

EAGLE'S PROPWASH

APRIL 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



It was so good to see our own Sanjay Dhall back with his "EAA family". The banquet attire reminded your editor of a recent Red Green one-man show Randy and I attended in Dearborn!

Photo Courtesy of Shunsuke Shibata.

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:

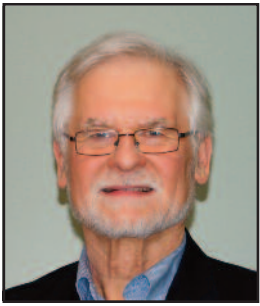
"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun."

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
April 2019

Great Virtual Trip to Alaska!

Our 2019 Awards Banquet was a great adventure! Floatplane pilot Randy Mills regaled us with tales of backcountry flying in his 180 hp Super Cub in the Nenana area southwest of Fairbanks. Who knew you could haul bulky building materials and moose antlers on a floatplane! The extensive Alaska-themed decorations and a menagerie of north country creatures created a very authentic environment. And many of the guests went along with the theme by breaking out their best flannel shirts. Special thanks to Debbie Redding, John Maxfield, Doug Sytsma, Jack McClellan and everyone else whose creativity and hard work made for a fun and memorable event.

EAA 113 is a Top-Rated EAA Chapter

Based on 10 criteria EAA has established to recognize successful chapters, EAA 113 has earned a “Gold” chapter rating, putting us in the top two percent of chapters worldwide. See the article later in this newsletter for details.

Aviation Center Expansion

On March 14 the EAA 113 Board approved the plan to add an expanded workshop/education center off the west side of the EAA 113 Aviation Center. In addition to builder space, the Center will be home to youth projects. It will be named the “Don Zimmermann Aviation Education Center” in Don’s honor. A generous donation from Don’s estate is financing the project, so no fundraising will be needed. You can see a few of the drawings inside this newsletter. Construction should begin in the next month or so, as soon as the required permits are secured from the State. If all goes well, the addition should be completed by late spring or early summer.

Young Eagles Season Set to Go

The Young Eagles program continues to evolve and improve here at Chapter 113. The online registration system should be up and running full force by our 2019 kickoff event on April 13. Our Young Eagles events are now open to the entire community, so spread the word to friends and family that any young person age eight to 17 is welcome to come to Mettetal Airport to experience general aviation. Go to www.yeday.org for registration and schedule information.

Volunteer pilots and ground crew are critical to YE success, and EAA 113 members always come through. Pilots must comply with EAA’s Youth Protection Policy, and ground crew are urged to do so as well. The program includes brief online training and a simple background check which takes about 20-25 minutes to complete. Those who first signed up three years ago should have received an email saying that you need to renew your training and background check. If you haven’t yet registered, or re-registered if necessary, go to your account at eaa.org and click on Training in time to complete it before April 13.

Don’t Let This Newsletter be your Last!

Chapter 113 dues for 2019 are now seriously past due! If you haven’t renewed yet, please submit your payment of \$35 ASAP to stay on the membership roster and newsletter distribution list. Contact Dave Buck at treasurer@eaa113.org or (734) 223-2675, or make it easy and pay online at www.eaa113.org.

April Membership Meeting

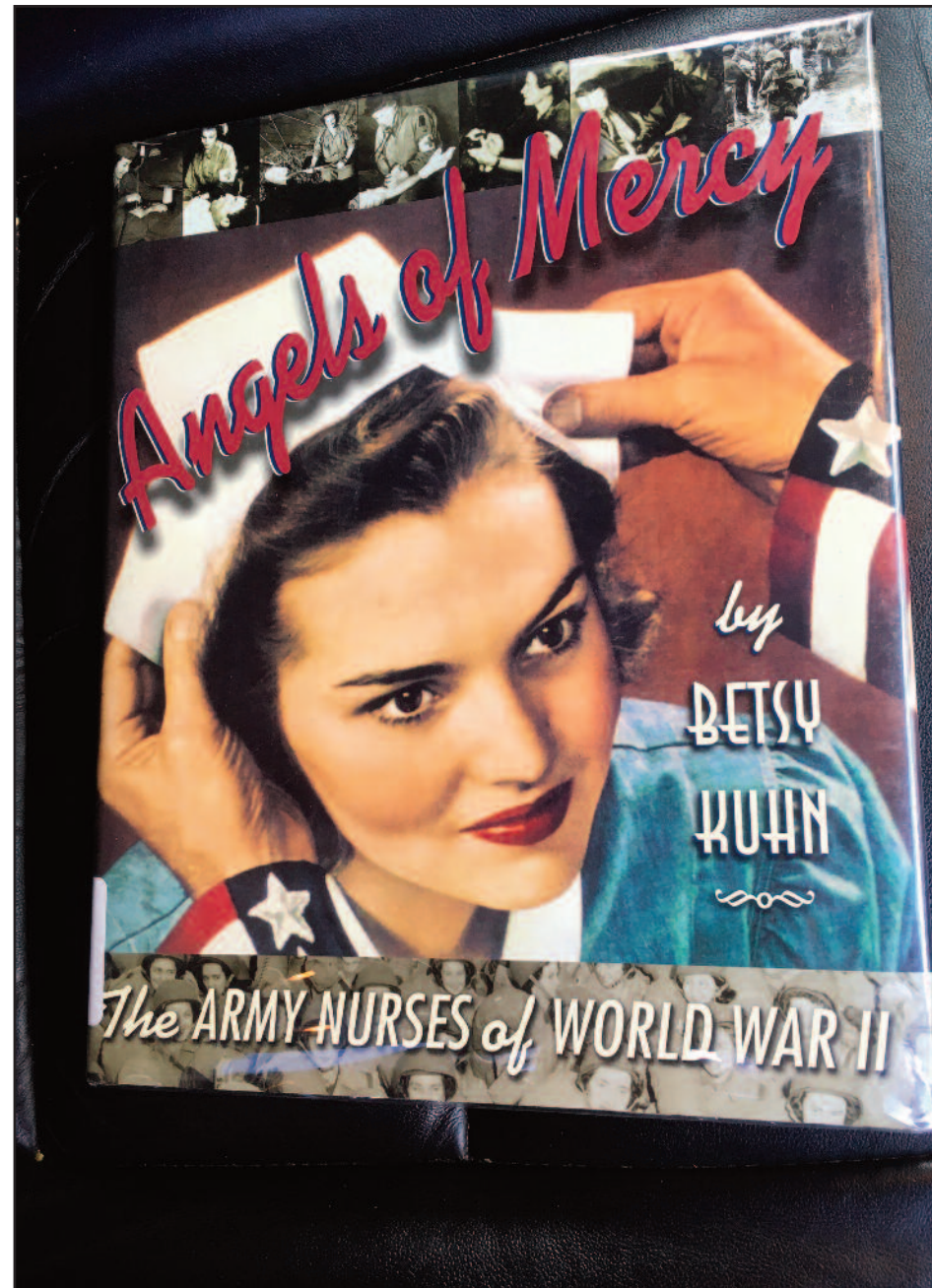
The program for this month’s Membership meeting is still being finalized. The EAA monthly Chapter Video will feature Charlie Becker discussing EAA Young Eagles registration software, SUN 'n FUN, EAA AirVenture Oshkosh 2019 and a feature video on EAA's visit to the Lakeland Aero Club.

