

# EAGLE'S PROPWASH

SEPTEMBER 2015 ISSUE

CHAPTER 113 *"The Backyard Eagles"*



Our Web Site:

[www.113.eaachapter.org](http://www.113.eaachapter.org)  
[EAA113@yahoogroups.com](mailto:EAA113@yahoogroups.com)

**Meetings: 7:30 PM**

the 3rd Thursday of each month

at the **EAA 113 AVIATION**

**EDUCATION CENTER**

**Mettetal Airport (1D2)**

**8550 Lilley Road, Canton, MI**



Ford Tri-Motor at Pontiac Airport  
*Photo Courtesy of Shunsuke Shibata*

## Member Services

### Class I Board of Directors:

**President:** John Maxfield (248) 890-6767  
**Vice President:** Shahar Golan (248) 767-6630  
**Secretary:** Debbie Forsman (734) 397-3452  
**Treasurer:** Grant Cook (734) 223-2688

### Class II Board Members:

Al Bosonetto (734) 261-5518  
Bill Brown (734) 420-2733  
Dave Buck (734) 453-5375  
Lou Lambert (734) 207-7986  
Mike Scovel (734) 462-1176  
**Library:** Barb Cook (734) 277-3469  
**Newsletter:** Elizabeth Hebron (734) 776-9294

### Class III Board Member:

Tom Smith (734) 459-9654

### **Membership Committee:**

Al Bosonetto, Dave Buck, John Maxfield

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### **Technical Counselors:**

Randy Hebron (734) 326-7659  
Dan Jones (248) 388-7473  
Dan Valle (313) 539-9818

### **Flight Advisors:**

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

### **Scholarships:**

Elizabeth Hebron (734) 776-9294  
Jim Trick (517) 546-3944

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

Debbie Forsman (734) 397-3452  
Dave James (734) 721-4213

### **Refreshments:**

Joe Griffin (734) 455-3107

**Web:** John Maxfield - webmaster@eaa113.org

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

Al Bosonetto (734) 261-5518  
Dave Buck (734) 453-5375  
Bill Brown (734) 420-2733  
Jim Morency (248) 981-8127  
Pat Trevas (734) 416-3955



### **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***

**John Maxfield** (248) 890-6767  
avee8rrr@yahoo.com  
September 2015

As the days start to shorten and the immediate charge we get from Oshkosh begins to fade, it's good to know that the true inspiration and meaning of EAA goes on in the world. Pete Waters recently made space available for Joe Kirik to store his Waix Project while Joe relocates a little closer to Mettetal. I recently received a couple of phone calls from people seeking assistance, knowing that an EAA Chapter is the place to start looking. I'm proud of our Chapter, being the vibrant group that it is, having the reputation of activity, involvement, and cooperation. The first gentleman lives elsewhere in Michigan and needs a little help getting a Varieze flown from California to the Lansing area. The other call came from a former Chapter member. Facing a long distance move, he's decided to sell his RV-7 quick build project instead of moving it. His advertisement can be found elsewhere in this newsletter.

The EAA Volunteer Spirit was in full bloom over the weekend of August 20th too. Our Chapter hosted EAA's Ford Tri-Motor Tour at the Pontiac Airport that weekend. Passengers were a little scarce that Thursday through Saturday, but Sunday proved to be much busier during the airport open house. We started flying at 10 am and other than the one hour air show, we flew non-stop until the crowd dispersed at 4pm. I'd like to extend a hearty thank you to Dave Buck who organized the event for us and to each participant that helped along the way.

This fall is also the time to elect a new slate of Chapter Officers. We've approached a few enthused individuals who are considering running for office. We need to hear from others interested in guiding the Chapter for the next two years, as well. Al Bosonetto is the Nominating Committee Chairman and welcomes your nomination at [abosonetto@aol.com](mailto:abosonetto@aol.com) or 734-306-3457. Elections will be held at the November meeting so get your name in early!

We will be having a Young Eagle event on September 12th. Several volunteers are needed to insure the safety and success of the event. Please let Debbie know if you can help.

