

EAGLE'S PROPWASH



April 2014 Issue
CHAPTER 113
"The Backyard Eagles"



Leonard Marzewski was a member of Squadron 372 and flew this B-24,
factory number 295425, made at Willow Run.

Photo courtesy of Leonard and Dale Marzewski

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

Member Services

Class I Board of Directors:

President: John Maxfield (248) 890-6767

Vice President: Shahar Golan (248) 767-6630

Secretary: Debbie Forsman (734) 397-3452

Treasurer: Grant Cook (734) 223-2688

Class II Board Members:

Al Bosonetto (734) 261-5518

Bill Brown (734) 420-2733

Dave Buck (734) 453-5375

Lou Lambert (734) 207-7986

Mike Scovel (734) 462-1176

Library: Barb Cook (734) 277-3469

Newsletter: Elizabeth Hebron (734) 776-9294
liz.hebron@gmail.com

Class III Board Member:

Tom Smith (734) 459-9654

Membership Committee:

Roster: Mark Freeland (248) 212-9666

Dues: Grant Cook (734) 223-2688

Technical Counselors:

Randy Hebron (734) 326-7659

Dan Valle (313) 539-9818

Flight Advisors:

John Maxfield (248) 890-6767

Dan Valle (313) 539-9818

Scholarships: Jim Trick (517) 546-3944

Elizabeth Hebron (734) 776-9294

Young Eagles/Eagle Flights:

Debbie Forsman (734) 397-3452

Dave James (734) 721-4213

Refreshments: Joe Griffin (734) 455-3107

Webmaster: John Maxfield

webmaster@eaa113.org

Aviation Center Management Committee:

Al Bosonetto (734) 261-5518

Dave Buck (734) 453-5375

Bill Brown (734) 420-2733

Bob Skingley (734) 522-1456

Chapter Mission Statement

"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun. Chapter members have a passion for flying and are willing to share it with others. Chapter 113 provides the opportunity for exchange of information, as well as the interaction that leads to friendships that last a lifetime."

Board

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



PRESIDENT'S PODIUM

John Maxfield (248) 890-6767
avee8rrr@yahoo.com
May 2014

Excitement is in the air as the month of May arrives. The days are definitely getting longer and it looks like warmer weather is a genuine possibility as the last snow piles at Mettetal Airport have melted away. At last check, the Oshkosh Fly-In is less than one hundred days away. Now is the time to give your airplane an extra close preflight and brush up on your flying skills after such a long and harsh winter.

Activity is picking up around the EAA 113 Aviation Center, too. We hosted the Northville Christian Academy Fifth Grade class on Saturday May 3rd, providing short classes on aerodynamics, navigation, careers, and helicopters in addition to giving each of the students a Young Eagle's Flight. We'll be doing another Young Eagle's Day on May 17th. On that day, we'll be giving Young Eagle Flights to individual kids that have contacted us through our web site. This day will be open to the public so bring out all the young people between 8 and 17 that you know. Additionally, Renaud Guibert has moved his Waix project into the EAA 113 workshop. Having worked on his project for several years in his basement, Renaud calculated that any further assembly would result in pieces too large to get out of his basement. Be sure to stop by and see the fine craftsmanship going into this plane.

In case you haven't seen or heard about it, the national EAA organization's website has had a major overhaul. It's so different in fact; you'll swear you're at the wrong URL! But it's the same, so go to www.eaa.org and check it out. All the links you're used to and more are there once you get accustomed to the new layout. One of the things I found at the new EAA site is the plan in case of severe weather during the EAA fly-in at Oshkosh. There's also a page to seek or offer a ride to the world's greatest aviation event, Oshkosh! What new and interesting information did you find?

Time is drawing near for EAA 113's biggest event of the year-our annual Father's Day Pancake Breakfast. Be sure to reserve this date. We need your help with the event and your families and friends to come out and eat. The proceeds from this event go into our Scholarship Fund. And speaking of EAA Scholarships, this year we received 23 scholarship applications, a new record!

EAA's Ford Tri-Motor will be at the Oakland Pontiac Airport July 10th through 13th. EAA 113 will be the sponsoring Chapter for this event and our treasury will benefit from a successful visit. This is a great opportunity to share our enthusiasm for sport aviation and EAA. Dave Buck is coordinating the effort and welcomes your call to schedule your volunteer help. Joe Kirik will be handling local marketing and public relations work in advance of the Ford's arrival and can use your help as well.

