

EAGLE'S PROPWASH

SEPTEMBER 2019 ISSUE

CHAPTER 113 "The Backyard Eagles"



Our Web Site:

www.113.eaachapter.org

EAA113@yahoo.com

Meetings: 7:30 PM

the 3rd Thursday of each
month at the

**EAA 113 AVIATION
EDUCATION CENTER**

Mettetal Airport (1D2)

8512 Lilley Road, Canton, MI

(734) 392-8113



Sanjay Dhall and Tom Smith ready a happy Flying Start attendee for his ride, August 10, 2019.

Photo Courtesy of Paul Yuska

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CHAPTER MISSION STATEMENT:

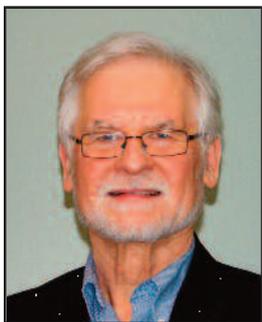
“EAA Chapter 113’s major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun.”

Chapter members have a passion for flying and are willing to share it with others.

Chapter 113 provides the opportunity for exchange of information, as well as the interaction that leads to friendships that last a lifetime.”

BOARD OF DIRECTORS:

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



PRESIDENT'S *PODIUM*

Joe Kirik (248) 872-3220

president@eaa113.org

September 2019

Happy September!

Labor Day and the unofficial end of summer are behind us, kids are back in school and football season is underway. September also means the return of our Homebuilders' Corner meetings (first Thursday), the IMC/VMC meetings (fourth Thursday) and Young Eagles. Thank you Mike Scovel for leading the builders meetings, and thanks to Dave Buck for organizing the IMC/VMC meeting scenarios and also Dave Schrader for serving as the required CFI for the IMC discussions. Remember that these meetings include both IFR and VFR scenarios, so there's something of interest to all pilots. The Young Eagles events are set for September 21 and October 19. To make them successful we need volunteer pilots, aircraft and ground crew. See the notice inside for details. Thank you Debbie Redding for organizing.

Aviation Center Expansion

Progress on the Don Zimmermann Aviation Education Center picked up dramatically during August. Insulation went in, the wallboard went up, the large overhead door and opener were installed, the wallboard was taped, mudded, sanded and painted, framing of the door into the old shop was finished and most of the remaining electrical work was completed. The heater and lighting will go in soon, and then we can turn our attention to coating the concrete floor. It's looking really good! Stop in and have a look before the September 19th chapter meeting.

Events

August 10th marked our second annual "Flying Start" event which is similar to Young Eagles but targeted to adults. We had about 10 prospective pilots attend. After a short presentation about EAA and various types of flying, Don Lee from Solo Aviation outlined the time and financial commitments needed to earn a Private Pilot Certificate. The attendees took demo rides offered by our volunteer pilots. Thanks to all who gave up their Saturday morning, and to Board Member Dan Jones for all his hard work organizing the event. We'll do another, bigger one next year with more aggressive promotion to increase attendance.

The Chapter 113 Summer Picnic and Ice Cream Social on August 17th went well. Thanks to Debbie Redding and John Maxfield for making it happen – especially the very generous ice cream sundaes!

September Meeting

CFI and vlogger Jon Kotwicki will present "Lessons Learned - Flying from Alaska to Florida," sharing his experiences and lessons learned flying from Alaska to the Lower 48. Discussion will include flight planning, VFR into IMC, CFIT, Loss of Control and general cockpit distractions. The EAA Chapter video will include Charlie Becker discussing chapter hangars, chapter award winners, the EAA Chapter Tool Crib program, the Young Eagles Build and Fly program, and the EAA Builder's Log. And there will be a look back at some of the unique and interesting aircraft that visited EAA AirVenture Oshkosh 2019.

Enjoy the return of football and the clear, crisp fall flying weather!

Joe Kirik

FLYING START - AUGUST 10, 2019



Photos Courtesy of Paul Yuska



Photos Courtesy of Shunsuke Shibata



WESTERN SWING

By Joe Kirik

I recently spent a week and a half wandering around several western states investigating areas that might be good places to live and also have climates suitable to flying more than six months a year. The focal points were Prescott AZ, Boise ID and Colorado Springs, CO.

If you want to know about flying conditions you ask the local pilots, so I emailed the EAA Chapters in each city. All three agreed to meet me to give me the low-down. When I showed up at Susie's Skyway Restaurant in the Prescott (PRC) terminal building, no less than five guys were there to meet me! Elevation there is over 5,000 ft., so there was much discussion about density altitude, how much power you need and what conditions to avoid. After lunch, Chapter 658 Secretary John Bauer asked if I'd like to go flying, and it took me about a millisecond to say yes! Turns out John has a nice Long-EZ that really moves! I got an air tour of a good chunk of northern Arizona, including mountains and a fly-by at Sedona – dramatic scenery! Prescott is a nice-looking town with rolling terrain on the edge of a national forest. There is ample green vegetation, thanks in part to generous irrigation. Once outside of town, the valley to the east is mostly desert. Hangar space at PRC is scarce, and there are few other airports nearby.



After my Arizona ride in John Bauer's Long-EZ.

On to Boise. Although it's the state capitol and largest city in Idaho, it has a comfortable, small-town feel to it, and the people are very friendly. Nampa (MAN) and Caldwell (EUL) are the GA airports nearest to Boise. Both are quite busy and hangar space is hard to come by. Local elevations are around 2,500 ft. At lunch with Doug Kandle from Chapter 103 we talked quite a bit about backcountry flying which is a big deal in Idaho. Doug knows quite a bit about that -- he flies a 180 hp Super Cub that he built, plus a Cessna 206 with a full STOL kit. Later I got to fly a Kitfox out of Stick & Rudder Aviation in Greenleaf, ID. The first flight was familiarization with the Kitfox, which is much more powerful and responsive than what I'm used to. The biggest adjustment I had to make was to be more careful about maintaining a target airspeed down final. Small pitch and power changes made a big difference! The next morning, we headed for the mountains, landing at seven different airstrips of varying difficulty. Some were one way in-one way out, and some required non-standard approaches – sometimes you can't see much of the runway until you turn base. In mountain flying you spend a lot of time hugging canyon walls so you have enough room to turn around if you need to. Exciting stuff!



