

# EAGLE'S PROPWASH

JUNE 2018 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)**

**8512 Lilley Road, Canton, MI**

**(734) 392-8113**



Dave Buck with two happy kids after their Young Eagles flight on May 19, 2018

*Photo Courtesy of Shunsuke Shibata*

## Member Services

### Class I Board of Directors:

**President:** Joe Kirik (248) 872-3220 [president@eaa113.org](mailto:president@eaa113.org)  
**Vice President:** Sanjay Dhall (734) 658-7444 [vicepresident@eaa113.org](mailto:vicepresident@eaa113.org)  
**Secretary:** Stefan Rairigh (734) 383-4346 [secretary@eaa113.org](mailto:secretary@eaa113.org)  
**Treasurer:** Dave Buck (734) 223-2675 [treasurer@eaa113.org](mailto:treasurer@eaa113.org)

### Class II Board Members:

Al Bosonetto (734) 261-5518  
Dan Jones (248) 310-6018  
Tom Smith (734) 748-7940  
Dave Steiner (734) 645-1150  
Doug Sytsma (734) 674-3345  
**Library:** Barb Cook (734) 277-3469 [library@eaa113.org](mailto:library@eaa113.org)  
**Newsletter:** Elizabeth Hebron (734) 776-9294 [newsletter@eaa113.org](mailto:newsletter@eaa113.org)

### 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:**

Randy Hebron (734) 326-7659  
Dan Jones (248) 310-6018  
Dan Valle (313) 539-9818

### **Flight Advisors:**

John Maxfield (248) 890-6767  
Dan Valle (313) 539-9818

### **Scholarships:**

Elizabeth Hebron (734) 776-9294  
Debbie Redding (734) 397-3452  
John Maxfield (248) 890-6767

### **Young Eagles/Eagle Flights:**

Debbie Redding (734) 397-3452 [events@eaa113.org](mailto:events@eaa113.org)  
Dave James (734) 721-4213

**Web:** John Maxfield (248) 890-6767 [webmaster@eaa113.org](mailto:webmaster@eaa113.org)

### **Aviation Center Management Committee:**

Al Bosonetto (734) 261-5518  
Dave Buck (734) 453-5375  
Bill Brown (734) 420-2733  
Bruce Breisch (734) 422-2692



### **CHAPTER MISSION STATEMENT:**

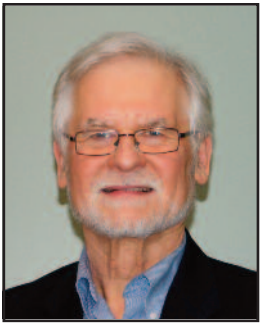
*“EAA Chapter 113’s major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun.*”

*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  
June 2018

### **Young Eagles Rally 2018 #2 successful despite less-than-ideal weather**

Heavy rain showers before 8 a.m. on Saturday, May 19, had us wondering whether our scheduled Young Eagles event would happen. But the kids and their parents showed up, the rain moved out, and despite a short period of low ceilings, all the young people got their rides and YE logbooks. Thanks to all the volunteer pilots and ground crew who made it possible. Our next YE event will be September 22, so mark your calendars!

### **Father's Day Pancake Breakfast June 17**

Our annual fundraising Pancake Breakfast Fly-In at Mettetal Airport is less than two weeks away, so this is the last opportunity to remind you that **we're counting on your help** to make it a success. This is our Chapter's largest event of the year, and its primary purpose is to fund our annual scholarships. We are awarding three scholarships this year, and we're looking forward to meeting the awardees at the event. The Pancake Breakfast is also our opportunity to invite the local community to the airport and show what EAA and General Aviation are all about. **We need everyone's help** to serve upwards of 800 guests. The Livonia Civil Air Patrol Squadron will again be assisting with traffic and crowd control.