Looking a little further out, we recently learned that Operation Good Cheer will be supporting an additional 700 children this year. Please consider helping out by flying gifts from Pontiac Airport on December 5th. They can also use additional people to sponsor a child and help on December 4th to sort gifts.

The program for the September meeting is yet to be confirmed but rest assured, there will be a meeting and program and it may involve flying to N Fox Island! 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

September 2015

THE REAL WALDO PEPPER STORY, as told by Waldo himself and the writer/producer of the movie.

**WALDO: Pioneer Aviator; A Personal History of American Aviation, 1910-1944**, by Waldo D. Waterman with Jack Carpenter. Arsdalen & Bosch, 1988.

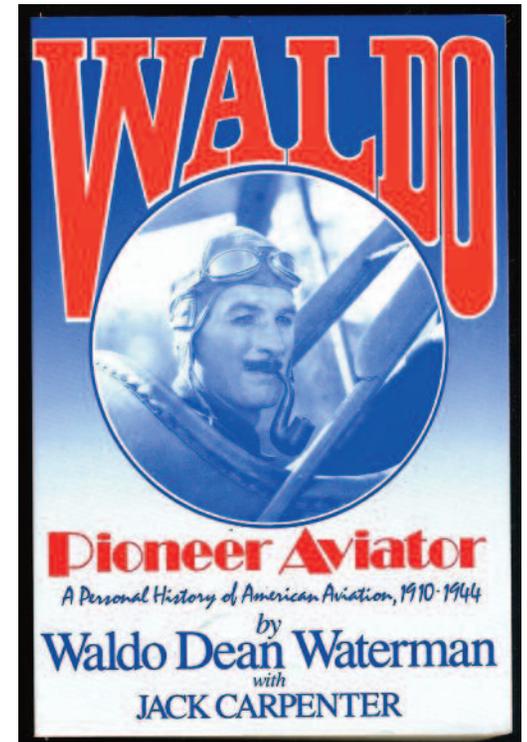
Waldo was a pioneering aviator, manufacturer, designer, barnstormer, inventor, test pilot, teacher, and friend of most aviators of that era. (Just check out the photos in the book.)

From his first tremulous flight in 1909 at 15 to his last solo at 77, Waldo's hands-on flying career tells what happened in American aviation during those 63 years as it was lived by no one else. Here's a story - encompassing virtually the entire history of flight in America - in narrative form, 502 pages with over 300 photographs and illustrations, based not only on Waldo's [words], but researched in countless contemporary accounts and an extensive bibliography.\*

He founded an airline, was an early TWA pilot, did some Hollywood flying with Clara Bow and Alice Faye, and the "Hell's Angels" filming, founded Van Nuys and Ontario airports, won at the National Air Races, set a world altitude record, taught Jimmy Doolittle the Theory of Flight, and built a successful flying automobile.\*

After the 471 pages recounting his life, I liked the one page summary of his accomplishments, the Chronology of Aviation 1910-1944, and the long bibliography. This is an excellent way to learn aviation history!

\*from reviews appearing on [www.Amazon.com](http://www.Amazon.com)



## YOUNG EAGLES

Saturday, September 12th, 2015  
9:00 a.m. – 11:00 a.m.



Event is Open to the Public  
for youth between ages of 8 & 17.

Volunteer pilots and ground support are needed.  
Please notify Debbie if you are able to assist with this event.



## EAA 113 Wants YOU!

This year is an Election year for EAA 113. It is an opportunity for YOU to participate in the business operation of our Chapter. We are seeking volunteers for all Executive Officers: President, Vice-President, Secretary and Treasurer as well as members to serve on the Board of Directors. All positions are for two year terms.

Please thoughtfully consider how YOU can help your EAA Chapter. The Chapter By-Laws describe each position or any of the current Officers or Board Members would be glad to discuss the duties and time commitment required. The nominations will be presented to the Chapter at the October Meeting with a vote taking place during the November General Meeting. The transition of new leadership will begin in January. If YOU are interested in being a nominee, please notify our Nomination Chairman, Al Bosonetto at [abosonetto@aol.com](mailto:abosonetto@aol.com) or 734-306-3457.

