

EAGLE'S PROPWASH

OCTOBER 2017 ISSUE

CHAPTER 113 "The Backyard Eagles"



Our Web Site:

www.113.eaachapter.org

EAA113@yahoogroups.com

Meetings: 7:30 PM

the 3rd Thursday of each
month at the

**EAA 113 AVIATION
EDUCATION CENTER**

Mettetal Airport (1D2)

8550 Lilley Road, Canton, MI

(734) 392-8113



Photo by Martin J. Filiatrault

Young Eagles flight with Dave James, September 23, 2017.

Photo Courtesy of Martin Filiatrault

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 |
| Treasurer: Dave Buck | (734) 223-2675 | treasurer@eaa113.org |

Class II Board Members:

| | |
|--------------|----------------|
| Al Bosonetto | (734) 261-5518 |
| David Brent | (734) 755-4587 |
| Dan Jones | (248) 310-6018 |
| Dave Steiner | (734) 645-1150 |
| Doug Sytsma | (734) 674-3345 |

| | | |
|-------------------------------------|----------------|-----------------------|
| Library: Barb Cook | (734) 277-3469 | library@eaa113.org |
| Newsletter: Elizabeth Hebron | (734) 776-9294 | newsletter@eaa113.org |

Class III Board Member:

| | |
|---------------|----------------|
| John Maxfield | (248) 890-6767 |
|---------------|----------------|

Membership Committee:

Al Bosonetto, Dave Buck, John Maxfield

| | |
|------------------------|----------------|
| Dues: Dave Buck | (734) 453-5375 |
|------------------------|----------------|

Technical Counselors:

| | |
|--------------|----------------|
| Randy Hebron | (734) 326-7659 |
| Dan Jones | (248) 310-6018 |
| Dan Valle | (313) 539-9818 |

Flight Advisors:

| | |
|---------------|----------------|
| John Maxfield | (248) 890-6767 |
| Dan Valle | (313) 539-9818 |

Scholarships:

| | |
|------------------|----------------|
| Elizabeth Hebron | (734) 776-9294 |
| Debbie Redding | (734) 397-3452 |
| John Maxfield | (248) 890-6767 |

Young Eagles/Eagle Flights:

| | | |
|----------------|----------------|-------------------|
| Debbie Redding | (734) 397-3452 | events@eaa113.org |
| Dave James | (734) 721-4213 | |

| | | |
|---------------------------|----------------|----------------------|
| Web: John Maxfield | (248) 890-6767 | webmaster@eaa113.org |
|---------------------------|----------------|----------------------|

Aviation Center Management Committee:

| | |
|---------------|----------------|
| Al Bosonetto | (734) 261-5518 |
| Dave Buck | (734) 453-5375 |
| Bill Brown | (734) 420-2733 |
| Bruce Breisch | (734) 422-2692 |



CHAPTER MISSION STATEMENT:

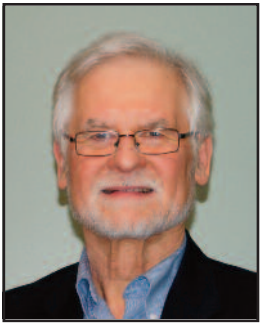
"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun."

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
October 2017

Thank You, Young Eagles Volunteers!

Chapter 113 members always step up when needed, so it was not surprising that our appeal for additional volunteers for the September 23 Young Eagles event brought in enough planes pilots along with more than a dozen volunteer ground crew ready to go by 8 a.m. I believe this answers a question that has been looming regarding the future of our YE program. In recent years it's been driven primarily by school groups, but their participation has been falling off. To maintain our momentum, we need to schedule more "open" events, but we can't promote a large event without assurance that we can staff it adequately and safely. September 23 proved we can do it, so I won't be surprised if we schedule more open events in the future. The YE program is critical to EAA's efforts to attract more young people to aviation. If we work together we can maintain Chapter 113's standing as a leading Young Eagles Chapter, so thanks to all for your commitment.

