EAGLE'S PROPWASH

MAY 2020 ISSUE

Our Web Site:
www.eaa113.org
group.eaa113.org

Gatherings: 7:30 PM
the 3rd Thursday of each month at the
EAA 113 AVIATION EDUCATION CENTER
Mettetal Airport (1D2)
8512 Lilley Road
Canton, MI 48187
(734) 392-8113

Times have changed.....

From this.....

To this!!!

Join the Zoom big screen on
Thursday, May 21st at 7:30 p.m.
for a Virtual EAA 113 Gathering!

It will be an entertaining evening and chance to connect with some aviation friends again! Look for an email invitation soon to sign in.

Courtesy of Debbie Redding, Events Coordinator.

Member Services

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Dave Steiner	(734) 645-1150	

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*

Dave Steiner (734) 645-1150
president@eaa113.org
May 2020

VE Day 75th Anniversary vs VC Day
This newsletter will be arriving about the time I was scheduled to fly to Washington, DC to help out on the Yankee Air Museum's B-17 *Yankee Lady* crew. The Flying Fortress was to be a part of an Arsenal of Democracy armada of WWII aircraft flying over the National Mall, celebrating the 75th anniversary of VE Day. The B-17 was to be joined by the Yankee C-47 *Hairless Joe*, B-25 *Yankee Warrior,* and many other warbirds. All crew had to have security clearance whether they were in the AC during the flyover or not. The B-17 was to be staged at Manassas Regional (KHEF). It was going to be quite the undertaking, maybe the largest gathering of WWII warbirds since the end of the war. Alas, that event was cancelled sometime back and now they hope to make it part of the VJ Day 75th anniversary celebrations in September. But before that can happen, I expect we'll have to celebrate VC Day, as in Victory over Covid-19.

Who would have thought that on the 75th anniversary of the end of WWII, instead of celebrating the triumph of democracy over dictatorship, and perhaps a last great salute to the dwindling numbers of the Greatest Generation, people around the world would instead be battling an unseen enemy that kills indiscriminately and has forced the greatest economies of the world to their knees. It is something we all hope no one will ever experience again.

All May "in-person" EAA 113 events are cancelled.
Please go to the EAA 113 website and check your email for the latest. The Board will meet via Zoom, and with Secretary Molly Pyle's expertise, we hope to set up a virtual Membership gathering on May 21st. I expect many of you have already participated in one or more Zoom events, so hopefully you will be comfortable getting together that way.

The Impossible Flight - Cruising VFR through NYC Class B in an RV-8 in the Middle of the Day
In case you need more proof that this is no ordinary time (on the ground or in the air) and you didn't see it, check out this great video posted on *AVweb* of a guy in his RV-8 getting VFR clearance from ATC for "low passes" at EWR, LGA and JFK: https://tinyurl.com/Buzzing-NYC-Class-B-in-RV-8. It is truly extraordinary to be able to put these entries in a logbook, GA or otherwise. He had a lot of experience in this air space so he made it look pretty easy. But he still found the emptiness most unusual, to say the least, in what is normally an airspace zoo. Sad to say, expect this and other Class B and indeed all the airspace around the country to be deserted for some time.

Here's hoping we can celebrate VC Day very soon. But one way or the other, we'll get through this. At least it is some solace that taxes aren't due until July 15th. And you probably now know how long a roll of toilet paper lasts, just as you know how long your fuel reserves allow you to stay in the air.

Prop Wash content
Keep that content coming for the newsletter! A few photos with captions and a short paragraph or two about ***your*** latest aviation adventure are all that we ask. Send to: newsletter@eaa113.org. A project is underway to profile and feature EAA 113 members. Should be interesting reading.

May 1, 2020

Greetings EAA 113 Members & Friends,

At EAA 113, member safety both on the ground and in the air is always the #1 priority. With that in mind, based on public health guidelines regarding COVID-19, Board discussion, and the Michigan Executive Order 2020-21 (COVID-19, please note the continuing changes to EAA 113 events:

May 7th Builder's Meeting: Virtual Meeting via Zoom. More information on Zoom meetings will be sent via email.

May 9th Young Eagles: Cancelled

May 14th Board Meeting: Virtual Meeting via Zoom.

May 21st General Gathering: Virtual Gathering via Zoom.

May 28th IMC/VMC Meeting: Virtual Meeting via Zoom.

June 21st Father's Day Pancake Breakfast: May be rescheduled in the fall. Decision to be made at May 14th Board Meeting.

In addition, The EAA 113 Aviation Center will be closed to any and all public gatherings (such as RC clubs) through May 31st. The aviation center will be open to individuals for accessing their aircraft, working on projects, library, etc. as it is normally.

For up-to-date event information, please refer to the Calendar section of the website: www.eaa113.org.

To avoid complete withdrawal symptoms from the chapter, we invite you to view the entire May chapter video online at this link: https://tinyurl.com/EAA-May-chapter-video.

The Board will remain updated on the COVID-19 situation and will maintain contact with each other as needed. The President will also send out any additional information to the membership as the situation warrants.

As we all deal with this unprecedented situation, be careful and be safe.

AirVenture 2020 Canceled

May 1, 2020

The 68th annual Experimental Aircraft Association (EAA) AirVenture Oshkosh fly-in has been canceled due to the coronavirus (COVID-19) pandemic. The event was scheduled to take place on July 20-26, 2020, at Wittman Regional Airport (OSH) in Oshkosh, Wisconsin. Wisconsin is currently under a stay-at-home order until May 26. Grounds preparation for the fly-in was due to start on May 1.

“We looked at every possibility over the past six weeks as to how EAA could move forward with AirVenture this year, because it is such an important re-union for the aviation community,” said EAA CEO Jack Pelton. “Ultimately, preserving the health and safety of all who would attend—and all the varying guidelines between states and countries from where our participants arrive—along with the massive commitments needed now for an event to meet EAA’s high standards, made cancellation the only option for this year.”

According to EAA, it will be contacting individuals who purchased tickets in advance or made camping reservations to offer rollovers to 2021 or refunds. Last year, approximately 642,000 people attended AirVenture, more than 40,000 of whom camped on site. The 2019 show hosted 863 exhibitors and OSH saw 16,807 aircraft operations from July 19-29, 2019. AirVenture 2021 will be held July 26-Aug. 1, 2021.

