

# EAGLE'S PROPWASH

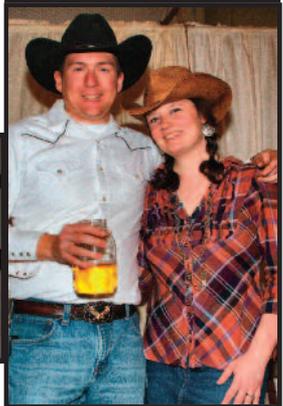
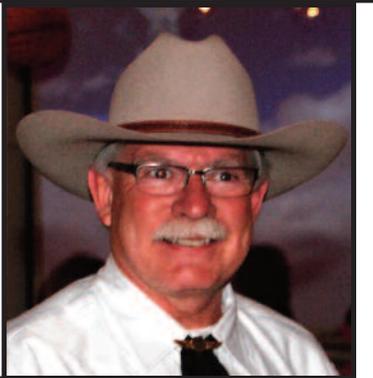


April 2014 Issue  
**CHAPTER 113**  
*"The Backyard Eagles"*



Annual Awards Banquet  
"Sky King"

*Photos courtesy of  
Shunsuke Shibata  
&  
Pat Trevas*



Our Web Site: [www.113.eachapter.org](http://www.113.eachapter.org)    [EAA113@yahoo.com](mailto:EAA113@yahoo.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**

## Member Services

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Dave James (734) 721-4213

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**Webmaster:** John Maxfield

webmaster@eaa113.org

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Dave Buck (734) 453-5375

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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

avee8rrr@yahoo.com

April 2014

As I write this, the Chapter Awards Banquet is a memory of three weeks ago and it still feels like it just happened yesterday. To say it was a success would be the understatement of the year as I've heard nothing but glowing reports and praise for the team that put it all together. Led by Debbie Forsman, the EAA 113 Hangar was transformed in mere hours to the Not So Old West, where Sky King flew his airplane named "Songbird" in search of bad guys and assisting those in need. Complete with wanted posters, a jail cell, and a saloon, guests watched Sky King on the big screen as we dined on the finest food from the Chuck Wagon under the lights of a hundred twinkling stars. Sky's distant relative, Sergeant Jerry King, of the Michigan State Police Aviation Unit, gave an excellent presentation on using helicopters in modern day crime fighting.

To our good fortune, the event was very well sponsored with items to auction and give away, such that we were able to make a generous donation to the Michigan State Police Trooper Assistance Fund. We are grateful for their service provided to our State. This fund serves to supply equipment such as Kevlar vests and helmets that might not be in the official State budget as well as to aid the families of fallen Michigan State Troopers. Thank You everyone that participated in so many ways and helped make the evening a success.

The New Detroit Class Bravo Airspace went into effect April 3rd. It is depicted on the new charts released that same day. The new airspace is much larger than its predecessor, extending out to the thirty mile Mode C veil. And while there aren't any significant changes to the airspace immediately above Mettetal, there is an angled corner to the east of Mettetal that is incorrectly printed on the Michigan State Chart. That is different enough that we should all pay close attention so as not to incur an airspace violation.

I'm looking forward to our first Spring Young Eagles Event May 3rd. Certainly, the weather will have warmed by then! Pilots and ground assistants are asked to be at the EAA Hangar at 8:30am to set up for a prompt 9am start.

We would like to welcome new Chapter members Herb Schulke and Mark Pensenstadler. Herb is a retired Airline Captain and Bob Trumpolt's neighbor. Mark is a former Chapter member, having built two Rans Aircraft and is building an RV-7 now. Welcome to EAA Chapter 113 Gentlemen!