Enjoy spring flying, and be safe! Joe Kirik



PAULSON LIBRARY

Barb Cook (734) 277-3469
library@eaa113.org
April 2019



YOUNG EAGLES.....Our Next Generation of Enthusiasts

Launched in 1992, the Young Eagles program has dedicated more than 25 years to giving youth ages 8–17 their first free ride in an airplane. It's the only program of its kind, with the sole mission to introduce and inspire kids in the world of aviation. Today, more than 2 million young people have enjoyed a free introductory flight through the Young Eagles program. These flights are made possible through the generosity of EAA member volunteers. Join us in offering each child, tween and teen the opportunity to experience the Spirit of Aviation by becoming a Young Eagles volunteer today! The spring dates at EAA 113 will be **April 13th** and **May 11th** from **8-11 a.m.** These events are open to the public and we already have nearly 50 children registered!! To make these events successful and safe, we need many volunteers! There are positions available for everyone to volunteer. **WE NEED YOUR HELP!!** Duties include:

1.) Pilots

To fly passengers in the EAA Young Eagles® program, you must:

- a) Be an EAA member.
- b) Complete the [EAA Youth Protection Policy](#), which includes a short training session and background check.
- c) Have a valid airman's certificate (sport pilot or greater).
- d) Possess a current medical certificate or BasicMed (if applicable).
- e) Be current to carry passengers in the aircraft you plan to use.
- f) Have a current biennial flight review.
- g) Conduct flights in an aircraft that is in airworthy condition.
- h) Have Aircraft Passenger Liability Insurance for the aircraft used (owned, rented, or borrowed).
- i) Adhere to all applicable Federal Aviation Regulations.

If you have not previously flown with our Chapter, please contact Dave James, our Young Eagle Pilot Coordinator for details.

2). Ground Support

- a). Pilot Assistants- to help the Young Eagle walk safely out to the airplane, assist with getting them buckled in properly and doors secured, and then walk them back to the hangar upon their return. We need ONE volunteer for every pilot!!
- b). Public Relations Specialists-to simply talk to the parents and answer questions and promote aviation and EAA 113.
- c). Registration-to assist with the processing of each registration form to ensure the child is of the correct age and answer questions.
- d). Security-to ensure the young people are behaving in a safe manner and that the parents have not wandered off in areas they should not be. Crowd Control, if you will.

Arrival.....

Number two in the flight of Forsman girls arrived healthy and happy on Sunday, March 17th. At 9 pounds 4 ounces, Lucy (Lucia Kate) is sure to be a fine wingman . . . Er . . . flight mate to her sister, Maggie. Proud parents Nick and Kim were excited to take them on Lucy's first visit to the airport to meet Maggie's friend Pilot Dale and his helicopter. They promise a trip to 1D2 soon!

The aviatrixes are best of friends . . . Well, until they start fighting over airplane rides!!

