

# EAGLE'S PROPWASH



January 2013 Issue

**CHAPTER 113**

*"The Backyard Eagles"*



Travel Air 4000  
*Photo by Mike Fizer*

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***

## 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

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### **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:** Howard Rundell (734) 658-7701

### **Young Eagles:**

Dave James (734) 721-4213

Debbie Forsman (734) 397-3452

**Bald Eagles:** Mark Freeland (248) 212-9666

**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

January 2013

Happy New Year Everyone! We survived the forecast Mayan Apocalypse in late December, to enjoy another holiday season. I hope that yours was safe and enjoyable for you and your families. Just enough snow arrived in time to have a white Christmas and keep the local pilots sharp on their winter flying skills.

I'm certain it's going to be a good year because it's the only one in our lifetime that January starts off with 1/13... Get it?

There are activities galore scheduled this year. New Year's Day starts the season off with an EAA Fly-In at the Nappanee Indiana airport. The Michigan DOT's Great Lakes Aviation Conference and Expo will be January 25th and 26th at Eastern Michigan University in Ypsilanti. Our first Chili Fly-In is scheduled for February 9th from 11 am to 3 pm. This is always a popular event and it is great to see everyone at the airport, even if it is the dead of winter outside. Remember, it's always warm inside the EAA 113 Aviation Center!

Saturday, March 23rd will be our Annual Chapter Awards Banquet. Debbie Forsman is working diligently, tending to all the details that make the evening special. The new, updated, and ever popular "Flying Feud" game is returning and promises to keep us all on our toes. Cocktails (BYO) start at 6:30 pm with dinner at 7:30. Tickets are only \$20.00 per person this year and are available at all Chapter 113 meetings, Saturday morning breakfast at the Canton Coney Island, or you can purchase them on line at the Chapter's web site by clicking the Banquet Ticket button on the home page.

Don't forget that the Chapter movie night is the first Friday of every month. We enjoy an aviation themed movie in the warm comfort of our Chapter meeting room.

While we haven't got all of the dates set just yet, we're planning on other Chapter activities like BBQ's, Young Eagle Flights, a summer picnic on Harsen's Island, and of course, the Father's Day Pancake Breakfast. Dave Buck has 3 separate Poker Tournaments scheduled at Trip Kings, just across the street from Mettetal Airport. The first one is scheduled for February 22, 23, and 24. These are great fund raisers for the Chapter and are easy to work. Be sure to watch for the signup sheets and volunteer to lend a hand.

Stay up to date with all of EAA 113 happenings at [www.113.eeachapter.org](http://www.113.eeachapter.org)

Happy Landings

John Maxfield

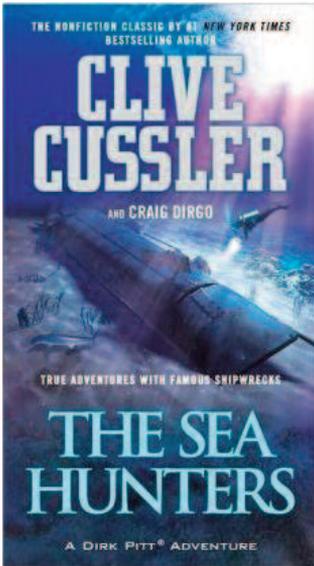


## PAULSON AVIATION & HISTORY *LIBRARY*

Barb Cook (734) 277-3469

[barb@armipay.com](mailto:barb@armipay.com)

January 2013



How about some history written by a really good fiction writer?

Ever read a Dirk Pitt Adventure novel? Author Clive Cussler's first book of non-fiction is *The Sea Hunters; True Adventures with Famous Shipwrecks*, Simon & Schuster, 1996. (Co-authored by Craig Dirgo, also a NUMA member and fiction author.) This was a gift from Col. Wm Charles, Commander Michigan Wing, CAP. See shelf# 930.102

The best part of this book may be the introduction, where Cussler includes an autobiographical explanation of how he came to found NUMA (National Underwater & Marine Agency.) He repeatedly mentions the importance of research before NUMA gets to the site of the wreck. That information allows him to realistically retell the events leading to these disasters.