Chapter Elections

Nominations are due no later than the October Chapter Meeting for Chapter Officer and Board Member positions. Nominating Committee Chairman Al Bosonetto has canvassed current Chapter Officers and Board Members. Most have agreed to stand for another term. But keep in mind other nominations are welcome, and you can nominate yourself. If interested, contact Al at abosonetto@aol.com, or 734-306-3457, or just show up at the October meeting. Elections will take place at the November meeting, and the newly elected officers and board members will take office at the Holiday Dinner in December.

Fall Flying

Fall colors are emerging – I saw some great reds and oranges on a recent flight, so get up there and enjoy! And don't forget one of the Midwest's premier fall fly-ins coming up on Sunday, October 22, the Annual Chili & Franks Fly In/Cruise at HAAR airport (9OH1), a 2500' grass strip east of Toledo. It's put on by Toledo's Chapter 582 and hosted by the Portage Flying club. This is where they cook the chili in a big iron kettle over an open fire – you don't want to miss it! The event runs 11 a.m. to 5 p.m. You can get more info at <https://eaachapter582.wildapricot.org/event-2657799>, and here's a link to a video from last year's event, <https://www.youtube.com/watch?v=d42oF53L4ek&feature=youtu.be>.

Members Helping Members

In the last seven months since I retired I've been spending a lot of time at Mettetal doing my best to keep my Taylorcraft flying and also starting construction of my Waix. Chapter members regularly stop by to say hello and offer any assistance I might need – which I need quite frequently! Conversely, I try to "make the rounds" to see what's up and whether anybody else needs a hand. A recent Saturday proved the point. One guy needed extra hands to get the landing gear back on his Champ; a small crowd showed up to help put the wings back on a Cessna; when another member landed with a dead battery in his plane, folks scrambled to find a battery charger so he could make it back to his base at ARB; and others pitched in to help a certain member retrieve his flying car prototype from a show in downtown Detroit.

Continued....

There's a story in this month's newsletter about the EAA Chapter Member Survey. Our Chapter received a very high score on the question relating to whether they would recommend our Chapter to others. This came as no surprise to me. It's the enthusiasm and helpfulness of our members that makes 113 a great Chapter!

October Chapter Meeting

The meeting program will provide a look at some of the latest ADS-B technology. Jeff Gauger from L3 Aviation products in Grand Rapids will demo the Lynx all-in-one transponder/weather/GPS/ADS-B in-out system. In this month's EAA Chapter Video, Chapters Chief Charlie Becker recaps his visit to Zenith Aircraft Open Hangar Days and also discusses chapter elections, Chapter Leadership Training and EAA government advocacy. The feature videos cover a visit with Robert Unger, son of Carl Unger who designed the Breezy, and a look back to the Cubs2Oshkosh gathering at AirVenture 2017.

See you then – happy fall flying!

Joe

...and speaking of fall flying,
Dan Jones shared this delightful
destination!



Traverse City (KTVC) Fly and Bike Ride

The Traverse City airport is an ideal start of a visit to one of Michigan's greatest cities and beautiful bike rides! The "Tart Trail" is an extensive bike trail that you can hop on just North of the airport and ride a little or a lot! It leads straight into town where it makes it's way along the beautiful shoreline as you pass through many parks with public beaches. We felt adventurous and rode up to the town of Suttons Bay on the northward arm of the trail for lunch. This route leads through numerous farms and some vineyards along an old rail line used to haul fruit back to the city. The trail is relatively flat as it passes through otherwise hilly orchard countryside. The line crew at the AVFlight FBO let us use 2 of their 4 available bikes for free. Their bikes will do for a ride into town - however the Suttons Bay ride is a 50 mile round trip and requires top notch bikes which are available at McLain Cycle on 750 E 8th Street ph (231) 941-7161, located along the bike path as well.



