

# EAGLE'S PROPWASH

AUGUST 2015 ISSUE

CHAPTER 113 *"The Backyard Eagles"*



Our Web Site:  
[www.113.eaachapter.org](http://www.113.eaachapter.org)  
[EAA113@yahoogroups.com](mailto:EAA113@yahoogroups.com)  
Meetings: 7:30 PM  
the 3rd Thursday of each month  
at the **EAA 113 AVIATION  
EDUCATION CENTER**  
**Mettetal Airport (1D2)**  
**8550 Lilley Road, Canton, MI**



Cheers to Doug Systma for his award for "Outstanding 120/140" at AirVenture 2015  
Photo Courtesy of Debbie Forsman

## Member Services

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**President:** John Maxfield (248) 890-6767

**Vice President:** Shahar Golan (248) 767-6630

**Secretary:** Debbie Forsman (734) 397-3452

**Treasurer:** Grant Cook (734) 223-2688

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Bill Brown (734) 420-2733

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Dan Valle (313) 539-9818

### Flight Advisors:

John Maxfield (248) 890-6767

Dan Valle (313) 539-9818

### Scholarships:

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Jim Trick (517) 546-3944

### Young Eagles/Eagle Flights:

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### Refreshments:

Joe Griffin (734) 455-3107

### Webmaster: John Maxfield

webmaster@eaa113.org

### Aviation Center Management Committee:

Al Bosonetto (734) 261-5518

Dave Buck (734) 453-5375

Bill Brown (734) 420-2733

Jim Morency (248) 981-8127

Pat Trevas (734) 416-3955



### **CHAPTER MISSION STATEMENT:**

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

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

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

### **BOARD OF DIRECTORS:**

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



## PRESIDENT'S *PODIUM*

**John Maxfield** (248) 890-6767  
avee8rrr@yahoo.com  
August 2015

EAA Oshkosh was this past week and many of us are still on cloud nine from a week of great weather, good friends, and lots of aviation activities. The severe storms that came through the area on the Saturday prior must have cleared out any bad energy for the week as it was sunny and warm every day. Members and friends of Chapter 113 reported uneventful trips to and from Oshkosh. I flew the Sonex there for the first time and despite the first day's hot weather, it performed flawlessly. It was great to see so many Chapter members there. Jim and Nancy Trick hosted about fifty Chapter members and guests at their campsite spaghetti dinner after Thursday's airshow. Martin Filiatrault brought a Chapter Canopy along in case of rain, thankfully, we didn't need it. Mark Pensenstadler actually delayed his promotion to Captain at Spirit Airlines by a month to he could attend Oshkosh with his father Dave. Congratulations Mark!

Doug Sytsma finished polishing his C-120 hours before his departure for Oshkosh. The Judges rewarded his effort Saturday night, presenting him with the Outstanding Cessna 120/140 Award. Congratulations Doug! We'll feature Doug's plane in the EAA hangar at this month's meeting. Marv Davidson has rejoined Chapter 113 this past month. Marv has started construction of a Sonex. Welcome back to EAA Chapter 113 Marv!

**Our Summer Picnic and Ice Cream Social is next Saturday, August 8th at 4 pm. The Chapter will provide Burgers, Hot Dogs, and Ice Cream. Bring your family and friends with a side dish to pass and spend a fun evening at the airport.**

EAA's Ford Tri-Motor will be at Oakland Pontiac Airport the weekend of August 20-23 and Chapter 113 will be its host. This coincides with the Pontiac Airport Open House on Sunday August 23rd. This is a great weekend to share our passion for aviation and EAA while raising funds for our Chapter. Dave Buck is scheduling volunteers for this event. He can be reached at 734-223-2675 if you'd like to join in on the fun.

This month's meeting is our annual Oshkosh Recap, featuring pictures and stories from our members. Bring them on whatever media you have and let's see what you saw. Also, Sanjay Dhall will share his trip to this year's Paris Air Show, along with the monthly Chapter video.

