

# ***EAGLE'S PROPWASH***

**FEBRUARY 2016 ISSUE**

**CHAPTER 113** *"The Backyard Eagles"*



Our Web Site:

[www.113.eaachapter.org](http://www.113.eaachapter.org)

[EAA113@yahoogroups.com](mailto: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**



Cirrus uncinus (mare's tail) cloud formation, October 1, 2015.

*Photo Courtesy of Elizabeth MacKenzie Hebron*

## Member Services

### Class I Board of Directors:

<b>President:</b> Joe Kirik	(248) 872-3220	president@eaa113.org
<b>Vice President:</b> Sanjay Dhall	(734) 658-7444	vicepresident@eaa113.org
<b>Secretary:</b> Stefan Rairigh	(734) 383-4346	secretary@eaa113.org
<b>Treasurer:</b> 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

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

### Class III Board Member:

John Maxfield	(248) 890-6767
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### **Membership Committee:**

Al Bosonetto, Dave Buck, John Maxfield

<b>Dues:</b> Dave Buck	(734) 453-5375
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### **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 Forsman	(734) 397-3452
Jim Trick	(517) 546-3944

### **Young Eagles/Eagle Flights:**

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

<b>Web:</b> John Maxfield	(248) 890-6767	webmaster@eaa113.org
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### **Aviation Center Management Committee:**

Al Bosonetto	(734) 261-5518
Dave Buck	(734) 453-5375
Bill Brown	(734) 420-2733
Pat Trevas	(734) 416-3955



### **CHAPTER MISSION STATEMENT:**

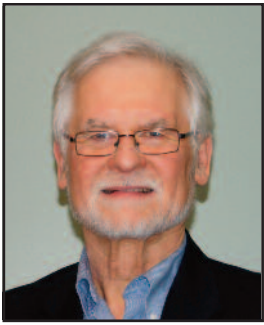
*"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun."*

*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  
February 2016

As I write this we've had a couple of 50-degree days, so I'm struggling to believe it's February in Michigan. I know some of you have taken the opportunity to enjoy some "winter" flying, so good for you! It looks like it will be somewhat cooler than that for our Frostbite Chili Fly-in on February 6, but the likelihood of actual frostbite should remain low. Maybe that means more winter flyers will drop in -- so everyone please bring plenty of chili and desserts to fuel the hangar flying!

Our new Treasurer Dave Buck has been busy accepting chapter dues payments and updating contact information. Thanks to all who've renewed by the suggested January 31 date. If you haven't yet had the opportunity, online renewal is easy at [www.113.eaachapter.org](http://www.113.eaachapter.org). Just click on the Backyard Eagles logo on the bottom left of the page. Or you can mail a check to Treasurer, EAA Chapter 113 at 8512 N Lilley Rd, Canton, MI, 48187.

Tickets are still available for the Chapter's annual Spring Awards Banquet which will be held on March 12, a little earlier than last year. This year marks the 55th Anniversary of our Chapter and the 75th Anniversary of the USO, which will be the theme for this year's banquet. And there will be special recognition for Chapter members who have served in the military. Please see the flyer later in the newsletter for details.

We're actively encouraging applications for the 2016 EAA 113 Aviation Studies Scholarship Program. If you know of any potential candidates, please let them know the scholarship applications are available online at [www.113.eaachapter.org](http://www.113.eaachapter.org) in a fillable PDF format. The application deadline is March 21.

Chapter Secretary Stephan Rairigh and I will be at EAA Headquarters in Oshkosh on February 3-5 for a Chapter Leadership Academy. We're looking forward to exchanging ideas with other chapter leaders, and we're especially eager to hear more about EAA's renewed focus on chapters which EAA CEO Jack Pelton promised in the January Chapter video. We'll have a full report for you at the membership meeting on February 18.

As you heard in the January meeting and in emails from the Yahoo Group, Mike Scovel is asking everyone to update him on the status of their aviation projects. Whether you're building, restoring or whatever, let Mike know so we can update our records and he can plan interesting and relevant sessions for the Builders Meetings on the first Thursday of each month. You can email him at [ezdriver@sbcglobal.net](mailto:ezdriver@sbcglobal.net). Thanks, Mike, for your great leadership on behalf of our builders.

We've now passed the halfway point between last year's AirVenture and, as Jack Pelton prefers to call it, "Oshkosh" 2016. It's never too early to start planning – I can almost taste the spaghetti!