Grammar Lesson

1. I'm giving up drinking for a month.

Whoops, I meant:

2. I'm giving up, drinking for a month.

(Courtesy Sharon Bank via Joe Kirik)

Editor’s Note:

There is an PDF appendix attached to the email containing your May newsletter. It is an article from the April, 1981 issue of *Sport Aviation* that Randy wanted to share with everyone.
Hope you enjoy this little bit of history!

Elizabeth

CONFESSIONS OF A RUSTY PILOT – PHASE ONE

By Tony England

Dear EAA113 Colleagues,

This is a first visit to the hangar flying confessional for this penitent. My heresy is to believe there might be a safe procedure for my aircraft, a maneuverable LSA with low stall speeds, to return to Mettetal Airport after having suffered a takeoff engine failure. Many articles in the aviation press cite the large number of stall-spin accidents when pilots have tried to turn back as reason enough for simply picking a soft spot within +/- 30° of the runway heading and accepting the consequences. For pilots flying higher performance aircraft, this is likely excellent advice. For those of us flying kites like my Rans S-7LS Courier, there might be an alternative. The scarcity of open areas off either end of Mettetal Airport's runway has been my incentive for this quest. My objective is not to save the airplane, but to save my passenger, me, and others on the ground who might be in that elusive soft spot that lies nearly straight ahead.

Army service taught Chancellor Grasso, my boss at UM-Dearborn, to organize reports with their 'Bottomline Up Front', or BUF as he calls it. My BUF is that this Phase One report will describe three flight test scripts I have used to collect data needed for resolving whether a Courier-class aircraft can lose an engine and safely Return to Launch Site, RTLS in space talk, but it does not include my findings or conclusions. While I have flown these test scripts, I want to repeat them before recommending a procedure that might encourage others to try something that might be a bad idea. Weather and job obligations permitting, I will submit findings and conclusions in a Phase Two report next month.

My apologies, but I must offer some personal history to justify my claim as the ultimate 'rusty pilot'. That is, there first must be credible evidence of having been a pilot. I had the good fortune and privilege of being at the right place at the right time to learn to aviate on Uncle Sam's nickel. Like many of you, my fascination with all things flying began as a kid building model airplanes. I read every flying book in the local library, hung around airports, and abandoned Boy Scouts after the 'Life' badge to join the Civil Air Patrol where I met my eventual wife of 51 years who also was to become a pilot. My flying aspirations became reality as a NASA Scientist Astronaut in 1967. NASA sent me to 53 weeks of Air Force Flight School in 1968 and then authorized me to fly the country from LAX to Long Island in their T-38s for up to 40 hours/month, which I managed to log every month, in support of Apollo missions. I served on the support crews and as Mission Scientist for Apollos 13 and 16, and left NASA in 1972 for the U.S. Geological Survey (USGS) where, in addition to Antarctic geophysics, my assignment was airborne microwave sensing of cold regions as a contribution to climate change research. Returning to NASA in 1979 as a Mission Specialist Astronaut, I was assigned to two years of tests of the Space Shuttle's deorbit, entry, and landing flight control system at Rockwell's Flight Simulation Laboratory (FSL) in Downey, CA, and then to fly on Space Shuttle Challenger in the summer of 1985. I left NASA in 1988 to become a professor of Electrical Engineering and Computer Science and of Atmospheric, Oceanic, and Space Science at the University of Michigan-Ann Arbor and, in 2012, the Dean of Engineering and Computer Science at UM-Dearborn. Between 1967 when I first joined NASA, and 1988 when I left NASA for the last time, I acquired over 4,000 hours as pilot-in-command, 2,000 of these in NASA's T-38s, a combined 1,000 hours in the USGS's de Havilland DHC-3 Otter, de Havilland DHC-2 Beaver, and Pilatus/Fairchild PC-6 Turbine Porter, and 1,000 hours, some as CFI, in GA aircraft including gliders and two Cessnas we owned over the years. I also served as senior advisor for flight operations during my years with the USGS. My ticket reads Commercial Pilot Airplane, Single and Multiengine Land, Instrument Airplane, and Private Privileges Glider – Aerotow Only. So one might assume I learned how to aviate.

Not so fast. The 'rusty' label has also been well earned by not flying during the 30 years between 1988 and 2018 except for 10 hours or so in a rental Citabria during the 1990s. Susan and I broke this Kiwi period when we took delivery on our factory built Rans Courier in the summer of 2018. What a fun day. I'll match my grin with that of any RV pilot's.

Continued...

Why the Courier? I wanted a simple airplane that would challenge me to become a better stick & rudder pilot. While it will be used to visit relatives in Wisconsin and Iowa, travel was not its purpose. It was primarily to be a fun toy for low and slow flying in retirement, a phase of life of which I seem to be failing. At 78 this May, I have not yet retired.

One flying skill I sought was mastering the wheel landing. Don't laugh. I had never done one successfully. The instructor who checked me out in the Citabria gave up having me demonstrate wheel landings. Every time I tried one, it turned into a three pointer. In the 1970s when I first gained access to the USGS's Otter, Beaver, and, eventually, a new Turbine-Porter, I had to teach myself how to land them. The technique I chose was the 3-point landing because it most closely resembled how I had been landing high performance machines. Also, the main wheels of all three of those USGS aircraft were well forward of the aircraft's cg which means getting the tail wheel quickly on the ground in a crosswind was a good idea. While I didn't know this before ordering the Courier, it prefers to be wheel landed. The main wheels on the Courier are farther aft relative to the cg than any taildragger I had flown. After 70 landings or so in the Courier, I am finally beginning to enjoy wheel landings. I didn't say I was fast, but I persevere. I still place an 8 MPH crosswind limit on myself. Randy Schlitter, owner of Rans Aircraft Co., claims to have landed a Courier in a 17 MPH direct crosswind. I don't want to even think about it.

