

EAGLE'S PROPWASH



August 2013 Issue

CHAPTER 113

"The Backyard Eagles"



Chapter 113 Hangar Landscaping Crew

Photo Courtesy of Ken Mosley

Our Web Site: www.113.eaachapter.org EAA113@yahoogroups.com

Meetings: 7:30 PM the 3rd Thursday of each month at the

EAA 113 AVIATION EDUCATION CENTER

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

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Bill Brown (734) 420-2733

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Chapter Mission Statement

"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun. Chapter members have a passion for flying and are willing to share it with others. Chapter 113 provides the opportunity for exchange of information, as well as the interaction that leads to friendships that last a lifetime."

Board

"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

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August 2013

With the Oshkosh 2013 closing in fast, I thought I'd be at a loss for something to write about. But as I examined all of the activity within our Chapter over the last month, I find myself hard pressed to stay within the confines of this page.

The FAA has recognized local pilots for 50 years of safe flying. Tom Harvey and three others, were awarded the FAA Wright Brothers Safe Flight Award. The presentations and lunch was held in the Chapter Hangar on July 13th. Thank You to Dave Buck, Tom Smith, and Ray Vincent for setting up the tables and chairs for the event sponsored by MDOT and the local FFAST team. Congratulations Tom! Our Chapter volunteers were hard at work the following weekend landscaping the north lawn of the EAA 113 Aviation Center. Lou Lambert, Jim Morency, and Dave Buck lent a hand with the Mettetal Airport Cat as we scraped off the old grass, removed some excess soil, and graded the area with top soil. Pictures elsewhere in this newsletter show us all working the shovels and rakes doing the close work, protecting the building walls and walks. After everything was ready, the Cat returned with crushed rock that we placed along the north wall to disperse the rain coming off the roof. On the following day, Lou, Tom, and Rich laid new sod and I must say that the place looks great. Well done ladies and gentlemen. Mother Nature provided a soaking rain just a couple of days later and there wasn't any of the pooling water that had plagued that area previously.

While we were enjoying some great weather during those weekends, Patrick Mihalek, Todd Trainor, Logan Kucherak, and Jim Trick, along with 13 other volunteers were in Fairbanks, Alaska retrieving the Sandbar Mitchell, B-25. Through extensive research, planning, and some plain old luck at times, the crew was able to free the WW-II Bomber from its sandy home for the last 44 years. Construction Helicopters of Howell MI happened to be in the area doing other work and donated the heavy lift to carry the planes center section across the river to the waiting cradle for transport to its Brighton home. Patrick had great pictures and video at our June meeting and will be presenting his story at Oshkosh. You can listen in as all of the EAA Forums will be available after the convention.

Be sure to mark Saturday, Aug 24th on your calendar. That is day of the Chapter's summer picnic at Al Bosonetto's cottage on Harsen's Island. Bring a chair, your favorite beverage, and an appetizer to share. After spending the afternoon enjoying the scenic river view from Al's front yard, the party will move to the San Souci Bar where we've reserved the deck for dinner. Separate checks will be the order of the day at the San Souci.

As I said, AirVenture is only a few days away. Bring your pictures, videos, and stories to the August meeting to share with the rest of the Chapter. Stay up to date with EAA 113 at www.113.eaachapter.org

Happy Landings, John Maxfield



PAULSON AVIATION & HISTORY LIBRARY

Barb Cook (734) 277-3469

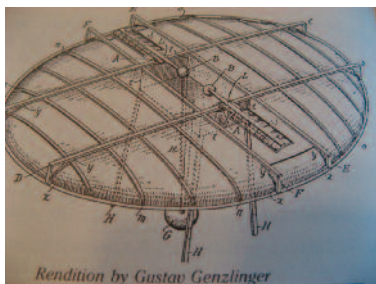
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August 2013

HOW ABOUT EARLY AIRCRAFT- REALLY EARLY?

"A model of Emanuel Swedenborg's 1714 airplane is the first sight that greets visitors to the Early Flight Room of the Smithsonian's National Air & Space Museum. Based on the gliding power of an eagle, Swedenborg's invention is acknowledged as the first rational design for heavier-than-air flight." (from the fly leaf.)