At this month's meeting Brad Frederick of The Recreational Aircraft Foundation (<http://www.theraf.org>) will present back country airstrips. 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

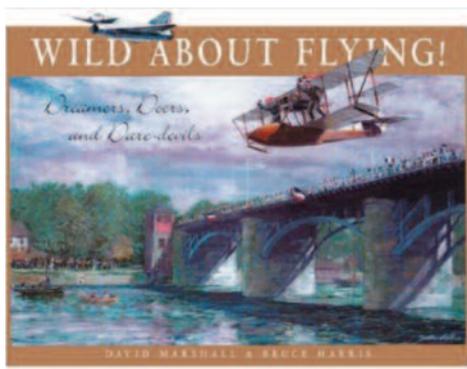


## PAULSON AVIATION & HISTORY *LIBRARY*

Barb Cook (734) 277-3469

barb@armipay.com

April 2014



### ***Wild About Flying! Dreamers, Doers, and Daredevils***

by David Marshall & Bruce Harris. Firefly Books, 2003. 240 pages, illustrated, color photos, maps, aircraft specs, index.

Shelf # 629.13 00922 MAR

The book contains a dozen or so "dreamers" (Lilienthal, Chanute, Langley, Wright Bros., dePinedo, Gatty, Ulm, Santos-DuMont. )

17 "doers" (Fokker, Messerschmitt, Kelly Johnson, Dassault.

22 "daredevils" ( Curtiss, Bleriot, Chubbie Miller (woman), and Sidney Cotton (spy).

From the fly leaf: "Showcases the brilliant minds, bodies, and spirits of the people behind the flight revolution." I thoroughly enjoyed the biographies written by Marshall, as well as the photos and drawings by Harris. Each chapter makes a great short "bed time read" for a pilot. The book itself is a nice size (not an over-sized coffee-table book) and easy to handle. I particularly enjoyed Harris' timeline page with a sketch of each plane covered in the book. His watercolors of these planes are large and truly "eye candy", with just a few black and white historical photos added when needed.

Note: this book is the first of many recently donated by Andy Folgmann. We'll be getting them all into circulation gradually.

Make sure your dues are paid, so you can check out any of our 3250 items.

## 2014 EAA CHAPTER 113 AWARDS

**Aircraft Completion Award:** Doug Sytsma Cessna 120 N2339N

**Silver Wrench Award:** Mark Smokovitz for field repair assistance in Oshkosh and all the other times he has helped Chapter members with his expertise

**EAA 113 Valley Award:** Jim and Nancy Trick for great Spaghetti Dinners and hospitality in Oshkosh.

**Yellow Rose of Texas Award:** Debbie Forsman for putting a great party together

**Best Western Attire:** Ken and Abby

**Chapter Service Awards:** Shahar Golan, Debbie Forsman, Grant Cook, Liz Hebron, Randy Hebron, Dan Valle, Dave James

**Special "Texas Boot" Awards:** Patrick Hebron, Special Olympics Basketball District Bronze Shunsuke and Takako Shibata Furthest "Out West" Award Connor Crooks, "Best Little Buckaroo"

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### BILL APPLEBERRY WON THE \$25 TARGET GIFT CARD FOR THE CORRECT ANSWER TO LAST MONTH'S COVER PUZZLER



**The Coandă-1910**, designed by Romanian inventor Henri Coandă, was an experimental plane powered by a ducted fan. Built as a sesquiplane, it featured an experimental aircraft engine which Coandă called the "turbo-propulseur", having a multi-bladed centrifugal blower driven by a conventional piston engine and exhausting into a duct. The unusual aircraft attracted attention at the Second International Aeronautical Exhibition in Paris in October 1910, being the only exhibit without a propeller, but the aircraft was not displayed afterward and it fell from public awareness. Coandă used a similar turbo-propulseur to drive a snow sled, but he did not develop it further for aircraft.

Decades later, after the practical demonstration of motorjets and turbojets, Coandă began to tell various conflicting stories about how his early experiments were precursors to the jet, even that his turbo-propulseur was the first motorjet engine complete with fuel combustion in the air stream. He also said that he had made a single brief flight in December 1910, crashing just after take-off, the aircraft destroyed by fire. Two aviation historians countered Coandă's version of events, saying there was no proof that the engine had combustion in the air stream, and no proof that the aircraft ever flew. In 1965, Coandă brought drawings forward to prove his claim of combustion ducting but these were shown to be recently reworked, differing substantially from the originals. Many aviation historians were dismissive, saying that Coandă's turbo-propulseur design involved a weak stream of "plain air", not a powerful jet of air expanding from fuel combustion.