**Nana Debbie is on cloud nine!!



2019 EAA AWARDS BANQUET



*All photos courtesy of
Shunsuke Shibata*



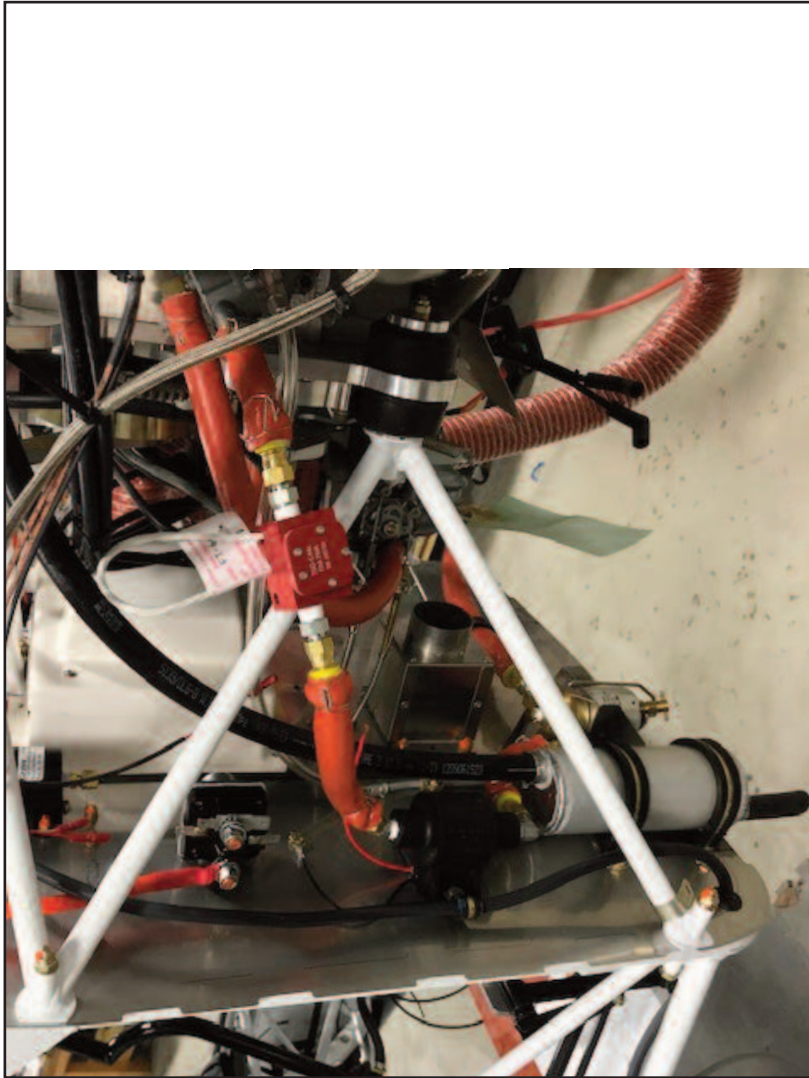


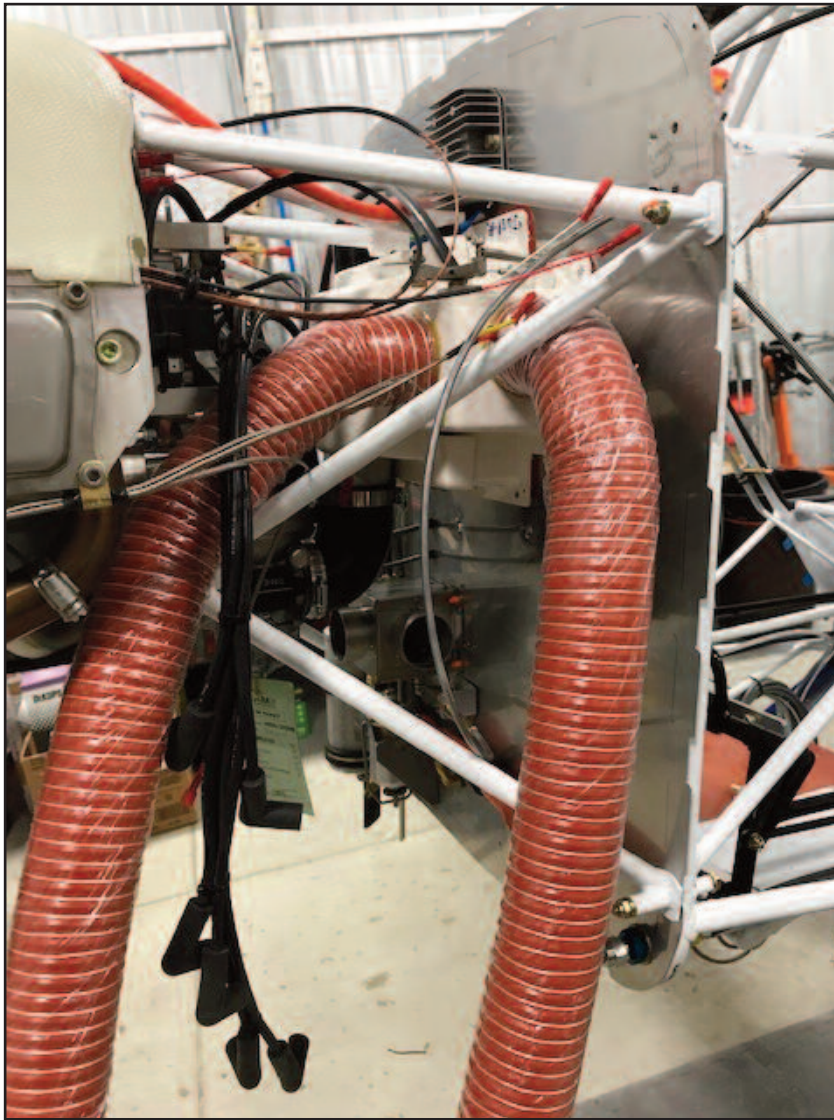
RICK KARASCHIN'S PROJECT UPDATE

Here are some progress shots from Sunday. Work continues on the firewall forward. The cooling ducts are nearly done fitting. The CHT & EGT sensors and leads are installed. Need to finish ignition and charging system wiring.