You may recall that last year we did our cooking inside because of the threat of rain, which fortunately held off until after the event. Hopefully we'll be able to cook outside this year so we can try out the two super-sized grills we obtained from Ann Arbor Chapter 333 last year. **Setup will start at 9 a.m. on Saturday the 16th. Sunday's start time is 5:30 a.m.** so we can be ready to serve at 7. **We appreciate your assistance!**

### **June Meeting**

This month's Chapter meeting will feature a presentation from Martina and Oliver Reik on the "Pilots N Paws" (PNP) program. PNP a non-profit organization of volunteer pilots and plane owners engaged in rescuing, sheltering, transporting and adopting animals. Martina and Oliver have been very active in PNP for several years. We look forward to hearing about their latest travels!

The EAA Chapter Video will give us a look at the beautifully restored J-3 Cub sweepstakes award plane, along with some tips on aircraft marshalling. It's a nice "refresher" on hand signals ahead of AirVenture. We'll also see video feature on a Super Cub clone customized for backcountry touring in Alaska. See you then!

Safe flying,

Joe Kirik



## PAULSON AVIATION & HISTORY LIBRARY

Barb Cook (734) 277-3469

library@eaa113.org

June 2018

Are you ready for a flying adventure, but prefer to stay in your armchair? Then ride along with our fellow Michigan pilot, Ann Holtgren Pellegrino in her book, **WORLD FLIGHT; THE EARHART TRAIL**, Iowa State University Press, 1971.

Ann Pellegrino (and celestial navigation engineer Bill Polhemus) in 1967 commemorated the 30th anniversary of Amelia Earhart's famous and disastrous 1937 around-the-world flight. Earhart and her navigator Fred Noonan never made it to their planned landing at Howland, Canton Island in the Pacific Ocean.

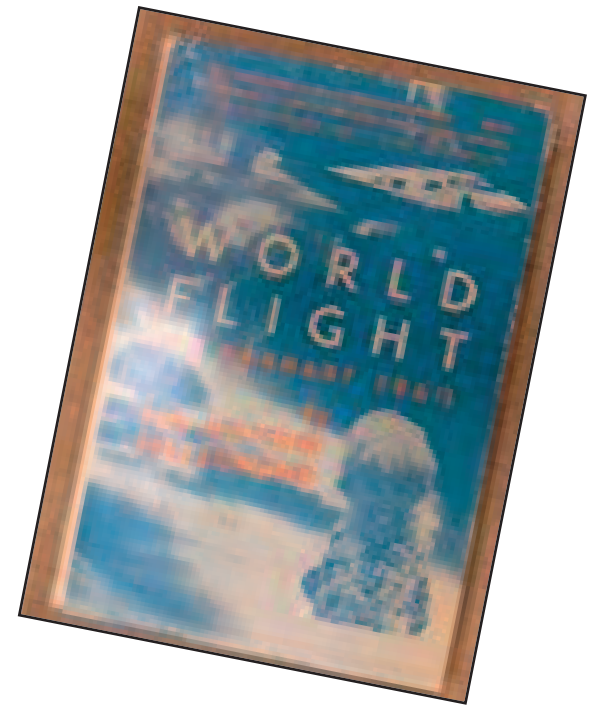
Pellegrino and Polhemus, flying the same model plane, a Lockheed Electra 10A, the same 2 person crew, and the same celestial navigation equipment, successfully completed the endpapers

In her straight forward telling of her adventure she includes photos of their trip, map, descriptions of landing strips, and the last 50 pages are comments and a bibliography on both the Earhart and Pellegrino flights.

The chapter titles allow readers to browse the chronological topics with ease. If you are interested in information about her plane, or Lee Koepke's restoration of the Electra, that is easy to find.

Pellegrino has made many public appearances (even at a ticker tape parade in Saline, MI) and spoken about their adventures and difficulties, but here she has put those words and photos in print. We are delighted that she donated an author-autographed copy to our Paulson Library.

We have chosen to place this book on the Amelia Earhart shelf (629.130 924 EAR) instead of with other famous flights (629.130 927.)