Say hi to Nick in the Tower upon arrival



Runway 10 / 28 is torn up for replacement
expect runway 18 / 36

My Frequency List for the flight:

118.95 then 127.50 DTW flight following
118.80 Flint then 126.45 Saginaw Approach
132.90 Minni Center for flight following all the way up
TVC ATIS is 119.175, Tower is 124.2 and Ground 121.8



People were swimming while
The leaves were falling!

YOUNG EAGLES - SEPTEMBER 23, 2017



Photo by Martin J. Filiatrault



Photo by Martin J. Filiatrault

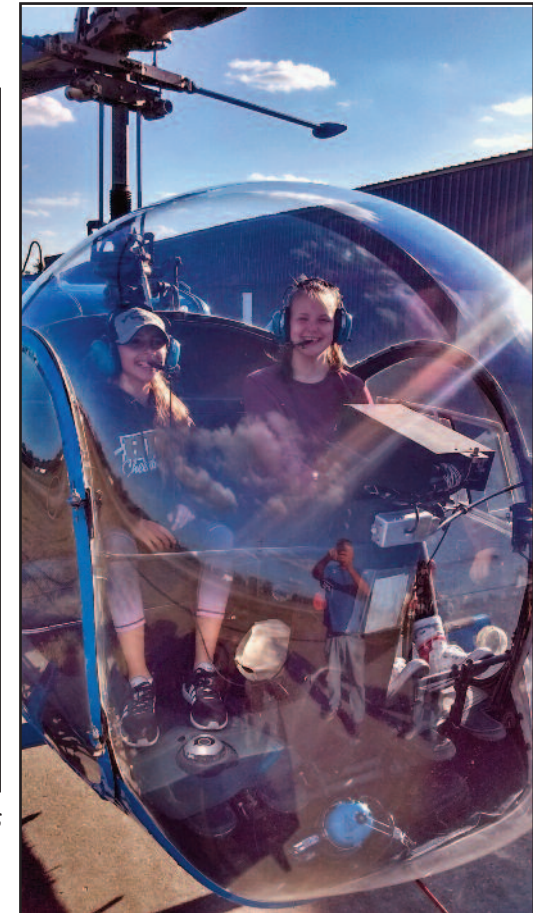
Photos Courtesy of Martin Filiatrault



Photo by Martin J. Filiatrault



Photos Courtesy of Dave James



NEW ENGLAND AIR MUSEUM, HARTFORD, CT

By Dave James



Doman YH-31

Built in Danbury, CT by Doman Helicopters Inc. this helicopter was FAA certificated and delivered to the Army in 1955. The design evolved in consultation with Army pilots from the "Mash" medical evacuation activity after they flew a previous Doman experimental helicopter that had a very similar layout. It was the second of two YH-31s that were purchased by the Army and it was flown extensively at Fort Rucker and by the Navy at the Patuxent River Test Center. Then it was repurchased from the Navy and used by Doman in its commercial efforts. It features the hingeless rotor system pioneered by Doman, and it is powered by a 400 hp supercharged Lycoming engine that is cooled by exhaust ejectors rather than a fan. That feature increased useful load by about 800 pounds.



Kaman K-225

1949

The K-225 served as a prototype for the HTK, the first Kaman helicopter to be evaluated by the Navy. Kaman was the only U.S. company to mass-produce helicopters incorporating the intermeshing rotor system, a design which eliminated the need for an anti-torque tail rotor. The first of several designs used both in military and civil applications, this was the fifth Kaman helicopter produced, and the company's oldest surviving aircraft.



Sikorsky VS-44A Flying Boat "Excambian" 1942

The VS-44A was designed and built by Igor Sikorsky for non-stop commercial transatlantic passenger service. During WWII, Excambian made regular flights between New York and Foynes, Ireland for the U.S. Navy, carrying priority passengers and freight. After the war, land-based airplanes eliminated the need for transatlantic flying boat service and Excambian flew for several shuttle services, including Avalon Air Transport in California and Antilles Air Boats in the Virgin Islands. Restoration was performed by volunteers at Sikorsky in Stratford, CT from 1988-1997 and completed in 1998. Of three VS-44As built, Excambian is the only surviving example.

