

EAGLE'S PROPWASH

SEPTEMBER 2017 ISSUE

CHAPTER 113 *"The Backyard Eagles"*



Our Web Site:

www.113.eaachapter.org

EAA113@yahogroups.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



Ramp at Clarksville Regional Airport (KCKV) in Tennessee during the Solar Eclipse, 2017.

Photo Courtesy of John Maxfield

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
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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:

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Flight Advisors:

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Scholarships:

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Young Eagles/Eagle Flights:

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Aviation Center Management Committee:

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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

September 2017

Happy Fall!

How did summer slip by so fast? Seems like AirVenture was just the other day, but Labor Day is here and gone, kids are back in school and football season is here. Another sure sign of fall is the resumption of our Chapter's builders' meetings (first Thursday) and the Flying Safely/IMC/VMC meetings (fourth Thursday). We appreciate Mike Scovel for leading the builders' meetings and Dave Buck for organizing the scenarios for the IMC/VMC meetings. Remember that VFR scenarios are now part of the meetings, so there's something of interest for all pilots, including students and prospective pilots.

Young Eagles

The fall season also means more Young Eagles events. To make them successful we need pilots, aircraft and ground crew. Pilots and planes have not been a problem, but for several recent events we've been very short on ground crew. This is an important organizational and safety function because each Young Eagle needs to be escorted to and from the aircraft, and we need to keep parents, families and adult leaders inside safe observation areas. It's a job anyone can do, you just need to show up and attend the briefing to familiarize yourself with the procedures.

Our next YE event is Saturday, September 23. Please consider supporting this important youth aviation program by volunteering as a ground crew member. We need more people, and the events cannot happen without sufficient support. Email Debbie Redding at debbie.ar1125@gmail.com to let her know you'll be there on the morning of the 23rd.

Financials

Chapter 113 is fortunate to be on a very solid financial footing. Because we have considerable cash reserves, the Board has been discussing options for putting some of that capital to work to earn returns via conservative investments. We will be reviewing specific options at the September 14 Board meeting. Anyone interested is welcome to attend.

Also, longtime Chapter member Don Zimmerman, who passed away in July, left a considerable sum to the Chapter to establish an additional college scholarship endowment fund. We do not have the full details yet, so stay tuned for more info. As many of you know, Don was an "Avid" Young Eagles pilot and truly enjoyed opportunities to interest young people in aviation.

Elections

Did you know this is an election year? No, I don't mean for politicians – it's an election year for our Chapter. Fall is the time to elect Chapter Officers and Board Members. Al Bosonetto is the Nominating Committee Chairman and is in the process of contacting current Chapter Officers and Board Members to gauge their interest in serving another term. Al welcomes other nominations from interested members, whether it's yourself or another member you'd like to nominate. You can contact him at abosonetto@aol.com, or 734-306-3457. Nominations are due no later than the October Chapter meeting. Elections will be held at the November meeting, and the newly elected officers and board members will take office at the Holiday Dinner in December.

September Meeting

We're finalizing the program for this month's meeting as we await confirmation from a speaker to update us on the latest improvements in avionics and ADS-B in particular. The EAA Chapter video will include an AirVenture summary, an update from Jack Pelton on ATC privatization and a feature on a Learn Build-Fly project in Wisconsin that recently completed a Baby Ace project.

With cooler weather, those beautiful fall color flights can't be far away. Enjoy and be safe!

Young Eagle Event

Saturday, September 23, 2017

8:00 to 11:00 a.m.

Volunteers Needed!!

For many years, EAA 113 was one of leading Chapters in Young Eagle flights. Members of this Chapter have touched the lives of countless young people by providing them with opportunities they might never have had otherwise, in addition to fostering inspiration to achieve their dreams. Many of our Young Eagles have gone on to successful careers in aviation. Our Chapter has flown over 3,000 Young Eagle Flights since the program began 25 years ago!