## THE FLIGHT WEST

By Ron Cieslak

When I used to daydream about being a pilot, I often thought about taking a cross country flight and what that would be like. Joyce and I had an opportunity to do that this summer when we flew from KYIP to KEIK to visit our daughter in Lafayette, Colorado, just east of Boulder.

We left on Monday August 26 in beautiful weather. I had planned the flight so that each leg was between two and two and a half hours. On our way out, our first stop was at Illinois Valley airport and then on to Red Oak, Iowa. As we were approaching Red Oak, I noticed that the attitude indicator and directional gyro were not working. We had lost all vacuum. When we landed in Red Oak I checked and they did not have a mechanic. I called ahead to our next stop, Kearney, Nebraska, and spoke to a mechanic there. He assured me that if it was just the vacuum pump, he should be able to fix it. Since it was clear VFR flying, we continued on to Kearney. We landed there, got authorization for the fix from Paul Fortino, grabbed the courtesy car, and got a hotel for the night (we were planning on spending the night in Kearney anyway). At 9:00 the next morning, the mechanic called to say the new pump was in and we were ready to go.

Our last leg was Kearney to Erie Airport near Lafayette, Colorado. We were flying most of the way at 8,500 MSL until we reached Denver International's airspace where we dropped to 7,500 MSL. It was quite different flying at that altitude and being only 2,000 feet above the terrain. In any case, it was an uneventful landing at Erie.

We were in Colorado for a week and it was a hot week, in the mid to upper 90's. When we left on Wednesday September 4, we got an early start to minimize the effect of density altitude as much as possible. While we were flying west, I had leaned the engine out at 5,000 feet and put a tape mark on the fuel mixture, so I would know where to set it for taking off at 5,200 MSL. Taking off was uneventful, though we used more runway than normal, and used a gentler climb-out than normal.

Rather than flying the same route back, we flew north over Wyoming to the Black Hills of South Dakota and got a wonderful view of Mount Rushmore and Crazy Horse. I had planned on stopping at Custer County Airport (5,600 MSL), but due to the heat, decided to fly on to Rapid City where I had 8,000 ft. of runway. We refueled and flew southeast over the Badlands. We made two more stops that day and spent the night in Boone, Iowa. The next day we made two stops and had beautiful blue skies all the way back to Willow Run. Joyce called it the trip of a life time. She had a blast which was really important.

*(Continued on page7)*



Things we experienced on the trip:

1. The staff at each FBO was great. I was sure to go on AlrNav and write them a good review.
2. Another pilot friend and I had purchased a Stratus antenna to go with ForeFlight. Because the weather was so good, we didn't really have to dance around any convective activity, but what was helpful was to be able to check METARS and TAFS ahead of us as we progressed. This was especially helpful when the ceiling was dropping.
3. Density altitude was an education. I got a good lesson on how altitude along with 90 degree temperatures affect aircraft performance and the additional planning that it requires.



I have a friend in Israel that planning to attend Oshkosh AirVenture this year who is looking for ride (flying with someone) from Michigan to Oshkosh. He is willing to share trip expenses with the pilot. My friend would like to spend all week at Oshkosh. If you have a free seat for him, please call or email Shahar Golan at 248-767-6630 / shaharg@arkal-automotive.com



## YOUNG EAGLES

Could it be true? . . . Is Spring finally really coming to Michigan? The has come to get those hangar doors pried open, sweep out the dried leaves and uncover those airplanes. Do some spring maintenance, preflight and **Let's Go Fly!**

Why not get involved with Young Eagles this year? We have one school group scheduled on **May 3rd** and several other individuals are interested. To support this worthwhile program, we need pilots, ground support, instructors, and community relations staff. Please let Debbie know where you would like to help out.

The spring birds are returning to our skies, let's join them and pass along the joy of flight to future generations.

