

EAGLE'S PROPWASH

OCTOBER 2019 ISSUE

CHAPTER 113 *"The Backyard Eagles"*



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**

Mettetal Airport (1D2)

8512 Lilley Road, Canton, MI

(734) 392-8113



Martin Filiatrault takes his RV8 for a stroll in the fresh air.

Photo Courtesy of Martin Filiatrault

Member Services

Class I Board of Directors:

President: Joe Kirik	(248) 872-3220	president@eaa113.org
Vice President: Sanjay Dhall	(734) 658-7444	vicepresident@eaa113.org
Secretary: Stefan Rairigh	(734) 383-4346	secretary@eaa113.org
Treasurer: Dave Buck	(734) 223-2675	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
Newsletter: Elizabeth Hebron	(734) 776-9294	newsletter@eaa113.org

Class III Board Member:

John Maxfield	(248) 890-6767
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Membership Committee:

Al Bosonetto, Dave Buck, John Maxfield

Dues: Dave Buck	(734) 453-5375
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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
Dave James	(734) 721-4213	

Web: John Maxfield	(248) 890-6767	webmaster@eaa113.org
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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:

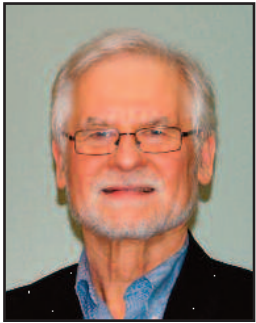
"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun.

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
October 2019

Great turnout for Young Eagles

A big thank-you to all the pilots and ground crew who turned out for our September 21 Young Eagles rally to provide safe airplane and helicopter rides to introduce youngsters to general aviation. We'll do it once again on October 19th to wrap up our 2019 young Eagles season. The web address for parents or guardians to register kids age 8 to 17 is www.youngeaglesday.com.

Chapter Elections

It's a Chapter election year. Current terms for officers and board members expire in December. Nominations are open for all positions and are due no later than the October Chapter Meeting for all positions. The Nominating Committee headed by Al Bosonetto has canvassed current Chapter officers and Board members. All Board members and Treasurer Dave Buck have agreed to run for another term. We'll need nominations for a new President, Vice President and Secretary. If you're interested in a leadership position with the Chapter, contact Al at 734-306-3457, or just show up at the October meeting. You can nominate yourself or someone else. Elections will take place at the November meeting, and the newly elected officers and board members will assume their positions at the Holiday Dinner in December. If you have not yet served the Chapter in a leadership position, consider stepping up and doing your part.

Aviation Center Expansion

We're in the home stretch on the Don Zimmermann Aviation Education Center. Electrical is complete, and the heating unit is installed and ready to go. All that remains is painting of the ceiling and walls, installing the lighting and grinding and epoxy coating the concrete floor. Look later in this newsletter for photos.

Fall Flying

Fall colors haven't quite arrived yet in southern Michigan, but we've heard reports of great colors a little farther north. That's as good an excuse as any for some fun flying. Later this month is the annual Chili & Franks Fly-in at HAAR airport (9OH1) in Ohio where they cook chili in a big iron kettle over an open fire. It's put on by Toledo Chapter 582 and hosted by the Portage Flying club. Haar is grass strip in Elmore, OH, just east of Toledo on the north side of the Ohio Turnpike. The date is Sunday, October 20, from 11 a.m. to 5 p.m.

October Chapter Meeting

In addition to taking nominations for Chapter board and officer positions, we'll have presentation on the latest updates to the SolidWorks design program by Anthony Liberatore. In this month's EAA Chapter video, Charlie Becker discusses the One Week Wonder EAA Chapter Tour, EAA Tool Crib Program, EAA Builders Log, EAA Chapter Leadership Training and the EAA Ray Aviation Scholarship. The feature video chronicles a trip to the Antique Aircraft Association's Blakesburg Fly-In. See you on October 17th.

Happy fall flying!