Sikorsky S-39B

The S-39 amphibian was designed for the sportsman or executive pilot and 23 were built in the early 1930s. It was Sikorsky's first all-metal plane and the first built in Connecticut. Powered by a 300 HP Pratt & Whitney Wasp Jr. it had a maximum speed of 122 mph, carrying four passengers. This example, S/N 904, NC 803W first flew on July 31, 1930 and is the oldest existing Sikorsky aircraft. It was originally based in Hartford, and flown by Charles W. Deeds, mainly for pleasure. During WWII, it was flown by the Civil Air Patrol out of Rehoboth, Delaware, basically on air-sea rescue missions. One such mission resulted in the pilot, Hugh Sharp, and his observer Ed Edwards becoming the first civilians ever to be awarded the Air Medal. It also earned Sikorsky the prestigious Collier Trophy. Affectionately called "Jungle Gym" because its many struts and beams resemble a child's playground apparatus, 904 closed out its flying career as a bush plane in Alaska. It was damaged in a forced landing in 1957 and remained where it fell until 1963 when it was retrieved and brought to the Museum by Philip Redden of Anchorage.



BAYPORT AERODROME, A PHOTO ESSAY

By Joe Kirik

The Bayport Aerodrome (23N) has beaten the odds to survive as a throwback to those grass airfields of aviation's golden age. It's a story of how a colorful individual by the name of Curtis Davis, a former Civil Air Patrol pilot, hacked a rustic working airport out of the Long Island Pine Barrens in the years just after WWII. It was miraculously saved from the developer's axe 30 years later by an equally colorful community of passionate vintage aviation buffs led by John G. Rae who formed the Bayport Aerodrome Society. Their combined achievements led to the preservation of one of Long Island's best kept aviation secrets. Bayport Aerodrome is the last remaining grass strip on Long Island. They only allow vintage taildraggers!

<http://www.bayportaerodromesociety.org/>



A GOOD PLACE TO FLY

By Shunsuke Shibata

I flew with Ken Mosley on his Diamond Super Dimona Motor Glider on a beautiful September weekend. We went to White Cloud for a lunch. White Cloud Airport (42C, 125 NMS NW from 1D2) has a new terminal building and is very close to downtown White Cloud. And a nearby restaurant, Sally's Family Restaurant is within walking distance and they open 7 days a week from 7AM to 9 PM.





All Photos Courtesy of Shunsuke Shibata



QUICKIE FLY-IN - DAVENPORT, IOWA - SEPTEMBER 22-24, 2017

By Sanjay Dhall

The quickie fly in at Davenport Iowa was on Sep 22-24. 12 attendees with quickie aircraft. Great weather, clear skies, 93F. Cool airplanes.