## LESSONS FROM GEESE



*"Lessons from the Geese", was written in 1972 by Dr. Robert McNeish of Baltimore and adapted by Milton Olson. Dr. McNeish, was a science teacher and later, a school administrator which had been intrigued with observing geese for years. The following insight was the result of the inspiration from watching the geese.*

### FACT 1

As each goose flaps its wings, it creates "uplift" for the birds that follow. By flying in a "V" formation, the whole flock adds 71% greater flying range than if each bird flew alone.

#### LESSON

*People who share a common direction and sense of community can get where they are going quicker and easier because they are traveling on the thrust of one another.*

### FACT 2

When a goose falls out of formation, it suddenly feels the drag and resistance of flying alone. It quickly moves back into formation to take advantage of the lifting power of the bird immediately in front of it.

#### LESSON

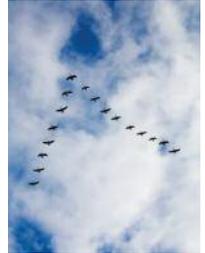
*If we have as much sense as a goose we stay in formation with those headed where we want to go. We are willing to accept their help and give our help to others.*

### FACT 3

When the lead goose tires, it rotates back into the formation and another goose flies to the point position.

#### LESSON

*It pays to take turns doing the hard tasks and sharing leadership. As with geese, people are interdependent on each other's skills, capabilities and unique arrangements of gifts, talents or resources.*



### FACT 4

The geese flying in formation honk to encourage those up front to keep up their speed.

#### LESSON

*We need to make sure our honking is encouraging. In groups where there is encouragement, the production is much greater. The power of encouragement (to stand by one's heart or core values and encourage the heart and core of others) is the quality of honking we seek.*

### FACT 5

When a goose gets sick, wounded or shot down, two geese drop out of formation and follow it down to help and protect it. They stay with it until it dies or is able to fly again. Then, they launch out with another formation or catch up with the flock.

#### LESSON

*If we have as much sense as geese, we will stand by each other in difficult times as well as when we are strong.*

**Fellow EAA 113 Members,**

***We, too, shall soar forward -strong and together. Let's all learn from this teamwork story of the geese!!!***

*Submitted By: Debbie Forsman*

# REDBIRD SIMULATOR

By Dave Buck

This past winter it has not been easy to fly. I really hate to preflight an aircraft when the temperature is 20 degrees, with snow, and wind gusting to 40. Re-fueling and getting the plane back in the hangar is no fun either. Plus I seem to have spent a lot of time in the cockpit of the yellow snowplow truck with the heat turned up.

Lately I have been attempting to blow some of the rust off my IFR flying skills by going out to ARB and using the Redbird Flight Simulator. Practice instrument approaches are faster in a simulator than an aircraft. Once you complete an approach, and break out of the clouds, you simply halt the simulator and reposition yourself to immediately start another.

Approaches can be done at any airport. How about an ILS to San Francisco International followed by a flight under the Golden Gate Bridge? This can be followed by a low pass down the Grand Canyon. The possibilities are endless.

Deep stalls and unusual attitudes are easier in a simulator because there is no fear of falling out of the sky (At least for me). How about some spins, loops, and barrel rolls in your 172.....followed by lunch on the way home from the airport. No problem. The simulator is less expensive per hour than an aircraft. If you have a CFI-II with you the time can also be logged towards IFR currency requirements. VFR flights are the most fun with the freedom to do whatever you would like to try. Simulator motion is in all three axis and very realistic.

Let me know if you would like to take a trip to the Redbird. I would love to go along and watch someone else sweat.



## **A three-axis, full motion Advanced Aviation Training Device (AATD)**

**Cockpit Configurations** Cessna 172 cockpit with traditional instruments  
Diamond DA42 multi-engine cockpit with a Garmin 1000

**The Redbird FMX Simulator is available at Solo Aviation at Ann Arbor Airport. The rates are \$60/hour plus flight instructor. If you use it by yourself (after a brief check out) or with an outside instructor, the price is \$75 per hour. If you mention this ad, you can receive \$10 off per hour through the end of April 2014.**

## A FINAL TOAST

Submitted by Pete Waters

Because of these heroes, and others, we are free today! God Bless them All....