EAA 113's annual  
**Father's Day Pancake Breakfast**

**June 17th, 2018**

***Fly in or Drive in . . .***  
*. . . for breakfast, aircraft rides and static displays!*



**Mettetal Airport (1D2)**  
**EAA 113 Aviation Center**  
**Canton, MI**  
**7:00 a.m. ~ 11:00 a.m.**

*Proceeds help fund the  
EAA 113 Aviation  
Scholarship Program*

For more information visit our website: [www.113.eaachapter.org](http://www.113.eaachapter.org)

***PLEASE NOTE: THIS EVENT OCCURS BEFORE OUR JUNE MEETING!***

# YOUNG EAGLES 5-19-2018



Pilot Dan Jones demonstrates how to get into the airplane.  
*Photos Courtesy of Shunsuke Shibata*



Pilot Dan Jones and Sanjay Dhall buckle in young passenger.  
*Photo Courtesy of Joe Freiman*



Pilot Tom Smith with a happy Young Eagle.  
*Photo Courtesy of Shunsuke Shibata*



Happy siblings with pilot Rick Karaschin.  
*Photo Courtesy of Shunsuke Shibata*



Another satisfied Young Eagle with pilot Dan Jones  
*Photo Courtesy of Shunsuke Shibata*



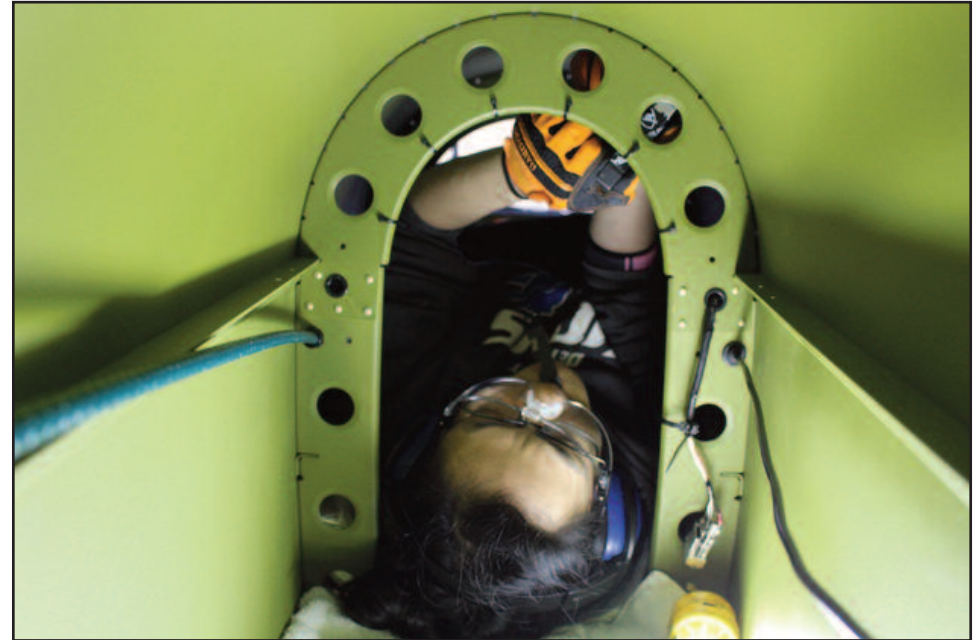
Pilot Dave Buck with two more happy Young Eagles.  
*Photo Courtesy of Shunsuke Shibata*



Pilot Dan Jones with another happy Young Eagle.  
*Photo Courtesy of Shunsuke Shibata*

## MARTIN FILIATRAULT'S RV-8 PROJECT

I thought I'd send along some photos of the current status of my RV-8. At this month's general meeting, I talked about teaching my daughter Naomi how to buck rivets. She helped me put the top skin on the aft fuselage, and did a great job.