Kitfox at Johnson Creek, ID.

Last stop was Colorado Springs. The Chapter 72 guys already knew all about me. They checked out the 113 website and read several of our newsletters, so I didn't need to cover the basics. They fly out of Meadow Lake airport (FLY), about 20 miles northeast of Colorado Springs, elevation 6,874. FLY is the largest privately-owned airport in the country with more than 450 planes based there -- hangars everywhere! They're all privately owned, but rentals are periodically available. They say the flying is fine there, you just have to be patient! They also claim it's sunny almost all the time, and winters are very mild. I think they were doing a major PR number on me since they're looking for a new chapter president, but I said I'm just coming off two terms and wouldn't mind a break! Colorado Springs looks great with wide, tree-lined streets and numerous parks. And with the mountains just to the west, there are many outdoor recreational opportunities.

In checking out housing, the situations in each of these cities were remarkably similar. Lots of people are relocating there, many of them from California where they sell their average-size homes for a million dollars and then buy up local real estate, driving prices up dramatically. If you want anything more than a shack, bring at least \$250,000. It's creating a fair amount of backlash with some locals who are concerned that their towns are growing and changing too fast, and not for the better. Colorado Springs is greener than the other areas, and not coincidentally I found it the most appealing of the three. But there are more areas to explore...

Editor's Note: The following page shows a few of the other aircraft Joe encountered on his travels.

Jim Steward's Decathalon.



Doug Kandle working on his Supercub.



Doug Kandle's Cessna 206.



P-40



P-47



P-64 replica Nampa



AEROSHELL T-6 AEROBATICS SQUADRON TEAM RIDE ALONG

By Diego Johnson

While at Oshkosh this year, I had the privilege to take a ride along with the Aeroshell Aerobatics Team thanks to a friend of our family who works for one of their corporate sponsors. I have been flying since I was 15 years old and I've always wanted to "fly upside down". There has always been something about the thought of the sky spinning around me that captivates me. I've also been a Warbird enthusiast since I was very young having played WW II Flight Combat simulators since I was 3 years old. So, this was a dream opportunity.

Mark Henley is the lead pilot for Team Aeroshell and I got to fly with him. I asked him if he had ever gone skydiving and he said "I never have and don't plan on it". I've actually been skydiving and couldn't imagine flying aerobatics and not having at least done it once to make sure I would do it if I had to in an emergency!

Our flight began with a briefing on how to bail out of the aircraft, and then we quickly started up and taxied out to join early departures on RWY 36L. After all 6 Aeroshell Aircraft were lined up, the 600 Horsepower radial roared to life. As we cruised down the runway I noticed that the number 2 aircraft was just 15 feet back and behind the right wing taking off with us. As all aircraft joined up, I was absolutely amazed that I could pick out the details on the passengers faces in the other aircraft we were so close! Then, the Texans nosed over, picked up airspeed, and nose up and over in a loop – 4G pull at the bottom and then a barrel roll. It was over so fast but I was hooked – I need more of this and plan to fly aerobatics someday. It was a thrill I will never forget.



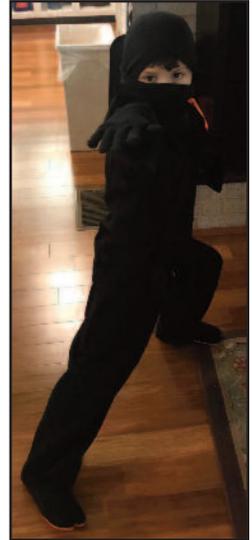
PRE-LABOR DAY ROAD TRIP

By Elizabeth Hebron

Last week, Randy and I drove to South Carolina to see our grandchildren, and two oldest daughters, and son-in-law. We did the usual Granny and Pop things with the kids: flying balsa gliders; rebuilding balsa gliders; setting up and running HO gauge trains; SkipBo and Rummy with the girls; apple picking in an orchard up in the mountains; and making two large kettles of applesauce that never made it to the freezer for winter consumption. After that, things got weird. First, there was a sneak attack by a small ninja who collapsed into a fit of the giggles when we shot him with nerf bullets.

Then, on the trip north, as we came close to Dayton, Ohio, our Toyota Camry was caught in some sort of a shift in earth's gravitational pull. It was like a tractor beam wrenched us off I-75 onto several back roads, and ended up at the National Museum of the United States Air Force! Or perhaps it was the loose nut behind the wheel that guided the car there?

Pepper and I enjoyed the WWI and WWII buildings, the snack bar, and the beautiful cool breeze outside under the oak trees lining the sidewalk to the entrance while Randy went through the rest of the museum. It was a pleasant side-trip for all.



Photos Courtesy of Randy Hebron

REPUBLIC XF-84H

The turboprop-driven XF-84H—a joint US Air Force/Navy project—was designed to combine the speed of jet aircraft with the long range, low fuel consumption, and low landing speed of propeller-driven aircraft. The XF-84H's modified F-84F airframe included a T-tail and a triangular fin behind the cockpit to reduce the effect of torque from the propellers.

Between July 1955 and October 1956, two XF-84Hs made 12 test flights—11 of these flights ended with emergency landings. Although the XF-84H was one of the fastest single-engine, propeller-driven aircraft ever built, it never approached supersonic speed. Due to poor performance and high maintenance requirements, the XF-84H never became operational.

The aircraft on display was the first of the two prototypes produced by Republic, and it flew 8 of the 12 test flights. The Museum obtained the aircraft from Kern County, California, in 1999.

TECHNICAL NOTES

ENGINES	PELLIUM 87-43-D-1
MAXIMUM SPEED	520 MPH
RANGE	BEYOND 2,000 MILES
SERVICE CEILING	ABOVE 40,000 FT.
WEIGHT	17,892 LBS.

The XF-84H's rapidly spinning propellers broke the speed of sound, producing extremely loud shock waves that caused nausea, headaches, and even incapacitation among ground crews. This trait earned the XF-84H the unofficial nickname "Thunderscreach."