Mettetal Airport has entered a float in Plymouth's 4th of July Parade. Everyone is invited to help with this effort to bring a little piece of our airport to the community and celebrate our Nation's Independence. Later in this newsletter, Len Marzewski takes us aboard a real life, every day B-24 mission out of Willow Run. Len's recently moved to Howell to stay with his son Dale and welcomes your calls, mail, and visits.

At this month's meeting Ken Mosley will be sharing his trip to Sun-N-Fun 2013 with us as well as a very interesting Chapter Video Magazine from Oshkosh. Stay up to date with EAA 113 at www.113.eaachapter.org and follow us on Facebook!

Happy Landings, John Maxfield



PAULSON AVIATION & HISTORY *LIBRARY*

Barb Cook (734) 277-3469

barb@armipay.com

May 2014

How about a biography of Bush 1?

Flight of the Avenger; George (H.W.) Bush at War

by Joe Hyams. Harcourt Brace, 1991.

Shelf number 973.928 BUSH



After serving as a US Army reporter during WWII, and receiving the purple heart, Joe Hyams authored more than two-dozen books, most of which were biographies of celebrities (Bogart & Bacall, James Dean, Chuck Norris, and Michael Reagan. His book on the Arkansas prison scandal was made into the movie, "Brubaker" with Robert Redford. So Hyams seems doubly qualified to write about a celebrity's military career.*

At random, I chose a chapter than turned out to be Lt. Bush's bombing run on Chichi Jima Island radio transmitters, and his subsequent shooting down and eventual rescue. The events are from Bush's retelling, the US Military reports, and finally the Japanese calendar of that day. A well told chapter.

Chichi-Jima was also the subject of a book by James Bradley entitled Flyboys: A True Story of Courage, which details the stories of the US pilots who were captured, tortured, executed, and in some cases, partially eaten in February 1945.* (Our copy is on shelf 940.54 BRA)

And yes, there is an index, a great prologue (that sets the stage for those not familiar with how and when we got into WWII) and a few pages of pictures of George H W, his family, Barbara Pierce Bush, and the "Barbara III" Avenger TBM Torpedo Bomber!

I found this to be a great timely topic, and a pleasure to read.

* Wikipedia

MY B-24 STORY

By Leonard Marzewsk



Len Marzewski's B-24, factory number 295425, was made at Willow Run.

Photo Courtesy of Leonard Marzewski

There is no denying that there are many tragic and heroic stories about WWII. I am going to relate a story that is neither. There were also lighter stories of the times that may be worth telling.

I, Leonard Marzewski enlisted into the Army Air Corp on October 31, 1942. When volunteers were needed to work with multi-engine planes, I eagerly volunteered to be a part working as a Mechanic and a Flight Engineer on a B-24. For the majority of my 39 months of service, I was assigned to LAAF (Laredo Army Air Field) located in Texas. My duties were such that I should have been a "Staff Sergeant", but I remained a Private First Class for the majority of my term because of a freeze on promotions for non-combatants during the war. One of my duties was to fly as the Flight Engineer on board a B-24 for the gunner training missions.

A little about the B-24; We had a brand new, B-24 made at the Willow Run, Michigan factory with less than 50 hours on it. It was delivered in May 1945 with a shiny unpainted metal skin, not the drab olive green. Ford built a better B-24 plane at the Willow Run plant than the San Diego plant where Consolidated Air Craft built the B-24. The basic design of a B-24 was not winning any beauty contests. It was somewhat ugly when compared to the B-17. The B-24 was bigger, heavier, flew faster, and carried a bigger bomb load, whereas the B-17 was the 'glamor girl'. There was easier access to the bomb-bay on the ground on the B-24 with roll-up doors, unlike the B-17 hinge doors. The bomb-bay skin on a B-24 was very thin to allow the metal to be curved.

A Flight Engineer is the person responsible on board for any mechanical problems while in the air. My Flight Engineer position was located right between the Pilot and Co-Pilot's seat, watching their every move. I would double check their actions, making sure they were reaching for and operating the correct switches in the proper sequence. The seats for the pilots were referred to as "coffins", because they were made of 1/4 inch steel to protect them from flack and bullets from below and behind.