As for the flight test scripts:

Test Script One was to establish my Courier's unaccelerated and accelerated indicated stall speeds, with full, half, and no flaps, at 200 lb under the Courier's gross weight limit of 1320 lb, cg near its forward limit, and engine at idle. I wish the Courier had an AOA indicator but, for all the glass panel stuff it does have, it has nether an AOA nor a stall warning horn. I could probably program the G3X to tell me I am too slow but, because there are no abrupt departures among the Courier's stalls and the lady in the G3X who would tell me I am slow would not alter her advice for accelerated stalls, it is better for me to learn to feel approaching stalls. I did switch the G3X's PFD to its six-pack option. Old scanning habits were not providing as quick or precise observations of speed and altitude with tapes as with the simulated steam gauges.

Test Script Two was to establish engine-idle altitudes lost at V_{glide} during 360° turns, both to the left and the right, at 15°, 30°, 45°, and 60° banks, and with no flaps and with half flaps. I tried circles at full flaps but the altitudes lost were too excessive.

Test Script Three was to establish altitudes lost during RTLS simulations. These involved aligning with a road in level flight at 2,500' MSL and 70 MPH, accelerating with takeoff power to a no flap climb at V_y (67 MPH and ~7° positive pitch), cutting power to idle over 4 seconds at 3,000' MSL, pitching down to maintain V_{glide} (64 MPH and -7° pitch) and rolling into a 45° bank, turning through 225°, reversing the 45° roll, turning the other direction through 45° to align with the road, and noting the altitude lost. These simulations were performed three times with the initial turn to the left and then three times with the initial turn to the right.

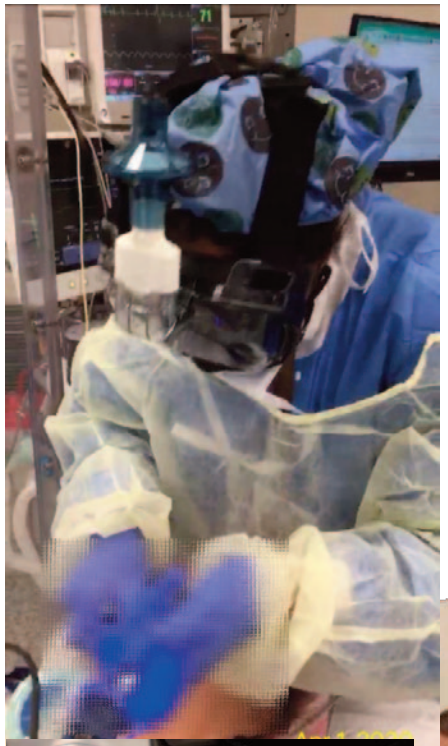
If your aircraft is a kite similar to the Courier, you might enjoy flying these Test Scripts. They encourage precision flying and, if you decide an RTLS is viable, the procedure might be useful someday. My test scripts were flown in an area NW of Dexter chosen because it always seems to be relatively free of other aircraft (the glider port is not yet active). None of the test scripts are difficult but I was surprised that Test Script Three felt surprisingly like an aerobatic maneuver. It also became clear that if Test Script Three is to become my RTLS maneuver, I must practice the simulation often to be current. V_{glide} is maintained through the turns by holding a correct negative pitch. I tend to pitch down too much and chasing V_{glide} will waste valuable energy.

I wish you safe and enjoyable flying,
Tony England, EAA 1139885

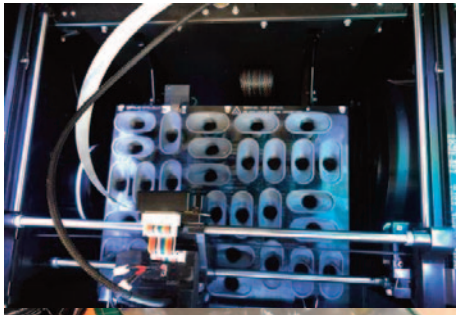
SHAHAR's NEWS

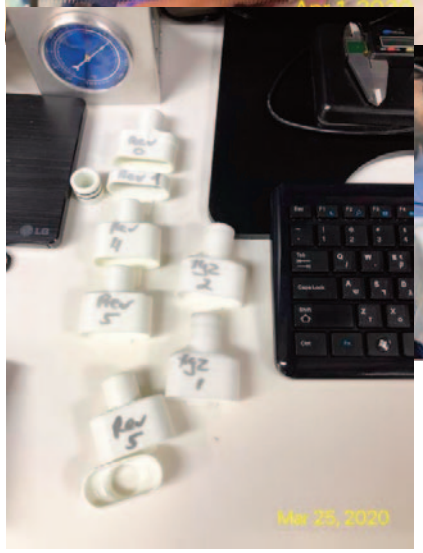
By Shahar Golan

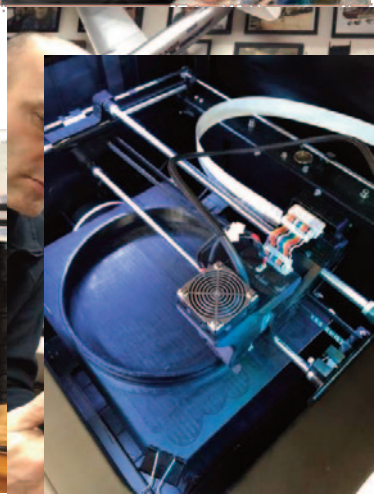
For the last month and a half, I have been working on multiple projects to help medical facilities in the battle against COVID-19. I have begun development and prototyping at the request of an anesthesiologist in New York on adapters to fit medical filters to snorkeling masks; these masks will supplement the current and future stocks of masks during the shortage of medical supplies yet are currently awaiting full FDA approval.

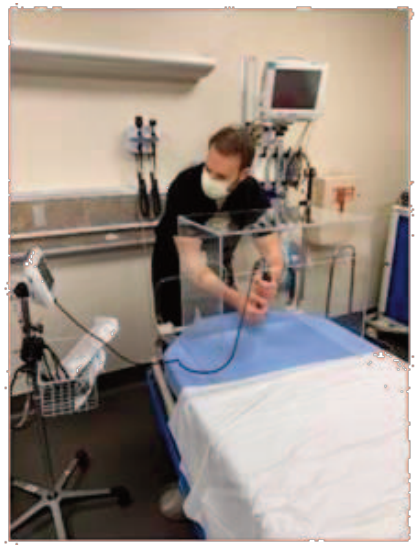


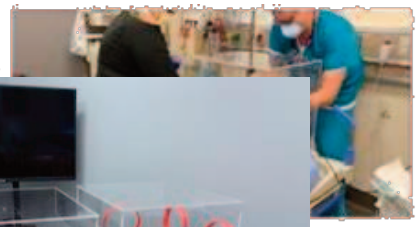
In addition to the masks, my company's production plant in Alabama was put in connection with the medical team at the University of Alabama Birmingham to produce intubation boxes (a Lexan box with 3D printed rings to insert gloves to mitigate contact with fluids from a patient). I just finished production on 20 of such boxes and other medical facilities have expressed interest in this project.