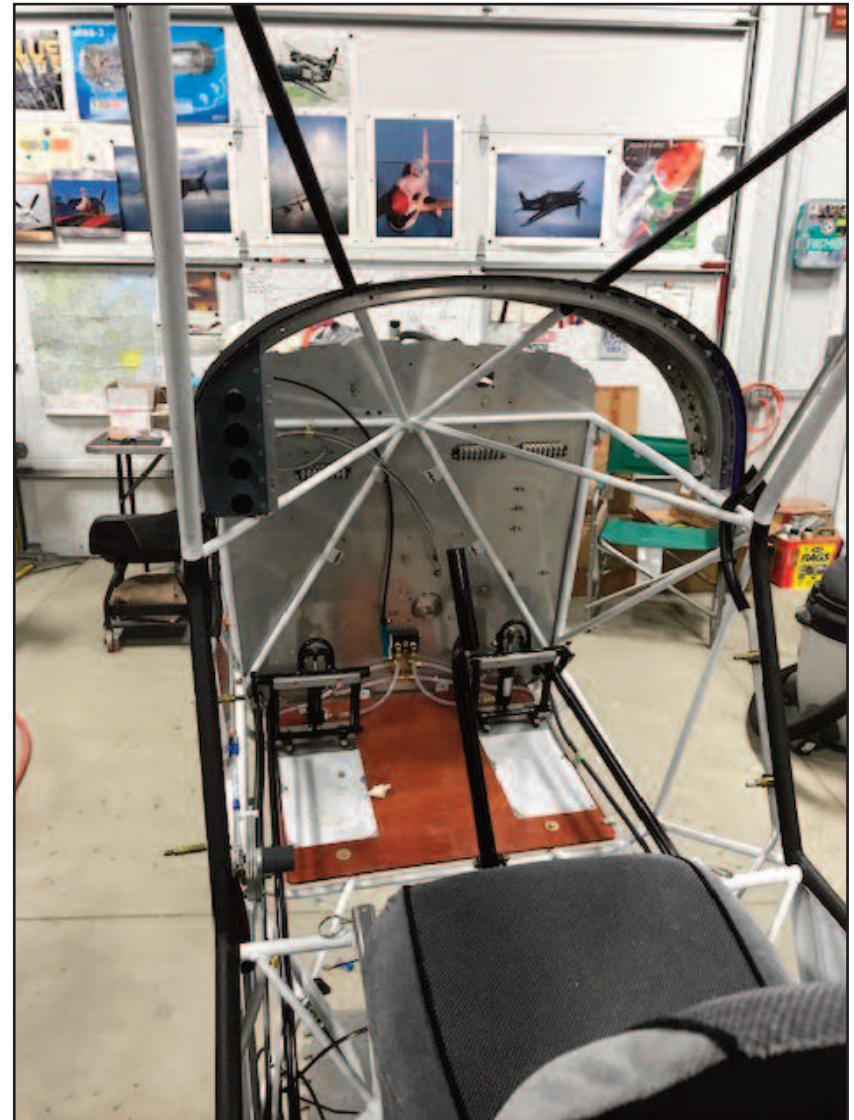
Avionics are purchased & received, just need to install them now. Need to do all the panel electrical and install it in the plane.

Overall view with a few RC planes in the background.