Joe Kirik

YOUNG EAGLES SEPTEMBER 21, 2019

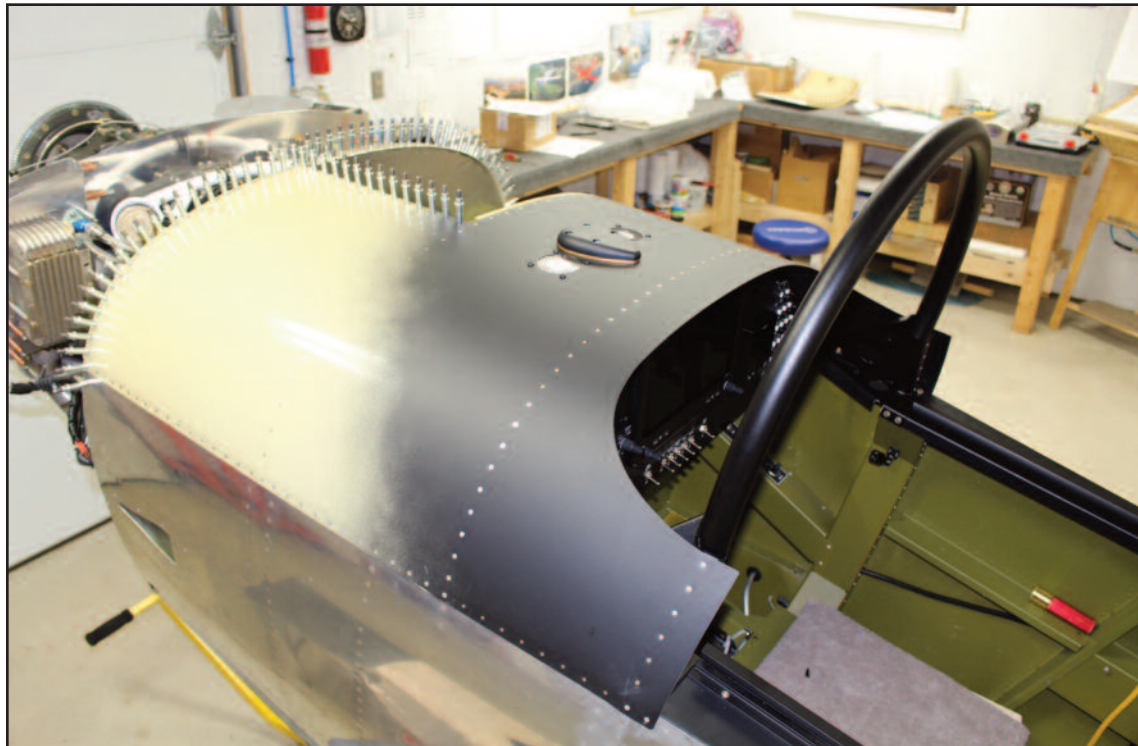


Photos Courtesy of Martin Filiatrault





MARTIN FILIATRAULT'S RV8 PROJECT UPDATE



*Photos Courtesy
of
Martin Filiatrault*

NIAGARA AEROSPACE MUSEUM, NIAGARA FALLS, NY

By Joe Kirik

The Niagara Aerospace Museum in Niagara Falls, New York, recognizes the singular role played by Western New York entrepreneurs and businesses throughout the history of aviation. Much of the content involves the Bell Aircraft company, famous for the Bell 47 helicopter and various Bell warbirds including the P-39 Airacobra which was built in Buffalo and Niagara Falls. Nearly half of the 9,500 P-39s produced were sent to Russia under the Lend-Lease program to aid in Russia's battle with Germany.

This P-39 was recovered from a lake in northern Russia. The museum chose to display it as found instead of attempting a restoration.





The Bell 47 helicopter was developed in Buffalo. This Model 47 is the fifth of 11 from the first production run in 1946. It is the only surviving example of those 11.



In 1947 Bell built 13 helicopters equipped with insecticide dispensing equipment. They were sent to Argentina to help control a severe locust infestation. It was believed that the unique rotor downwash characteristics swirled the dusting material over and under the plant leaves in a very precise and efficient manner.



Photos Courtesy of Joe Kirik

Bell Aircraft President Larry Bell ordered design and production of the model 47H-1 because he disliked the open center frame and tail boom of the standard Model 47. It incorporated a deluxe upholstered cabin with seating for three, a semi-monocoque tail boom, contoured 35-gallon fuel tanks and an enclosed baggage compartment. Bell built 33 of these in 1955-56. This example was Larry Bell's personal helicopter which our own Dave James restored.

INTERESTING EARLY AMERICAN AVIATION HISTORY

By Denham S. Scott, from the *North American Aviation Retirees' Bulletin*

How many of you know that in 1910, mighty Martin Marietta got its start in an abandoned California church? That's where Glenn L. Martin with his amazing mother Minta Martin and their mechanic Roy Beal constructed a fragile biplane that Glenn taught himself to fly.

It has often been told how Douglas Aircraft started operations in 1920 in a barbershop's backroom on L.A.'s Pico Boulevard. Interestingly, the barber-shop is still operating.

The Lockheed Company built the first of their famous Vegas' in 1927 inside a building currently used by Victory Cleaners at 1040 Sycamore in Hollywood.