Swedenborg's 1714 Airplane; A Machine to Fly in the Air by Henry Soderberg, 1988. Shelf number 629.130 9 SOD



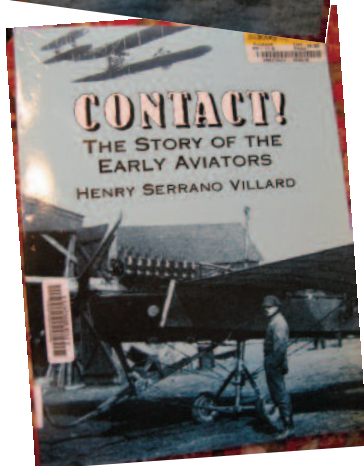
HAWK SAFARI; Search For A Rare Bird: Curtiss Hawk P6-E by Ralph Rosanik. 1993. shelf number 629.130 9 ROS

"The last of the US Army Air Corps' open cockpit fighter biplanes were built in 1931, but only 45 of them. Only 1 remains (as a static display in the Air Force Museum in Dayton.) Author Rosanik describes his achievement of building a replica. Shelf number 629.130 9 ROS



CONTACT! The Story of the Early Aviators by Henry S Villard, 1900-. Published 2002. Shelf number 629.130 9 VIL

"A lively and informative account that recaptures the thrill of flying when aviation was in its infancy, Contact! abounds with historic photographs that complement the tales of visionaries whose imagination, ingenuity, and spirit enabled man to break his ties to Earth" [from cover]



All of these early aviation titles were donated by Donald Ruff.

JOIN AL AND DOREEN BOSONETTO

AT THEIR HARSENS ISLAND COTTAGE

AUGUST 24, 2013

For a fun afternoon on the "Big Island"!



Meet at their cottage around Noon.

Bring an appetizer or snack; lawn chair and your beverage of choice.

(Bathing suits optional)

Everyone will later drive into town to the San Souci Bar and Restaurant for dinner.

(Varied Menu. Separate checks, please.)

PLEASE RSVP BY AUG. 17: ABosonetto@aol.com or call 734-261-5518

Address for GPS users: 4458 Green Drive, Harsens Island.

If flying to picnic: there are no services on airport. After landing call Al

for shuttle service: 734-306-3457 (It's too far to walk.)

Driving instructions:

I-94 East (toward Port Huron)

23 Mile Road - Exit 243 - Algonac, New Baltimore

Turn Right on M-29 and go through New Baltimore and
continue

approximately 17 miles from I-94

Traffic light - Harsens Island Ferry - \$8.00 roundtrip

Exit off ferry to Left on M-154 (main road)

Approximately 1/2 mile past the church, you will find the
Bosonetto cottage.



ASK THE DAR

By Mel Asberry (Kitplanes, September, 2013)

Question: I know a guy who is building a kit aircraft and he has run out of motivation and money. He'd like to sell his project, and I'm interested in buying it, but I don't know how it fits into the 51% rule. If I complete the kit, will I be allowed to perform maintenance and inspections on the finished aircraft?

Answer: The 51% rule only requires that the majority of the aircraft be fabricated and constructed by amateurs. It does not specifically apply to eligibility for the repairman certificate.

To qualify for the repairman certificate, you must be able to show that you are one of the primary builders, and that you have sufficient knowledge and ability to adequately perform the condition inspection. It sounds as though you should qualify for this certificate in this instance.

As far as maintenance goes, anyone may perform maintenance on an EAB aircraft. The repairman certificate only applies to performance of the condition inspection.

Question: The June "Ask the DAR" column regarding builder's logs raises another question. Am I to understand that either an individual or a group of builders of one aircraft are not required to keep a builder's log, and that all the rules strictly require is the honestly-signed statement you describe as meeting FAR part 21.191?

Answer: I think you misunderstood how the answer related to the question. The question was primarily about overhauling an engine and carb. My answer was directed to that part of the question.

A builder's log is definitely required to show proof that the aircraft is, at a minimum, 51% amateur-built. Although there is no specific requirement of how the log should be kept, it must be enough to convince the inspector of compliance with the major-portion rule.

FAA Order 8130.2G specifically states that submission of the 8130-12 (eligibility statement) is not by itself sufficient to prove the amateur-built status of the aircraft. I hope this clears things up.

Mel Asberry is an experienced Designated Airworthiness Representative specializing in Experimental/Amateur-Built aircraft. He and his wife, Ann, have built seven amateur-built airplanes including two ultralight types, a Moni Motorglider, a Dragonfly Mk2, two RV-6s and a Zenair CH 601HDS. They are currently building a scratch-built biplane.