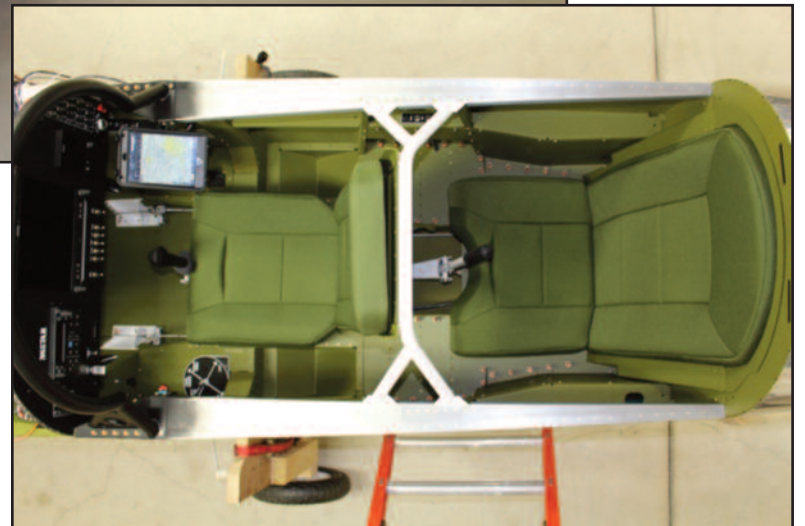
*All Photos Courtesy of Martin Filiatrault*







Wing fitted into place.



Bird's eye view of the cockpit.

# MISTAKES

By Jack Groat

We all make mistakes, right?

I don't expect others to make mistakes, especially if those people have sold me some expensive aircraft part.

We had our RV-10 buttoned up in July ready to start it up and take off. That didn't happen. We didn't take off until November.

Our first problem was the auxiliary electric fuel pump. Ready to make our first engine start, we turned on the pump, and POP, it blew a circuit breaker. Many retries came up with the same results. The pump had to come out. The only problem was the pump is buried deep in a tunnel under the instrument panel. It was installed years earlier, with great difficulty may I add, long before there was an instrument panel, or seats, or control sticks, or even a cabin top. At my age, the job would have been impossible, but my son got in there and with many contorted positions, he got the pump out.

I called Van's and they told me to buy a new pump, then return the defective pump and they would cover it on warranty. When I got the new pump, it didn't look anything like the old pump. All the inputs and outputs were in different locations, forcing us to re-plumb all the input and output lines. Even the mounting bracket was different and that was mounted to the bottom floor of the plane, and that was virtually impossible to get at. Calling Van's they told me the manufacturer had changed the design on his own without notifying anyone. So I asked for his number. I called the guy and expressed my displeasure of his new design. He said it was superior design. I explained that superior or not, it doesn't fit in my plane. He told me to send the defective pump back to him and he would repair it. This he did and for nothing except I had to pay the shipping both ways,

OK, that done, time to fire up the engine. The engine starts right up, sounds great. Ahhh, what is this, the ammeter is reading negative. Could our brand new alternator be defective? Remove the prop, some baffling, and pack the alternator up and send it back to the manufacturer. Yep, it's defective.

"No", they said, "We don't fix them. Since it is three years old it is out of warranty. You have to buy the necessary parts and fix it yourself or pay a dealer."

I fixed it myself.

OK finally the day has arrived. We even hired a test pilot who flew in from Chicago to fly it. All the checks made and he taxis out to the runway. It's a little hazy out so the tower asks him to turn on the strobes. Suddenly the radio goes bonkers. Every time the strobes flash, the radio blasts out a loud blaaaaaach. Communication is impossible. We didn't fly that day (other reasons included). Consulting with our best sources, we installed all kinds of radio frequency chokes and shields to no avail. Finally we consult the manufacturer. Oh, he says, you have one of our early models. Send them back and we will replace them. Easy enough except we had to remove the rudder to get the tail strobe removed.

Strobes replaced and no more radio interference, for sure we are ready to fly. And we do. David says he smells gas when climbing. After he lands, we examine and can find some gas streaks on the wing bottom and small streaks on the horizontal stabilizer. Let's top up the tanks. We do and sit and watch gas dripping from the left tank. Gas cans everywhere catching the drips. No more flying with this plane for a while.