And don't forget Movie Night on Friday, February 5. Stay up to date on Chapter 113 happenings at [www.113.eaachapter.org](http://www.113.eaachapter.org), and like us on Facebook.

## PAULSON AVIATION & HISTORY LIBRARY

Barb Cook (734) 277-3469

library@eaa113.org

February 2016

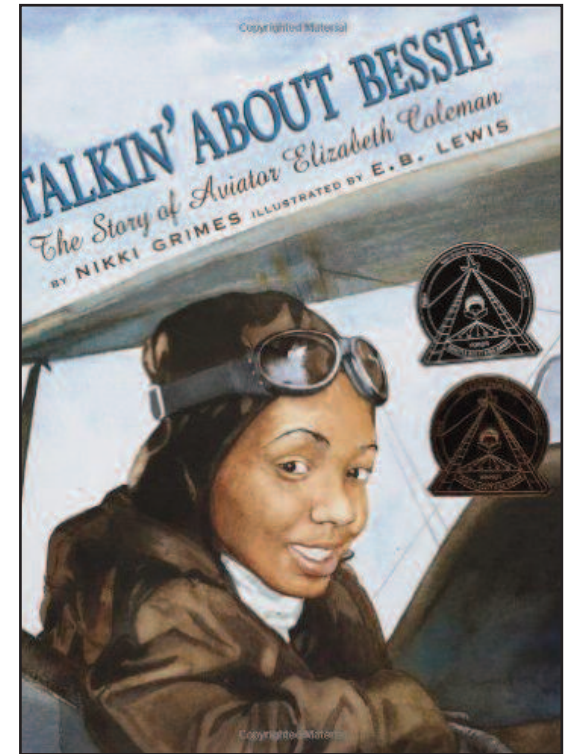


While our esteemed Librarian is basking in the sun up in Menominee, this month's column is presented to you by guest reviewer, Liz Hebron.

The Paulson Aviation and History Library has several shelves of wonderful books for kids. In honor of Black History Month, I've selected *Talkin' About Bessie: The Story of Aviator Elizabeth Coleman* by Nikki Grimes, illus. by E.B. Lewis. This book can be found in the Juvenile section: JUV 629.130 GRI.

Elizabeth "Bessie" Coleman was always being told what she could & couldn't do. In an era when Jim Crow laws and segregation were a way of life, it was not easy to survive. Bessie didn't let that stop her. Although she was only 11 when the Wright brothers took their historic flight, she vowed to become the first African-American female pilot. Her sturdy faith and determination helped her overcome obstacles of poverty, racism, and gender discrimination.

*Talkin' About Bessie* recalls the life of the world's first licensed African-American female pilot through 20 eulogies, fictionalized perspectives based on actual people. "I remember that bone-chillin' January day in 1892/ when Bessie's first cry raised the roof/ off that dirt-floor cabin, back in Texas," Bessie's father, George Coleman, begins. Newspaper editor Robert Abbott tells of her enrollment in a French flight school ("No flight school/ in our color-minded nation/ would accept a woman, or a Negro"). Lewis's elegant inset portraits appear alongside the words of each speaker; full-bleed, full-page paintings illustrate dramatic moments in Coleman's life.





EAA CHAPTER 113 INVITES YOU TO THEIR ANNUAL

# FROST BITE CHILI FLY~IN



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.113.eaaChapter.org](http://www.113.eaaChapter.org)

**Saturday, February 6th, 2016**

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

**EAA 113 Aviation Center**

**Mettetal Airport**

## 2016 SCHOLARSHIPS

It is a privilege for our Chapter to again offer scholarships to young people pursuing aviation studies programs. This is possible largely to the continued success and support of the Annual Father's Day Pancake Breakfast. EAA 113 has awarded over \$32,000 to aviation students since this program was established thirty years ago.

We need the help of our Chapter members to promote this worthwhile program to encourage aviation in future generations. We will award as many as two \$1,000 scholarships for the 2016 EAA 113 Aviation Studies Scholarship Program. Also, we will again offer one scholarship for up to \$500 to assist a Young Eagle in attending a summer session of Air Academy at Oshkosh with our 2016 EAA 113 Air Academy Scholarship.

If you know of any potential candidates, please let them know the scholarship applications are available online at [www.113.eaachapter.org](http://www.113.eaachapter.org) in a fillable PDF format. Applications must be received by March 21st, 2016 to enter the selection process. All applicants must exhibit a passion for aviation!