CRADLE OF AVIATION MUSEUM - LONG ISLAND, NY

By Joe Kirik

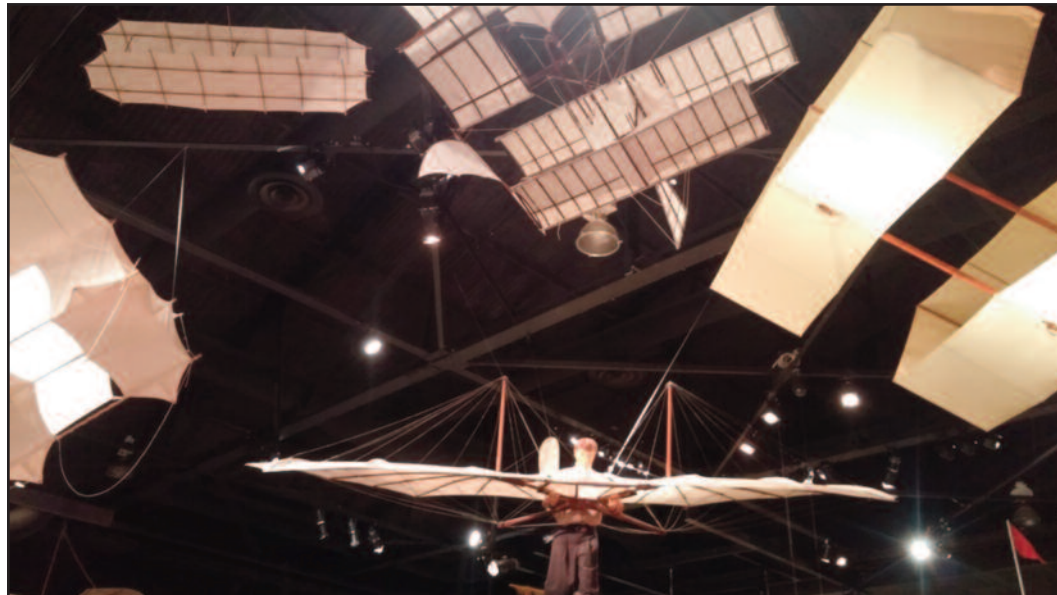
Long Island, NY, helped transform aviation from a dangerous sport to a viable means of transportation. It has produced a large portion of the nation's aerial arsenal. Many record-setting and historic flights occurred there, and the many aviation companies that developed there made aviation an integral part of our world. Thus, Long Island prides itself with the title "The Cradle of Aviation."

Long Island was geographically a natural airfield. The central area of Nassau County, known as the Hempstead Plains, was the only natural prairie east of the Allegheny Mountains. This proved to be an ideal flying field -- treeless and flat -- with only tall grasses and scattered farm houses. The Hempstead Plains were to be the scene of intense aviation activity for over fifty years. The Island itself is ideally placed at the eastern edge of the United States, at the western edge of the Atlantic Ocean, and adjacent to America's most populous city. This made it the ideal focal point for most transatlantic and transcontinental flights.

The Cradle of Aviation Museum visually chronicles the rich history of aviation on Long Island, beginning with the era of kites and balloons. The exhibit halls are arranged chronologically, and they're jam-packed with displays, artifacts and plenty of aircraft -- many originals, along with a number of replicas constructed by museum volunteers.

Below are excerpts from "The Aviation Heritage of Long Island," from the Cradle of Aviation website.

1896: First recorded aircraft flight on Long Island by a Lilienthal-type glider flown from the bluffs along Nassau County's north shore.



Kites and gliders

1902: Gasoline-powered airships were flown over Brooklyn.

1909: First flights made from the Hempstead plains in central Nassau County. Glenn Curtiss brought his biplane the "Golden Flyer" here.



Curtiss Golden Flyer



To avoid a protracted legal battle with the Wright Brothers over roll control via wing warping, Glenn Curtiss developed the first practical ailerons, shown here between the wings of a biplane.

1910: Three airfields were operating on the Hempstead Plains, and Long Islanders were now building their own airplanes. Several flying schools and aircraft factories sprang up, making Long Island the center of the aviation world.

By far the most important aeronautical event on Long Island up to this time was the 1910 International Aviation Meet at Belmont Park. The greatest aviators from all over America and Europe came to Long Island to show their latest flying machines, race, set records and win prize money.



Aviation Meet at Belmont Park

1911: First official air mail flights in the United States. First transcontinental flight occurred when Cal Rodgers, in a Wright biplane, flew from Long Island to California in 49 days.



Michigan native Harriet Quimby, the first American woman licensed as a pilot, learned to fly on Long Island. In 1912 she became the first woman to fly the English Channel. She died in an aircraft accident at age 37.

World War I: Both Hazelhurst Field and Mitchel Field on the Hempstead Plains were major American centers for training army aviators. Naval aviators were trained at Huntington, Port Washington, and Bay Shore as well. Aircraft building also took firm hold on Long Island during World War I, as military aircraft were built by Sperry in Farmingdale, LWF in College Point, Breese in Farmingdale, and Orenco in Baldwin.