I bought the quick build wings. I think it cost \$3000 extra. They built the spar, wing ribs and skin but more importantly, the fuel tanks. Van's selling point for spending the extra money was they build the tanks, seal them, and check for leaks. If you build your own tanks and they leak, you have big problems. I spent the money.

Removing the tank is a 2 man 2 day job. I had to build a box to hold the fuel tank for shipping. I put stickers all over the box with warnings, DO NOT PLACE HEAVY OBJECTS ON THIS BOX. When I took it to UPS they looked at all the warnings with puzzlement.

What's in the box?

A fuel tank.

We are not shipping a fuel tank.

We washed all the fuel out of it, no problem..

OK, we will ship it, Give me \$300.

About this time, I leave for Florida for the winter.

Three or 4 weeks later the tank is returned from Van's. David has to convince one of his friends to spend a weekend in a cold hangar helping him re-install the tank. Filled it up, and it doesn't leak. Hooray!!

However, upon filling the tank and re-calibrating the fuel gauge it becomes apparent that the fuel sending unit is sticking. Called Van's to complain and they sent a new sending unit. A \$10 part, no big deal, right? When Van's reassembled the tank, they did not use permatex fuel sealer as I had but their own permanent sealer material. As of writing this we still cannot remove the left tank fuel sending unit, and we do not know how much fuel is in the left tank. But, we must press on. Flying the plane, calibrating airspeed, checking cylinder temperatures. Another story on modifications to the baffles to balance the temperatures, but I won't get into that. Let's just say it is a "well known" problem on the RV-10.

Now it's time to try the auto-pilot. Turn it on and nothing happens. Call Aerotronics who did the basic wiring at the instrument panel, but I wired the auto-pilot servos. Aerotronics sent a page full of pin-out checks between the instrument panel and the servos located out on the wing and in the tail. David has to ask one of his friends to help him on another full week end working in the hangar doing wiring checks. I'm glad he has friends.

Everything checks out ok.

Dave sent the servos back to our dealer, Aerotronics. They called to tell us the servos are defective. Garmin says we can swap them for new servos for \$200 plus shipping. Why not zero? I don't know, but it doesn't give me warm thoughts towards Garmin.

When I told the story of the defective alternator, we didn't simply see that it wasn't charging and decided to replace it. Our first reaction was "What did we do wrong?" It can't be the alternator, that is brand new. So after hours of trouble shooting, we finally come to the conclusion, "It has to be the alternator". And that is typical of all the other issues.

David is less frustrated with all of these teething problems than I, and he has been doing all the work, at least since I left for Florida. Most manufacturers involved have bent over backwards to make things right. Especially, Aerotronics who is the dealer from which we purchased all of our avionics.

But the plane flies and flies well. It is very fast and David says it is as docile as a Cessna on landing. I am still happy with the choice.

# WILBUR WRIGHT'S BIRTHPLACE

By John Maxfield

While planning a cross country flight recently, I noticed a uniquely named heliport along our route. The "Wilbur Wright" Heliport is located on the grounds of Wilbur Wright's Birthplace. I had always thought Wilbur was born in Dayton as Orville was, but this small farm house in Millville, Indiana proved me wrong. There is a tower just to its north, making it an easy place to find from the air and the F-84 in the yard of the home simplified things even further so we circled once and continued on our way.

While only helicopters can actually land on the property, the Wilbur Wright Museum's location is just 18 miles south east of Muncie Indiana and is close enough that it would make a good weekend trip for any aviation enthusiast. Visit <http://www.wwbirthplace.com> for more information.



## WORD OF THE MONTH: DEAD STICK

By Ian Brown, Submitted by John Maxfield

I fly an RV-9A. My idea of the stick is the control stick in the aircraft. It's the only part of the aircraft control system that is functional in the event of an engine failure. So, in a dead-stick situation my stick is the only thing that is not dead!