### Chapter Dues Reminder

**If you haven't paid your 2016 dues.....You are late.**

Send a check for \$35 to:  
Treasurer EAA 113  
8512 N Lilley Rd  
Canton MI 48187

Or go to the chapter website [www.113.eaachapter.org](http://www.113.eaachapter.org)  
On the website dues can be paid with a credit card using PayPal.

Dave Buck, Treasurer

*"Hey Mac,  
Did you get your tickets for the  
EAA 113 Banquet yet?"*





*Saturday, March 12th, 2016*

*EAA 113 Aviation Center*

*6:30 p.m. Gathering*

*7:00 p.m. Dinner*

*Tickets \$30.00 per person\**

*EAA 113 Presents the*  
**55TH ANNUAL AWARDS BANQUET**  
**AND USO SHOW**

*Featuring: "Harmony 4 Fun"*

*(In the style of the Andrews Sisters)*



Price Includes: Entertainment,  
Award Presentations and  
Catered Meal, Dessert,  
Coffee and Soda



*Period Dress Encouraged!*

See Debbie for tickets or information: (734) 397-3452 or [dforsman@wowway.com](mailto:dforsman@wowway.com)

# 55<sup>TH</sup> Annual Awards Banquet and USO show

The year 2016 brings milestones for two great organizations. Locally, this year marks the 55<sup>th</sup> Anniversary of our Chapter, while nationally, it marks the 75<sup>th</sup> Anniversary for the USO. To celebrate these two achievements, the theme of this year's Annual Awards Banquet will be a "USO Show".

As in previous years, this event will include a catered meal, silent auction and award presentations for special accomplishments of Chapter members. In keeping with this year's USO theme, we will also take the opportunity to recognize our members who have served in the military.

The USO Show, will feature the musical talents of "Harmony 4 Fun". This Sweet Adelines quartet sings in the style of the Andrews Sisters. Afterwards, enjoy more music from the 1940's as you mingle with friends and even dance with your Sweetheart! You are encouraged to wear period attire and perhaps even win a special prize for the "Best Dressed".

Here are the details:

Date: Saturday, March 12, 2016

Time: Doors Open at 6:30 p.m.

Dinner: Served at 7:00 p.m.

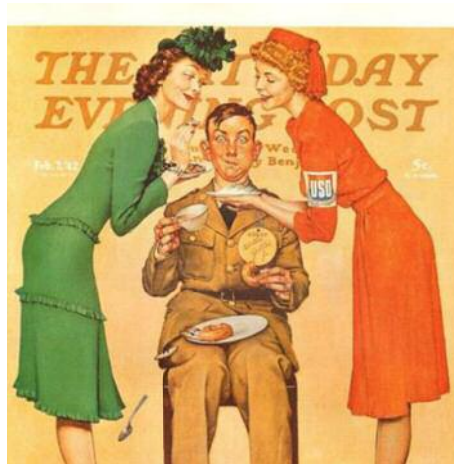
Tickets are \$30.00 per person



Dinner will be a catered buffet including several entrée options, dessert, coffee and soda. If you would prefer an alternate beverage, you may bring your own.

To prepare the EAA 113 Aviation Center for this event, the facility will be CLOSED from 6:30 p.m. on Friday, March 11<sup>th</sup> until the event begins at 6:30 p.m. on Saturday, March 12<sup>th</sup>.

Thank You!!



Last day to purchase tickets is by NOON on March 4<sup>th</sup>!





*"You betcha Charlie,  
I wouldn't miss it.... I hear it will a  
real special event!"*



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## DRONE VIDEO

A video has just been released of a Guinness Record-breaking flight for the most drones airborne simultaneously, set in November at Flugplatz Ahrenlohe in Tornesch, Germany, a few miles northwest of Hamburg. "Drone 100" coordinated 100 UAS and provided a terrific show with multicolored aircraft creating patterns in the night skies.

The patterned flight took years to create and was arranged by Intel Corporation in collaboration with Ars Electronica Futurelab. The drones were controlled by a ground crew using PCs powered by Intel hardware. The record-breaking show was flown along with a live performance of Beethoven's Fifth Symphony, with the orchestra on site at the airport.

Check out the video to see this spectacular use of drones. [https://youtu.be/mOBQXuu\\_5Zw](https://youtu.be/mOBQXuu_5Zw)

# INTRODUCING MICHAEL DARLING

Chapter member Michael Darling is currently a student pilot, who is planning on building an RV-7. He's also interested in aerobatics.