Finally, **the August EAA 113 Board Meeting has been moved to Wednesday, August 12th at 7:30pm.** All are welcome as always. Stay up to date with EAA 113 at [www.113.eaachapter.org](http://www.113.eaachapter.org) and follow us on Facebook!

Happy Landings  
John Maxfield

# PAULSON AVIATION & HISTORY LIBRARY

August 2015

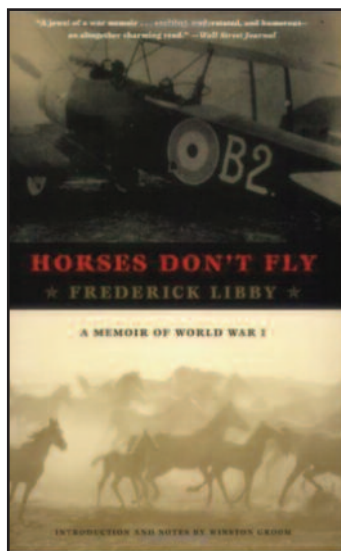


*Guest Reviewers, Liz & Randy Hebron each recommend a book from our library to review.*

***Horses Don't Fly*** by Libby Frederick  
Arcade Publishing  
Shelf #940.4 4 LIB

From breaking wild horses in Colorado to fighting the Red Baron's squadrons in the skies over France, here in his own words is the true story of a forgotten American hero: the cowboy who became our first ace and the first pilot to fly the American colors over enemy lines.

Libby's memoir of his cowboy days in the last years of the Old West evokes a real-life Cormac McCarthy novel. His description of World War I combines a rattling good account of the air war over France with captivating and sometimes poignant depictions of wartime London, the sorrow for friends lost in combat, and the courage and camaraderie of the Royal Flying Corps. Told in charming, straightforward vernacular, *Horses Don't Fly* is an unforgettable piece of Americana. (from Amazon.com review)



***Three-Eight Charlie*** by Jerrie Mock  
J.B. Lippincott Company  
629.130 9 MOC



The first woman to make a solo flight around the world took off on March 17, 1964, in a single-engine Cessna 180 nicknamed Three-Eight Charlie. Enter into this incredible adventure with Jerrie Mock as she made a permanent place for herself in aviation history.

"As I came near the airport, I got out my approach plates for Cairo International Airport. I wouldn't need to make an instrument approach, but it would be embarrassing to land on the wrong runway. . . .

'Cairo tower. Three-Eight Charlie is on downwind for runway five.'

'Roger, Three-Eight Charlie, continue approach for runway five.'

' . . . Now I could see a brightly painted number five on the threshold of the strip. I relaxed and ignored the vague feeling that something wasn't quite right. . . . The wheels gently touched the runway. . . '

'Three-Eight Charlie, what is your present position?'

'Three-Eight Charlie is on the ground.' Even as I answered the tower, I knew something was really wrong. Yes, something was definitely wrong. . . . three trucks full of soldiers careened around a corner from another taxiway, raced toward me and slammed to a stop within inches of Charlie, blocking my way. . . . Guns in hand, the soldiers leaped from the trucks and surrounded the airplane."

(Quote from the book's jacket cover.)



# Here's the Scoop...

## The EAA 113 Annual Family & Friends Picnic

Will be

Saturday, August 8th, 2015



At the

EAA 113 Aviation Center



Grills get cooking at 4:00 p.m.



Come early and stay late!

### Ice Cream Sundae Bar

Opens Following Dinner



EAA113 will provide the grilling meats, condiments and goodies for the Ice Cream Sundae Bar.

We will also have games for children, big and small!

Bring your family and friends!

Please bring a Side Dish to share and your lawn chair.