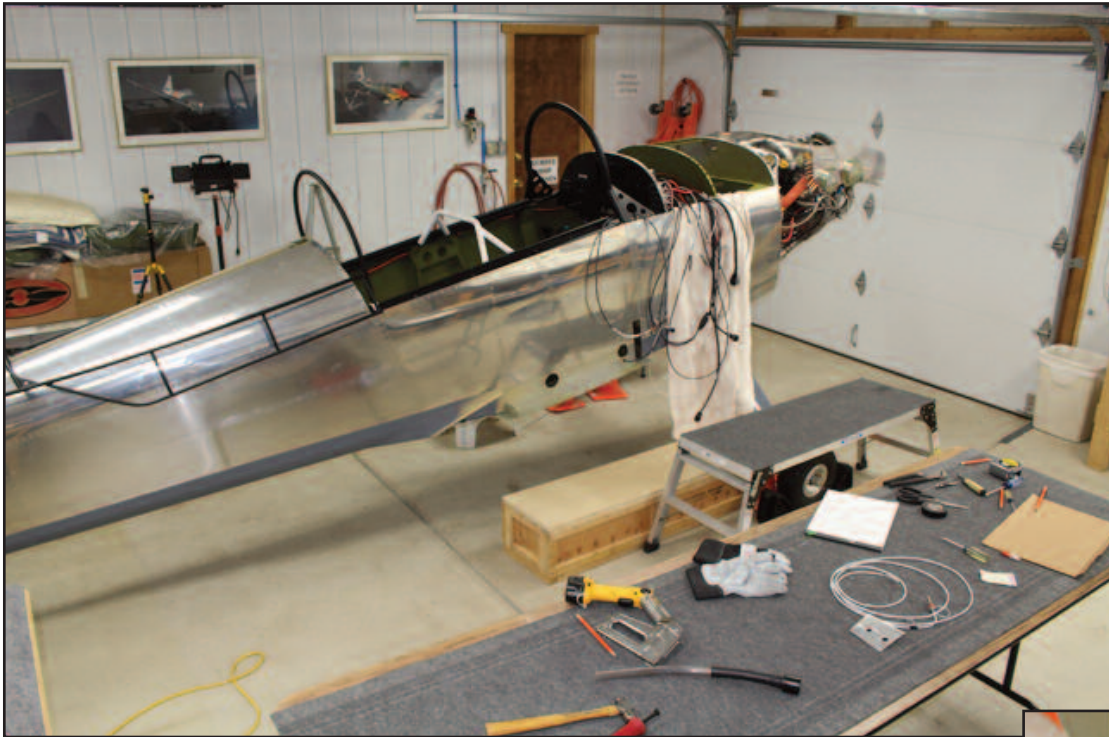




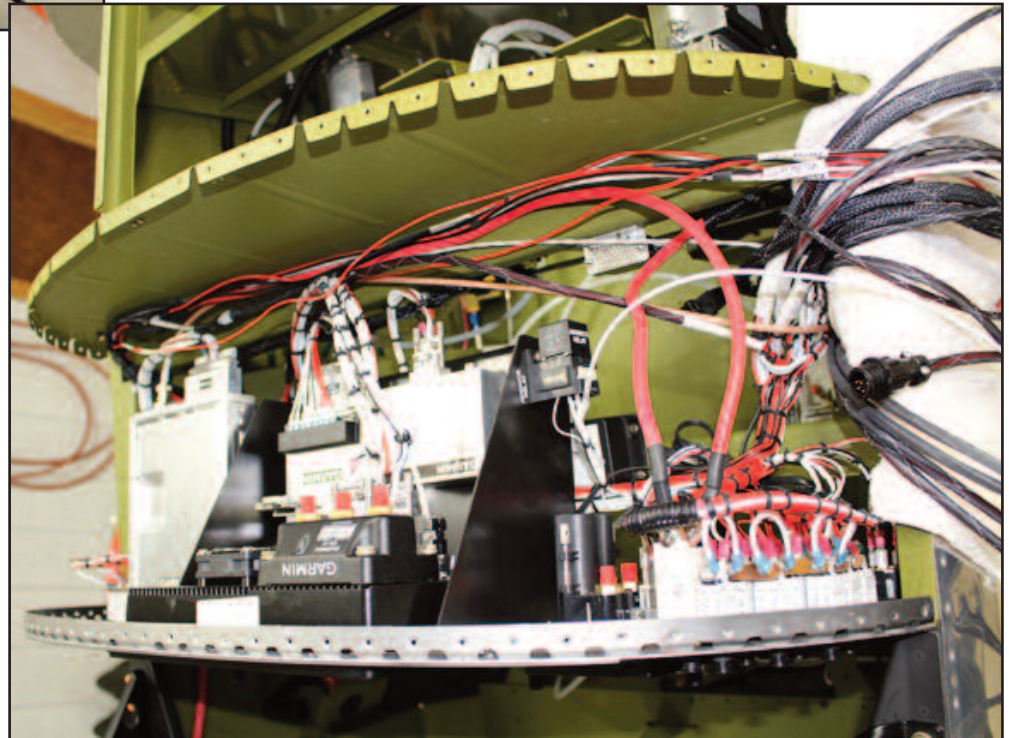
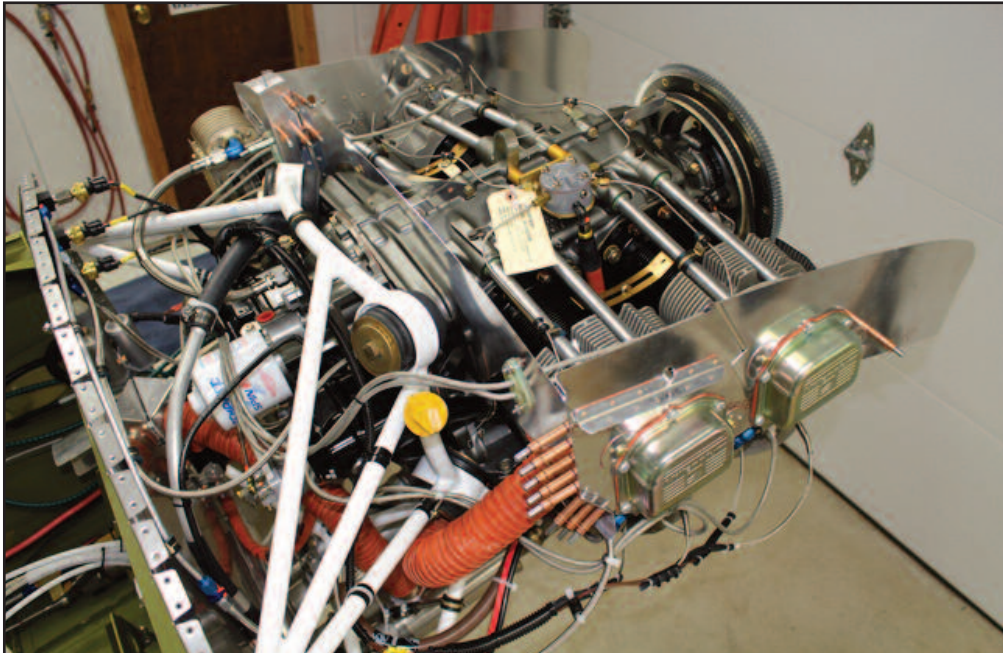
*All Photos Courtesy
of
Rick Karaschin*