In 1922, Claude Ryan, a 24 year old military reserve pilot, was getting his hair cut in San Diego, when the barber mentioned that the 'town's aviator' was in jail for smuggling Chinese illegal's up from Mexico. Claude found out that if he replaced the pilot 'sitting in the pokey,' that he would be able to lease the town's airfield for \$50 a month - BUT he also needed to agree to fly North and East - BUT not South!

Northrop's original location was an obscure So California hotel. It was available because the police had raided the hotel and found that its steady residents were money-minded gals entertaining transitory male hotelguests.

Glenn Martin built his first airplane in a vacant church, before he moved to a vacant apricot cannery in Santa Ana. He was a showman and he traveled he county fair and air meet circuit as an exhibitionist aviator. From his exhibition proceeds, Glenn was able to pay his factory workers and purchase the necessary wood, linen and wire.

His mother, Minta and two men ran the factory while Glenn risked his neck and gadded about the country. One of his workers was 22-year old Donald Douglas [who WAS the entire engineering department]. A Santa Monica youngster named Larry Bell [later founded Bell Aircraft which today is Bell Helicopter Textron] ran the shop.

Another part of Glenn Martin's business was a flying school with several planes based at Griffith Park, and a seaplane operation on the edge of Watts where his instructors taught a rich young man named Bill Boeing to fly.

Later, Boeing bought one of Glenn Martin's seaplanes and had it shipped back to his home in Seattle. At this same time, Bill Boeing hired away Glenn's personal mechanic. Later, after Boeing's seaplane crashed in Puget Sound, he placed an order to Martin for replacement parts.

Still chafing from having his best mechanic 'swiped,' [a trick he later often used himself] Martin decided to take his sweet time and allowed Bill Boeing to 'stew' for a while. Bill Boeing wasn't known to be a patient man, so he began fabricating his own aircraft parts, an activity that morphed into constructing entire airplanes and eventually the Boeing Company we know today.

A former small shipyard nicknamed 'Red Barn' became Boeing Aircraft's first home. Soon, a couple of airplanes were being built inside, each of them having a remarkable resemblance to Glenn Martin's airplanes .. that, interestingly, had its own remarkable resemblance to Glenn Curtiss' airplanes.



A few years later, when the Great depression intervened and Boeing couldn't sell enough airplanes to pay his bills, he diversified into custom built speed boats and furniture for his wealthy friends.

After WWI, a bunch of sharpies from Wall Street gained control of the Wright Brothers Co in Dayton and the Martin Company in L.A. and 'stuck them' together as the Wright-Martin Company.

Wright-Martin began building an obsolete biplane design with a foreign Hispano-Suiza engine. Angered because he had been out maneuvered with a bad idea, Martin walked out .. taking Larry Bell and other key employees with him.

From the deep wallet of a wealthy baseball mogul, Martin was able to establish a new factory. Then his good luck continued, when the future aviation legend Donald Douglas, was persuaded by Glenn to join his team. The Martin MB-1 quickly emerged from the team's efforts and became the Martin Bomber.

Although too late to enter WWI, the Martin Bomber showed its superiority when Billy Mitchell used it to sink several captured German battleships and cruisers to prove it's worth. He was later court martialed for his effort.

In Cleveland, a young fellow called 'Dutch' Kindelberger joined Martin as an engineer. Later, as the leader of North American Aviation, Dutch became justifiably well-known.

Flashing back to 1920, Donald Douglas had saved \$60,000, returned to L.A. and rented a barbershop's rear room and loft space in a carpenter's shop nearby. There he constructed a classic passenger airplane called the Douglas Cloudster.


A couple of years later, Claude Ryan bought the Cloudster and used it to make daily flights between San Diego and Los Angeles. This gave Ryan the distinction of being the first owner/operator of Douglas transports. Claude Ryan later custom built Charles Lindbergh's 'ride' to fame in the flying fuel tank christened: The Spirit of St. Louis.

In 1922, Donald Douglas won a contract from the Navy to build several torpedo carrying aircraft. While driving through Santa Monica's wilderness, Douglas noticed an abandoned, barn-like movie studio. He stopped his roadster and prowled around. That abandoned studio became Douglas Aircraft's first real factory.

With the \$120,000 contract in his hand, Donald Douglas could afford to hire one or two more engineers. My brother, Gordon Scott, had been schooled in the little known science of aviation at England's Fairey Aviation, so he hired Gordon.

My first association with the early aviation pioneers occurred when I paid my brother a visit at his new work place. Gordon was outside on a ladder washing windows. He was the youngest engineer. Windows were dirty. And Douglas Aircraft Company had no money to pay janitors.

While working in his home after work and on weekends, Jack designed a wonderfully advanced streamlined airplane. When Allan Loughead [Lockheed] found a wealthy investor willing to finance Northrop's new airplane, he linked up with Allan and together, they leased a Hollywood workshop where they constructed the Lockheed Vega. It turned out to be sensational with its clean lines and high performance. Soon Amelia Earhart and others flew the Vega and broke many of aviation's world records.