In recent years, we have seen an incredible decline in Chapter 113 members supporting this worthwhile EAA program. We simply cannot continue to offer these events without volunteers. For the upcoming event on September 23rd, we are looking for pilots, ground support and public relations volunteers to commit to this three-hour shift. If you are able to help, please let Debbie know at events@eaa113.org. Be sure to go to www.eaa.org for the brief Youth Protection Training, if you have not already completed the course. Unfortunately, if we do not have adequate member support, we may well be forced to cancel future Young Eagle events. PLEASE, don't let this program end at EAA 113!



NOAH PROJECT MUSKEGON HURRICANE RELIEF VOLUNTEER PILOTS & PLANES NEEDED

The Noah Project Muskegon is seeking volunteer aircraft and pilots to help ferry dogs from existing Kennel, Humane Societies and Shelters in the HURRICANE HARVEY devastation areas. These are Pre-Storm Pets that are 100% non-owned that we are relocating to Michigan and other states.

Pilots N Paws Rescue Services delivered the first group of dogs to the Muskegon County Airport, Michigan on Sunday, September 3. More dogs must be relocated quickly with Florida being in a State of Emergency due to approaching Hurricane Irma. Shelters in Texas and Louisiana are begging for aerial transport of vet checked crated dogs.

We are asking for help from the aviation community in the greater Michigan area. Please help and Please share. To volunteer your time and/or aircraft, please contact Jane McGregor at 231-557-2591 or the Noah Muskegon at 231-865-1264. Donations may be made to the Noah Project Muskegon.

Facebook Page: Operation Harvey Rescue

Participating Organizations:

Pilots n Paws Rescue Services



Flying Fur



Wings of Rescue



Solar Eclipse 2017

By John Maxfield

The opportunity to see a total solar eclipse is a rare chance indeed. When it became apparent that such an event would happen this year within a couple hours flying time, we started making plans to go see it. Our first thought was to join up with some members of EAA Chapter 932 at a little airport in southern Illinois, but as the date got nearer, it became evident we needed a plan B to cover such a distance and back in one day.

We joined Nigel Thompson in his Bonanza for the flight south to Clarksville Tennessee where he had made reservations with the local FBO for parking and fuel. Nigel had filed IFR even though the weather was sunny and clear. As our flight progressed, the amount of traffic going south requesting traffic advisories increased substantially, almost to the point of sounding like an Oshkosh arrival. Traffic in the pattern was not any busier than any non-towered airport except everything from Cubs to Jets were vying for the one open runway.

Once on the ground, we parked in one of the few remaining spaces on the ramp while the ground crew began parking new arrivals on a closed runway. We set up our chairs and while waiting for the eclipse to begin, we marveled how different this was from attending a normal fly-in that focuses on the planes themselves. Not a vendor selling aviation stuff, forum, or airshow in sight. "The Show" was in the heavens, and what a sight it was! It got eerily dark very quickly as the runway lights came on as if to confirm this odd sense. The temperature cooled allowing clouds nearby to dissipate as a sunset orange sky formed 360 degrees around us and planets and stars appeared overhead. Then, for a little more than two minutes, we witnessed in amazement, the beautiful solar corona. Even though we had seen pictures online, it's one of those things in life that's so much more spectacular in person.

And just like that, the whole celestial event started to reverse itself. Airport lights turned themselves off, the Tennessee heat grew again, and even Venus slowly disappeared from view. A steady stream of departures began to fill the sky from every airport around. The earliest departures used all of the IFR and VFR capabilities the FAA could muster. Memphis Center issued a ground stop and was closed to any new IFR flights, as well as every approach control from Tennessee to Toledo being too busy to offer us VFR flight following at any altitude. We did what all good aviators did that day, we looked out the window and kept our heads moving as we searched for traffic. We donned oxygen masks as Nigel climbed to 11,500 feet for the flight home. It turned out to be just the right altitude to be in good VFR conditions to circumvent storms near Indianapolis in smooth air.

In less than ten years we will have an opportunity to do it all again, as the next total solar eclipse in North America will pass over northwest Ohio. Even the smallest of planes will easily be able to cover the short distance to the path of totality.

Save the date, April 8, 2024!