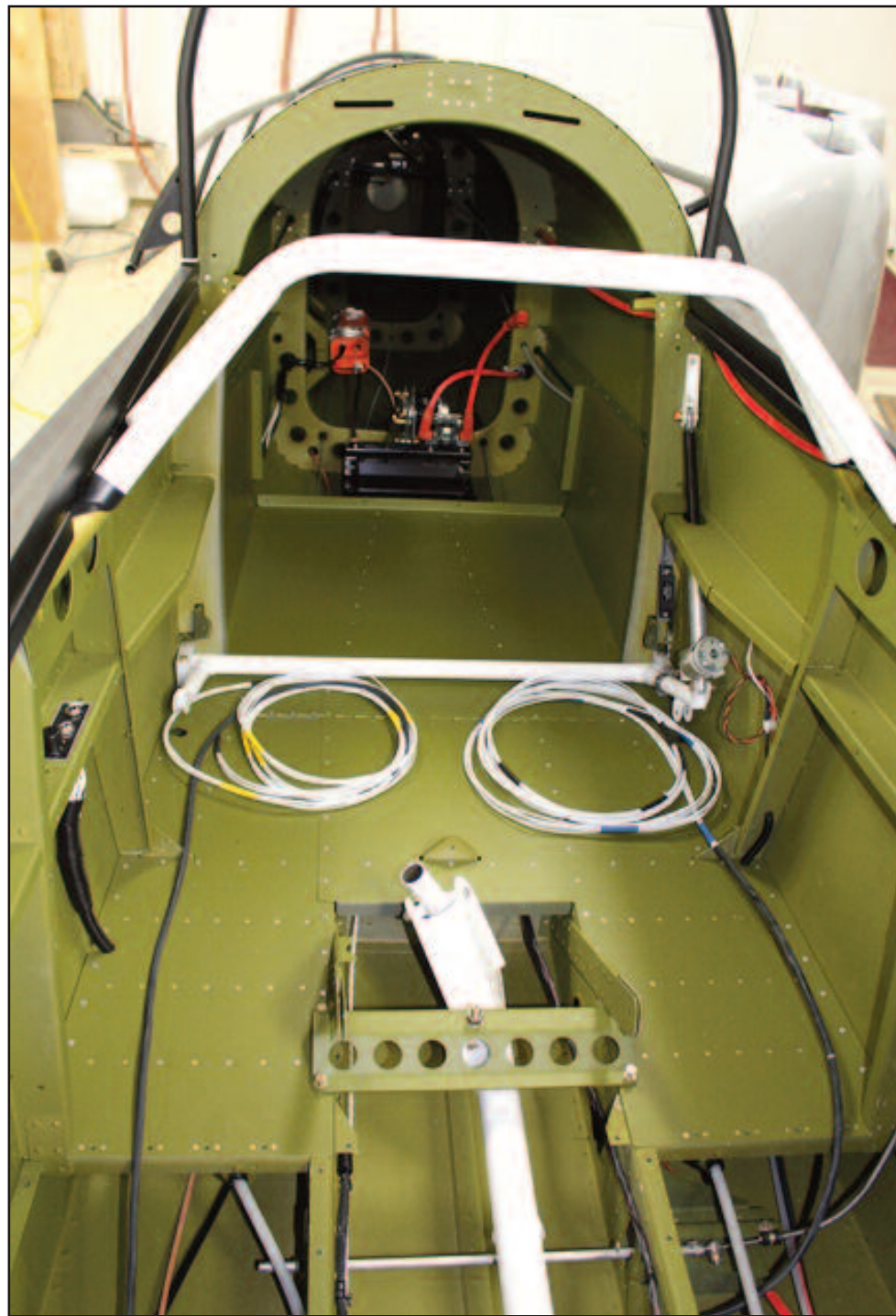
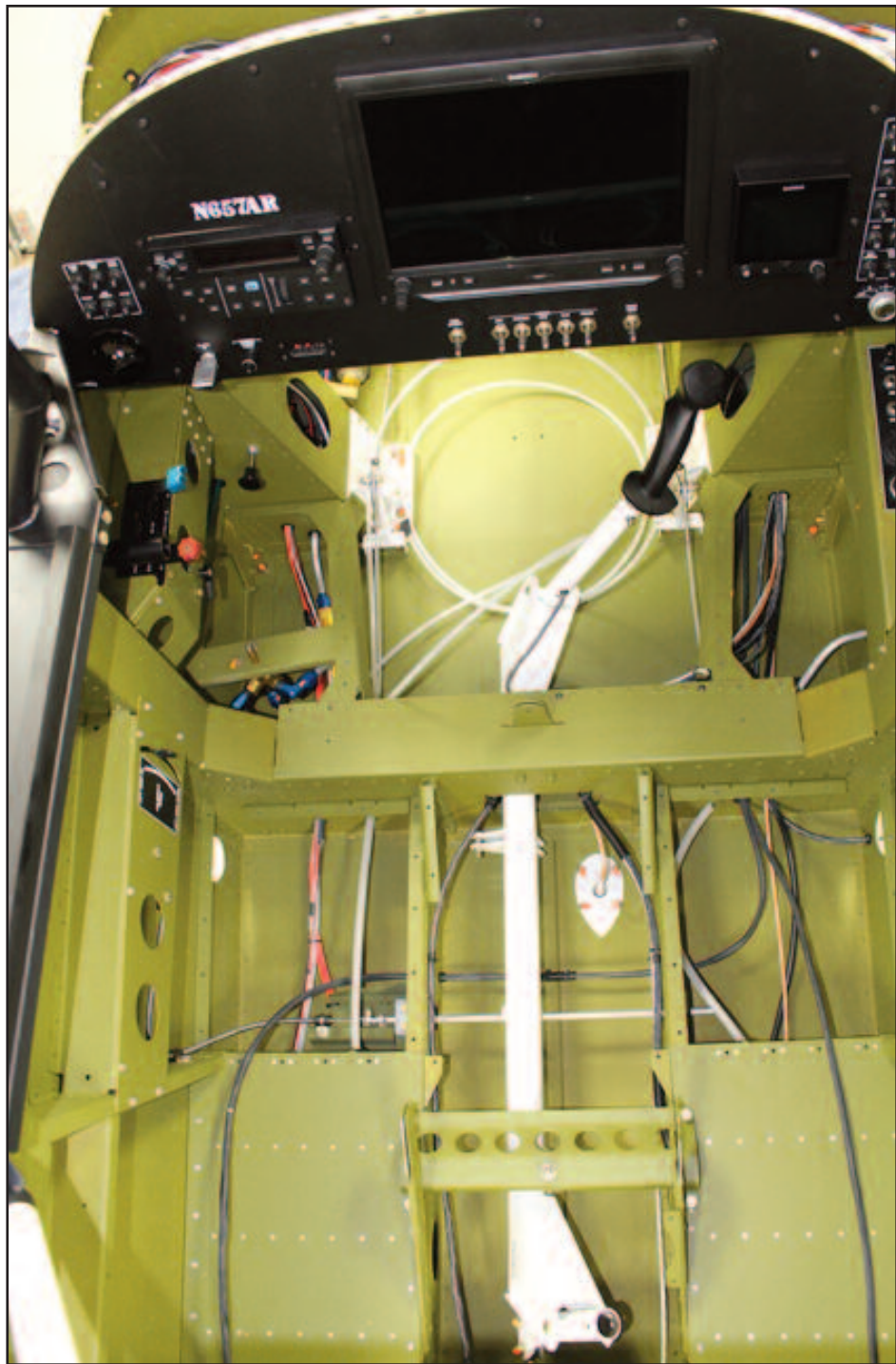