# CHAPTER 113's FAMILY PICNIC & ICE CREAM SOCIAL



Future Aviators  
Photos Courtesy of Abby Liskow

# FORD TRI-MOTOR AT PONTIAC AIRPORT, SPONSORED BY CHAPTER 113



*Photos Courtesy of Shunsuke Shibata*



*Photo Courtesy of Abby Liskow*





## MEMBERS' PROJECTS

Assembling Sanjay Dhall's Velocity at Mettetal  
*Photos Courtesy of Tom Smith*





John Maxfield's Sonex at Oshkosh  
*Photo Courtesy of Sanjay Dhall*

Hebron nephew, Jeff "finally got to fly my YX on Saturday (August 22, 2015). 1.5 hours orbiting 50R, Lockhart Municipal, Texas, and all the way up to 8,000 feet (had to to cool off, it was 100 degrees on the ground when I took off....)"

## A TAIL OF TWO BEAUTIES

Jeff Hebron's Recently Purchased Waix  
(His "other" aircraft is a Luscombe 8E - he's a true Hebron!)  
*Photo Courtesy of Jeff Hebron*





"Wings Over the Rockies" sent by Doug Holgate from the July 2015 MAAC (Midwest Antique Airplane Club) Newsletter. The Denver Air Museum shows this video continually.

[Http://vimeo.com/41425441](http://vimeo.com/41425441)

*Detroit News* article sent in by Gary Markwardt:

<http://www.detroitnews.com/story/news/local/michigan/2015/07/03/iconic-world-war-plane-may-soar/29686135/>



## Stearman Spectacular!

The 44th consecutive National Stearman Fly-In will celebrate America's iconic biplane, and you're invited to join the fun Sept. 7-12, 2015, at Galesburg, IL, Municipal Airport.

The must-attend event of the year for Stearman enthusiasts will offer a generous mix of flying events, technical seminars, entertainment and food. Best of all, it's an opportunity to fly and relax with friends...

For additional information, contact:  
National Stearman Fly-In NFP Inc.  
307 Lloyd Stearman Drive, PO Box 1937  
Galesburg, IL 61402-1937

Website: [www.stearmanflyin.com](http://www.stearmanflyin.com)  
Email: [stearman@stearmanflyin.com](mailto:stearman@stearmanflyin.com)

## THANKS TO NEW JERSEY JUDGE, GENERAL AVIATION AIRPORTS WIN COLLECTIVE VICTORY

By Stephen Pope / Published May 21, 2015 in *FLYING MAGAZINE*

You may have heard the news this week that a New Jersey judge tossed out a lawsuit brought by the town of Readington, which for more than a decade has tried to wrest control of Solberg Airport from the family that has owned it since 1941. But what you might have missed is what the judge had to say, not just to the Readington town council, but to other towns and cities across the nation that might think about trying the same dirty tricks.

New Jersey Superior Court Judge Paul Armstrong issued a 54-page ruling in which he blasted the town's eminent domain land grab, a case that has dragged on for nearly 15 years, saying it amounted to a *"manifest abuse of power"* and a waste of local taxpayers' dollars. He ordered the town to pay the Solberg family's legal bills, which are expected to tally into the millions of dollars.

But he didn't stop there. Armstrong set a new precedent by elevating General Aviation airports to a special category, one they richly deserve. The judge has this to say:

***"Not only is general aviation important to the national infrastructure, but it serves a critical role as the cradle of aviation. The security and economic vitality of the United States depends on this laboratory of flight where future civilian and military pilots are born.***

***Airports such as Solberg blossomed in an era when local young men turned their dreams of barnstorming into air dominance in World War II and led this country into its golden age. These dreams still live in our youth, and general aviation endures as the proving ground for future pilots from all walks of life.***

***Finally, there is a certain freedom that defines general aviation. Men and women throughout history gazed longingly at the soaring effortless freedom of birds, pondering release from the symbolic bondage of gravity.***