BELL HELICOPTER TEXTRON XV-3

BELL HELICOPTER TEXTRON XV-3

The product of a 1951 joint US Air Force-US Army initiative, the Bell XV-3 became the world's first successful Vertical Short TakeOff and Landing (VSTOL) tilt-rotor aircraft. By combining the takeoff and hovering capabilities of a helicopter with the speed and range of a fixed-wing aircraft, the XV-3 offered great military potential.

Bell completed two XV-3s and began hover tests in 1955. The first XV-3 was damaged beyond repair, but testing continued with the second aircraft. The first complete conversion from takeoff to horizontal flight and back—the first ever for a tilt-rotor aircraft—took place in December 1958.

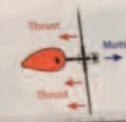
The XV-3 did not go into production, but it paved the way for the modern tilt-rotor CV-22 Osprey. After testing ended in 1965, the surviving XV-3 went on display at Fort Rucker, Alabama, and later into storage. In 2004, the XV-3 was moved to the Bell Helicopter Textron facility at Arlington, Texas, where a group of current and retired Bell engineers restored the aircraft. It arrived at the museum in 2007.



Like a helicopter, tilt-rotor aircraft use their propellers, or proprotors, for vertical lift.



The proprotors then rotate forward for thrust, and the wings provide lift.



TECHNICAL NOTES	
ENGINES	2 T540-T540-1
MAXIMUM SPEED	184 MPH
WINGSPAN	31 FT 4 IN
LENGTH	30 FT 4 IN

Aero Commander U-4B

This U-4B, a US Air Force version of the Aero Commander L-26, was used by President Dwight D. Eisenhower from 1956 to 1960 for short trips. A pilot himself, President Eisenhower would often take the controls, primarily during trips between Washington, DC, and his farm in Gettysburg, Pennsylvania. The first presidential aircraft to have only two engines, the U-4B was also the first presidential aircraft to carry the familiar blue and white paint scheme.

After President Eisenhower left office, the aircraft transported high-ranking government officials, including the Secretary of Defense and the Secretary of the Air Force. In October 1969, it was transferred to the Air Force Academy's skydiving team and was used as a jump plane for parachute training. The aircraft was transferred again in November 1977, to the Nebraska Civil Air Patrol.



President Eisenhower and his presidential pilot, Col William G. Draper, with the U-4B Aero Commander.



THIS DAY IN AVIATION HISTORY – 1 SEPTEMBER 1946

Submitted by Dave James

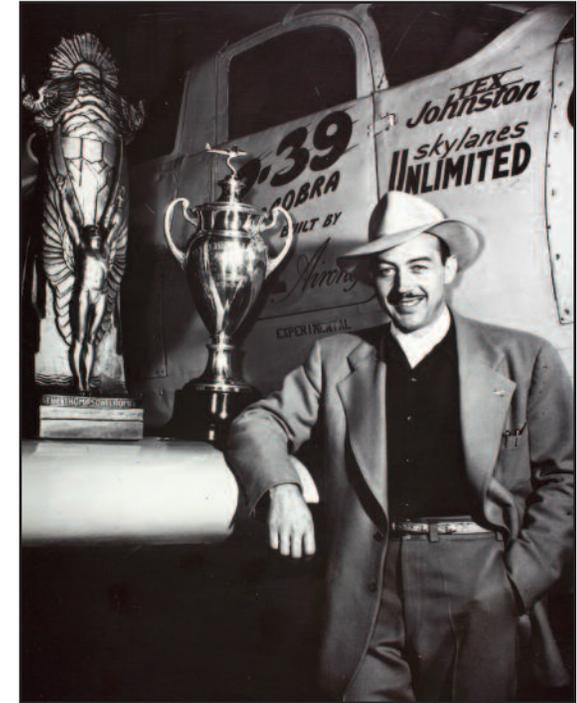
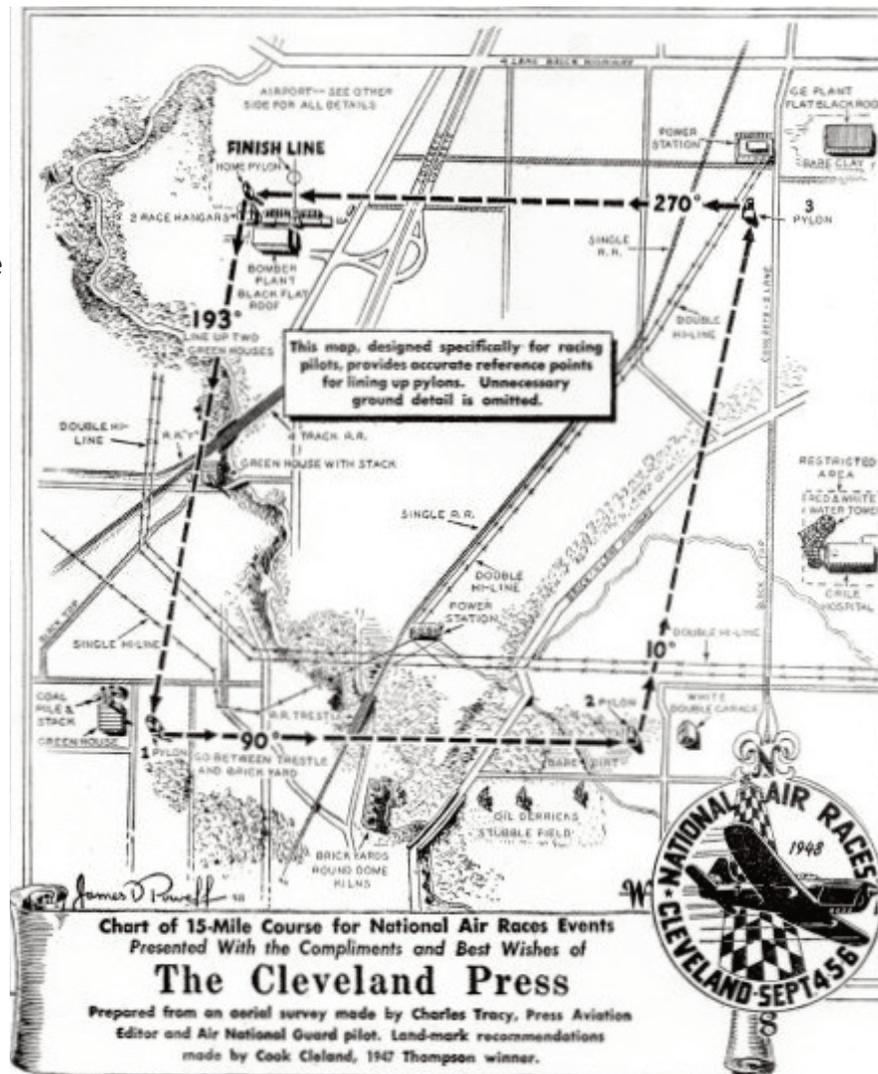
1 September 1946: Just one year after World War II came to an end, the National Air Races returned to Cleveland, Ohio. Grandstands were set up at the site of the Fisher Body Aircraft Plant No. 2, where assemblies for B-25 and B-29 bombers had been produced.