The "Golden Age" of Aviation, 1918 – 1939: Flying went from being a dangerous sport to becoming a major commercial industry. About twenty aircraft manufacturers were established on Long Island during this period, making major contributions to American civil and military aviation. Speed, distance and other record-setting flying events became popular. The known limits of flight were expanded regularly in the skies over Long Island.

During this period major aviation manufacturers were established on Long Island including Curtiss and Sikorsky in Garden City, Sperry and Fairchild in Farmingdale, and Brunner-Winkle in Queens. Thus, hundreds of new civil, commercial and military aircraft were built in the 1920s and 1930s.

1919: First flight across the Atlantic Ocean made when a Navy Curtiss flying boat (built in Garden City), the NC-4, flew from Long Island to England with two stops enroute. Later in 1919, the British airship R-34 completed a round-trip crossing of the Atlantic from England to Long Island.

1923: First non-stop flight across America made from Long Island to California. New speed records were set at the National Air Races held at Long Island's Mitchel Field.

1927: By far the most famous event on Long Island at this time was Charles Lindbergh's historical flight from Roosevelt Field to Paris in 1927. This single event revolutionized aviation as nothing else before or since. Lindbergh's flight was followed by many more successful transatlantic flights to and from Long Island.

1929: First "blind" flight made on Long Island when Jimmy Doolittle took off, flew and landed a plane at Mitchel Field solely on newly developed instruments.

Early 1930s: Roosevelt Field was the largest and busiest civilian airfield in America with over 150 aviation businesses and 450 planes based there.

1937: First regular commercial transatlantic airline service in America was begun at Port Washington as huge Pan American Martin and Boeing flying boats departed and arrived regularly at Manhasset Bay.

World War II: Locally built aircraft clearly helped America win victory as many aspects of American fighter operations were dominated by Long Island built aircraft. By 1945 over 100,000 people worked in the industry here. Two large companies dominated the Long Island work force during the war,

Grumman: Founded in 1930, produced primarily Naval biplane fighters before the war. During World War II, their Wildcat, Hellcat and Avenger proved to be outstanding Navy fighters and bombers. Most of the Japanese aircraft shot down in World War II were shot down by Grumman planes.



Grumman Avenger, Wildcat and Hellcat

Republic: Founded in 1931. Built over 15,000 P-47 Thunderbolts during World War II, the Army Air Corps' outstanding mainstay fighter in Europe.



Republic P-47 Thunderbolt. In the right foreground is a small bulldozer that was carried in gliders or C-47s to help build airstrips in combat zones.

Post-War: Grumman continued producing Navy fighters as they developed the jet-powered Panther, Tiger and Intruder in the 1940s and 50s. Grumman fighter bombers saw widespread and successful use in both the Korean and Vietnam Wars. In the 1940s Republic also turned to jet fighter-bombers as they produced the Thunderjet, and in the 1950s the huge Thunderchief. These aircraft also saw a great deal of combat in Korea and Vietnam.

Barely visible on the left side of this photo is the red and black plane above the Seabee. It was Grumman's brief venture into the lightplane field, the G-63 "Kitten." It was a two-place, aluminum, low-wing with retractable gear, powered by a Lycoming O-290 with a top speed of 159 mph. Grumman built two prototypes but decided not to enter the market. That's a shame – it seems like it would have been superior to most of the post-WW II light aircraft.