"Student pilot, sort of. Have been studying PPL books and videos. I did take the controls at the air port open house, during a 20 minute discovery flight, from right after takeoff until just before entering the downwind leg. Planning on obtaining my student pilot certificate and completing PPL flying lessons hopefully later this year, when I can dedicate enough time to it to complete in a fairly condensed timeframe, to lessen forgetting between sessions.

Hoping I can find a club or private owner offering fractional ownership for a 152 (maybe a 172) that is willing to take on a student pilot. Love saving money wherever I can, and have seen a few offers at far away airports that are significantly lower than local rentals, granted the focus is often on having a newer plane that is better equipped, rather than price. Doesn't look like it's feasible or maybe even allowed to get lessons in your own RV - the initial operating restrictions requires hiring a pilot to complete those, which screws up the cost-savings, and not many (if any) flight instructors willing to teach on an RV.

Always wanted to be a Navy fighter pilot. Was told needing glasses/contacts disqualified me. Was too young to question whether I got good info -- please no one tell me if I got bad information - I'm blissfully believing they started allowing laser surgery more recently. :-) Learned civilians can learn to fly certain demilitarized jets. Then learned about Van's RV's, some of which are aerobatic, and way more affordable than an L-39 Albatros.

My wife is afraid of flying, but gradually warming up to the idea of giving it a shot. I have hope she'll come to enjoy general aviation (but not aerobatics), but I realize it might not happen. That will make the difference whether I wind up traveling as a pilot, or just stay local.

I've always been a do-it-yourselfer, so the idea of building a kit plane really appeals to me.

Thinking an RV-7. Personally, I think I'd like the centerline seating RV-8 a little bit better rather than tandem, but I think I'll go with the 7, thinking the passenger would enjoy the flight so much more. Haven't ruled out a Sonex or Waix.

Dan Jones was extremely kind to take me for a flight in his RV-9A two months ago, with my first experimental flight. Had an excellent time, and will always remember that.

I'm keeping an eye out for really good deals on secondhand but unstarted RV-7 kits.

Hoping at some point to find a way to experience a flight in a Van's RV-8 (or -6), and a Sonex or Waix, to make sure the RV-7 is the way I want to go. More than happy to pay my share of gas.

Going to be taking an aerobatic ride in a Pitts S-2B at some point, hopefully soon. Over halfway to getting under the 200 lbs limit, 18 lbs to go. (Will be going even further under the 200 lbs requirement on most paid Pitts flights.) At some point will take a flight in an Aero L-39C Albatros.

At some point will take an aerobatic ride with The Blades, a civilian formation flight team using Extra 300's in the United Kingdom. Unlike the Breitling Jet Team, you can pay The Blades to get a ride, as they're a licensed airline over there."

*Michael Darling*

# PROPERLY CLEAR OF THE PROP?

by Phillip Zamagias, (Submitted by John Maxfield)

How many times have we been told ‘treat every propeller as if it is live’?

Like many things in aviation, years of doing repetitive tasks with no apparent danger can breed a familiarity that must never be allowed to overshadow good training.

Learning how to be a bush pilot in the Northern Territory, I was shown how to handle a propeller with due care. I was also shown how to ‘hand start’ an engine should the need ever arise. Good stuff!

Many years later, having never hand swung a prop to start an engine, or had an engine fire up unexpectedly, I came within a whisker of being ‘sliced and diced’.

While getting ready for an early departure from a remote bush airstrip, I began the very familiar routine of a daily inspection on my recently acquired plane. It was a near-new Piper 6XT with glass cockpit.

I had less than 100 hours on type, but more than 3500hrs on Cessna-206s, which had formed the mainstay of my bush flying career. The Piper brought with it a significant change in ergonomics that almost cost me dearly.

Not only were the cockpit instruments a radical departure from the F and G-model Cessna 206s I had traversed the country in, but the ignition switches were very different.

In single-engine Cessnas the ignition is operated by a key. On shutdown a pilot typically performs a magneto check before reducing the mixture control to idle cut-off. Once the engine has stopped, the key is rotated to the ‘ignition off’ position and the key is removed. Simple.

Having the keys in your pocket, especially when you are the sole pilot and away from home base, gives you a feeling of security. Of course, there is always the chance of a magneto going open-circuit and therefore being live. That’s why we are told to treat every propeller as live.