The Thompson Trophy Race was one of the most popular events because it was in view of the crowds. Sponsored by Thompson Products Company (the predecessor of TRW), it was a ten-lap pylon race flown at low altitude around a 30-mile (48.3 kilometers) course. There were two divisions. The R Division was for airplanes with reciprocating engines, and the J Division was for turbojet powered airplanes.

The race course was laid out as a parallelogram, with two 10-mile (16.1 kilometer) sides, and two 5-mile (8.0 kilometer) sides. There were two 75° turns and two 105° turns.

In addition to the Thompson Trophy, the race winner would receive \$20,000 in prize money (about \$342,400 in 2018 U.S. dollars). There were additional \$2,000 prizes for the leader of each lap. A pilot who set a speed record during the race would win the Allegheny-Ludlum Trophy and \$2,000.

Entrants for the 1946 race included many well-known air racers, test pilots and combat pilots. They included Cook Cleland, a U.S. Navy dive bomber pilot and test pilot; Woodrow W. (“Woody”) Edmondson, an aerobatic pilot; Howard Clifton (“Tick”) Lilly, a test pilot for the National Advisory Committee for Aeronautics (NACA, predecessor of NASA); Alvin Melvin (“Tex”) Johnston, an experimental test pilot with the Bell Aircraft Corporation;



Alvin M. “Tex” Johnston with the Thompson Trophy and the Allegheny-Ludlum Trophy, 1946 National Air Races. (San Diego Air and Space Museum Archives)

The National Air Races 4-pylon course, flown in 1947, 1947 and 1948. (airrace.com)

Anthony W. ("Tony") LeVier, Chief Engineering Test Pilot for the Lockheed Aircraft Corporation, and an experienced pylon racer; Earl Hill Ortman, test pilot for Douglas Aircraft Company, and also an experienced racer; Howard L. Pemberton; Bruce Raymond; Robert Swanson; Charles ("Chuck") Tucker, who had flown P-40s with the "Flying Tigers" in China, and an Army Air Corps test pilot; George Schwarz Welch, the Army Air Corps hero of Pearl Harbor, and test pilot for North American Aviation, Inc.; and Sylvester Joseph ("Steve") Wittman, an aircraft designer and air racer.

Before the war, the races used specially-constructed racing aircraft and production civil aircraft. Following the war, the expense of developing a purpose-built, competitive air racer was no longer feasible, so surplus military fighters were used.

Of the twelve airplanes competing in the 1946 Thompson Race, there was one Bell Aircraft Corporation P-39Q Airacobra; four Bell P-63 Kingcobras; one Goodyear Aircraft Corporation FG-1D Corsair (a licensed variant of the Vought-Sikorsky F4U Corsair); a Lockheed Aircraft Corporation P-38L Lightning; and five North American Aviation, Inc., P-51D Mustangs.

Jack Woolams, Chief Test Pilot for Bell Aircraft Corporation, Experimental Test Pilot Tex Johnston, and Bell's Chief Engineer, Robert Morris Stanley, had determined that a properly prepared Bell P-39 Airacobra could outrun and outfly a North American Aviation P-51 Mustang in the Thompson race. A Bell Aircraft mechanic was sent to inspect surplus P-39s in storage at Ponca City, Oklahoma. He selected two nearly-new P-39Q Airacobras, each with less than 50 hours flight time. Woolams and Johnston paid \$3,000 for the two fighters and they were flown back to the Bell plant at Buffalo, New York. Jack Woolams' Cobra I was a P-39Q-10-BE, U.S. Army Air Corps serial number 42-20733. Tex Johnston's Cobra II was also a P-39Q-10-BE, 42-20869 (Bell serial number 26E-324).