In order to receive “Flight Pay” for the month, soldiers had to have at least four hours of flight time each month. Every month, we would have a four hour flight in order to qualify for the extra pay. Many on the base would fly with us to qualify for the additional pay. The skies were pretty much clear of civilian flights since most of the pilots were in the service. We had the sky to ourselves. We would take on all sorts of Officers, Clerks and Ground Crew wanting to qualify for the flight pay. As exciting as it sounds to be flying a B-24, the flights sometimes became routine to the point of being boring. I recall on one of our “four” hour missions, the Pilot got our plane up off the ground, and then turned command over to the ‘so-called’ Co-Pilot and told him; “You fly”, while the Pilot took out his dime novel to read. I decided to relax from my position on the flight deck taking rest on a 7 foot long bench located near the cockpit that had a modest amount of padding on it. Only the FORD model B-24 had this bench. I laid down, but not really ever falling asleep, always keeping somewhat alert. After a period of time, I arose, moved back to my position between the seats of the Pilots, looked outside the canopy and observed mountains. Knowing that there are no mountain ranges near our Laredo base, I tapped on the pilot’s shoulder asking him “Where are we?”. The pilot looked up from his book that he was engrossed in reading, looked left and right, said; “I don’t know”. At this point, It seemed it should be an easy task to get out the maps and locate our position, but we did not seem to have brought any charts on board. After some discussion, we concluded we must be somewhere around Monterrey, Mexico, some 150 miles overshooting the U.S. border. Well, the Pilot, in his flash of wisdom turned the craft around, and gesturing with his hand in a forward direction commanded the Co-Pilot to; “Fly that way”, (a Northerly direction) and went back to reading his novel, while I went back to the bench for another rest. After some time, I arose again, went forward to see we were now flying over a major city (which Laredo was not in 1945). Again, I inquired; “Where are we now?” Finally, the pilot took over, concluded we must be over Corpus Christi, some 150 miles too far east of Laredo. The Pilot took over, turned the plane west, and we found our way back to base after an extended flight. Never being shipped overseas, in 1945, I describe how I helped win the war by “Defending the American/Mexican Border”. It was a fun time in my life.

Editor’s Note: Leonard Marzewski is a past President and long-time member of EAA113, having entirely built and flown his own Volkswagen engine powered plane, and was a contributor on the construction of a BD-5, and a Pitts Special. Due to some health setbacks, he is presently in Assisted Living in Howell, where he still enjoys reading the 113 Newsletters.



NOTE: Be sure to place your order at this month’s meeting, if you wish to purchase EAA 113 clothing or engraved name tags to have in time for the Pancake Breakfast. All orders must be prepaid.

RESURRECTION

By Rick Guarino

So the time has come to build. I have spent too long running out of the house every time a plane goes over. Too long with my feet on the ground. I need to get some air under my butt. I know I have friends that would put me on speed dial to occupy the right seat anytime, going any place. I am appreciative of that but, sadly, it's not the same as being PIC.

I have 2 sets of plans in the basement. One is for an S1SS Pitts and the other is for a Midget Mustang. Take your pick, flip a coin. Both are fun, both are classic, both are right. John Maxfield is no help as he feels about the same way with only a slight leaning toward the Pitts because of his personal history. Then comes the phone call that tipped the scales, "I know where there is a partially built Mustang", John says. Well, a good start is a good start and I would be a fool not to at the very least, take a look so off I go to look and dream. Stan Wallis enters the story and what a story it is.

Somewhere in the mid 50's it would seem an Assistant of Stan's at U of M decided she would like a Midget Mustang. Stan, of course, is involved as well as an unknown A&P. Plans are bought and the build begins. $\frac{3}{4}$ of the way thru the structure, she finds a deal on 2 North American AT-6's out of Guatemala. As anyone would realize, if you have a T6, you don't need a Midget Mustang so Stan is the inheritor of the project. But Stan is a busy guy. He rebuilds Waco's, builds a Redwing Blackbird, and works on a Turbine powered Autogiro. No time for the little plane, and, as Stan puts it, 'It didn't have enough wings to suit my liking'. So, it sits.

It sits in the attic of his garage, forlorn, dirty, home to squirrels (for generations untold) and beautiful and cool and pleading to be fulfilled. I know you're not supposed to enter into a project with emotion leading the way but, damn, this has to be done, so the deal is made.