***Only here can a man or woman walk onto some old farmer's field and turn dreams into reality. As Charles Lindbergh once said: 'What freedom lies in flying, what Godlike power is gives to men... I lose all consciousness in this strong, unmortal space crowded with beauty, pierced with danger.'***

# MILITARY SERVICE OF EAA 113 MEMBERS and SPOUSES

***Calling all Military Veterans!!*** There is a special upcoming project on the horizon and we desperately need help from each of you. We are asking that **EVERY EAA 113 Chapter member, as well as any spouses** that have served in the military to fill out this form. Provide any additional information as needed. Note: The form is available online in a PDF fillable format. Please return this to Debbie by December 1, 2015. *Please, it will only take a few moments!!*

It can be emailed to [dforsman@woway.com](mailto:dforsman@woway.com), hand delivered or mailed to:

EAA Chapter 113  
ATTENTION: Debbie Forsman  
8512 N. Lilley Road  
Canton, MI 48187.

Name: \_\_\_\_\_

Years of Military Service: \_\_\_\_\_

Branch of Service: \_\_\_\_\_ Rank: \_\_\_\_\_

Served in: \_\_\_\_\_

\_\_\_\_\_

Military Duties/Jobs: \_\_\_\_\_

\_\_\_\_\_

Honors/Awards: \_\_\_\_\_

\_\_\_\_\_

# GIANT CONCRETE ARROWS - A HISTORY LESSON

Brought to you by Pete Waters and Ken Mosley

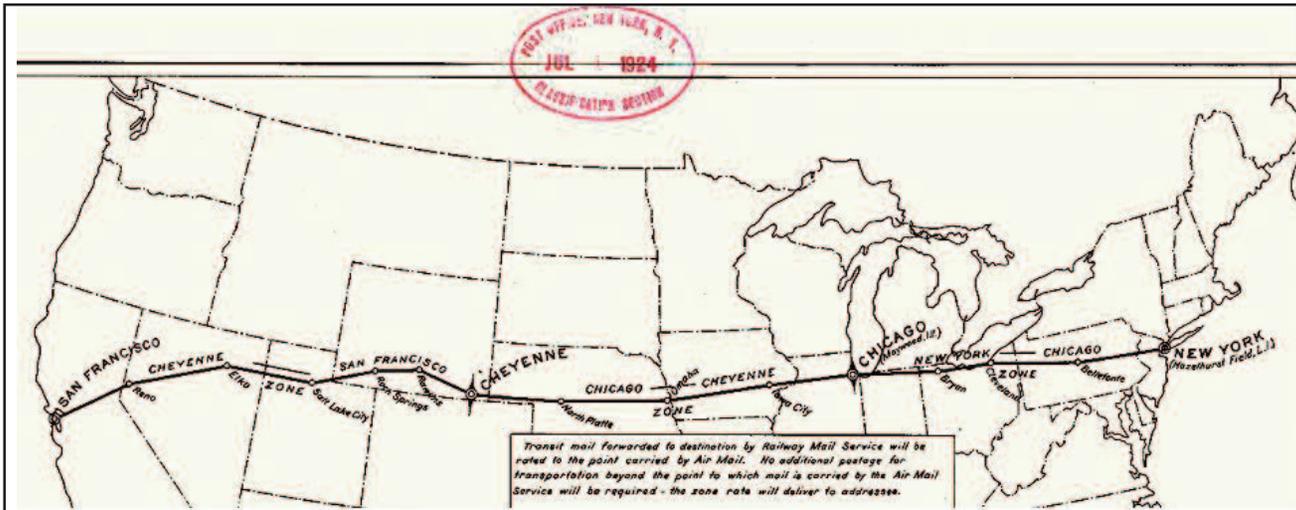


All over the USA , seventy foot concrete arrows can be found in remote locations. Follow them, and they'll point you out of the desert.

They come courtesy of the US Postal Service's Air Force and will point you all the way across the continental United States. They were constructed in 1924 to guide postal planes in the right direction as they carried mail from coast to coast. These old planes couldn't rely on radio as much at the time, so they used these arrows, along with beacon towers, to navigate.