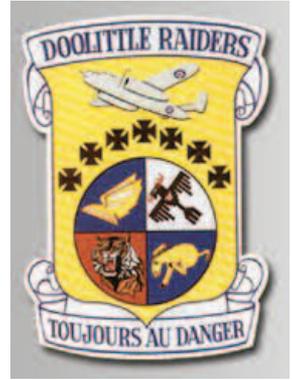
They once were among the most universally admired and revered men in the United States. There were 80 of the Raiders in April 1942, when they carried out one of the most courageous and heart-stirring military operations in this nation's history. The mere mention of their unit's name, in those years, would bring tears to the eyes of grateful Americans.

Now only four survive.

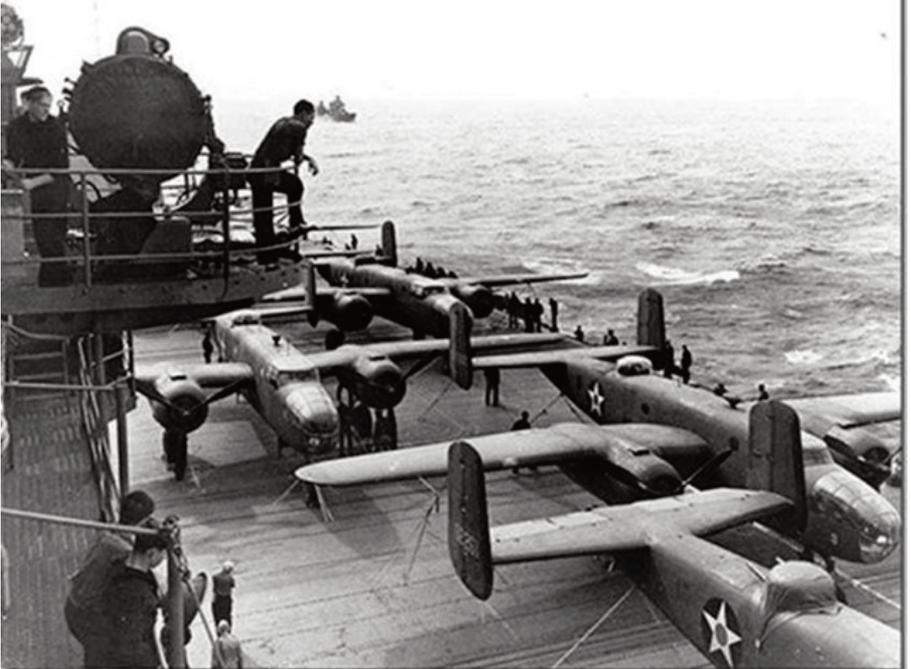
After Japan's sneak attack on Pearl Harbor, with the United States reeling and wounded, something dramatic was needed to turn the war effort around.

Even though there were no friendly airfields close enough to Japan for the United States to launch retaliation, a daring plan was devised. Sixteen B-25s were modified so that they could take off from the deck of an aircraft carrier. This had never before been tried -- sending such big, heavy bombers from a carrier.

The 16 five-man crews, under the command of Lt. Col. James Doolittle, who himself flew the lead plane off the USS Hornet, knew that they would not be able to return to the carrier. They would have to hit Japan and then hope to make it to China for a safe landing.



B-25Bs parked on board USS Hornet during the Doolittle Raid, April 1942



But on the day of the raid, the Japanese military caught wind of the plan. The Raiders were told that they would have to take off from much farther out in the Pacific Ocean than they had counted on. They were told that because of this they would not have enough fuel to make it to safety.

And those men went anyway.

They bombed Tokyo, and then flew as far as they could. Four planes crash-landed; 11 more crews bailed out, and three of the Raiders died. Eight more were captured; three were executed.

Another died of starvation in a Japanese prison camp. One crew made it to Russia.

The Doolittle Raid sent a message from the United States to its enemies, and to the rest of the world: We will fight. And, no matter what it takes, we will win.