# FLYING MY SONEX TO OSHKOSH – 2015

By John Maxfield

With the Phase 1 flight restrictions finally removed from my Sonex and the recent accident claiming the life of Sonex CEO Jeremy Monnett and a Sonex mechanic, I figured this was the year to take my Sonex to Oshkosh for the EAA Fly-In. An early departure would allow for a leisurely pace for the day and any contingencies that might come up, so when I tuned the radio to the air to air frequency, I quickly discovered how many had the same idea. Doug Sytsma was an hour ahead in his shiny Cessna 120 while Mark, Danny, and new private pilot, Kyle Smokovitz were on their way in various planes to join up near Hillsdale. A gentle cruise climb over the patchy morning fog to 4500' yielded cooler temperatures with little headwind for the two and a half hour flight to Lansing IL. While happily flying along at 3200 rpm, my AeroVee (VW) engine skipped its only beat of the entire trip on this leg. Was it a drop of water in the fuel, a piece of something under a valve, or some other spurious malady? I may never know, it was so quick that it had to be only one cylinder missing one time. Believe me though, that one skip is enough to get your attention!

I chose Lansing IL as the first fuel stop. Taking this route was well south of a violent storm that raced through Oshkosh with 70 mph winds. Here's a picture of it I found online. I hope there's nobody in those soon to be horizontal outhouses!



The storm that went through Oshkosh on the Saturday morning before the fly-in. Notice the lack of people?



EAA's Big Ford Tri-Motor was busy flying rides in Lansing during its last tour stop in route to Oshkosh. What was interesting is that back in 1929, Ford had built a hangar for its fledgling airline in Lansing, and that hangar is still in use today. The local EAA Chapter was using it and had a very nice display of it's cantilever construction and history. There was also a new Veteran's Memorial here, complete with a Huey Helicopter. Volunteers were tending to last minute details as Actor/Musician, Gary Sinise was to arrive the next day for its dedication.



*Photo Courtesy  
of  
John Maxfield*

After a couple of hours it was back in the air, with Madison WI the planned destination. EAA's Little Ford was giving rides there as part of Madison Airport's Big Bomber Weekend. A check on the radio revealed that the Smokovitz / Sytsma contingent had taken about the same amount of time to get out of LaPort Indiana and none too soon as that bad weather was starting to expand to the south. As weather scout, I was happy to radio back that the 1500 ft ceiling was steadily raising and visibility improving as we all rounded the southwest corner of Chicago. About the time Joliet passed under my wings the sky was clear and 15 knots of tailwind was making the checkpoints fly by.

Madison WI is a Class C airspace facility, so radar vectors into the landing sequence resulted in a seven or eight mile final. Another experimental was being sequenced to land behind me and all of the sudden, after landing, someone on the radio was trying to hurry me along. What I didn't realize until I looked over my shoulder, was that "experimental" was a real live Curtiss Helldiver about to land at my cruise speed! I can tell you I was glad I'd aired up my tires as I rounded that corner onto a crossing runway.

The ramp was very busy with Warbirds, Bombers, and EAA's Little Ford, all selling rides. Line service was quick to sell me the little fuel I needed but doubtful of any hangar space as the sky to the west was starting to change. The line supervisor was certain there was no room for me inside but confident, any weather would go around his ramp anyway. Being a little bit of a weather skeptic, I put my friendliest EAA face on and inquired with with the owner of a private corporate hanger that was housing Little Ford. He couldn't have been nicer or more accommodating when the next wave of storms came through.

As the sirens wailed outside, the Sonex was snuggled in under Little Ford's wing, nice and dry. We all decided to have lunch at this point and who do you think was seated by me? Yep... the Curtiss Helldiver Pilot! You see, it does pay to be professional and courteous at all times! It turns out he is originally from Michigan and used to fly Beech 18's for Wyman's flying service at Pontiac Airport. Nice guy!

*Continued....*



And just as nice an evening returned after the rain. Little Ford was loaded up after a couple more rides and we both took off for OSHKOSH! The exciting thing about flying into Oshkosh is the Fisk Arrival Procedure. Strangely enough, there wasn't any traffic in front of me this time until I reached the sorting out point at the town of Fisk. Seems there were a couple of Cessnas, one of them red, an RV, and another Red High wing plane all there at the same time and taking the controllers attention to sequence. A little puff of my smoke system prompted the controller to clear me up the tracks for runway 27 where the second in as many controllers impressively called me an RV and cleared me to land on the orange dot.