The arrows and beacons bisect the United States from San Francisco to New York City. The towers were 50 feet tall and fixed with gas lights that could be seen from 10 miles away, in order to help lost pilots find their way. World War II brought new advances in radio technology that effectively made the towers and arrows system obsolete.

The towers were mostly dismantled. There has been an effort to restore and preserve some of them, however.



Scale Model of an Arrow and Tower.

# LETTER TO MYSELF AS A YOUNG STUDENT PILOT

By John Zimmerman (Published in *Air Facts Journal*, July 2015)

*I'm certainly not the world's most experienced pilot and I'm not facing a terminal illness, so it may seem an odd time for reflections about the meaning of life and all that. But this summer I passed 20 years as an active pilot, and that got me thinking: what do I know now that I wish I knew when I started flying? What parts of being a pilot have been better than expected, and what parts have been worse? Here's what I would say to my 10th grade self, about to embark on a life in aviation.*

Dear 15-year old John,

So you're taking a flying lesson tomorrow. Congrats. You'll have a blast (yes, the instructor really will let you fly the airplane), but you may be surprised how much this flying thing will change your life. While you're mostly focused on making the varsity football team right now, the rest of your life will have a lot more to do with airplanes than sports.

**Earning your private pilot license will be harder than you think.** You're smart and hard-working, so you assume earning a pilot's license can be knocked out like a history paper. It can't. It will take two years of training, lots of canceled lessons (does anyone fly in winter in Cincinnati?), plenty of frustration and even a few moments when you question whether you can do it. Don't worry – this is typical and you can do it.

**It's totally worth it.** After that pep talk, why even start on this road? Because it is worth every bit of effort you put into it. "Nothing ventured, nothing gained" applies to many things in life, including flying. Being a pilot will give you a new outlook on life and a new appreciation for the people you meet in it. More than just a hobby, it will become a lifestyle for you, an identity. Here's one shocking example: you're going to spend a lot less time partying in college and a lot more time at the airport.

**Slow down on your first solo and enjoy the moment.** The weather won't cooperate for that solo on your 16th birthday, but the big day will come soon enough. You won't feel ready for it, but nobody ever does. And while some people describe it as thrilling, surreal is probably a better description. Try to step back for a second and take in the scene. After you land, don't be so anxious to rush on to the next milestone – this is a red letter day, and you'll be surprised how little you remember.

**Take that cute girl you just met for an airplane ride.** She seems like a keeper because she is. Twenty years and two kids later, you'll fully appreciate what a great co-pilot she is – both in flying and life. Some of your best memories as a family will involve airplanes and half-baked flying ideas you came up with. Having a partner who appreciates general aviation adventures is critical to future happiness for a pilot. You found one.

**Don't be afraid to say "I don't know."** Especially early on, this will be hard to do, since you want to fit in with the old pros. But there's so much to learn, and a little humility will go a long way. Some of those old pros have a lot to share, if only you'll listen to them.

**Your instrument instructor will be a bear.** Suck it up. Earning your instrument rating will be harder than your Private license, partly because it's a tough rating and partly because your CFII will push you like a drill sergeant. No, it's not going to be particularly fun, but instrument flying is deadly serious and his focus on precise flying will pay off. You'll learn more in two months than most pilots learn in two years. Rise to the challenge.

**Embrace pre-flight planning as part of the fun, not just a chore.** It's popular advice these days to "buy experiences, not things," because an experience can be enjoyed in both the preparation and the doing – it's lasting. The same goes for flying; it's not all about the time you spend in the left seat. When you fly to Oshkosh, don't just check the box; enjoy the whole process of packing your gear, choosing a route and watching the weather. It's all part of being a pilot. You'll think you're a great pilot. Then you'll fly a tailwheel airplane. You passed your Private checkride, you survived your instrument instructor and you even got a high performance/complex checkout. You may think you've got it all figured out. Then you'll go for your tailwheel endorsement and come back down to reality. There is always more to learn in aviation, and you never have it all figured out. And here's a tip for your Cessna-trained feet: those metal things on the floor are called rudder pedals. Use them!