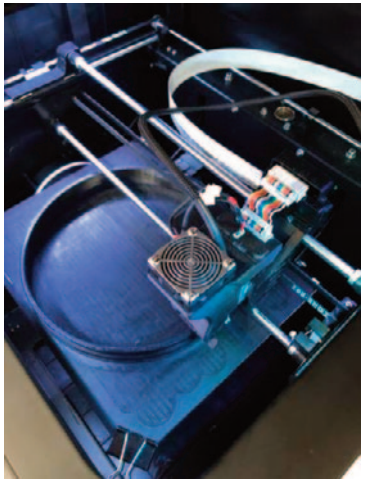








Shahar Golan
EAA 113 member



RICK KARASCHIN RANS S-7S COURIER N324DK UPDATE

Starting March 23, I was directed to work from home which freed up a lot of spare time not driving to work. Since we were required to shelter in place the best place to me seemed to be the shop. This allowed me to make some really good progress on the Rans S-7S project. We were basically at the point of turning the airplane in the shop so we could install the wings. With the airplane turned we set-up some under-hoist jack stands and a couple of 2x4's to put the wing up on. Then the process of fitting the wing began. The left side went easier than expected. The right side was less cooperative. The wing seemed to be 1/8-1/4" too far aft to fit the front main spar attach point. Double checking and shimming the wing as far forward as possible got it close enough to continue the fitting process. Once the wings were attached we had the aileron and flap controls to rig. Getting the wing washout, aileron positioning and travel adjusted was a tedious process but it finally came together. Next was rigging the electric flap controls. This is one of my customized parts as the kit calls for a manual flap lever located under the pilot's left thigh. Yeah, that doesn't work so well with my physique, so I got a linear actuator to replace the lever and had to make up the linkages to pull the flap cables as well. I ended up with an extra 4-5 degrees of flap travel, but otherwise it works great so far. Next was installing the wing tips, lights, and locating the GRT SportEX EFIS magnetometer in the left wing tip.This left the last major item to install ... the windshield and skylight. This is an extra fun process with a Lexan windshield that's been rolled up for 12 years, oh boy! It was a l-o-n-g weekend of juggling the windshield and various trim strips around until things more or less came together. With the windshield and skylight cleco'd in place I whittled the wing cuff fairings out of some blow molded plastic parts. Next is take it all apart, debur, prime, paint, and rivet it all back together. Once the windshield is final installed there are only a few loose ends to wrap up and the airplane is ready to move to the airport for final assembly. It's looking like I might get a hangar at Black Eagle at Willow Run for the final assembly, inspection, and first flights. There is good chance the airplane will be ready to fly before the registration paperwork comes back from the FAA ... thanks to COVID19 delays.

Panel is completed.

Turned to install wings.

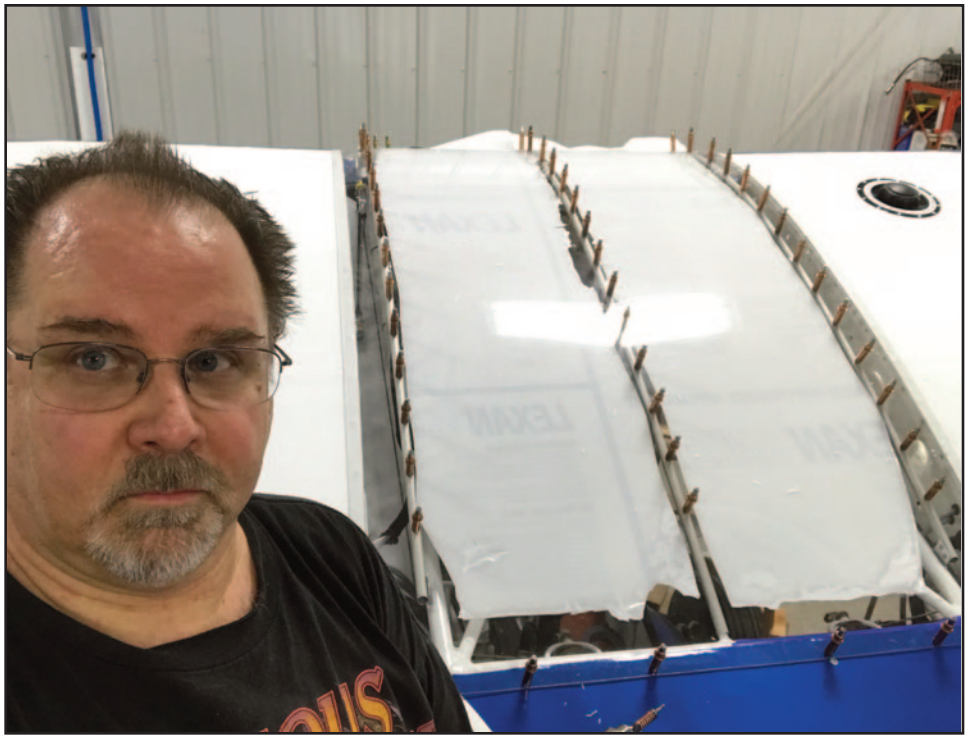
Wing is in position for install.

Wings are installed.

Wing install complete with doors.

The electric flaps work, too.

Start of windshield install.



Skylight is cleco’d.

Wing cuffs & windshield trim strips complete & ready for paint.

All Photos Courtesy of Rick Kraschin.