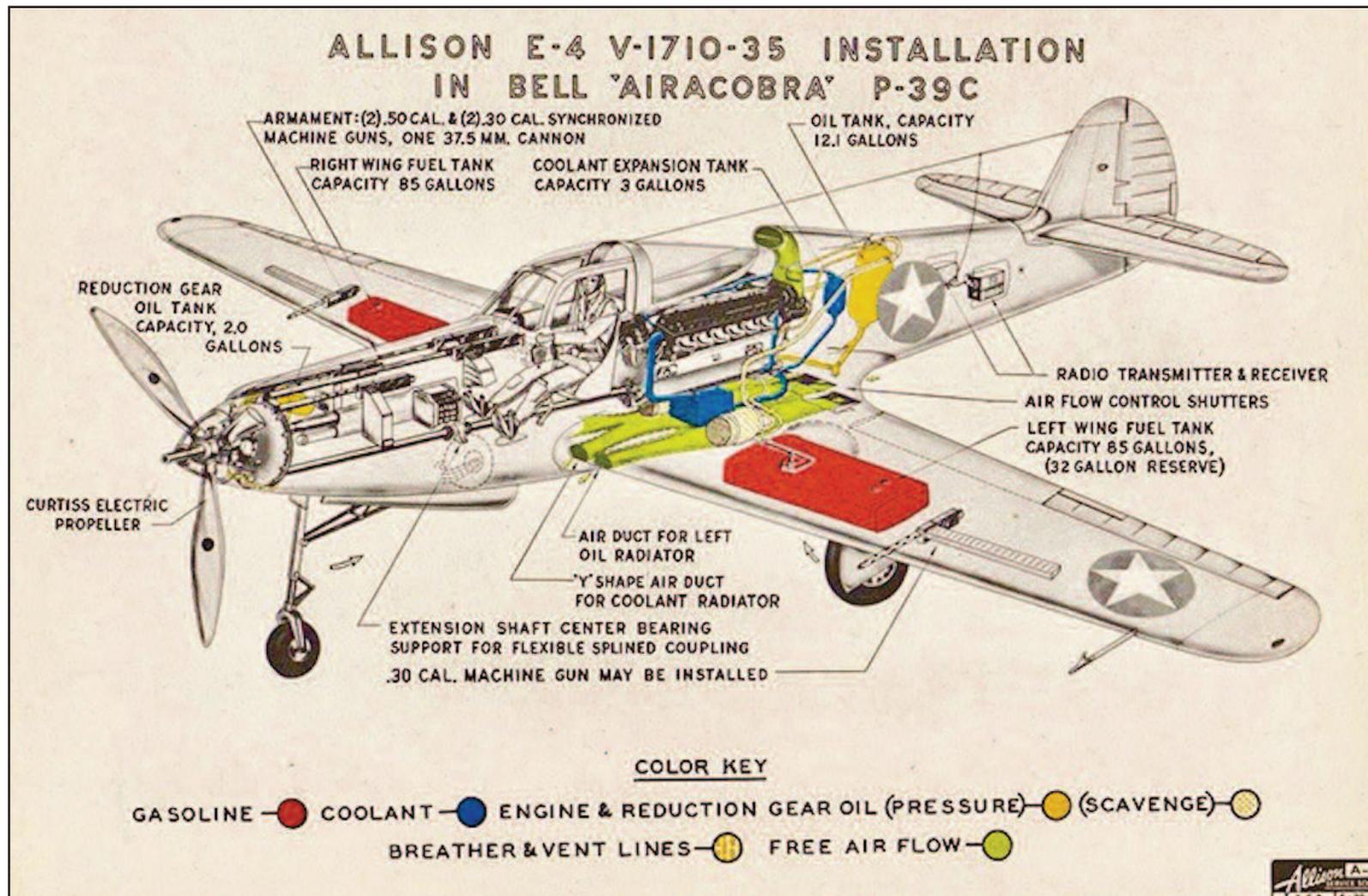
The Bell P-39 Airacobra was a single-engine, single-place low-wing monoplane with retractable tricycle landing gear. An Allison V-1710 V-12 engine was mounted behind the cockpit in an unusual mid-engine configuration, with a drive shaft passing under the cockpit floor and turning the propeller through a remotely-mounted 1.8:1 gear reduction unit. This allowed the fighter to be armed with a large 37 mm autocannon which fired through the propeller hub.



Bell P-39Q-20-BE Airacobra 44-3887 at the National Museum of the United States Air Force)

The P-39Q was the final production version of the Airacobra. It was 30 feet, 2 inches (9.195 meters) long with a wingspan of 34 feet, 0 inches (10.363 meters) overall height of 12 feet, 5 inches (3.785 meters). The wings' angle of incidence was +2° and there was 4° 0' dihedral. The total wing area was 213 square feet (19.78 square meters). The horizontal stabilizer had +2° 15' incidence and no dihedral. The P-39Q had an empty weight of 5,692 pounds (2,704 kilograms), and maximum gross weight of 8,350 pounds (3,787 kilograms).

The production P-39Q was powered by a liquid-cooled, supercharged, 1,710.597-cubic-inch-displacement (28.032 liter) Allison Engineering Company V-1710-E19 (V-1710-85) single overhead camshaft (SOHC) 60° V-12 engine with four valves per cylinder and a compression ratio of 6.65:1. The V-1710-85 had a continuous power rating of 810 horsepower at 2,600 r.p.m. at Sea Level, and 1,000 horsepower at 2,600 r.p.m. at 14,000 feet (4,267 meters). The engine's takeoff power rating was 1,200 horsepower at 3,000 r.p.m., and its military power rating was 1,125 horsepower at 3,000 r.p.m., at 14,600 feet (4,450 meters). 100/130 octane aviation gasoline was required. The Allison drove a three-bladed Aero products Division A632S-C1 hydraulically-operated constant-speed propeller with a diameter of 11 feet, 7 inches (3.531 meters) through a 2.23:1 gear reduction. The V-1710-85 was 16 feet, 2.00 inches (4.928 meters) long, 3 feet, 1.56 inches (0.954 meters) high, and 2 feet, 5.28 inches (0.744 meters) wide. It weighed 1,435 pounds (651 kilograms).



Cutaway illustration showing the unusual mid-engine arrangement of the Bell P-39 Airacobra. (Allison Division of General Motors)

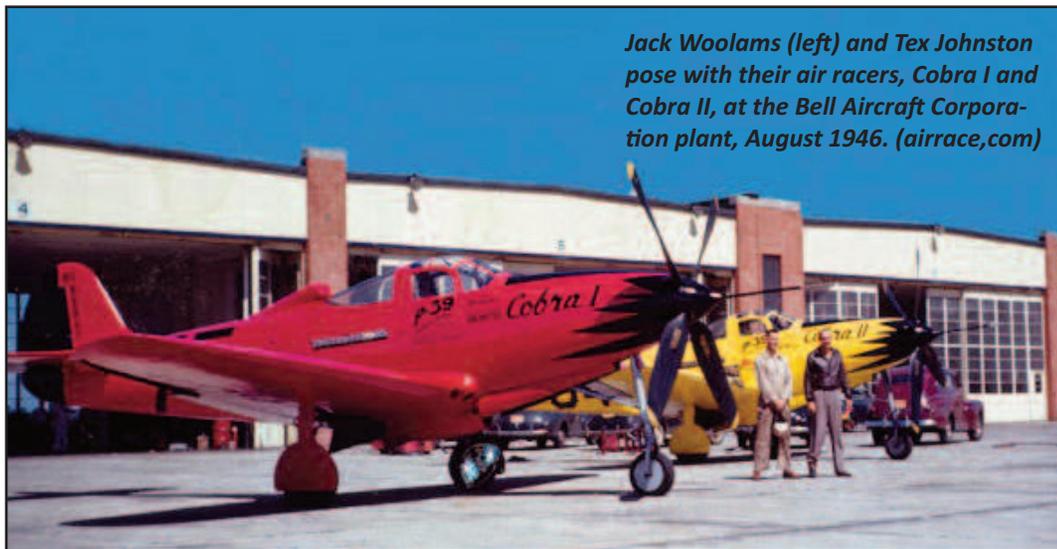
The Bell P39Q-10-BE had a maximum speed of 385.0 mph (619.6 kilometers per hour) at 11,000 feet (3,353 meters). Its service ceiling was 34,300 feet (10,455 meters), absolute ceiling, 35,700 feet (10,881 meters), and its range was 1,075 miles (1,730 kilometers).