He has investigated the wreckage of steamboats, the Confederate submarine, Hunley, the sinking of the Cunard passenger liner, Lusitania in 1915, by a German U-boat, U-20, and many other ships.

He doesn't even try to answer the probing question, "Why do I do what I do, for no financial gain and despite frequent failure? I can't really say. Curiosity maybe?" p. 30. He describes the actions that resulted in the shipwrecks all over the globe, and dating back to 1840. I particularly enjoyed the chapter on how the U-20 destroyed the faster Lusitania.

He includes a listing of all wrecks investigated by NUMA and a very complete index. If you like this one, there is a *Sea Hunters II* you could buy, read, and donate to our library!



You are Invited to

EAA Chapter 113's

## Annual Awards Banquet

"Come on down" and join us for lots of fun and **GAMES!**

**Saturday, March 23rd, 2013**

**EAA 113 Aviation Center**

**Gathering 6:30 p.m. Dinner 7:00 p.m.**

**Tickets \$20.00 per person**

Price includes: Exciting evening of entertainment and catered meal, dessert, coffee, soda.

See Debbie for tickets or information.

(734) 397-3452



## WORKSHOP ADDITION

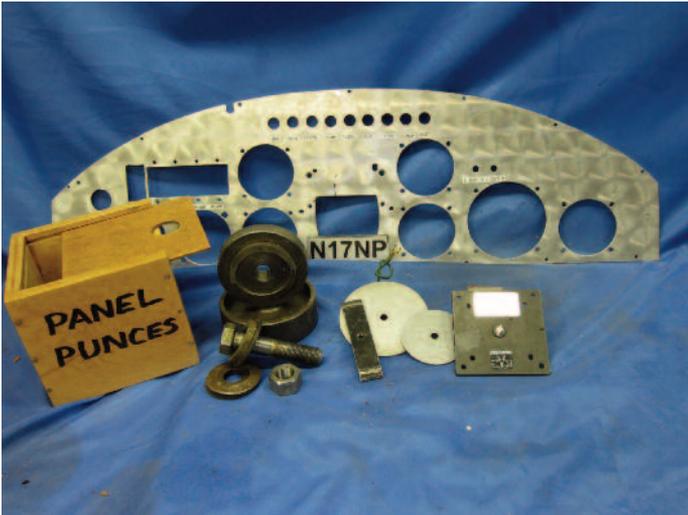
by Pete Waters

We have had a set of instrument punches for a while, and now have an additional aid in perfecting your new panel.

Now, Included are the templates for drilling the instrument screw holes for the two sizes mostly used and match the dual punch.

These are 3.125 and 2.25 inches in diameter.

If you are unaware what tools are available, go to the workshop and look in the steel cabinet on the right. There is much more room for tools you care to contribute!



## TRAVEL AIR TRIFECTA

By Lee Bottom

A few years back our good friend Glenn Frith called with a problem. Sitting in Seattle Washington was a beautiful Travel Air 4000 with his name on it. His home was in Ft. Meyers. That's a problem alright and I had an idea how to fix it. A few weeks later, along with some friends in a Pilatus chase plane, we would start the journey home.

When we arrived in Kalispell with the Travel Air, the rest of the crew was waiting. The day's goal had been discussed and we were on a mission. Mike Fizer and Mark Twombly, both from AOPA, were on hand and expecting to get an air to air photo shoot completed by sunset. Mark was writing the story of our trip and Mikewas to work his magic behind the camera. There was just one problem, a photo ship.