Standing in the attic, you look around. Harley parts, pieces of aluminum sheet, parts of Waco's, parts for maybe a half dozen other miscellaneous projects that have fallen by the wayside. A Mustang wing, mostly complete, tucked up underneath the rafters.

The other spars here, the rudder over there. Ailerons, flaps, elevators stashed out of the way, mostly. Narrow stairs that end at a work bench and wall down below.

"OK Stan, how do we get it out of here?"

"Same way it came in, thru that window", he says pointing to the front of the garage.

Ooookaayyyy, I think.

So plans are made and a cradle for the fuselage is built and the day comes for the move.

A nice warm day considering the winter we had. Dave Buck and Herb Schulke come to the party

along with a willing neighbor of mine, Jeff Bohr. The official photographer is my under-standing wife and partner in most crimes, Tammie.

We arrive a Stan's house and after general introductions and getting the lay of the land we begin the "extraction process". We move the fuselage to the window and tie the knot for the lowering rope. Dave is on one side and I am on the other. Dave asks. "Are we sure this will go out this window?" Stan gives an emphatic, "YES" Dave looks at me and his eyes say, 'No way'. I shrug, 'We'll give it a shot'. So a twist here, a twist there (I'm glad it wasn't wrapped in newspaper) and out the window it goes.



"So what about the wing" I asked Stan. "Well", he says, "We can pull up a couple of boards from the floor and lower it into the garage thru the ceiling joist"

Ooookaayyyy, I think.

Dave says. "It might go thru the window". I like that idea better, "Ok, lets try that first". So out the window the wing goes as well.

Everything is on the ground SOFTLY, nobody is leaking vital fluids. I love it when a good plan comes together.

We load the fuselage in my truck, the wing in Jeff's and hit the open road. I would not have been happy to be behind my truck going down the highway. The stuff coming out of that fuselage must have been impressive. I still got two, 5 gallon buckets



full of squirrel nest out of it once I got it home and it was really clean compared to when it came out the window.

All is tucked away in my garage as best as I can and my part of the story begins. The wings will be tackled first, assembled as a pair, on a jig constructed for that purpose. The skins will have to be removed from the one wing for inspection and cleaning. Later, that will be used as a pattern and reference for the other wing. We will get a buyoff on both and re-skin at the same time. I will update the group as news happens. Don't be afraid to stop by, nobody does this by themselves.



Some great help made a sketchy plan work out just fine. Thanks again to Dave Buck and Herb Schulke, it wouldn't have happened without you. And last but not least, Jeff Bohr, (my brother from another mother) and my pal, Tammie.

Thanks as well to Stan Wallis for saving this for me for all these years and John Maxfield for pointing me in the right direction.

Happy landings to all and I will keep you posted.

EAA Chapter 113's Annual



Father's Day Pancake Breakfast

June 15th, 2014



**Mettetal Airport (1D2)
EAA 113 Aviation Center
Canton, MI**

7:00 a.m. - 11:00 a.m.

Fly in or Drive in . . .

. . . for breakfast, helicopter rides and static displays!

(Proceeds help fund the EAA 113 Aviation Scholarship Program)

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

THE PUSH

Written By: David McNally

Submitted By: Debbie Forsman



The eagle gently coaxed her off spring toward the edge of the nest. Her heart quivered with conflicting emotions as she felt their resistance to her persistent nudging. "Why does the thrill of soaring have to begin with the fear of falling?" she thought. This ageless question was still unanswered for her. As in the tradition of the species, her nest was located high upon the shelf of a sheer rock face. Below, there was nothing but air to support the wings of each child. "Is it possible this time it will not work?" she thought. Despite her fears, the eagle knew it was time. Her parental mission was all but complete. There remained one final task... THE PUSH.

The eagle drew courage from an innate wisdom. Until her children discovered their wings, there was no purpose for their lives. Until they learned to soar, they would fail to understand the privilege it was to have been born an eagle. The Push was the greatest gift she had to offer. It was her supreme act of love. And so, one by one she PUSHED them... And they FLEW!