The P-39Q was armed with one Browning M4 37 mm autocannon with 30 rounds of explosive ammunition, and four Browning AN-M2 .50-caliber machine guns, with two in the nose with 200 rounds per gun, and one mounted under each wing in pods with 300 rounds per gun. The M4 cannon fired a 1.34 pound (608 grams) high-explosive shell at 2,000 feet per second (610 meters per second). The gun had a rate of fire of 150 rounds per minute.

The Bell Aircraft Corporation built 9,558 P-39s. 4,905 of these were P-39Qs. 705 were the P-39Q-10-BE variant.

Bell Aircraft provided hangar space for the two Airacobras, and assigned an engineer and five mechanics to the project. Cobra I was painted red with black accents. It was issued Civil Aeronautics Administration experimental registration NX92847. Its race number, 75, was painted on the wings and fuselage. Cobra II was painted yellow with black trim, and registered NX92848. Its race number was 84.

Both airplanes were stripped of armament, armor and self-sealing fuel tanks. The landing gear was modified to reduce its retraction time from 22 seconds to just 4 seconds. The standard fabric-covered ailerons, rudder and elevators were covered with sheet aluminum. Adjustable trim tabs were deleted. Gyroscopic instruments were removed. The pitot tube was moved from the left wing tip and placed on a long boom projecting through the propeller hub. Thin, light-weight Goodyear fuel bladders were installed, not only reducing weight, but increasing the Airacobras' fuel capacity by 10%. The roll-down side windows of the P-39 were replaced by fixed Plexiglas panels.



Jack Woolams (left) and Tex Johnston pose with their air racers, Cobra I and Cobra II, at the Bell Aircraft Corporation plant, August 1946. (airrace.com)



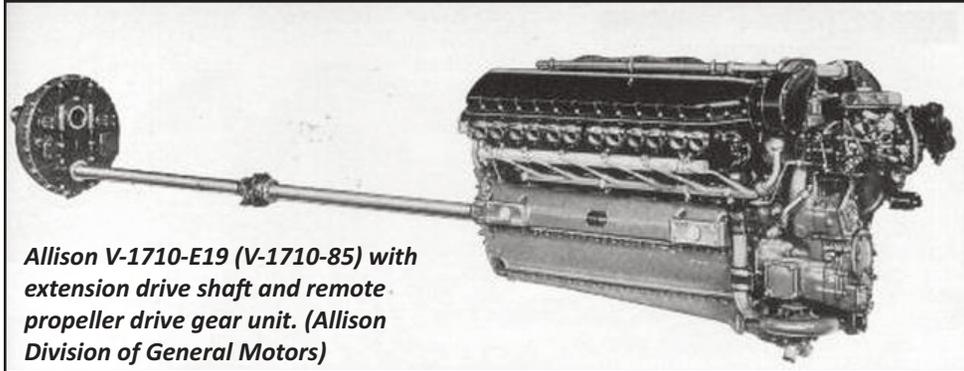
Bell P-39Q-10-BE NX92848, Cobra II, Tex Johnston's Thompson Trophy Race winner. (San Diego Air and Space Museum Archives)

Engineers at Allison recommended that a modified Allison XV-1710-135 (E31) engine be used for the two racers. The modified engines used an increased-diameter supercharger impeller and undersized pistons to reduce cylinder wall friction. Using 140-octane Mobil aviation gasoline, they produced 2,000 horse power at 3,200 r.p.m. with 86 inches (291 kilopascals) of manifold pressure. The high power output required that the engine be provided with a continuous injection of a precisely-measured water and ethyl/methyl alcohol solution when operating above 57 inches (193 kilopascals) of manifold pressure. An 85 gallon (322 liter) tank for the injection mixture was placed in the nose.

The increased power of the modified XV-1710-135 required that the P-39's standard three-bladed propeller be replaced by a four-bladed unit from the P-63 Kingcobra. This was an Aeroproducts A624S constant-speed propeller with hollow steel blades. Its diameter was 11 feet, 0 inches (3.531 meters). The gear

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Allison V-1710-E19 (V-1710-85) with extension drive shaft and remote propeller drive gear unit. (Allison Division of General Motors)

The V-1710-E31 was longer and heavier than the -E19 because of an out board reduction gear box. It was 17 feet, 4.00 inches (5.283 meters) long, 3 feet, 0.75 inches (0.933 meters) high, with the same 2 foot, 5.28 inch (0.744 meters) width. It weighed 1,500 pounds (680 kilograms).

When race qualifications were held, Tex Johnston was placed first with his yellow Cobra II. His average speed was 409.091 mph (658.368 kilometers per hour). George Welch was second with his P-51D, number 37. Jack Woolams and Cobra I were third.



Jack Valentine Woolams, Chief Experimental Test Pilot, Bell Aircraft Corporation. (John Trudell/Ancestry)

Jack Valentine Woolams was killed on 30 August, two days before the race, when his Cobra I crashed into Lake Ontario while returning to the Bell plant for an engine change. The Airacobra's windshield may have collapsed at over 400 miles per hour (644 kilometers per hour).

The Thompson Trophy Race was held on Sunday, 1 September 1946. Tex Johnston, leading the field, took off and retracted his landing gear, climbing to 300 feet (91 meters). As he approached the first turn, he rolled Cobra II into a 4G turn (75.5° angle of bank) and dove to 60 feet (18 meters). As he made the turn, he was already pulling far ahead of the other racers.