When a photo shoot is over and the photos pop off the screen, I always lament one thing; if only people knew how much effort actually went into those frames. It may seem easy but every photographer knows the nightmare. It's extremely difficult to gather into one patch of air a qualified photographer, a suitable airplane to shoot from, a pilot who can both fly and work the photo plane in a way that suits the photographer, and a pilot who can fly the subject plane the way the photographer needs to get the shots. Although a good photographer can pull something from very little, a great shoot needs all these things to converge at one time. If any aspect is unclear, or anyone involved feels unsure about the outcome, it's not going to work. Unfortunately, on that day, the guy I had hoped would fly the photo ship wasn't into it. Thank God for Hank.



Hank and Tom,  
our hosts

We had come to Kalispell for three reasons. First of all, I love the place. Secondly my friends, Hank Galpin and Ray Sanders, were there. These two guys are true antiquers and we wanted to get them in on the article. As a bonus, both of them own interesting aircraft. One of which is Hank's Travel Air 6000. The 6000 was the third reason we were there. He had said he would let me fly it if I ever made it back to Kalispell.

So here was our original idea; what could be better than stunning photos of a couple of Travel Airs over Flat Head Lake? That was my thinking at least. Then our photo pilot didn't seem up for it. Thankfully, Hank jumped in and offered the use of his plane as the photo ship. Although this meant the two Travel Airs shoot wouldn't happen, on the upside the photographers would be getting an amazing ride in an extremely rare machine. Everyone was happy.

With the mission briefing complete, we were off. An hour or so later we were done. During the shoot we had flown the shoreline, crossed cold deep water, and flown along the mountains. Once on the ground, everyone guessed which frame would be the best. When I was asked my opinion, I suggested one of three; the one with the sun in my eyes, that one where I was “ten feet down-twenty feet back”, or possibly the “hold it right there” shot. But, in reality I didn’t care. It had been a good shoot and the day was over. Tomorrow there would be more.



*Photo by Mike Fizer*

The next morning, after escaping a sleep coma induced by the previous day’s flying, we repositioned the Travel Air to Ray Sanders’ place. Situated in the middle of a wheat field just north of Flathead Lake, it was the perfect location to get some detail shots for the article. It was also a wonderful place to relax and talk airplanes.

Put a few old planes in a field, along with a handful of pilots, and before long fun is going to happen. To start, Hank offered a ride in the 6000 to everyone in the group. It may not be cheap to fly these old crates around but what’s the point if you don’t? That would be the theme of the day. Recording the sight as it taxied past, all I could see were smiles. The Travel Air was casting its spell.

When our friends returned from their flight, those who weren’t antiquers when they left, were when they landed. In fact, as their feet touched soil once again, I’m sure they were imagining themselves in their very own 6000. Then Hank stepped out with a question for me, “Do you still want to fly it”?

Inside I was thinking, “Does a bear crap in the woods”. What came out was much less dramatic; “Sure”. To anyone listening it may have sounded unappreciative but Hank knew better. A few minutes later we were in the plane and I was in the left seat.

While flipping switches, latching belts, and making sure everything else was just right, Hank briefed me on the bird’s characteristics. Somewhere in there, the words “I’ve never let anyone fly it before” were spoken. The fact he was double checking with himself to make sure this wasn’t a mistake made me want to put him at ease. Yet, I was sure I remembered other people flying the plane so I decided I had heard him wrong and moved on.

Breaking ground in the old girl was something I’ll never forget. At another time in my life, just seeing one would have been a treat. There’s only a handful left and even fewer that actually fly. Yet somehow there I was flying a pristine example. Like those before me, it didn’t take long to imagine one of my own.

Much easier to fly than expected, but nowhere near sprightly, the 6000 is a combination of truck and Bentley. Easily one of the era's finer forms of transportation, later they would find their niche as bush planes. Due to this, several survived to be restored back to their elegant glory.



Flying once again over Flathead Lake, only this time in a larger airframe, I did my best to make friends with the plane. Slow flight and turns revealed characteristics similar to other aircraft of the era. Make the inputs for a turn; then wait. It's not really like that but compared to what most people fly, if they were to get in this plane and cruise around, that's exactly how they would perceive it. Furthermore, once a bank starts, its angle definitely wants to increase. Nearly all old aircraft have some tendency to do this. Roll into it pretty good with the 6000 though and you'll find yourself doing an equal amount of work to keep it from banking further. But hey, that's typical of

these old birds so you deal with it.