THE BEAUMONT HOTEL

By John Maxfield

A friend of mine in the Michigan Antique Airplane Association, Rosie Duckworth, holds a special place in her heart for Funk Airplanes. She contacted me recently, looking for a good home for some books about Funks. As it turns out, one of the eventual book recipients I had found, had accompanied me on a very memorable flight. It happened several years back, when I attended the Funk Aircraft Owners Association annual fly-in reunion held in Coffeyville KS, the last home of the Funk Aircraft Company.

In addition to comparing planes, giving buddy rides, and balloon busting contests, there was a fly-out to Beaumont, KS for lunch at the historic Beaumont Hotel. The Hotel started life in 1879 as a stagecoach stop and later a railroad station for the St. Louis, Wichita and Western Railway. In the 1940's, businessmen wanting to check on their cattle started landing on Beaumont's Main Street and in 1953 the hotel acquired 70 acres on the east side of town for an airstrip.

Today, the 2400' grass airstrip (07S) remains open and welcomes airmen to taxi up the road to park in aircraft parking, across the street from the Hotel. As you do so, you will pass the oldest wooden water tower in America, built in 1875. The Beaumont Hotel still offers rooms and suites for those wishing to extend their visit to the Flint Hills area of Kansas.

Having done it once, I truly look forward to the day I can return. There is nothing like taxiing your plane up Main Street to get from the airport to a great lunch spot!

Beaumont Parking.

Beaumont Taxi on Road.

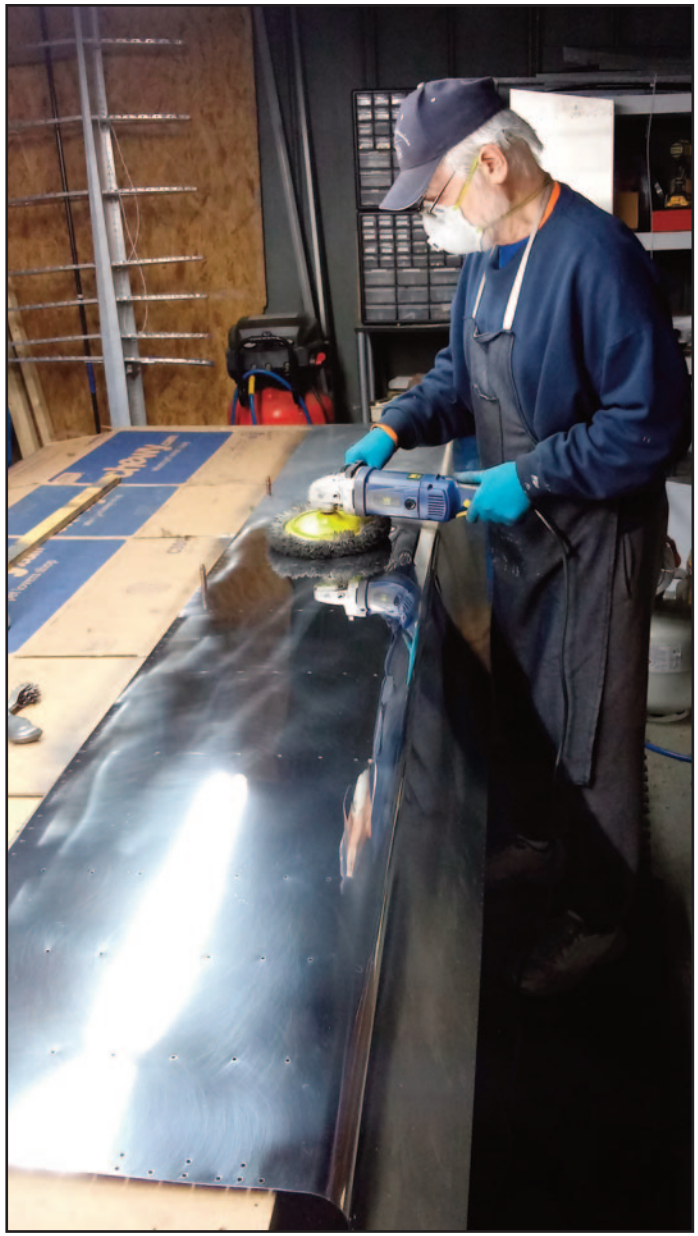
Inked: Beaumont Downwind.
All Photos Courtesy of John Maxfield.