Oshkosh was just a wonderful week of sharing Sonex stories with other owners, builders, and enthusiasts. I attended the Sonex Open House on Sunday and participated in the Mass Sonex Taxi to the tie down area. It was very moving as Jeremy Monnett's young son rode with his Grandpa, John Monnett in the lead Onex. Later in the week while sitting around the Smokovitz's campsite, I began hearing how the Fisk

controllers were sorting them out on their way in. It was then I discovered that after a long day of flying, stopping at completely different airports, we'd arrived at Fisk separated by only one plane!

It was time to head home Sunday morning before the airshow closed the airport. Luckily, the departure traffic was light and the Pink Shirted Controller cleared me for takeoff in no time. Rain was showing up on radar in western Illinois so I decided Aurora IL would be my first fuel stop instead of Poplar Grove. The high overcast made for a very smooth ride at 3500 feet and a great view of that Beech 18 down there that I'm passing. What was that I said? Yes! I'm actually passing a Beech 18! Sure he's making 3 mile wide S Turns, but I'm passing him! I was still grinning when he followed me onto the ramp at Aurora for fuel, knowing I'm going to buy 6 gallons and he 60. As it turns out, it's fellow Ford pilot, Rand Sigfreid from San Francisco who was following his son and daughter, flying a Piper Super Cub and Pacer respectively. Instead of hanging the big twin on the props, he elected to loiter around behind them. He'd seen the Sonex go by, its pilot waving and giggling as he went, wondering who could that possibly be?

A light sprinkle had just started to fall at the west end of Aurora Airport as I pushed the throttle up, this time heading for at Coldwater MI and Lunch. Knowing Chapter members Sean Crooks and David Brent were also heading home this day, I called out on the radio and to my surprise, heard Sean reply. We chatted back and forth as we flew and we were both surprised that even knowing our whereabouts only a couple miles away,

*Continued...*



we couldn't spot each other in the sky. It makes one realize how many planes go past without ever knowing they're there.

It turns out the restaurant at Coldwater closes at 3 pm on Sundays so all that was left was the hungry 45 minute flight back to Mettetal. One last climb up to the cool summer air at 3500 feet, with a tailwind and the sun at our back, it was the type of flight that always ends too soon. I hope your journeys to Oshkosh are just as enjoyable.



## *EAA 113 Wants YOU!*

This year is an Election year for EAA 113. It is an opportunity for YOU to participate in the business operation of our Chapter. We are seeking volunteers for all Executive Officers: President, Vice-President, Secretary and Treasurer as well as members to serve on the Board of Directors. All positions are for two year terms.

Please thoughtfully consider how YOU can help your EAA Chapter. The Chapter By-Laws describe each position or any of the current Officers or Board Members would be glad to discuss the duties and time commitment required. The nominations will be presented to the Chapter at the October Meeting with a vote taking place during the November General Meeting. The transition of new leadership will begin in January. If YOU are interested in being a nominee, please notify our Nomination Chairman, Al Bosonetto at [abosonetto@aol.com](mailto:abosonetto@aol.com) or 734-306-3457.

## CHAPTER 113 MEMORIES OF AIRVENTURE 2015



Thursday night's Spaghetti Dinner hosts  
Nancy & Jim Trick  
*Photo Courtesy of Debbie Forsman*



Spaghetti dinner at Trick's campsite  
*Photos Courtesy of Martin Filiatrault*





*Photos Courtesy of Grant Cook*



*Photos Courtesy of Martin Filiatrault*







Chris Klavanian with his Corvair-powered Sonex  
*Photo Courtesy of John Maxfield*



Mark Pensenstadler enjoying a little Ford Tri-Motor Time at Oshkosh 2015  
*Photo Courtesy of John Maxfield*



Chapter 113 Secretary, Debbie Forsman wears her matching sunglasses in front of Doug Sytsma's gleaming, award-winning Cessna 120  
*Photo Courtesy of John Maxfield*

John Maxfield with his Sonex  
*Photo Courtesy of Debbie Forsman*





F-22 Raptor (right) and Heritage Flight (below) at AirVenture 2015  
*Photos Courtesy of Martin Filiatrault*





## CHAPTER 113 HISTORY LESSON FOR NEWER MEMBERS

In 1962, Ed Lesher began designing his new airplane, the Teal, with the intention of setting new distance records in the 500 kilogram class. Ed's goal was to beat most, if not all, of the seven world records for 500 kilogram airplanes.