You haven't seen a tree until you've seen its shadow from the sky.
--Amelia Earhart

A CAUTIONARY TALE ...

By Sam Staton

Safety Officer, Chap. 1379, Haller Field, FL

As a total number of GA accidents, VFR into IFR is a fairly low percentage of the total. However, the number of fatal accidents is much higher in these accidents than any other type. 'Experts' tell us that the average VFR pilot has about 30 seconds before losing control of his/her aircraft after flying into IMC. A recent article on the AirFacts on-line magazine discusses this – the title is '10 Seconds To Hell'. It is a very good read.

Now, we come to the 'cautionary tale' part – I am going to recount the one time I blundered into IMC as a VFR pilot. Obviously, I survived, and learned a significant life lesson from it. As many of these situations are, there were many more parts to it than merely launching into the gray – obviously, I didn't think I was doing that ... even though that is how it ended up. This occurred in 1975 (thankfully, a time of a truly kinder, gentler FAA), when I was a young pilot, 10' tall and bullet proof. I was stationed on my first submarine in Charleston, and in command of my first airplane – a 1952 PA-22-135 with completely non-functional gyros. That didn't bother me, as I never used them ...

To set the stage for the first error, I had the day off, but had an iron-clad commitment to be back on the ship by 7:00PM – no excuses accepted, and dire consequences to result from failure. This is the first link in the accident chain. That, alone, should have convinced me to drive instead of fly. Next link – local weather – 1600 broken, 3000 overcast. Current weather at the destination – 1500 broken, 3000 overcast (I think, anyway – that was a long time ago!). Nasty, but – hey – it was forecast to get better! And, as we all know, forecasts are always right, right?

Destination was Columbia, SC, about 150 miles north of Charleston. I had a lady friend there that I was very fond of, and planned to spend the day with her. Fly – more time with your love, drive – less time with your love. Poor decision making at its absolute best.

The flight north was relatively uneventful - low ceilings, but manageable for a PILOT. Well, that's what I thought I was ... the word fool came later. After a day with my lady friend, it was time to go back. I planned PLENTY of time. My departure time was 4:00PM. 3 whole hours! When I had finished pre-flighting the bird, I called Flight Service (this was in the days when there actually were FSS's you could walk into and speak face-to-face with real people!), and was told that the current weather was occasional 400 stratus, 1600 broken, 3000 overcast. My reasoning was – I can fly around the stratus clouds, 'cause they don't constitute a ceiling! As nearly as I could tell, in the aftermath of this, the forecast was changed to 400 overcast about 30 seconds after I hung up the phone. Of course, I didn't know that ...yet. Third link in the chain – I took off. As I broke ground, I looked away from the panel to adjust instruments, etc. When I looked up, I sawGRAY! Nothing else. This is where I did the first wise thing I had done all day – I pushed the nose down and got back under the clouds to VFR. That one decision is most likely why I am still alive to tell this tale. However, I am now flying over Columbia, SC at a max altitude of about 300'.

Now, a small digression – an explanation of sorts. Columbia, SC is in a rather unique position on the Charleston sectional - the page break bisects it. This will highlight

the next mistake I made, one that a lot of us succumb to when we are suddenly presented with what could be a life-threatening situation. First, I had to get the chart. Was it beside me? Noooo... it was in my flight case in the back seat. So, here I am, trying to stay alive at 300', while digging in a chart case for the sectional. Now, remember, I had just left an uncontrolled field – Unicom was still tuned on my radio. All I had to do was depress the push-to-talk button and ask whoever answered what the approach frequency is. My mind was fixated on the chart, and nothing else would do. I finally managed to find the chart, after blundering about for what seemed like years. Most likely, it was more like 5 minutes.

Once I got the frequency tuned in, I did the second wise thing I had done that day – I turned my transponder on. Then, I called Approach. As I remember, the conversation went something like this – 'This is N2413A, get me down!'. The response was '2413A, make an immediate right turn, expedite your approach – there is a Lear behind you on the ILS!'. There was a bit more said, I am sure, but I don't remember what it was. The one thing I do remember, however, was when they said '2413A, please come see us in the tower when you get down.' The next thing that happened is why I referred to them earlier as a truly 'kinder, gentler, FAA'. When I finally got up there, wobbly legs and all, apparently I looked so terrified (still), that they figured I had learned an important lesson. They were right. The only reason I am still alive is because there is a loving, benevolent God who looks after sailors, drunkards, and fools. You can guess which one of those categories I fit into on that day. There is more to the story, but it doesn't directly address the subject.