Of the 80 Raiders, 62 survived the war. They were celebrated as national heroes, models of bravery. Metro-Goldwyn-Mayer produced a motion picture based on the raid; "Thirty Seconds Over Tokyo," starring Spencer Tracy and Van Johnson, was a patriotic and emotional box-office hit, and the phrase became part of the national lexicon. In the movie-theater previews for the film, MGM proclaimed that it was presenting the story "with supreme pride."

Beginning in 1946, the surviving Raiders have held a reunion each April, to commemorate the mission. The reunion is in a different city each year. In 1959, the city of Tucson, Arizona, as a gesture of respect and gratitude, presented the Doolittle Raiders gratitude, presented the Doolittle Raiders with a set of 80 silver goblets. Each goblet was engraved with the name of a Raider.

Every year, a wooden display case bearing all 80 goblets is transported to the reunion city. Each time a Raider passes away, his goblet is turned upside down in the case at the next reunion, as his old friends bear solemn witness.

Also in the wooden case is a bottle of 1896 Hennessy Very Special cognac. The year is not happenstance: 1896 was when Jimmy Doolittle was born.

There has always been a plan: When there are only two surviving Raiders, they would open the bottle, at last drink from it, and toast their comrades who preceded them in death.

As 2013 began, there were five living Raiders; then, in February, Tom Griffin passed away at age 96.

What a man he was. After bailing out of his plane over a mountainous Chinese forest after the Tokyo raid, he became ill with malaria, and almost died. When he recovered, he was sent to Europe to fly more combat missions. He was shot down, captured, and spent 22 months in a German prisoner of war camp.

The selflessness of these men, the sheer guts ... there was a passage in the Cincinnati Enquirer obituary for Mr. Griffin that, on the surface, had nothing to do with the war, but that emblemizes the depth of his sense of duty and devotion:

"When his wife became ill and needed to go into a nursing home, he visited her every day. He walked from his house to the nursing home, fed his wife and at the end of the day brought home her clothes. At night, he washed and ironed her clothes. Then he walked them up to her room the next morning. He did that for three years until her death in 2005."

So now, out of the original 80, only four Raiders remain: Dick Cole (Doolittle's co-pilot on the Tokyo raid), Robert Hite, Edward Saylor and David Thatcher. All are in

their 90s. They have decided that there are too few of them for the public reunions to continue.

The events in Fort Walton Beach marked the end. It has come full circle; Florida's nearby Eglin Field was where the Raiders trained in secrecy for the Tokyo mission. The town planned to do all it can to honor the men: a six-day celebration of their valor, including luncheons, a dinner and a parade.

Do the men ever wonder if those of us for whom they helped save the country have tended to it in a way that is worthy of their sacrifice? They don't talk about that, at least not around other people. But if you find yourself near Fort Walton Beach this week, and if you should encounter any of the Raiders, you might want to offer them a word of thanks. I can tell you from firsthand observation that they appreciate hearing that they are remembered.

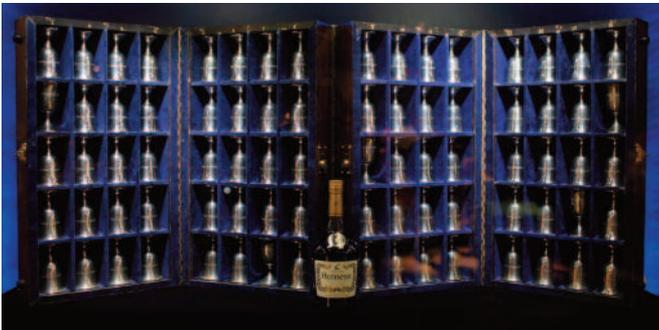
The men have decided that after this final public reunion they will wait until a later date -- sometime this year -- to get together once more, informally and in absolute privacy. That is when they will open the bottle of brandy. The years are flowing by too swiftly now; they are not going to wait until there are only two of them.

They will fill the four remaining upturned goblets.

And raise them in a toast to those who are gone.