HOW I'M SPENDING THE SHUTDOWN

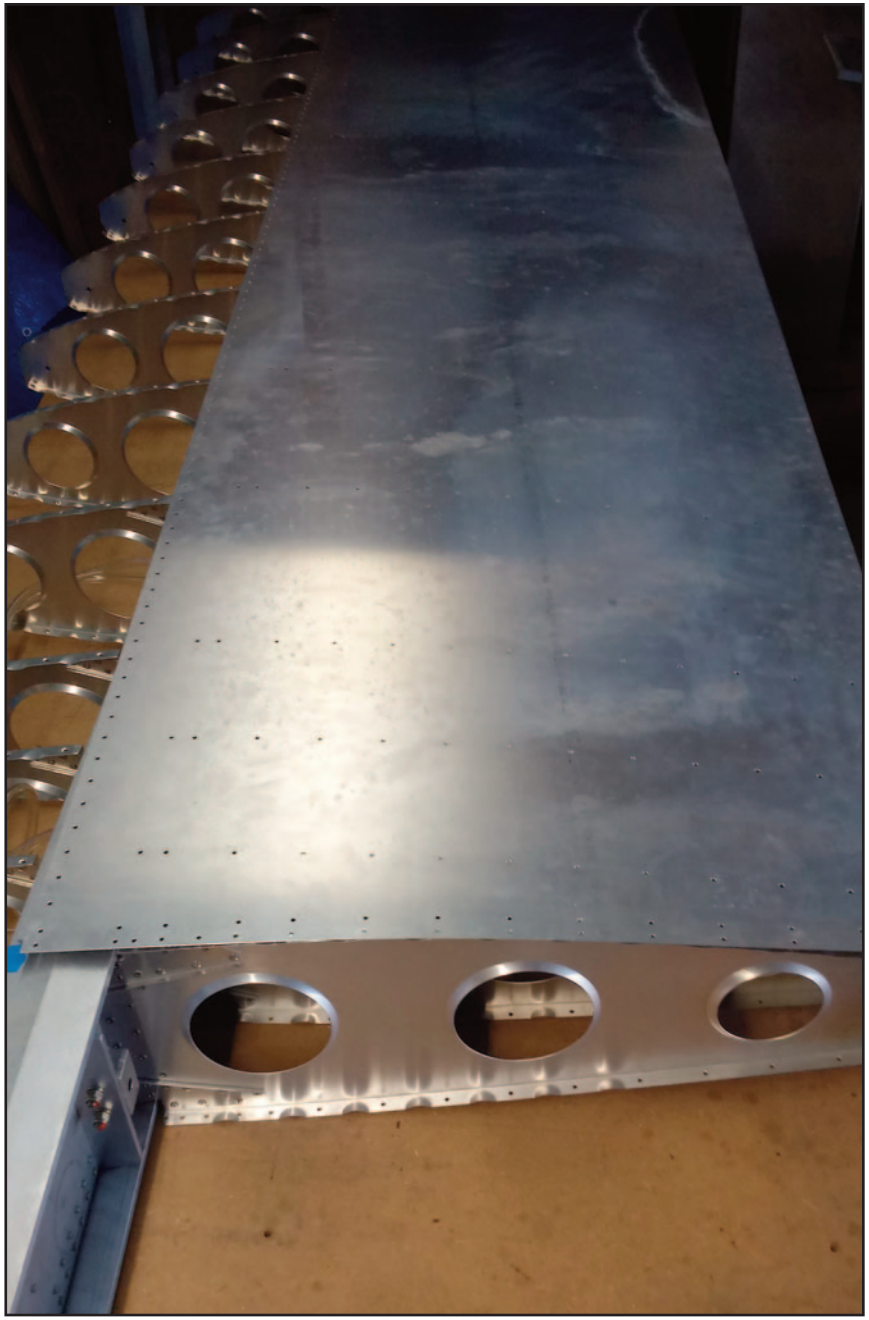
By Joe Kirik

In between polishing sessions on my Waiex, I've been airport-hopping grass strips in my Taylorcraft.

Cackleberry.



Polishing the leading edge. Skins will be rivited any day now!



Raw wing skin.

Wing skin after 2.

All Photos Courtesy of Joe Kirik.

FLY-IN SEASON… (KIND OF)

By John Maxfield

During this Global Pandemic, almost everyone has been deprived of a favorite experience in some way. To us aviation enthusiasts, we feel a great loss in the cancellation of Fly-ins. When neighboring Sunday morning pancake breakfasts first got cancelled, it was an inconvenience that many simply shrugged off like a poor weather day. Sun-N-Fun was the first large event to cancel and forced a major change of plans. It also raised the possibility that even "Oshkosh" is now at risk of disappearing from our calendars.

But this is the modern age, and with homebuilders being a resourceful bunch, the virtual fly-in was invented. With things like Skype, Facetime and Zoom, aviation enthusiasts can gather from most anyplace and share their passion of flight. One such virtual fly-in sponsored by the Sonex Aircraft Owners Foundation and is held every Saturday afternoon. For an hour each week, builders, pilots and fans of all Sonex models log in to share their planes, projects and stories. It gives viewers the opportunity to see that we are all regular folks, enjoying the chance to share the passion and ingenuity, in building their planes.

Chapter 113 is getting into virtual activities as well. Our May gathering will be held as an online event at the usual time of 7:30 on May 21st. So, to be familiar with the world of online gatherings from the comfort of your own home, I recommend signing in to your favorite aviation group or event and get practiced at the new online skills of raising your hand, asking questions, muting and unmuting so you can enjoy the next Chapter 113 gathering to the fullest.

Virtual Sonex.

PETE WATERS' HANDI-TIP

We always spend the first three months in Seminole, Florida, and truck back to Michigan on the first week of April, but… yup, the sky fell in. So Rita and I managed to spend the extra time to do nothing... sort of. She sewed and I repaired and built R/C models. However, I cannot tolerate any of the fast build cyano glues, and have been using Sig Bond, but missed the evenings, sitting, watching TV, chewing the set balsa cement off my fingers, and spitting the pieces at the cat.

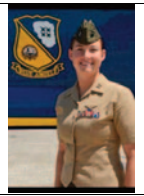
Bill Brown, Senior, told me that as Ambroid is no long readily available, the small model builders use Duco Cement. It dries fast and if double glued, really holds. BUT Bill said it has a large nozzle, about 1/8 " diameter, and too much adhesive oozes out, So he uses a tooth pick to place the needed small drops on his stick construction models. It sure does, what a mess.

Having many hours to snooze and relax, I figured a solution, how to reduce the unused glue output. The photo shows the Duco tube, and much cheaper in 6 at a time on line, and following the sequence of the components shown.

You will need a tube of Duco, 1/8" drill, 1/8" long grip pop rivet, a short pop rivet, dikes.

1. Remove the green cap, a small amount of glue may ooze out.
2. Use a 1/8" inch drill and from its inside, drill a hole in the tip. It is easier from the inside.
3. Use a 1/8" pop rivet with a grip length of 3/8 " and remove the arbor. I hold the rivet in a pliers and whap it on a hard surface.
4. Push the rivet through the drilled cap, from the inside, and press it in tightly.
5. Dike about 3/16" off the end of the glue, it may be messy, then use the removed arbor to open up the flat end.
6. Screw the modified green cap onto the glue.
7. Use a shorter 1/8" pop rivet to seal the end. I have that mounted in my bench, vertically, and shorten the length of the rivet's arbor.

May 2020

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2
3	4	5 	6	7 **EAA 113** ***Virtual*** **Homebuilder's Gathering 7:30 pm**	8	9
10 	11	12	13	14 ***EAA 113*** ***Virtual*** ***Board Meeting 7:30 pm***	15 	16
17	18	19	20	21 ***EAA 113*** ***Virtual*** ***General Gathering 7:30 pm***	22	23
24		26	27	28 ***EAA 113*** ***Virtual*** ***IMC Gathering 7:30 pm*** IMC CLUB	29	30
31						

EAA CHAPTERS
GOLD
EAA
2019

Calling all video enthusiasts!

Submit your video of the month to Jack McClellan at vicepresident@eaa113.org

(Or you might be watching videos of puppies and kittens next month....)