I have heard people say of me "I know its VFR today – Sam is flying!". That's OK with me. As Dirty Harry said, 'A man's got know his own limitations'. Even though I am IFR qualified now, the airplane I fly is not, and I am not current. When those conditions change, perhaps my flying behavior will change – but not until they do! As with everything else I say in these columns, take them for what they are worth to you. They are definitely worth what you paid for them.

FROM THE FLIGHT SURGEON

Gregory Pinnell, MD Senior AME/ Senior Flight Surgeon USAFR

One of the most common questions we get in aerospace medicine is what over the counter (or OTC) medications can I take when I am flying. This is often not a simple answer as there are a few issues to be concerned with.

First, when contemplating any OTC medication you need to consider first the underlying disorder for which you are taking the medication. For example, regardless if an OTC medication such as Claritin is allowed by the FAA if the allergy symptoms are bad enough to cause disruption in normal daily activities you might want to consider not flying until the symptoms have subsided or are at least better controlled by the medication.

Second is the medication itself. As a rule, most medications are well tolerated and are efficacious at recommended dosages. But most all OTC medications can have side effect profiles that although may occur rarely can be bad enough to ruin your flying day. Always allow a "ground trial" of a medication before trying to use it when flying. The Air Force for example has a 5 day ground trial for the common antibiotic Cipro before returning to flying status.

As is most things in life there is no "free lunch" with medications. They for the most part do a good job but need to be approached cautiously in the aviation environment.

Feel free to call or write with questions. Fly safe!

VIVE LA FRANCE

Lesson from Across the Pond

By Adam Smith (from flighttraining.aopa.org)

With an aviation infrastructure, freedoms, and low cost that are unparalleled anywhere else on the planet, the United States is rightfully regarded as the foremost flying nation in the world.

But it hasn't always been this way. A case can be made that, for the pioneering period of aviation history, the leading nation was France. There are clues in the language that pilots still use on a daily basis. Words such as aileron, fuselage, hangar, helicopter, canard, longeron, nacelle, empennage, cabane, and monocoque are all drawn from the French vernacular. Even the trusty pitot tube is named after a Frenchman, Henri Pitot.

If you still need convincing, take a trip to the French national aviation museum at Le Bourget near Paris. I went there on the first day of my honeymoon and it was the highlight of the whole vacation. Who needs the Eiffel Tower when there's a chance to view the world's finest collection of early airplanes? Seriously, it is hard to visit the Musée de l'Air and not come away deeply impressed by the passion, innovation, and influence the French people brought to the early years of flight. It's as though a whole country fell in love with aviation.

The story began with the Montgolfier brothers' hot air balloon of 1783. French people are still immensely proud of the fact that their nation was the first to fly. The story goes that King Louis XVI suggested a condemned criminal be carried on the first balloon flight, with the promise of a pardon if he survived. But two noblemen objected, saying that the honor of being the first man to fly should not be given to a criminal. And so it was that Pilatre de Rozier and the Marquis d'Arlandes talked their way into the first flying gig in history.

The French have some interesting claims relative to heavier-than-air aircraft, too, including the first glider flight that gained altitude (Jean-Marie Le Bris, 1856); first downhill hop in a powered aircraft (Felix du Temple, 1874); first uncontrolled hop of a powered aircraft (Clement Ader, 1890); and first helicopter flight (either the Breguet brothers or Paul Cornu, 1907).

But the country's most powerful influence on aviation history came in the decade prior to World War I when the "French school" was the dominate force in aviation development. Names such as Levasseur, Farman, Hanriot, Nieuport, Deperdussin, Voisin, Morane-Saulnier, Caudron, Antoinette—and, chief of them all, Blériot—shine from early history books. Especially after Wilbur Wright flew at Reims in 1908 and revealed the great secret of how to properly control an aircraft, the so-called "French school" drove airplane and engine development for a generation. They also led the world in pilot training and even built the first flight simulator.