*70th Anniversary Photograph*

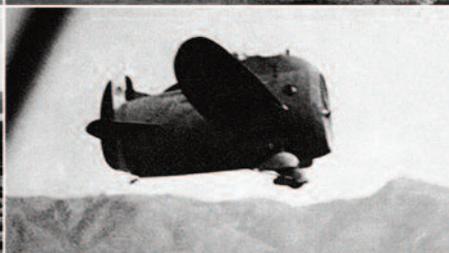
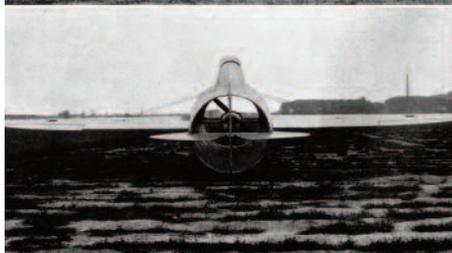
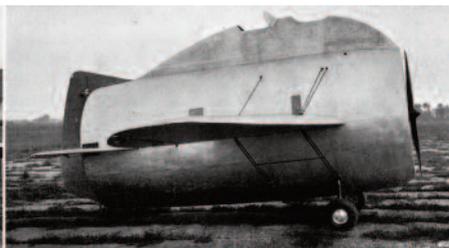
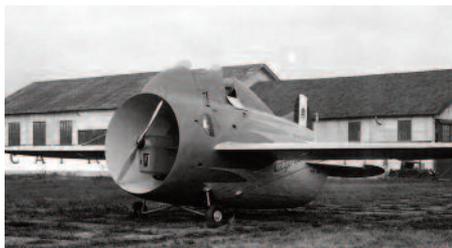


## VERY ODD AIRCRAFT

Submitted by Pete Waters



McDonnell XF-85 Goblin, an American prototype jet fighter, intended to be deployed from the bomb bay of the Convair B-36 (1948).



Stipa-Caproni, an experimental Italian aircraft with a barrel-shaped fuselage (1932).



Northrop XB-35, an experimental flying wing heavy bomber developed for the United States Army Air Forces during and shortly after World War II.



# April 2014



Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1  <i>Sun n Fun thru 6th</i>	2	3 <b>Homebuilder's Corner 7:30 pm</b>	4	5 <i>Breakfast @ Coney 8:30 am</i>
6	7	8	9	10 <b>EAA 113 Board Meeting 7:30 pm</b>	11	12 <i>Breakfast @ Coney 8:30 am</i>
13	14	15	16	17 <b>EAA 113 General Meeting 7:30 pm</b>	18	19 <i>Breakfast @ Coney 8:30 am</i>
20 	21	22	23	24 <b>Flying Safely Meeting 7:30 pm</b>	25	26 <i>Breakfast @ Coney 8:30 am</i>
27	28	29	30 <i>EAA 113 Air Academy Scholar- ships are due</i>		<b>Go Fly!</b> 	

**APRIL'S AVIATION PUZZLER**  
 Where do misbehaving pilots get sent?  
 (Answer will be given at the April 17th meeting.)



# May 2014



Sun	Mon	Tue	Wed	Thu	Fri	Sat
4	5	6	7	8 EAA 113 Board Meeting 7:30 pm	9	10 Breakfast @ Coney 8:30 am
11 	12	13	14	15 EAA 113 General Meeting 7:30 pm	16	17 Breakfast @ Coney 8:30 am
18	19	20	21	22 Flying Safely Meeting 7:30 pm	23	24 Breakfast @ Coney 8:30 am
25	26 	27	28	29	30	31 Breakfast @ Coney 8:30 am

## APRIL'S AVIATION PUZZLER CLUE

Look very carefully on page 115 in the 2013 Michigan Airport Directory for the answer.

Email your answers to: [liz.hebron@gmail.com](mailto:liz.hebron@gmail.com)

**EAA Chapter 113**

Mark Freeland

1480 Oakwood

Sylvan Lake, MI 48320

**Next Meeting : Thursday, April 17, 2014  
7:30 PM at the EAA Aviation Education Center**