Rolling wings level headed back towards the farm, I took the opportunity to smell the roses. Flying a plane like this without taking it all in would be criminal. Therefore I relaxed and looked around. To my left was a crank down window where my elbow was perched, my right hand worked the throttle, and my left hand held the wheel. Through the glass raw scenery passed, while the engine conjured up spirits which would show me the world through their eyes. Simpler, more free, and demanding of skill, their time was one of man and machine; peril and excitement. They lived in the sky and on that day so did we.

Lined up on final, Hank made sure to remind me he had no brakes and therefore I was on my own. What he was really saying though was, "Don't screw this up". Fortunately the Travel Air seems to have a groove which it finds on its own and tracks to the runway. There it has the ability to make an average pilot look good as it alights ever so nicely and rolls straight to a stop. Turning to taxi back, my smile gave me away. I too was imagining my very own 6000 (Still saving my pennies Hank).

Leaning over to look down from the window as we swung into our spot, the last thing I remember was the view; wing struts going there, landing gear here, and large diameter wheels holding us up. Some aircraft are old but they don't feel it. The 6000 is not one of those. Windshield fairings, the control column, wicker seats, cylinders in your face, and the drag inducing devices mounted outside remind you continuously of her age. Therefore, it was truly a special feeling to have been at the controls.

Stepping from the plane and wanting to remember the moment, I turned to see what I had just flown. It was then that Ray asked what I thought of it. "I WANT ONE" was most likely my answer. Whatever it was though, he didn't need to hear it to understand the flight had made my day. Then, without pause, he asked if I would like to fly his. "Could I?" is what I think I said but I honestly do not know. My mind was spinning with the excitement of a fourteen year old boy who had just walked in on Mila Kunis and Emma Stone making out.

Standing with Ray at his hangar I still could not believe my luck. As the doors were pulled open, the hangar drained of darkness until another plane in the lineage was revealed. Having started the day in a Travel Air 4000, gone on to a 6000, and then found myself in front of this wonderful little blue and white 16E, it was a Travel Air dream come true.

Once in the sun I couldn't wait to fly her but there were things left to do. Get the oil from the cylinders and grease everything; check out the cockpit and ask how it all works. Anything odd? How about the trim? Ok anything else? Yes; yes I see; ok; great; let's see how she flies. Am I strapped in? Yes I'm ready. Brakes on. She's hot! And with a swing of the prop she was running.

There's something I love about five cylinder radials that most aviators do not; when they are running it's extremely obvious. Why? With cubic inches spread between so few combustion chambers, every time a cylinder lights off, you get a kick in the pants. Pilots therefore complain how they shake. I suppose they also complain about heavy breathing. Not me though; that's the heart of the old girl and the more fire inside the better.

Pushing the power up caught me off guard. I didn't expect it to climb so well. Leveling off high over the far end of the runway a steep turn seemed necessary. The roll rate was also surprising. Stalls were non-events and throttle application was like a slap to a horse's rump.

Wait, let me clear up something. If you have flown really high performance aircraft, you may not be that impressed by this machine. But, compared to other aircraft of the day this plane is a hoot. In fact, with both planes sitting empty, the 16E and a 450 Stearman have the same power to weight ratio.

Do more powerful planes exist? Yes. Is there anything from that era that is more responsive? Possibly. But is there any other plane from 1932 that is such a sleeper? I don't think so.

Despite its manageable size (28'10" wingspan), sprightly performance, and rarity, the 16 series is widely overlooked in vintage aviation circles. At certain times of the year, there are places where you could swing a dead cat and hit an RNF Waco (another great airplane) yet they often bring a 50% premium over the much rarer Travel Air. Come to think of it, the last time a 16E sold, only a few years back, it had sat for a year, maybe two, when it finally went for around \$50,000. That was an award winner. Nobody ever said the vintage market made sense.