EAA 113 AT THUNDER OVER MICHIGAN AIR SHOW LABOR DAY WEEKEND

By David Steiner

EAA 113 members Al Bosonetto helped out by sorting tickets and Mark French (background) was the A-Team's (admission) internet guru, overseeing the implementation of on-site sales using iPads and Square. Member Dave Steiner was the CO of the A-Team and also the XO of the Garbage Grunts. Herb Schulke helped the CAP kids park cars.

TOM had perfect WX, huge crowds on Saturday and Sunday and a solid turnout on the holiday Monday. The US Navy Blue Angels were awesome as always. High winds prevented the WWII mass paratrooper drop except Saturday.

Proceeds from the show will someday help Yankee Air Museum move into a new home in the section of the historic Willow Run Bomber Plant that was saved from the wrecking ball.



Mark French and Al Bosonetto
Photo Courtesy of Dave Steiner



Thunder Over Michigan Wingwalker
Photo Courtesy of Shunsuke Shibata

THUNDER OVER MICHIGAN 2017

Photo Essay By Shunsuke Shibata





Photos Courtesy of Shunsuke Shibata





Our Flying car is on display at the Spirit of Detroit Plaza today through Saturday as part of the Detroit Moves Technology In Motion event.
Mike Scovel, Nate, Sanjay Dhall
Photo Courtesy of Sanjay Dhall

HILL AEROSPACE MUSEUM, HILL AIRFORCE BASE, SALT LAKE CITY, UTAH

By Randy Hebron

If one is rambling out West and should find oneself in Salt Lake City, a side trip to the Hill Aerospace Museum located on the Hill Airforce Base is well worth considering. This gem has 70+ aircraft and supporting artifacts tastefully displayed in several buildings. There are also outdoor displays that are to be moved indoors in the future.

For more information on the museum and it's aircraft, visit: www.aerospaceutah.org



F-104 Starfighter



Douglas Skyraider



Hanging (left to right): Stearman PT-17, BT-13, AT-6
with P-38 and B-24 underneath



Curtis Jenny



Sandbar Mitchell crew hard at work at AirVenture 2017
Photo Courtesy of Tom Smith

Story and Photos By John Hummer *Exponent* staff writer

Back to Napoleon



Take a guess at when this machine was built

Pilot, airplane come full circle

Susan Maule is an international pilot for American Airlines. She flies an Airbus A-330 that holds just under 300 passengers. She is in her 32nd year of piloting.

She is now the proud owner of a 1963 Maule historic airplane.

After designing and manufacturing parts for airplanes, including a Hummer starter and light aircraft tail wheels for several years, in 1946, Susan's grandfather and grandmother, Belford D. (B.D.) and June Maule bought a farm on the corner of M-50 and Napoleon Road and turned it into an airport. They called it Maule Field, the predecessor to Napoleon Airport. An interesting side note: The Maules had to level a dog race track which had been operated by Al Capone to get the facility up and running.

The airport flourished, being used for flight training during the post-World War II aviation boom.

After years of experimentation in design and engineering of aircraft, in 1961, B.D. Maule received Federal Aviation Administration certification for the model Bee Dee M-4 and started production immediately in Napoleon. The first production model, known as the Jetasen M-4, was delivered in April 1962.

In the meantime, young Susan Maule was born in 1960.

"I had my first flying lesson when I was seven," she said. "We were at the airport all the time."

Fast forward nine years later to October 19, 1976 when Susan turned 16. Her goal was to fly solo on her birthday for the first time, as the youngest age on can "solo" an airplane is 16 years old.

"When my birthday came, totally unplanned, my friends all showed up with their planes," she said. "I went from soloing what I thought would be one airplane to 11 airplanes."

Susan's father, Ray Maule, operated a flight school at Maule Field and taught many people in the area how to fly.

When soloing the planes on her birthday, her father insisted that the first one be a Maule.

"He had one in the hangar that he was selling for someone – we didn't have one at the time," Susan said. "So, he pulled it out. I soloed that. The last one I soloed that day was a Maule – in Manchester."

A year later when she turned 17 and was getting her pilot's license, she borrowed the same Maule plane that was in Manchester. That plane was a Maule M-4 built in 1963.