MARTIN FILIATRAULT'S RV-8 PROJECT UPDATE



*All Photos Courtesy of
Martin Filiatrault*





JOE KIRIK'S WAIEX PROJECT UPDATE



Waix fuselage on the gear, March 27. In the background is my 1946 Taylorcraft with its three-cylinder C90 engine. It has since been restored to four-cylinder configuration with a reworked #1 cylinder.

All Photos Courtesy of Joe Kirik.

Now working on wings.



EAA 113 Places in Top 2% of Chapters, Earns Gold Rating in EAA Chapter Recognition Program

By Joe Kirik

EAA Chapters have always been one of the most vital components in making general aviation fun, affordable and accessible at the local level. To recognize chapters that have demonstrated outstanding commitment to general aviation, EAA is rolling out a Chapter Recognition Program in 2019. This recognition, developed in partnership with EAA's Chapter Advisory Council (thank you John Maxfield!), is based off ten criteria that have shown to correlate with active and engaged chapters.

Chapters receive one point when meeting each of the following criteria:

1. Attended a chapter leadership training session
2. Growing or steady membership
3. Offers IMC or VMC Club programs
4. Participates in Young Eagle or Flying Start programs
5. Has EAA approved Flight Advisor or Technical Counselor
6. Participates in EAA's Annual Chapter Member survey
7. Reads EAA ChapterGram regularly
8. Requested EAA promotional materials or ChapterBlast email
9. Hosts at least two public events each year
10. Owns/leases a facility

Each of these criteria that a chapter meets is worth one point, and every chapter has the ability to earn up to 10 points.

EAA 113's Rating

If you go through that list, you'll see that our Chapter hits every one of those criteria. Of 869 chapters rated, we are one of only 16 chapters that hit all 10. According to my fuzzy English-major math, that puts us in the top two percent of EAA chapters!

To me, this is a great testament to the dynamic membership of EAA 113. We work together to pull off an amazing list of meetings and events every year, from the Father's Day Pancake Breakfast and Young Eagles rallies to Flying Start, Frostbite Chili Fly-Ins, IMC/VMC meetings and Homebuilders Corner. This is another opportunity for us to thank each other for working hard to make EAA 113 a fun and rewarding Chapter.

What does it mean for us?

In December of 2019, chapters scoring at least seven out of ten will be publicly recognized by EAA. There will be three levels of recognition: Bronze (7 out of 10), Silver (8 out of 10), and Gold (at least 9 out of 10). EAA 113 is rated Gold with a score of 10, so we will be recognized as such via the EAA Find a Chapter webpage, news stories, a personalized icon for our chapter's webpage and newsletter, and a banner and plaque for us to proudly display in our meeting room.

It's nice to receive this distinction from the EAA, but frankly, it only confirms what we already know. We're one of the best EAA chapters around; you can feel it, because we consistently demonstrate the best of what EAA is all about – enjoying recreational aviation and sharing it with others. The rest is just gravy.

Again, thank you all for making us the great chapter we are!

DAVE JAMES' VISIT TO THE U.S. ARMY AVIATION MUSEUM IN FORT RUCKER, AL

All photos courtesy of Dave James







Lockheed XH-51 Compound Helicopter, Similar to the XH-51A but with a thrusting engine for greater speeds. This aircraft would hold the speed record for a helicopter for decades and paved the way for the AH-56 Cheyenne program.



MD XV-1 Designed to land and take-off like a helicopter but would have the speed and aerodynamics of an airplane achieving a speed of 200 knots in 1956.



MCAS CERTIFICATION FLAWED: REPORT

By Russ Niles (Submitted by Pete Waters)

The Maneuvering Characteristics Augmentation (MCAS) system at the center of investigations into two fatal crashes of the Boeing 737 MAX 8 was misunderstood and mischaracterized in a flawed certification process as Boeing and the FAA rushed to bring the new jet to market, a Seattle Times investigation published Sunday alleges.

Citing named and unnamed sources, the Times' Dominic Gates says the final certification of the system, which was intended to give pilots a control feel on the aerodynamically different MAX similar to that of previous iterations of the 737, not only gave "unlimited authority" to the stabilizer for nose-down trim, it literally fought the pilots' attempts to correct the condition possibly to the point where they were physically unable to fight the stabilizer down force any longer.

"It had full authority to move the stabilizer the full amount," Peter Lemme, former Boeing flight controls engineer, told the Times. "There was no need for that. Nobody should have agreed to giving it unlimited authority."

The Times story said the profound ability of the system to take over a key flight control action should have resulted in close scrutiny in the certification process.

But the original specifications of the system called for MCAS to limit its ability to move the horizontal stabilizer .6 degrees at a time. By the time deliveries began, it could pitch the stabilizer 2.5 degrees, about half its total travel, in one movement, the result of flight testing tweaks aimed at finessing the flight control feel.