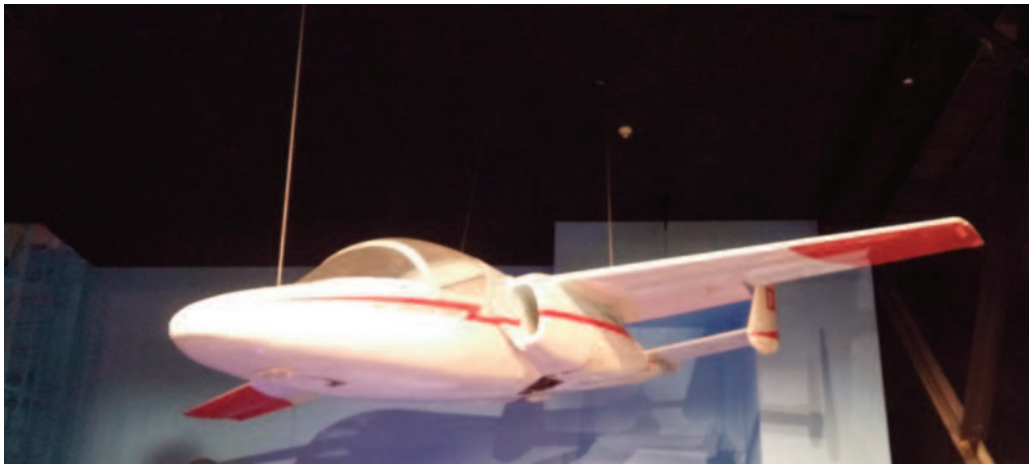
1960s: Grumman production centered around building the Lunar module for the Apollo program.



Grumman Lunar Lander

1970s and 80s: Grumman aircraft continued to dominate the Naval aircraft inventory. Grumman's E-2C Hawkeye, still in production, is the Navy's most advanced early warning aircraft, while their F-14 Tomcat is probably the best Navy fighter ever built. Grumman also produced the Intruder in several different versions for bomber, refueling and electronic warfare use.

Republic produced the A-10 Thunderbolt II, proven by the Gulf War to be the greatest tank killing aircraft ever built.



Fairchild-Republic T-46 Next Generation Trainer demonstrator. The company won the competition, but the Air Force canceled the program in 1986 after four planes were built. With A-10 production ended and no other products in the pipeline, Republic Aviation Corporation was forced to close after over 50 years of continuously producing military aircraft.

Although no more aircraft are being built in their entirety on Long Island, today approximately 240 companies remain on Long Island producing a wide variety of parts for virtually every American aircraft that flies. <https://www.cradleofaviation.org/>



Republic Seabee













Grumman Goose



October 2017



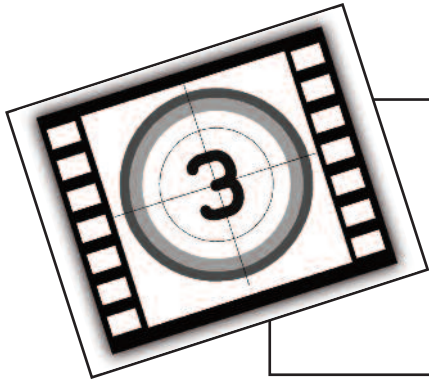
| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|-----|---|-----|---|---|--|
| 1  | 2 | 3 | 4 | 5 EAA 113 Home-builder's Meeting 7:30 p.m | 6  | 7 Breakfast @ 3 Brothers 8:15am |
| 8  | 9 | 10 | 11 | 12 EAA 113 Board Meeting 7:30 pm | 13 | 14 Breakfast @ 3 Brothers 8:15am  Clare 80D 9-2 |
| 15 | 16 | 17  | 18 | 19 EAA 113 General Meeting 7:30 p.m | 20  | 21 Breakfast @ 3 Brothers 8:15am |
| 22 Chili & Franks Fly-In Haar, OH 11-6  | 23 | 24 | 25 | 26 EAA 113 IMC Club Meeting 7:30 p.m | 27 | 28 Breakfast @ 3 Brothers 8:15am |
| 29 | 30 | 31  | |  | |  |



November 2017



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



Calling all video enthusiasts!

Submit your video of the month to Sanjay Dhall

at vicepresident@eaa113.org

(Or you might be watching someone's 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.





Next Meeting:

Thursday, October 19, 2017

7:30 PM at the

EAA Aviation Education Center

EAA Chapter 113

8512 N. Lilley Rd

Canton, MI 48187

(734) 392-8113