*On short final in the 16E.*



Taxiing in and to a stop by the two other Travel Airs, it was hard to believe I had just flown the range of the breed; small, medium, and large. A great day had peaked and was winding down. Lined up on the field, both friends and flying machines were captured on "film" for posterity. The scenery was amazing, smiles abounded, and memories had clearly been made. Then Hank thanked me for flying his plane.

I had been wrong. As it turned out, others may have been in the right seat at the controls but he had never let anyone fly it from taxi-out to shutdown or from the left seat. When I heard him say earlier that he'd never let anyone fly it, he wasn't kidding. Having deposited a ton of sweat equity and money in this old girl, it was his baby. But he also wanted to share the plane with others. Inside though he was hesitant to allow others to fly it. It's a common struggle for today's antique owners and that's why he thanked me. "You may have just opened the door to others flying it", he said.



The good old days of antique aviation are over. The truly vintage birds are no longer flown the way Cubs and Champs are today. Most instead have found homes in what could best be described as micro-collections. There they are pampered, flown only to the same handful of events each year, and rarely touched by others. Fortunately, they are also saved. The question though is why?

I think that's what Hank was getting at when he expressed the desire to let others fly the plane. Why are we saving them if nobody is enjoying them? And that is why I enjoy the company of people like Hank and Ray. Somewhere deep down, they believe there's more to these machines than fabric and tube and they do their best to live it.



## ANNUAL AWARDS BANQUET

Planning is currently underway for the Annual Awards Banquet to be held on **Saturday, March 23, 2013**. "Come on down" and join us for some fun and **GAMES!!** It is certain to be a very entertaining evening as Todd Trainor will again bring his "Flying Feud" show on the road to our own **Aviation Center**. Tickets this year will be **\$20.00 each** and includes a catered meal, dessert, coffee and soda. If you would prefer an alternate beverage, you may bring in your own. The Gathering will begin at 6:30 p.m. with dinner at **7:00 p.m.**

Debbie will have tickets available at the **January and February** general meetings and most Saturday mornings. (Note: The March meeting will be past the deadline for the caterer!!! Plan accordingly!) You can also purchase tickets by including this amount along with a check for your annual dues. Please be sure to make a note as such on your check so Grant doesn't think you are making an additional donation! Also, tickets can now be purchased on our website by clicking on the "Tickets" icon on the bottom left of the homepage at [www.113.eaachapter.org](http://www.113.eaachapter.org).

In addition to our dinner and entertainment, this event is our opportunity to honor members that have met milestones in their aviation careers and those that have completed aircraft and made their first flight this past year. It is also a time when we recognize the members that dedicate so much of their time keeping our Chapter running so smoothly. So, plan on joining us to eat, laugh and celebrate with our aviation family!

### FROM THE FLIGHT SURGEON

Is there anyone out there who has managed to miss the nasty respiratory bug that is going around? This time of year we frequently need to "self-treat" symptoms with over the counter (OTC) medications due to colds, flu or even the remains of seasonal allergies. Most of us know that many of these medications can cause drowsiness. The most common "relief" medication is Benadryl which is an antihistamine. It is often forgotten that the effects of this drug can last 4 hours and can take over 8 hours to get half of it out of your system. Pseudoephedrine is allowed by the FAA as a decongestant but it is always best to wait till all the symptoms are gone and you have been off the OTC's for at least 24 hours before flying. Fly safe and keep the Kleenex nearby!

Gregory Pinnell, MD  
Senior AME, Senior Flight Surgeon USAFR  
[www.AIRDOCS.net](http://www.AIRDOCS.net)  
989-245-4494      517-580-0970 Fax

Dear Chapter Members,

As one more year begins, we begin to reflect on the achievements EAA Chapter 113 has had in the past year. Some of our successes include our Pancake Breakfast, Chili Fly-Ins and the Young Eagles Program. Also, we continue to make improvements and add details to our hangar building. The dreams of a few members came true this last year when they completed their aircraft and others became new pilots. All these events were possible because of the many Chapter members who have shared their support and talents.