Apparently, a "dead stick" or dead-stick landing has nothing to do with how you move the control surfaces of the aircraft. It relates to the propeller and dates back to the days when a wooden prop was standard. The stick was dead when the engine wasn't running.

So, that's my schtick about the stick!

# 2018 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



<b>June</b>	
17	Pancake Breakfast 7:00-11:00 a.m.
<b>July</b>	
19	Picnic prior to General Meeting at 6:30 p.m.
23-29	Oshkosh AirVenture
27	Chapter Spaghetti Dinner in Oshkosh at Pavillion

<b>August</b>	
11	Flying Start Event
25	EAA 113 Family Picnic 4:00 p.m.
<b>September</b>	
22	Young Eagle Rally 8:00-11:00 a.m.
<b>October</b>	
20	Young Eagle Rally 8:00-11:00 a.m.
<b>November</b>	
2	Movie Night 7:30 p.m.
10	Chili Fly-In 11:00-2:00 p.m.
<b>December</b>	
7	Movie Night 7:30 p.m.
20	Christmas Party 6:30 p.m.




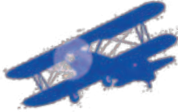















Be sure to check our website: [www.113.eaachapter.org](http://www.113.eaachapter.org) and the EAA Chapter 113 Facebook page for any changes to the schedule.



# June 2018



















Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 <b>Breakfast @ 3 Brothers</b> 8:15am
3 <b>Pancake Breakfasts at:</b> ~Coldwater (OEB) 	4	5	6	7 <b>EAA 113 Homebuilder's Meeting 7:30 pm</b>	8 	9 <b>Breakfast @ 3 Brothers</b> 8:15am <b>Pancake Breakfasts at:</b> ~Wausen OH 
10 <b>Pancake Breakfasts at:</b> ~Ann Arbor (KARB) ~Mason (TEW) 	11 	12	13	14 <b>EAA 113 Board Meeting 7:30 pm</b>	15  Remember Father's Day is coming!! 	16 <b>Breakfast @ 3 Brothers</b> 8:15am <b>Pancake Breakfast Set-Up</b> 9-11 a.m. 
17 <b>EAA 113's Father's Day</b> pancake breakfast 7-11am 	18	19	20  in 33 Days	21 <b>EAA 113 General Meeting 7:30 pm</b>	22	23 <b>Breakfast @ 3 Brothers</b> 8:15am <b>Pancake Breakfasts at:</b> ~Greenville (6D6) 
24 <b>Pancake Breakfasts at:</b> ~Sandusky (Y83) ~Owosso (RNP) ~Flushing (3DA) 	25	26 	27	28 <b>EAA 113 Safety Meeting 7:30 pm</b> 	29	30 <b>Breakfast @ 3 Brothers</b> 8:15am <b>Pancake Breakfasts at:</b> ~Ray (57D) 