George Welch dropped out when his Merlin engine began overheating. Tony LeVier's P-38 Lightning, race number 3, held on to second place. By the ninth lap, Tex Johnston was passing the airplanes at the back of the field.

On the final turn, Johnston rolled into a 90° bank, and at only 50 feet (15 meters) above the ground, passed inside a Bell P-63 Kingcobra at 430 miles per hour (692 kilometers per hour) to win the race. His average speed for the ten laps was 373.908 mph (601.746 kilometers per hour).

Tony LeVier and his Lightning were in second place at 370.193 mph (595.768 kilometers per hour). Finishers 3, 4 and 5 were P-51D Mustangs. Number 6 was the lone FG-1D Corsair, followed by another P-51D. Proving that Woolams, Johnston and Stanley knew their airplane, the final three finishers were the three remaining P-63 Kingcobras.



An oil-streaked, race-winning Bell P-39Q Airacobra, NX92848, Tex Johnston's Cobra II. The modified Allison engine's undersized pistons allowed excessive blow-by. (San Diego Air and Space Museum Archives)



Tex Johnston with the Thompson Trophy, 1946 National Air Races, Cleveland, Ohio. (LIFE Magazine)

Cobra II competed in the 1947 Thompson Trophy Race. Flown by Bell Aircraft Corp. test pilot Gerald A. ("Jay") Demming, and carrying the race number 11, it finished in third place behind two Goodyear F2G-1 Super Corsairs. Demming's average speed was 367.625 miles per hour (591.635 kilometers per hour).

In the 1948 Thompson race, Cobra II, still carrying the number 11, was flown by Charles Brown. For this year, the race was twenty laps of a shorter, 15 mile (24.1 kilometer) course. Cobra II had qualified in first place with an average speed of 418.300 miles per hour (673.189 kilometers per hour). Brown led the race for 18 laps. His highest speed for a single lap was 413.907 miles per hour (666.119 kilometers per hour). He had to land, though, when the modified Allison engine began losing power. The race was won by a P-51D Mustang.

On 10 August 1968, Carroll and Cobra III took off from Long Beach Airport (LGB), enroute to Orange County Airport (SNA), at nearby Santa Ana, California. At 11:15 a.m., the racer crashed at the Seal Beach Naval Weapons Station. Carroll bailed out, but his parachute did not open and he was killed. His body was located 125 feet (38 meters) from the wreckage. There was no post-crash fire. Lieutenant Commander Jack Kellicott, U.S. Navy, said that the airplane had run out of fuel.

Tex Johnston left Bell Aircraft Corporation and moved on to Boeing in Seattle, initially testing the swept-wing XB-47 Stratojet. He made the first flights of the YB-52 and XB-52 Stratofortress; the Model 367-80 (the "Dash 80"), which he notoriously rolled over Lake Washington, 6 August 1955; the KC-135A Stratotanker; and the Model 707 airliner. As Boeing's Chief of Flight Test, Tex Johnson set the standard by which modern flight testing is carried out.



Cobra II at the 1947 National Air Races, with race number 11. It was flown in the Thompson Trophy race by Bell test pilot Jay Demming, who placed third. (SDASM)



Highly recommended: Tex Johnston, Jet-Age Test Pilot, by A.M. "Tex" Johnston with Charles Barton, Smithsonian Books, Washington, D.C., 1991.

© 2018, Bryan R. Swopes

Alvin Melvin ("Tex") Johnston, Chief of Flight Test. (The Boeing Company)

FREE TO A GOOD HOME

I have 3 sheets of 2024 aluminum .025" thick. They are 12'x4', still in some of the original packaging. They are left over from my Smyth Sidewinder project some 30 years ago. If you can use them, contact me.

Jack Groat
734-450-4894



A little local history, from 1966 Sport Aviation.



Richard Crawford of Vicsburg, Mich. with his Bensen Gyrocopter powered with a 72 hp McCulloch engine.



Michigan Governor George Romney spoke at the Saturday evening banquet. In front of the speaker's stand is the Fokker D-VII replica built by Orville Lippert.



Ed Lesher from Ann Arbor, Mich. poses with his all-metal Teal with its recently added "Teal" emblem.

Michigan Council Fly-In

(Photos by Robert F. Pauley)

THE WEEK OF June 13 through 19, 1966 was proclaimed by Michigan Governor George Romney as Experimental Aircraft Week in recognition of the interest that homebuilt aircraft have generated throughout the state. In Michigan there are nearly 100 homebuilt aircraft flying and another 250 under construction with 13 active EAA chapters. The Michigan Council of the EAA coordinates state activities and was the sponsor of the Fly-In held at Capital City Airport in Lansing on June 18 and 19.

Saturday's activities featured fly-bys, aircraft viewing and forums and judging of the visiting homebuilts. In the evening at the dinner banquet we were honored to have Michigan Governor George Romney as the guest speaker who gave an address and discussed the progress of aviation in the state of Michigan. Later in the evening, the Art Davis Trophy for the best amateur designed and built airplane was presented by veteran pilot Art Davis to John Fellabaum from Toledo, Ohio with his Starfire. The evening came to a close with a hangar dance.

Sunday was reserved for the Second Annual Airregatta open to homebuilt and factory aircraft and con-



This 1928 Waco Taper-Wing owned by Francis Aviation of Lansing was on display in their unique NO-D-OR circular hangar. The floor of this hangar is motor driven so that aircraft in storage can be rotated to place them in front of the single door facing the apron for easy removal.

ducted by members of Detroit Chapter 13. The Airregatta consisted of three events in a test of the pilot's skill involving take-off and landing, navigation and bomb dropping. Frank Breiling, Mt. Clemens, Mich. won the take-off and landing event in his Aeronca Super Chief. The navigation test was won by L. E. Parsons of Aliquippa, Pa., in a 1931 Waco QCF-2 and Al Kass of Huntington Woods, Mich. was the winner of the bomb dropping event flying a Cessna 182. The overall winner, despite the fact that he had won none of the individual events, was Ted Mick of Fraser, Mich. He had accumulated 197 points in his Piper J-3 by placing high in each event, and so was top man of the 25 entrants. ▲



John Fellabaum of Toledo, Ohio won the Art Davis Trophy for the most outstanding homebuilt airplane with his "Starfire."