In 1968, Susan's grandparents moved the Maule company from Napoleon to Moultrie, Georgia where they found an ideal site to construct and test aircraft at Spence Air Base, and ex-World War II training field. Other reasons for the move included better flying weather and lower labor costs. After many years of flying the big jet for the commercial airlines and living in a small town near Philadelphia, in 2013, Susan came back to Michigan for a visit and on the trip visited the people in Manchester that owned the plane that held sentimental value to her – the Rosetti family.

"There used to be a glider club [in Manchester]; this plane towed gliders for most of its history," she said.

Susan bought the plane from the Rosetti's for \$14,000.

"It's worth a lot more now," she said.

Meanwhile, Susan's nephew, Ty Wilkes, grew up learning about planes and became the plant manager at the Maule Air factory in Moultrie, Georgia.

After buying the 1963 Maule M-4, Susan flew the plane to Maule Flight, a maintenance and repair shop, also in Moultrie, Georgia, that does restoration of older planes.

"It hadn't been touched in 50 years," Susan said, meaning it still had all its original paint and original interior fabric. "We tore all the fabric off, took everything apart, and Ty, along with a few helpers, rebuilt it."

"We stripped the plane completely down to the bare metal frame," Wilkes said. "I sandblasted it, rechromated it, and then re-covered the plane with ceconite fabric. I also put a new boot cow (cowling enclosure around the engine) on it. We rebuilt everything with all new parts."

Wilkes said they completely refurbished the interior of the plane as well, including an all new digital instrument panel. However, they kept historic sentiment in mind in the restoration process.

"We tried to keep as much of it as original as possible," he said.

The engine of the plane, a Continental Motors 145 horsepower, six-cylinder engine, was built in Muskegon, Michigan.

"This is not the fastest version of a Maule, but it's the prettiest," said Susan.

"What these planes are known for are their short take-offs and landings, bush plane capabilities," she said, adding that Maule planes were used in the movies Cannonball Run (1981) and Speed II: Cruise Control (1997), as well as the television show Bloodlines.

Wilkes said Maule planes today are often used in remote areas like Alaska and South America where there are very short runways.

"They carry in supplies, food, tools, things like that," he said. "They have a very large cargo area with clamshell-opening doors, so you can really load a bunch of equipment and tools in them. They're a workhorse-style airplane.

Wilkes said because they are slow-speed planes they are also used for reconnaissance and surveillance missions.

"They're an overall versatile airplane," he said. "They can get up to a decent cruise speed, carry a good bit of weight (up to 1,000 pounds useful load), and get in and out of short runways."

Susan plans to use her newly refurbished historic plane for recreational purposes, going to various fly-ins (airshows), and taking friends for rides.

On July 20th, she and Wilkes flew the plane from the Maule factory in Georgia to the Napoleon Airport where the plane was originally built.

"It was four years from when I flew it down to Georgia from here, and now back, looking like a completely different plane," said Susan.

Susan reflected upon the history of the plane.

"My grandfather would have been very instrumental in the production of this plane because it was an early one," she said. "They started building planes in '62 and this one was built in '63, so it was one of the first ones. Then, my father gave me my license in this plane, so there's the second and third generations, then the fourth generation – the great grandson (Ty Wilkes) who rebuilt it.

Susan proudly noted that her plane recently won a Lindy Award (named after Charles Lindberg) for "Outstanding Limited Production – Outstanding in Type" at a recent EAA AirVenture event in Oshkosh, Wisconsin.

Maule Air has now built nearly 2,600 planes that are all over the world. B.D. and June Maule are in the Aviation Hall of Fame. And it all started right here in Napoleon.

For more history and information about the company, visit mauleairinc.com

YANKEE AIR MUSEUM VOWS TO RETAKE ROSIE WORLD RECORD AND CELEBRATE THE WILLOW RUN BOMBER PLANT - SEEKS PARTICIPANTS TO HELP

The Yankee Air Museum is recruiting members of the public to reclaim the Guinness World Record for Largest Gathering of Rosie the Riveters on Saturday, October 14, 2017. The museum is hosting the event to bring attention to the campaign to renovate the Willow Run factory, home of the original Rosie the Riveter during WWII. Women of all ages are encouraged to attend in order to break the record of 2,229 participants set in California in August 2016.