The system would also pivot the stabilizer that much repeatedly as long as data inputs indicated the aircraft was about to stall, regardless of the pilots' strenuous efforts to overpower the system. In the October Lion Air crash, which killed 189 people, the flight data recorder counted the captain countering the system 21 times with the first officer taking over for few tries before the captain's final futile efforts to arrest a 500-MPH dive. The data indicated the nose-down yoke forces peaked at a little more than 100 pounds.

The newspaper's investigation said that engineers involved in the safety assessment of MCAS were not aware the system could move the tail five times more than the original specs called for. The certification documents should have been amended to reflect the final configuration but they apparently were not, according to the Times report. If they had been, the seriousness of a potential failure of the system would have required it to receive data from at least two sources.

MCAS gets data from only one of two angle of attack indicators on the MAX and the flight data recorder on the Lion Air airplane showed the AOA feeding MCAS was malfunctioning. "A hazardous failure mode depending on a single sensor, I don't think passes muster," said Lemme.

The newspaper is reporting that Boeing's software fix will wire MCAS to both AOAs and only allow the system to move the tail feathers once, instead of repeatedly battling manual control inputs. It will also require additional pilot training and operating manual changes, both of which were called for by pilots unions following the Lion Air crash.

Boeing's position, endorsed by the FAA, has been that because MCAS is only supposed to trigger in extreme circumstances—high angles of attack and accelerated stalls—that additional pilot training was not necessary. The company has also said that it assumed that based on their existing training on earlier models pilots would recognize the erroneous nose-down commands and hit cutoff switches that would disable the system. This is a standard runaway trim scenario for all aircraft.

"The assumptions in here are incorrect. The human factors were not properly evaluated," the Times quoted an unnamed FAA safety engineer as saying.

The story also suggests that due to budget cuts the FAA's certification managers were under increasing pressure to delegate more and more of the safety assessments to Boeing itself. The unprecedented levels of self-certification in the MAX were compounded by the urgency to get the airplane into service because of competitive pressure from Airbus's new A320neo series. "There wasn't a complete and proper review of the documents," the former FAA engineer is quoted as saying. "Review was rushed to reach certain certification dates."

2019 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



April	
13	Young Eagle Rally
May	
11	Young Eagle Rally
June	
16	Father's Day Pancake Breakfast

July	
22-28	Oshkosh AirVenture
August	
10	Flying Start
17	Family Picnic
September	
21	Young Eagle Rally
October	
19	Young Eagle Rally
November	
9	Chili Fly-In
December	
19	Holiday Party

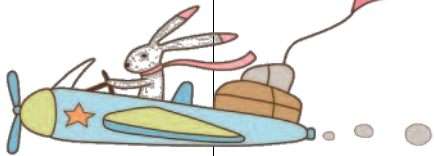
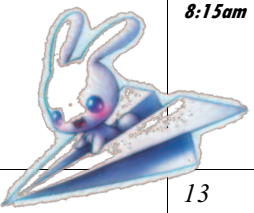












Be sure to check our website: www.113.eaachapter.org and the EAA Chapter 113 Facebook page for any changes to the schedule.



April 2019



Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 	2	3	4 EAA 113 Homebuilder's Meeting 7:30 pm	5 	6 <i>Breakfast @ 3 Brothers</i> <i>8:15am</i>
7	8	9	10	11 EAA 113 Board Meeting 7:30 pm	12	13  <u>Young Eagles</u> <u>8:-11 a.m</u>
14	15 	16	17	18 EAA 113 General Meeting 7:30 pm	19	20 <i>Breakfast @ 3 Brothers</i> <i>8:15am</i>
21 	22 <i>Earth Day</i>	23 	24	25 EAA 113 IMC Meeting 7:30 pm 	26	27 <i>Breakfast @ 3 Brothers</i> <i>8:15am</i>
28 	29	30 <i>Fly safe ...</i> <i>double check the</i> <i>weather!</i>				



May 2019



Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 EAA 113 Homebuilder's Meeting 7:30 pm	3	4 Breakfast @ 3 Brothers 8:15am  Midland (IKW) 
5	6	7 	8	9 EAA 113 Board Meeting 7:30 pm	10 	11 EAA 113's Young Eagles 8:-11 a.m 
12 	13	14	15	16 EAA 113 General Meeting 7:30 pm	17	18 Breakfast @ 3 Brothers 8:15am  Linden (9G2) 
19	20	21 	22	23 EAA 113 IMC Meeting 7:30 pm	24	25 Breakfast @ 3 Brothers 8:15am
26 Jackson (JXN) 	27 Remember..... MEMORIAL DAY 	28	29 	30	31 	



EDITOR'S NOTES

Elizabeth MacKenzie Hebron (734) 776-9294
newsletter@eaa113.org
April, 2019

A huge THANK YOU to everyone who contributed to this April newsletter! That being said, I wish to apologize in advance for any mistakes or omissions contained in said newsletter. I've had to do this month's Chapter "newsy" on my laptop from my hospital bed. So the newsletter may be a little later than usual getting out.

I wish to thank all members of Chapter 113 for your patience and continuing support!

Liz Hebron

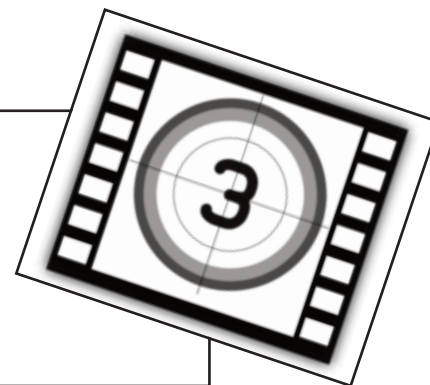


Calling all video enthusiasts!

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....)



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, April 18, 2019
7:30 PM at the
EAA Aviation Education Center

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

