDERS PRESENTATIONS FOR THE 2020 SEASON

February 2020 – Fritz Ziegler putting a presentation
at his place on his LongEz Project

March 2020 – Leo Knowlden – Electrical

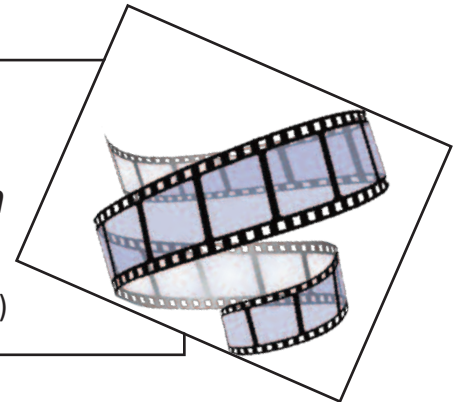
Contact Mike Scovel for further details: ezdriver@sbcglobal.net



Calling all video enthusiasts!

*Submit your video of the month to Jack McClellan
at vicepresident@eaa113.org*

(Or you might be watching videos of puppies and kittens 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.



Next Meeting:

Thursday, February 20, 2020
7:30 PM at the
EAA Aviation Education Center

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