Folding-wing Fly Baby under construction by Flint, Mich., was in the static display area.

EAA CHAPTER 55 HISTORY - A SNAPSHOT IN TIME

Compiled from info provided by EAA55 members Lynn Towns & Gordon Hempstone to Vickie Vandenbelt

Gordon Hempstone found a old program which Lynn Towns scanned (copy attached). Lynn points out that it is interesting that there are 19-1/2 pages that are either "welcomes" or advertising and only 1/2 page of actual program... all for \$.50. Almost all of the advertisers are now either out-of-business, under different ownership or have relocated.

When Lynn first joined Chapter 55 in 1970, there was a Michigan Council of EAA that coordinated activities between the chapters in Michigan. Lynn assumed other states had similar councils, but not sure. The 1966 fly-in was sponsored by the Michigan Council of EAA, which included all thirteen EAA chapters in Michigan.

Lynn subsequently located an article from the October 1966 Sport Aviation about the fly-in (copy attached).

He had always heard that there was an EAA fly-in held at Capital City Airport where someone ran off with the gate receipts. Well, the 1966 fly-in appears to be that one!! <http://flybabyfun.blogspot.com/2012/01/> is a website where Dennis Harbin makes a short reference to this: "Lansing Fly-in - June 1966 - There was a good crowd and we had fun showing off the plane. The only bad thing was the preacher and his wife who got picked as chairman left for Texas on Sunday with all the cash, what a mess."

We don't know if the fly-in chairman was a Chapter 55 member or not, but Lynn recalls that he was told it was rumored that either the Chapter 55 President or the Chapter 55 Treasurer was the one. It makes a lot of sense that it would be someone from Lansing - whoever it was, the fly-in chairman apparently stole the gate receipts from the fly-in and went to Texas with the money and he was also a preacher to boot!

EAA Chapter 55 listed three officers in 1966 (copy attached). When I sent this info to Lynn, he advised that he had never heard of any of the officers, which he found interesting since he joined EAA55 only four years later.

Lynn doesn't know how this situation turned out in the end, but the Michigan Council of EAA still existed when he became a Chapter 55 member in 1970.

And a little about EAA National:

The EAA Fly-in was held Milwaukee, WI from 1953 through 1958, and then it was moved to Rockford, IL from 1959 through 1969. Lynn Towns first EAA Fly-in was at the inaugural Oshkosh EAA Fly-in in 1970. This year, 2019, EAA AirVenture celebrated 50 years of being located at Oshkosh.

The EAA had their headquarters and museum in Hales Corners, WI (a Milwaukee suburb) when Lynn first joined EAA in 1970. He visited there once. There was a grass runway across the road, and they could land museum airplanes at the runway and taxi them across the road to the museum. EAA later built a new headquarters building where it is now in Oshkosh and they moved the headquarters and museum there in 1983.

Thank you to Gordon and Lynn for providing this historical information. I plan to reach out to each of the Michigan chapters still in existence and share the program and history.

Welcome to the ...

MICHIGAN

Experimental Aircraft Association

FLY-IN



LANSING / JUNE 17 - 18 - 19, 1966

Price 50c



2019 CALENDAR OF EVENTS FOR EAA 113

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

Home Builder's Corner on the 1st Thursday

Board Meeting on the 2nd Thursday

General Meeting on the 3rd Thursday

IMC/VMC on the 4th Thursday



September	
21	Young Eagle Rally
October	
19	Young Eagle Rally
November	
9	Chili Fly-In
December	
19	Holiday Party

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



September 2019



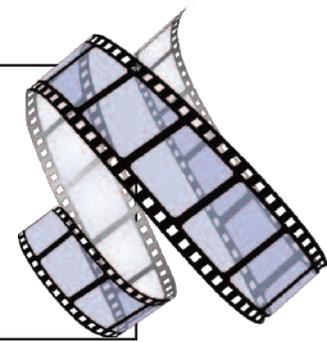
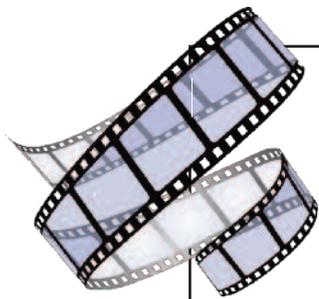
Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 	2 LABOR DAY	3	4	5 EAA 113 Homebuilder's Meeting 7:30 pm	6 	7 Breakfast @ 3 Brothers 8:15am
8 Fowlerville (65G) Pancake Breakfast 	9 	10	11 	12 EAA 113 Board Meeting 7:30 pm	13	14 Breakfast @ 3 Brothers 8:15am 
15 	16	17	18	19 EAA 113 General Meeting 7:30 p.m	20 	21 Young Eagles 1D2 8-11 
22	23 1st Day of Autumn 	24	25	26 EAA 113 IMC Club Meeting 7:30 p.m	27	28 Breakfast @ 3 Brothers 8:15am
29	30 					



October 2019



Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 	3 EAA 113 Home-builder's Meeting 7:30 p.m	4	5 <i>Breakfast @ 3 Brothers</i> 8:15am
6	7	8 	9	10 EAA 113 Board Meeting 7:30 pm	11 	12 <i>Breakfast @ 3 Brothers</i> 8:15am
13	14 	15	16	17 EAA 113 General Meeting 7:30 p.m	18	19 <i>Breakfast @ 3 Brothers</i> 8:15am Young Ea 1D2 8-11 a.m 
20 Chili & Franks Fly-In Haar, OH 11-6 	21	22 	23	24  EAA 113 IMC Club Meeting 7:30 p.m	25	26 <i>Breakfast @ 3 Brothers</i> 8:15am
27	28	29	30 	31 		



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)



AMAZON SMILE REMINDER

Chapter 113 is a member of the Amazon Smile Foundation

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The chapter login to Amazon Smile is: <https://smile.amazon.com/ch/38-3173711>

There is also a banner on the chapter website to connect directly to Amazon Smile.

Dave Buck, Treasurer



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, September 20, 2019
7:30 PM at the
EAA Aviation Education Center

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