Throughout the design, the criteria of low weight and low drag were constantly kept in mind. Ed decided to use the tail pusher configuration of his earlier design, the Nomad, despite the weight penalty of about 50 pounds. Ed himself weighed well over 200 pounds and first thought of using a jockey pilot. Not wanting to forfeit the best part of designing the Teal, Ed decided that it was the perfect incentive to lose weight.

Construction of the Teal began in the fall of 1962. The wings had integral fuel tanks extending almost to the tips and were constructed of all metal. The main gear was of the Wittman spring type with aluminum legs. Early studies showed that a retractable landing gear would be necessary, but the weight would have to be kept to a minimum. As a result, eighteen operations were required to retract the landing gear. The Teal was powered by the same 100 hp Continental O-200A engine that Ed's earlier design, the Nomad, used.

The first flight was made in April of 1965 at Willow Run Airport. The performance proved to be better than expected and Ed began competing with his Teal. In 1967, EAA Chapter 113 unanimously agreed to sponsor Ed's record flights. By January of 1968, Ed held the world record for maximum speed in a closed course for the 500, 1000, and 2000 kilometer races. In 1970 the Teal claimed the world record for maximum distance in a closed course, traveling 1554.29 miles. Ed beat the world record for maximum distance in a straight line in 1975, flying a distance of 1835 miles.

Ed had accomplished his goal of flying his way into the record books and, after several attempts at beating and defending its world records, the Teal went into retirement. Ed Lesher's children donated the record breaking Teal to the EAA AirVenture Museum in 2002.

Ed Lesher was a long-time member of EAA Chapter 113.

Ed Lesher's Teal was looking good  
as part of the NuVite Polish exhibit  
this year at AirVenture


*Photo Courtesy of Bob Skingley*





# August 2015



Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 <i>Breakfast @ 3 Brothers</i> 8:30 am
2	3	4	5 	6	7	8 <i>Breakfast @ 3 Brothers</i> 8:30 am EAA 113 Family Picnic 
9	10	11	12 EAA 113 BOARD MEETING 7:30	13	14	15 <i>Breakfast @ 3 Brothers</i> 8:30 am <i>Sparta Fly-In Breakfast and Ford Tri-Motor</i>
16	17	18	19	20 EAA 113 General Meeting 7:30 p.m. Ford Tri-Motor at PTK 20th-23rd.	21 	22 <i>Breakfast @ 3 Brothers</i> 8:30 am
23 Oakland County International Airport Open House	24	25	26	27	28	29 <i>Breakfast @ 3 Brothers</i> 8:30 am <i>Thunder Over Michigan Willow Run</i>
30  <i>Thunder Over Michigan Willow Run</i>	31 					



# September 2015



Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3 <b>EAA 113 Home-builder's Meeting 7:30 p.m</b>	4	5 <i>Breakfast @ 3 Brothers 8:30 am</i>
6	7 	8	9	10 <b>EAA 113 Board Meeting 7:30 pm</b>	11  <i>Patriot Day</i>	12 <i>Breakfast @ 3 Brothers 8:30 am</i>
13  <i>Fowlerville Fly-In 7-11 a.m.</i>	14	15	16	17 <b>EAA 113 General Meeting 7:30 p.m</b>	18	19 <i>Breakfast @ 3 Brothers 8:30 am</i>
20  <i>Lowell Fall Fly-In 8:00-2:00</i>	21	22	23  <i>1st Day of Autumn</i>	24 <b>EAA 113 Safety Meeting 7:30 p.m</b>	25	26 <i>Breakfast @ 3 Brothers 8:30 am</i> Mettetal Airport Open House <b>102</b> 9:00 a.m.—3:00 p.m.
27	28	29	30			



**Next Meeting :**  
**Thursday, August 20, 2015**  
**7:30 PM at the**  
**EAA Aviation Education Center**

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