I had the distinct pleasure of spending time with Ed Heinemann who later designed the AD, A3D and A4D. He told me how my Dad would fly out to Palmdale with an experimental aircraft they were both working on. They would take it for a few hops and come up with some fixes. After having airframe changes fabricated in a nearby machine shop, they would hop it again to see if they had gotten the desired results. If it worked out, Mr. Heinemann would incorporate the changes on the aircraft's assembly line. No money swapped hands!

In May 1927, Lindbergh flew to Paris and triggered a bedlam where everyone was trying to fly everywhere. Before the first Lockheed Vega was built, William Randolph Hearst had already paid for it and had it entered in an air race from the California Coast to Honolulu.

In June 1927, my brother, Gordon, left Douglas Aircraft to become Jack Northrop's assistant at Lockheed. While there, he managed to get himself hired as the navigator on Hearst's Vega.

The race was a disaster and ten lives were lost. The Vega and my brother vanished. A black cloud hung heavily over the little shop. However, Hubert Wilkins, later to become Sir Hubert Wilkins, took Vega #2 and made a successful polar flight from Alaska to Norway. A string of successful flights after that placed Lockheed in aviation's forefront.

I went to work for Lockheed as its 26th employee, shortly after the disaster, and I worked on the Vega. It was made almost entirely of wood and I quickly became a half-assed carpenter.

At this time, General Motors had acquired North American consisting of Fokker Aircraft, Pitcairn Aviation [later Eastern Airlines] and Sperry Gyroscope and hired Dutch Kindelberger away from Douglas to run it. Dutch moved the entire operation to L.A. where Dutch and his engineers came up with the P-51 Mustang.

Interestingly, just a handful of young men played roles affecting the lives of all Americans as it initiated the So California metamorphosis, from a semi-desert with orange groves and celluloid, into a dynamic complex, supporting millions.


Although this technological explosion had startling humble beginnings, taking root as acorns in - a barber shop's back room - a vacant church - and an abandoned cannery - but came to fruit on as mighty oaks. Donald Douglas was in Santa Monica Rotary when I joined in 1966.

Submitted by Pete Waters



October 2019



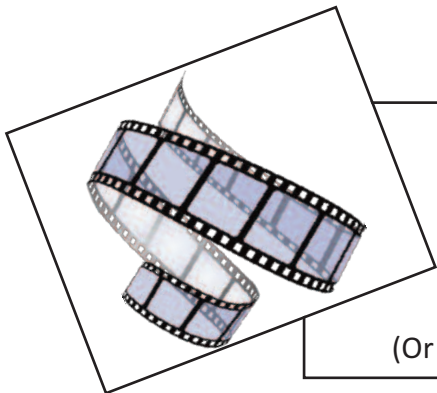
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2 	3 EAA 113 Home-builder's Meeting 7:30 p.m	4	5 <i>Breakfast @ 3 Brothers 8:15am</i>
6	7	8 	9	10 EAA 113 Board Meeting 7:30 pm	11 	12 <i>Breakfast @ 3 Brothers 8:15am</i>
13	14 	15	16	17 EAA 113 General Meeting 7:30 p.m	18	19 <i>Breakfast @ 3 Brothers 8:15am</i> Young Ea 1D2 8-11 a.m 
20 Chili & Franks Fly-In Haar, OH 11-6 	21	22 	23	24  EAA 113 IMC Club Meeting 7:30 p.m	25	26 <i>Breakfast @ 3 Brothers 8:15am</i>
27	28	29	30 	31 		



November 2019



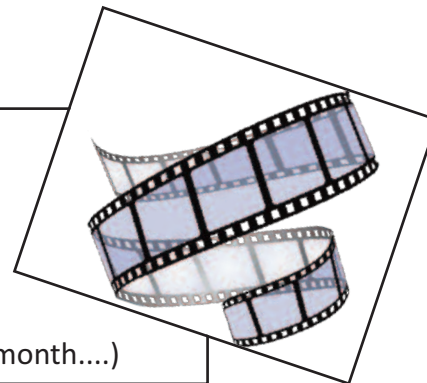
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24	25	26	27	28 	29	30 <i>Breakfast @ 3 Brothers</i> 8:15am



Calling all video enthusiasts!

*Submit your video of the month to Sanjay Dhall
at vicepresident@eaa113.org*

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



The pipes hanging from the ceiling are compressed air lines.



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 Meeting:

Thursday, October 17, 2019
7:30 PM at the
EAA Aviation Education Center

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