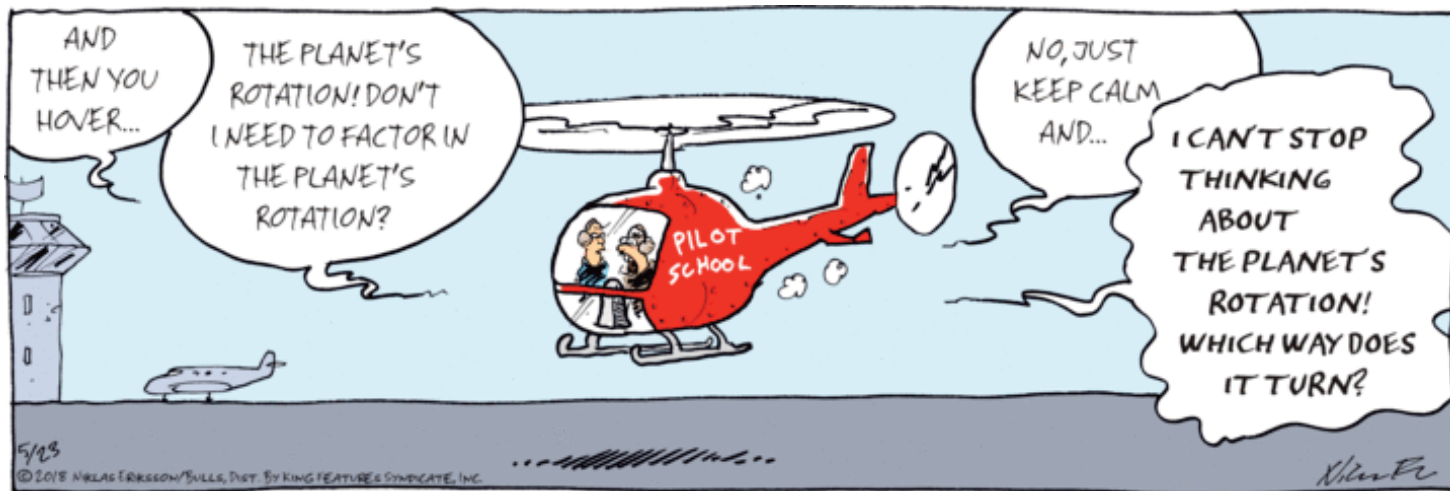
# July 2018



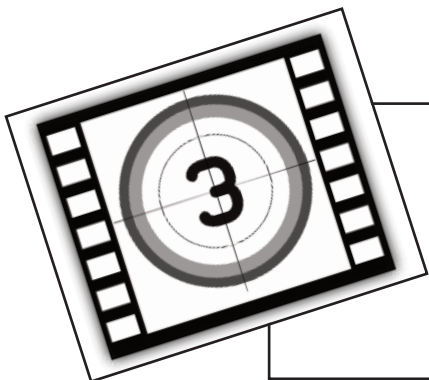
Sun	Mon	Tue	Wed	Thu	Fri	Sat
<p>1 Pancake Breakfast at Clare 48D</p> 	2	<p>3</p> 	<p>4 Happy July 4th</p> 	<p>5</p> 	6	<p>7 Breakfast @ 3 Brothers 8:15am</p>
8	9	10	11	<p>12</p> <p><b>EAA 113 Board Meeting 7:30 pm</b></p>	13	<p>14 Breakfast @ 3 Brothers 8:15am</p>
<p>15 Pancake Breakfast at Chesaning (50G)</p> 	16	<p>17</p> 	18	<p>19 EAA 113 Picnic &amp; General Meeting 6:30 pm</p> 	20	<p>21 Breakfast @ 3 Brothers 8:15am</p>
<p>22</p> 	<p>23</p> 	24	<p>25</p> 	26	<p>27 Trick's Spaghetti Dinner at AirVenture</p> 	<p>28 Breakfast @ 3 Brothers 8:15am</p> 
<p>29</p> 	30	<p>31</p> 				



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](mailto:mark.r.french1@gmail.com) or by calling 734.260.7342.



*This comic dedicated to Dave James by Editor Liz Hebron*

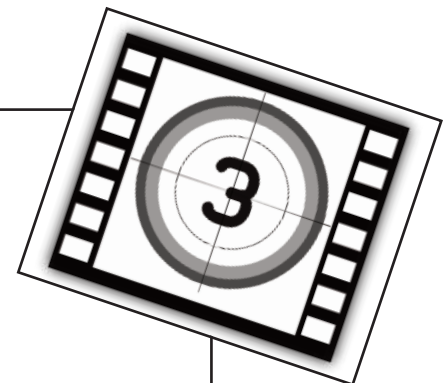


## **Calling all video enthusiasts!**

Submit your video of the month to Sanjay Dhall

at [vicepresident@eaa113.org](mailto:vicepresident@eaa113.org)

(Or you might be watching someone's 60-year-old 8 mm home movies next month....)





**Next Meeting:**  
**Thursday, June 21, 2018**  
**7:30 PM at the**  
**EAA Aviation Education Center**

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