Scheduling has already begun for this year's activities. In order to plan for more exciting events, we must have an active membership. As we attempt to make the best use of our budget, we are asking that all dues for 2013 be paid by **March 1, 2013**. It is important that you send your payment of **\$35.00** by this date to ensure you are included in our Membership Roster and to continue to receive monthly newsletters. If you have any updates for your entry in the Roster please include a note along with the check for your dues. Dues may be mailed to EAA Chapter 113, 651 E. Joy Road, Ann Arbor, MI 48105. This year's dues can also be paid using PayPal thru the new web site ([www.113.eaachapter.org](http://www.113.eaachapter.org)). You do not need to have a PayPal account to do this, only a credit card. If your dues have already been paid please ignore this notice.

Plan on joining us for some of our upcoming special events: Chapter Movie Night (First Friday of each winter month at 7:30 PM) and our Frost Bite Chili Fly-In on February 9th, 2013 from 11:00 a.m. to 3:00 p.m. We also don't want you to miss our Annual Awards Banquet.

**When:** Saturday, March 23st, 2013

**Where:** EAA 113 Aviation Center

**Time:** Cocktails 6:30 p.m. (bring your own) Dinner 7:00 p.m.

**Cost:** \$20.00 per person

For tickets and questions: Contact Debbie Forsman (734) 397-3452

Tickets may also be purchased by including this amount with your annual dues (be sure to note accordingly on your check) or also by clicking on the ticket icon at [www.113.eaachapter.org](http://www.113.eaachapter.org).

Thank you for your prompt attention in returning your EAA 113 membership dues.

Sincerely,



Grant Cook, EAA 113 Treasurer



# TECHNICAL COUNSELOR'S FLYING FUN

Randy Hebron (734) 560-2115

rchebron@wowway.com

January 2013

## HANGAR OVER FLY-IN, NAPPANEE, INDIANA

January 1, 2013

Scott, Patrick and I flew the Cessna 180 to EAA Chapter 938 - Cloudchasers - annual Hangar Over Fly-in on New Year's Day. John and Debbie flew the C-175. Bob Maheu was there with his Cessna 172, as well as Dick Green and Larell White in the RV-6A, all from EAA 13.

A wonderful way to start the year!



Larell White and Dick Green  
RV-6A from EAA 13  
*Photo by Randy Hebron*



Hot dogs, sloppy joes, baked beans & lots of homemade desserts!  
*Photo by Randy Hebron*

Scott, Debbie, John, Patrick,  
and two local gentlemen  
from EAA 938  
*Photo by Randy Hebron*



# January 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4 EAA 113 MOVIE NIGHT AT METTETAL AIRPORT	5 BREAKFAST AT CANTON CONEY ISLAND
6	7	8	9	10 EAA 113 BOARD OF DIRECTOR'S MEETING	11	12 BREAKFAST AT CANTON CONEY ISLAND
13	14	15	16	17 EAA 113 MEETING AT METTETAL AIRPORT	18	19 BREAKFAST AT CANTON CONEY ISLAND
20	21	22	23	24 EAA 113 FLYING SAFELY MEETING	25	26 BREAKFAST AT CANTON CONEY ISLAND
27	28	29	30	31		

**REMINDER:** The March meeting will be past the deadline for the caterer, so you must purchase your tickets at the January or February meetings, or online at: [www.113.eaachapter.org](http://www.113.eaachapter.org).

**Mark Your Calendars:**

Frost Bite Chili Fly-In on February 9th, 2013 from 11:00 a.m. to 3:00 p.m.

**EAA Chapter 113**

Mark Freeland

1480 Oakwood

Sylvan Lake, MI 48320

**Next Meeting: Thursday, January 17, 2013  
7:30 PM at the EAA Aviation Education Center**