EAA Chapter 113 member Mark French, FAA parachute rigger, offers his services to all members of the chapter at a special rate; *FREE* for any of their parachute needs. If anyone is in need of a pilot rig for testing or acrobatics, a number of pilot emergency parachutes are available for loan. Any questions related to parachutes and parachuting can be answered by contacting him at: mark.r.french1@gmail.com or by calling 734.260.7342.

Next Gathering:

May 21, 2020

7:30 PM

Virtual Gathering via Zoom

Check your email for details.

EAA Wright Brothers INVITATIONA

By Jim Campbell (EAA 5396)
P.O. Box 185
Medway, OH 45341
Photos by Rick Land

"DO WE WANT to participate in the Dayton Air Fair '80?" That was the question and this is how the Miami (Ohio) Valley Experimental Aircraft Association Chapters got involved and accepted the tasks that go along with the world's largest commercial aviation trade show.

The impromptu delegation of Walter Hoy to be the supreme chairman of the EAA portion was unanimous by members of Chapter 610 New Carlisle, Ohio. After all, it was Walt's question and enthusiasm that really got the project rolling and Chapter 610 made posthaste in letting a "ball of fire" really get hot. Ron Tateman was solicited by Walt Hoy to be his co-chairman. Ron was appointed to visit or contact active EAA Chapters in the Dayton area: Dayton's own "Air City" Chapter 48; Chapter 109 of Versailles, Ohio; Chapter 382 of Springfield, Ohio and Chapter 373, Richmond, Indiana, which is only a stateline away. These were the EAA people and Chapters who accepted the challenge and eagerly awaited their supportive roles.

The needle was now threaded, the spool was beginning to turn. Chairman of the various Chapter committees were meeting and this is how the Wright Brothers Invitational Awards program really got off the ground. Several suggestions were mulled around and over concerning what sort of really impressive program we could come up with that would be a tribute to the "Home Of Aviation", along with selling EAA to the Air Fair '80 people. Perhaps we could even come up with a program to perpetuate future participation in the annual Dayton Air Fair extravaganza.

What finally evolved was a process by which the best examples of the ten most popular custom built airplanes could be identified and recognized in an appropriate manner. A formula was worked out to select the ten most popular designs — the number of plans sold by the designer plus the number of airplanes built from his plans over the cost of the drawings. The EAA Chapter 48 committee, spearheaded by President Bill Razor, applied the formula and came up with the answers. To pick the best of the best of the 10 designs, we simply requested the designer of each to pick the airplane to be represented at the Dayton Air Fair '80.

For the owner/builders of such highly selected aircraft, an ordinary trophy and a handshake was just not adequate or appropriate. After all, these people and their airplanes were coming to Dayton, Ohio from every conceivable part of the United States. These were the "Number One" aircraft of type and the folks who built them . . . in our estimation the elite, the ultimate in craftsmanship along with being ambassadors of sport aviation and the Experimental Aircraft Association.

Consequently, Jim Hocker's Chapter 610 awards committee got hot on the job of coming up with an exceptionally beautiful award — the Wright Brothers Kitty Hawk model positioned on a mirrored mahogany base, enclosed by a domed, clear acrylic bubble. Another time, a specially designed and tailored blazer jacket and emblem, was to be presented to each recipient.

EAA President Paul Poberezny, left, Walt Hoy, Awards Chairman and Mrs. Ivanette Wright Miller.

Jim Hocker's committee thus far was well ahead of the game. Only the appropriate site and some very special personalities were needed to do the honors — of presenting the Ten Best their respective awards.

Several telephone calls to EAA Headquarters paid off in inviting President Paul Poberezny to attend and be a part of the awards ceremony. President Paul accepted the invitation and brought the P-51, "Paul I", to help make this affair a very special ceremony with his presence.

The National Cash Register Company, owners of Hawthorne Hill, were contacted to request this historic shrine to be used as the stage for the Wright Brothers Invitational Awards ceremonies.

For the readers who are not familiar with Hawthorne Hill, it was the home of the Wright Brothers. Although Wilbur never lived in the fifteen room mansion due to his death before it was completed, Orville and sister Katherine lived there. Katherine later married and moved to Kansas City, where she lived until her

ARDS AND THE 1980 DAYTON AIR FAIR

Wright Brothers Award winners. Front row, left to right: Steve Darlington of Anderson, IN (VariEze); Dan Rogers of Frectown, MA (Osprey 2); Mrs. Ivanette Wright Miller, niece of the Wrights; Robert McFarland of Camp Hill, PA (Quickie); Pete Buck of Elgin, IL (Sonerai 2). Back row, left to right: Sam Pilgrim of Savannah, GA (Skybolt); Rick Schaefer of Los Angeles (T-18); Dick Adams of Tampa, FL (Pitts S1A); Randy Hebron of Westland, MI (KR-1); Karl Lipscomb of Lamar, MO (Starduster Too) and John Hughett of Paducah, KY (Bensen Gyrocopter).

death in 1929. Orville lived on at Hawthorne Hill for thirty-four years, until his death in 1948.

The home is located on a hill on the corner of Park and Harmen Avenue in Dayton. The huge brick colonial style mansion is surrounded by hawthorne trees, thus the name. We won't make a complete tour of the home at this time but there are a couple of rooms of intense interest. Upon entering the front door of the large entry hall, one encounters a beautiful stairway leading to the second floor. Displayed on this stairway were the ten beautiful trophies awaiting their time for presentation. To the right of the entrance hall is a reception room. Within this room is located the specially constructed sculpture presented to Orville and Wilbur by the Aero Club of Sarthe, France back in 1908. One more noteworthy room is Orville's library. This room literally reeks of a by-gone era. If you pause a minute you can pick up vibrations of a time when perhaps things happened at a slower pace. The library is exactly the way Orville left it. His reading glasses lie on a table beside his favorite reading chair, his books and literature line the walls in book shelves and the antique clock sitting on the bookcase denotes the time of his passing away.

The home is now owned and maintained by the National Cash Register Company. It is used by the com-

Robert McFarland's Quickie.

Steve Darlington and his wife with their VariEze and the People's Choice trophy.

Pete Buck and his Sonerai 2.