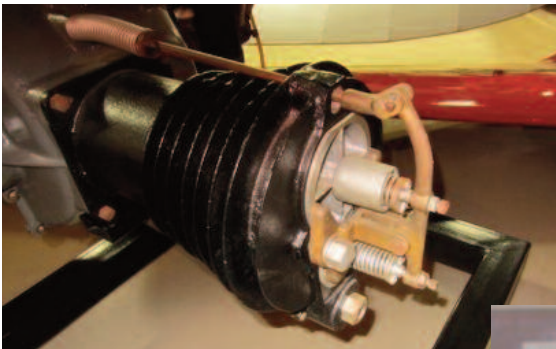
The PUSH. . . Sometimes we Need it.

. . . Sometimes we Need to give it.

It can be the greatest gift you ever give. It will change a life forever.

What Push did your Mother give you?

Be sure to thank her for the greatest gift she gave to you.



PETE WATERS NEEDS YOUR HELP

Pete needs to know if anyone has information about this engine. It is at Lakeland Air Museum, Sun N Fun, and the docent would like to have the info.



COMPETITION IN A MAN'S SPORT: TOP SIX WOMEN IN EARLY US FLIGHT

By Walt Wick (Published in Air Facts Journal, March 2014)

"There is no reason why the aeroplane should not open up a fruitful occupation for women. I see no reason they cannot realize handsome incomes by carrying passengers between adjacent towns, from parcel delivery, taking photographs or conducting schools of flying. Any of these things it is now possible to do." –Harriet Quimby, 1912

The challenge of this article is to identify the six most significant women and their contributions to the art of flying as a sport and as a science in the early years. These women pilots were built of courage, conviction, passion and vision.

Women not only contributed to aviation, but changed the style of dress to fit the physical demands of flying. Victorian style dresses, cut just above the ankle, were transformed into pants, jumpsuits and manly attire, unheard of in the early 1900s. These were women test pilots of the rarest kind in the early years as they would break altitude and distance records on every flight. With this desire and passion they continued to set records until the present day.

Aviation License Test (1910)

The tests required for obtaining a pilot's license are as follows: The applicant for a license must be at least 18 years of age and must pass three tests, namely, two distance tests, consisting of covering without touching the ground a close circuit not less than 5 kilometers (3.1 miles) in length, the course to be indicated by two posts not more than 500 meters (about 1640 feet) from each other, and the aviator to change his/her direction at each post, so as to make an uninterrupted series of figure eights. An applicant is required to make an altitude flight to a minimum of 50 meters (about 164 feet) above the starting point. She/He is also required, as a further test in landing, to stop his motor not later than the time when the machine touches the ground and to stop his aeroplane at a distance of 165 feet from the start point designated before the flight.

Blanche Stuart Scott – The Tomboy of the Air



Stuart Scott was raised in an upper-income family in Rochester, New York, and made headlines as the first auto saleswoman. At 24 she was contracted by a major automaker (Willys-Overland Motor Company) to drive across America in a publicity stunt.

Accompanied by a female reporter, Scott drove 5,393 miles from New York to California (of which only 220 miles were on paved roads), making 177 stops all along the way at Willys-Over-Land dealerships. The trip was a great success. Blanche collected \$5,000 (about \$123,000 in 2014 dollars) plus additional \$1,000 for extending the drive from San Francisco to Tijuana, Mexico.

On September 2, 1910, Scott—without permission or knowledge of Glenn Curtiss, the airplane's owner and builder—removed a small wood wedge and was able to get the airplane airborne (without any flying lessons), thus becoming the first American woman to pilot an airplane solo. Billed as the "Tomboy of the Air," she was earning \$5,000 a week. On October 23, 1910, Scott became the first woman to make a solo, public airplane flight, reaching an altitude of 12 feet at a park in Fort Wayne, Indiana. She never applied for a pilot's license, nor did she apply for a driver's license.

She flew with Chuck Yeager in 1948 and became the first woman to fly in a jet (TF-80). Later, Blanche went on to become special consultant to the USAF Museum at Wright-Patterson Air Force Base, raising funds and awareness. She died in 1970 at a Rochester hospital at the age of 79.

Harriet Quimby



When Harriet Quimby moved from Michigan to San Francisco, California, in the early 1900s, she became a journalist. She moved to New York City in 1903 to work as a theater critic for *Leslie's Illustrated Weekly* and more than 250 of her articles were published over a nine-year period. She was a truly modern woman of the times.