In the Piper, the ignition switches are conveniently located on the eyebrow panel above the pilot’s head. A proper shutdown check would ensure that the switches are in the ‘Off’ position after the engine is shut down.

I clearly missed that part of the checklist on shutdown and before starting the pre-flight for the next day’s trip. The friend I had been visiting came out to the airstrip and was filming my pre-flight in preparation for a close-up shot of takeoff.

What Richard saw shocked him almost as much as it did me.

As I checked the propeller’s leading edges for stone damage and pulled one blade through compression, the engine fired!

I felt the blade just graze my forearm and narrowly miss my head. Not enough to break any skin or leave a mark, but enough for me to feel the proximity of the blade.

My reaction is obvious from the video clip. I ran!

<https://www.facebook.com/CivilAviationSafetyAuthority/videos/447427165450310/>

I was surprisingly calm in the presence of my friend and the passenger who was coming with me on the next flight. I dismissed it with the calm detachment of a professional pilot and soldiered on.

Six years later I have given up flying and have been reflecting on that incident. I am submitting this article as a means of sharing what I learned that day.

**Firstly**, it can happen to you. Always maintain an attitude of vigilance and safety so that if (and when) something goes wrong, it doesn't have to spell disaster.

**Secondly**, be extra careful when changing aircraft type, especially when changing manufacturers. Some basics carry over from model to model, but there are often significant differences in standard operating procedures across different brands of aircraft or engines. Take, for example, the use of fuel pumps in high-wing and low-wing aircraft.

**Thirdly**, no matter how comfortable you feel about your aeroplane, use checklists for shutdown and do a safety check before starting a pre-flight on an aeroplane. You might have missed something or, if it is a line aircraft, someone else might have left the switches in an unsafe position.

Finally, every propeller can potentially bite. Make sure you never have any body parts (or anyone else's) in the arc of a propeller. Stand clear and be ready to jump away should the engine fire up.

I attribute my miraculous escape to the subliminal residue of the training I had received many years ago that just made me wary of any propeller.

However it was also something of a miracle that day.

Maybe God isn't finished with me yet?







# February 2016



Sun

Mon











Tue

Wed

Thu

Fri















Sat

	1	2	3	4 <b>EAA 113 Homebuilder's Meeting 7:30 pm</b>	5  <i>Movie Night 7:30</i>	6 <i>Breakfast @ 3 Brothers 8:30 am</i> <i>EAA 113 Frostbite Chili Fly-In 11:00-2:00</i> 
7	8 	9	10	11 <b>EAA 113 Board Meeting 7:30 pm</b>	12	13 <i>Breakfast @ 3 Brothers 8:30 am</i>
14 <i>Happy Valentine's Day</i> 	15	16	17	18 <b>EAA 113 General Meeting 7:30 pm</b>	19 	20 <i>Breakfast @ 3 Brothers 8:30 am</i>
21 	22	23 	24	25 <b>EAA 113 Safety Meeting 7:30 pm</b>	26	27 <i>Breakfast @ 3 Brothers 8:30 am</i>
28	29 					



# March 2016



Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3 <b>EAA 113 Homebuilder's Meeting 7:30 pm</b>	4  <i>Movie Night 7:30</i>	5 <i>Breakfast @ 3 Brothers 8:30 am</i>
6	7	8 	9	10 <b>EAA 113 Board Meeting 7:30 pm</b>	11 <i>The EAA113 Aviation Center will be closed from 6:30 tonight until 6:30 p.m. tomorrow.</i> 	12 <i>Breakfast @ 3 Brothers 8:30 am</i> <i>Annual Awards Banquet &amp; Show 6:30 p.m.—midnight</i> 
13 <i>Daylight Savings Time Begins</i> 	14	15	16	17 <b>EAA 113 General Meeting 7:30 pm</b> 	18	19 <i>Breakfast @ 3 Brothers 8:30 am</i>
20 	21	22	23	24 <b>EAA 113 Safety Meeting 7:30 pm</b>	25	26 <i>Breakfast @ 3 Brothers 8:30 am</i>
27 	28	29 	30 	31 		

**Next Meeting :**  
**Thursday, February 18, 2015**  
**7:30 PM at the**  
**EAA Aviation Education Center**

**EAA Chapter 113**  
**8512 N. Lilley Rd**  
**Canton, MI 48187**