Don Rogers and his Osprey 2.

Hawthorne Hill, home of the Wright brothers.

Randy Hebron and his KR-1.

Sam Pilgrim and his Steen Skybolt.

pany to host visiting dignitaries and as a place for receptions and dinners. The list of famous people who have been guests in this marvelous home over the years reads like a Who's Who — Charles Lindbergh, Alexander Graham Bell, Thomas Edison, John Glenn, Neil Armstrong and Bob Hope, just to name a few.

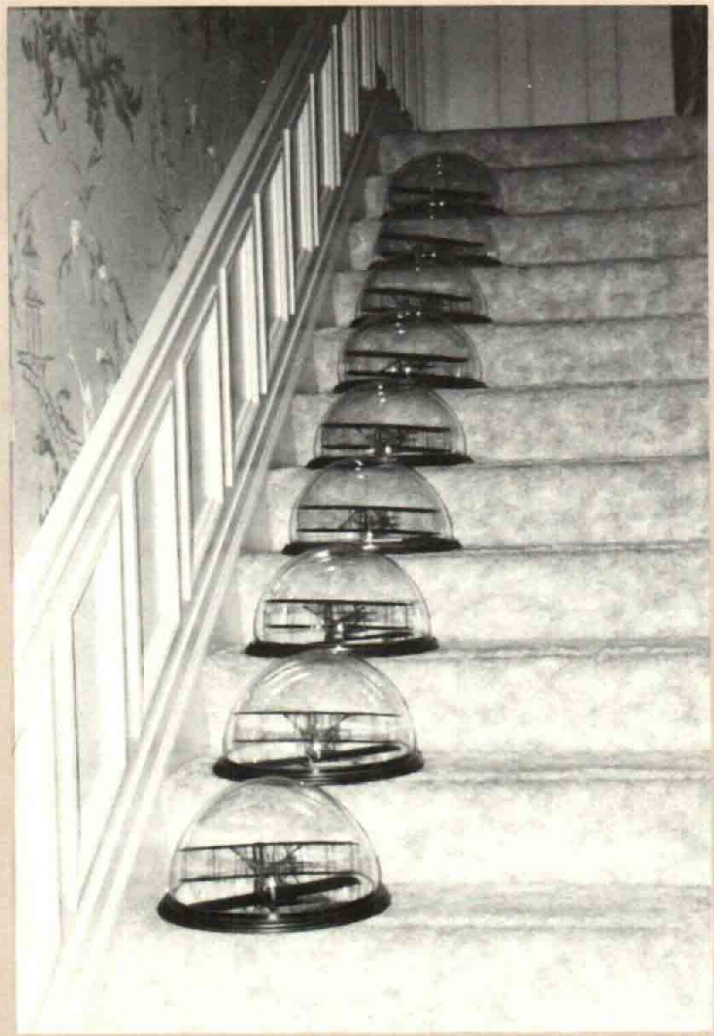
Now, one other notable personality was needed to help bestow the honors on our V.I.P. ten. Mrs. Ivanette Wright Miller, Wilbur and Orville's niece, was contacted and she very graciously accepted our invitation to participate in this memorable program. Mrs. Miller was really an asset to the ceremony and won everyone's heart by her "Very Special" way of presenting the awards.

Let us regress somewhat. On Thursday prior to the Air Fair the owner/builders who were selected by the aircraft designers began to drift in. Each pilot had been assigned a local host, an EAA Chapter member who would furnish transportation, room, etc.; in other words, to accord each visitor a true V.I.P. status. The majority of the hosts were people who were building the same type airplane as their guest. After all, there was an education to be had in type construction techniques, along with nurturing some good long-standing friendships.

As the aircraft and pilots began to show up, Roger James had the honor of introducing and teaming up the guests with their respective hosts. Roger also manned the EAA Display Tent on the airport, talked EAA long and hard and enjoyed handing out flyers and visiting with those interested in homebuilts.

Dick Alkire had the tremendous job of coordinating the grounds display area along with the fly-bys during show time. Bob Taylor did the chores of acting press agent at the Press Tent, keeping the media people happy. Chapters 109 and 373 had the task of parking visiting aircraft. These men did an outstanding job.

Jim Campbell narrated the fly-bys with resumes and descriptions of the pilots and aircraft. At this time I would like to say that if it wasn't for the hard work of



The 10 Wright Brothers Trophies on the stairs of the Wright mansion.

John Hughett and his Bensen Gyrocopter.

Rick Schaeffer and his Thorp T-18.

Carl Lipscombe and his wife with their Starduster Too.

all the committees and their chairmen this event could not have taken place. Thanks to all of you.

Saturday evening Ron Tateman came through again with our EAA Banquet. Steak dinners were enjoyed by all. After the delicious meal and happy hour, Jim Campbell M.C.'ed the evening program introducing our Very Special Award Winners. He also acknowledged and introduced our very capable Chairman, Walter Hoy.

Walter praised all who worked so diligently, including the Women's League of Dayton for their refreshments and helping to make the occasion a beautiful affair. Walt then introduced our guest speaker for the evening, the Ohio Aviation Director, also a staunch EAAer, air show announcer and a salesman for aviation, Norman Crabtree.

A big thanks to everyone for their special efforts in this our first endeavor at the Dayton Air Fair and special thanks to those who hosted our winners of the Wright Brothers Invitation Awards.

WINNERS OF WRIGHT BROTHERS INVITATIONAL AWARDS

Rick Schaefer, Los Angeles, CA — Thorp T-18
Robert McFarland, Camphill, PA — Quickie
Dick Adams, Tampa, FL — Pitts S1S
Carl Lipscomb, LaMar, MO — Starduster Too
Sam Pilgrim, Savannah, GA — Skybolt
Steve Darlington, Anderson, IN — VariEze
Dan Rogers, Freetown, MA — Osprey 2
John Hughett, Paducah, KY — Bensen Gyrocopter
Randy Hebron, Westland, MI — KR-1
Pete Buck, Elgin, IL — Sonerai II

Congratulations, Gentlemen! Come visit again anytime with the Miami Valley (Ohio) EAA Chapters. The welcome mat is always out here at the Home of Aviation and the Dayton Air Fair.