I recently had the chance to learn about the current state of aviation in France during a fascinating meeting at AOPA headquarters with representatives from the Fédération Française Aéronautique (FFA). The FFA represents 41,000 or 45,000 private pilots in France, which they believe is the second-largest private pilot population in the world after the United States. The main work of the FFA involves overseeing a national network of 600 flying clubs, which is why it was such a great meeting for the AOPA staff. Since last fall, we have been promoting the idea that clubs are one of the more useful

cont....

ways to help grow aviation in the United States, by making flying more accessible, affordable, and social. We're just getting started, but the FFA has been doing this since the mid-1930s, which represents a huge amount of knowledge that AOPA can learn from.

Today, nobody in France lives more than 40 miles from the nearest flying club and the FFA network contains 2,416 airplanes flying just more than 600,000 flight hours per year. The most common aircraft is the cranked-wing, four-seat Robin DR400, of which there are 721. It is all very impressive and we learned a great deal about how to approach the opportunities and challenges of the future. Some of the most interesting information was about how the FFA is working with the flying clubs to bring a continuous stream of young people into aviation.

There's a plaque outside the Musée de l'Air at Le Bourget marking the spot where Charles Lindbergh touched down after his solo crossing of the Atlantic in 1927. Historians sometimes see this as the point in time when France passed the baton of world aviation leadership to the United States. But it was clear from our meeting here that there's still a lot to be learned from our fellow aviators across the pond.

Chapter 113 Landscaping Project
Photos Courtesy of Ken Mosley





TECHNICAL COUNSELOR'S NOTES

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August 2013

CUB, T-CRAFT, AND FUNK GRASSROOTS FLY-IN

July, 2013 – Barber Field, Alliance, OH

The early Saturday morning departure was blessed with excellent weather for a 160 mile flight to Barber Field for the 3 day Cub, T-craft and Funk Grassroots Fly-in.

The cooked-to-order pancake and eggs breakfast was superb. Followed by a leisurely skulk around treasure-laden old hangars that would make any antique aircraft part scrounger envious.

The prime attractions were the only flying Waco 9 in existence, and an original, unrestored 1933 Pietenpol, as well as numerous other Oshkosh-quality classics. Remarkably absent were RVs and/or fastglas aircraft.



This is the first TaylorCraft built by C.G. Taylor and licensed in June, 1936.

Powered by a 37 HP Continental A-40-A. Original price was \$1,495.

Photo Courtesy of Randy Hebron



Waco 9
Photo
Courtesy
Randy
Hebron

Pientpol built in
1933
Photo courtesy of
Randy Hebron



Hebron's 1955
Cessna 180 at the
gas pump - the
price paid for all
the flyin fun.
Photo Courtesy
of
Randy Hebron

MEYERS REUNION FLY-IN

Tecumseh, MI

by Randy Hebron

The Meyers Reunion Fly-in was well-attended by at least thirteen Meyers 200s, more than six OTWs, and a Meyers 145. At least one Meyers 200 came from California.

There was a fly-out to Put-in Bay on Wednesday; a tour of the Waco factory on Thursday; and followed by lots of flying and a barbecue on Friday.

The event was hosted by Keith and Joan Diver, and a bunch of other great hardworking people.



Meyers OTW

Photo Courtesy of Randy Hebron

Meyers 200

*Photo
Courtesy
of Randy
Hebron*





Meyers OTW Fuselage Restoration
Photo Courtesy of Randy Hebron



Current Goodyear Blimp hangar near Akron, OH.
Photo courtesy of Randy Hebron

August 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1	2	3 BREAKFAST AT CANTON CONEY ISLAND
4	5	6	7	8 EAA 113 BOARD OF DIRECTORS MEETING	9	10 BREAKFAST AT CANTON CONEY ISLAND
11	12	13	14	15 EAA 113 MEETING AT METTETAL AIRPORT	16	17 BREAKFAST AT CANTON CONEY ISLAND
18	19	20	21	22	23	24 BREAKFAST AT CANTON CONEY ISLAND <u>HARSEN'S</u> <u>ISLAND</u>
25	26	27	28	29	30	31 BREAKFAST AT CANTON CONEY ISLAND

Congratulations to Mark French on attaining his
A & P Mechanics License.

EAA Chapter 113

Mark Freeland

1480 Oakwood

Sylvan Lake, MI 48320

Next Meeting : Thursday, August 15, 2013
7:30 PM at the EAA Aviation Education Center