“Rosie the Riveter is such an empowering figure,” said Kevin Walsh, Executive Director of Yankee Air Museum. “We must finish renovating the bomber plant to preserve and amplify her message. Reclaiming the Guinness World Record gives us a chance to do that together, as a community, with one voice!” Walsh said that Representative Debbie Dingell, 12th Congressional District and Supervisor Brenda Stumbo of Ypsilanti Township immediately stepped up to reprise their roles as Co-Chairpersons of the Museum’s Rosie the Riveter World Record event. The Museum is engaged in a spirited rivalry to hang on to the title with the Rosie the Riveter WWII Homefront National Historical Park in Richmond, California.

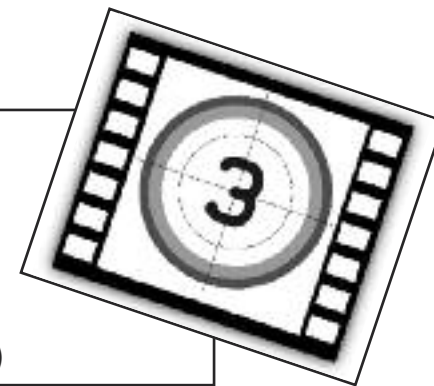
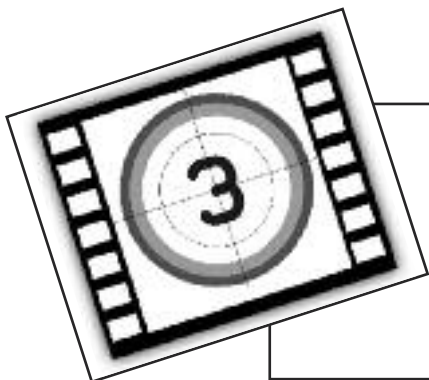
“This friendly competition between California and Michigan strengthens the bond between the two states. But let us be clear: we will take the record back,” said Representative Dingell. “I look forward to working with the great team we will reassemble with women and girls throughout southeast Michigan. This project provides an opportunity for the community to gather, have fun, bring generations of women together to celebrate our history, both locally and nationally and partake in some very good-natured rivalry.”

“In the months ahead, we will be organizing efforts for the next run at a new World Record,” chimed Brenda Stumbo. “We’ll be back, and our record, like our heritage, will be stronger and more meaningful than ever.”

Participants must register for the activity and can do so ahead of time here: www.savethebomberplant.org/worldrecord

Costume requirements consist of dark blue work clothes, red socks, dark shoes with closed toes, and the quintessential red and white polkadot bandanna. Costume kits are available for purchase at the registration page, as well as information on where to purchase individual items around Metro Detroit.





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.





September 2017













Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 <i>Breakfast @ 3 Brothers</i> 8:15am Thunder Over Michigan
3 Thunder Over Michigan 	4 	5	6	7 <i>EAA 113 Homebuilder's Meeting 7:30 pm</i>	8	9 <i>Breakfast @ 3 Brothers</i> 8:15am <i>Marshall Pancake Breakfast</i> 8-12
10 <i>Hillsdale and Fowlerville Breakfast Fly-In 7-11 a.m.</i>	11 	12	13 	14 <i>EAA 113 Board Meeting 7:30 pm</i>	15	16 <i>Breakfast @ 3 Brothers</i> 8:15am
17 <i>Lowell Pancake Breakfast 8-12</i>	18	19	20	21 <i>EAA 113 General Meeting 7:30 p.m</i>	22 1st Day of Autumn 	23 <i>Breakfast @ 3 Brothers</i> 8:15am Young Eagles 8-11
24	25	26	27 	28 <i>EAA 113 IMC Club Meeting 7:30 p.m</i>	29	30 <i>Breakfast @ 3 Brothers</i> 8:15am



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 				



Next Meeting:
Thursday, September 21, 2017
7:30 PM at the
EAA Aviation Education Center

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