Just after the first running of the Indianapolis 500 (won at 74.59 mph!) on August 1, 1911, Quimby took her pilot's test and became the first U.S. woman to earn an Aero Club of America aviator's certificate. On April 16, 1912, Quimby took off from Dover, England, to become the first woman to pilot an aircraft across the English Channel. Her accomplishment received little press attention, however, as the sinking of the RMS Titanic the day before consumed the interest of the public and filled newspapers.

July 1, 1912, Quimby flew in the Third Annual Boston Aviation Meet for the fee of \$100,000 US dollars (over \$2.4 million today). William Willard, the organizer of the event, was a passenger in her brand-new two-seat Bleriot monoplane. At an altitude of 1,500 feet, the aircraft unexpectedly pitched forward for reasons still unknown. Both Willard and Quimby were killed.

Matilde Moisant



Matilde Moisant learned to fly at the Moisant School of Aviation on Long Island, New York, and became the second woman pilot certified by the Aero Club of America. Her total flight time was 32 minutes between July 13 and August 13, 1911, setting a world record for her license. She then pursued a career in exhibition flying with Ms. Quimby with the Moisant International Aviators, touring the US, Mexico, El Salvador and Cuba. She was the first woman to fly in Mexico and also set a woman's altitude record over Mexico City in early 1912.

In September 1911, she flew in the air show at Nassau Boulevard airfield in Garden City, New York, and, while competing against Hélène Dutrieu, Moisant broke the women's altitude world record and won the Rodman-Wanamaker trophy by flying to 1,200 feet.



Moisant's last flight was on April 14, 1912, (the same day that the Titanic sank) in Wichita Falls, Texas. Avoiding the crowd of spectators on the field, she nosed the airplane over before her propeller splinted on impact and ignited the gas tank in flames. She survived the crash, but never flew again. That made five months of travel with three serious accidents. Her aviation career lasted less than a year. Matilde was reported to earn \$5,000 for 30 minutes of flying at her peak earnings.

For the exciting conclusion, staye tuned for the June newsletter....



May 2014





Sun	Mon	Tue	Wed	Thu	Fri	Sat
4	5	6	7	8 EAA 113 Board Meeting 7:30 pm	9	10 Breakfast @ Coney 8:30 am
11 Happy Mother's Day	12	13	14	15 EAA 113 General Meeting 7:30 pm	16	17 Breakfast @ Coney 8:30 am Young Eagles 9:00am 
18	19	20	21	22 Flying Safely Meeting 7:30 pm	23	24 Breakfast @ Coney 8:30 am
25	26 Memorial Day 	27	28	29	30	31 Breakfast @ Coney 8:30 am



June 2014



Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3 	4	5 Homebuilder's Corner 7:30 pm	6	7 Breakfast @ Coney 8:30 am
8 EAA 333 Pancake Breakfast at Ann Arbor Airport 	9	10	11	12 EAA 113 Board Meeting 7:30 pm	13	14 Breakfast @ Coney 8:30 am



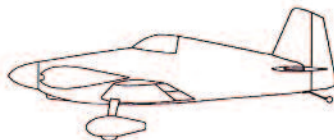
UPCOMING YOUNG EAGLES

Another Young Eagle day will be held on Saturday, May 17th from 9:00–11:00 a.m. at the EAA 113 Aviation Center. This will be an event that is open to the public and we will be doing rides only. Feel free to invite any youth you know that are between the ages of 8 and 17.

Also, we will once again be taking our Young Eagle show on the road to give rides at the Linden Price Airport Pancake Breakfast on Saturday, June 21st. One of the EAA Board of Directors, Cody Welch, is also their Airport Manager and has asked for our help since they do not have an EAA Chapter.

If you would like to help out with either of these events, please let Debbie know.

Mustang Aeronautics Open House



Midget Mustang & Mustang II Fly-In

Saturday May 17th 2014
10am - 5pm

BBQ Lunch / Factory Tours / Aluminum Aircraft Workshop
all aircraft and drive-ins are welcome



Oakland-Troy Airport (VLL)
(located just north of Detroit, MI)

Mustang Aeronautics 1990 Heide Dr, Troy, MI 48084

MustangMail@MustangAero.com **www.MustangAero.com** Phone (248) 649-6818

EAA Chapter 113

Mark Freeland

1480 Oakwood

Sylvan Lake, MI 48320

Next Meeting : Thursday, May 15, 2014
7:30 PM at the EAA Aviation Education Center