**Actual fuel burn matters a lot more than the POH numbers.** It doesn't matter how long you stare at the performance charts, those numbers are not guarantees. One night flying home from Rome, Georgia, in a Cessna 210 will prove it forever. Admit defeat, land short when those fuel gauges start to scare you and never make that mistake again. One hour in the tanks at all times – it's an absolute minimum.

**Just because it's legal, doesn't mean it's safe.** You know this, but you'll have to see it in person to fully understand it. 1000 foot ceilings and 5 mile visibility in light rain may be legal VFR conditions, but you probably shouldn't do it. That scud-running trip through Kentucky will bring you face to face with the line between safe and legal. Stop before you cross it. Mother Nature doesn't care how badly you want to get there.

**Instrument flying will be the most demanding thing you ever do.** That day you fly a Pilatus to New York in bad weather, deviate around storms, break out at minimums and land in a 25 knot crosswind? It will be one of the most engrossing experiences of your life, when your brain is moving at full speed and nothing outside the cockpit of that airplane exists. It's like a treadmill set on max, and the only way to keep from getting hurt is to keep moving. Because of that challenge, real instrument flying will offer a high no drug could ever match. You'll practically skip off the airplane that day.

**Flying will make you a better father.** Sounds crazy, I know, but it's true (oh yeah, you're having girls). Flying will teach you supreme patience, the ability to improvise and a knack for staying calm under pressure. These are all valuable traits for raising kids, too. When something goes wrong at Disney World in 2014, just treat it like a minor emergency in the cockpit: identify, verify, feather.

**Everybody is faking it.** When will you be a "real pilot?" Never. At 15, you assume there's some light switch moment when people go from kid to adult, or from anxious expecting mother to wise parent. But life doesn't work that way, and neither does aviation. There is no sudden upgrade to expert, no morning you wake up with all the answers. Instead, you just age into experience. When you pass 1000 hours and still feel like you have so much to learn, it's because you do. But relax – the guy who just passed 10,000 hours feels the same way.

So have fun, work hard and try to tuck away a few memories along the way. It's a wild ride but the ups will far outnumber the downs. And as your grandmother often says, "Keep your airspeed up."

– John



# September 2015



Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3 <b>EAA 113 Home-builder's Meeting 7:30 p.m</b>	4	5 <i>Breakfast @ 3 Brothers 8:30 am</i>
6	7 	8	9	10 <b>EAA 113 Board Meeting 7:30 pm</b>	11  <i>Patriot Day</i>	12 <i>Breakfast @ 3 Brothers 8:30 am</i>  <b>Young Eagles 9am -11:00am</b>
13  <i>Fowlerville Fly-In 7-11 a.m.</i>	14	15	16	17 <b>EAA 113 General Meeting 7:30 p.m</b>	18	19 <i>Breakfast @ 3 Brothers 8:30 am</i>
20  <i>Lowell Fall Fly-In 8:00-2:00</i>	21	22	23  <i>1st Day of Autumn</i>	24 <b>EAA 113 Safety Meeting 7:30 p.m</b>	25	26 <i>Breakfast @ 3 Brothers 8:30 am</i> Mettetal Airport Open House  9:00 a.m.—3:00 p.m.
27	28	29	30			



# October 2015



Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 <b>EAA 113 Homebuilder's Meeting 7:30 p.m</b>	2	3 <i>Breakfast @ 3 Brothers 8:30 am</i> 
4	5	6 	7	8 <b>EAA 113 Board Meeting 7:30 pm</b>	9	10 <i>Breakfast @ 3 Brothers 8:30 am</i>
11 	12	13	14	15 <b>EAA 113 General Meeting 7:30 p.m</b>	16 	17 <i>Breakfast @ 3 Brothers 8:30 am</i>
18	19	20 	21	22 <b>EAA 113 Safety Meeting 7:30 p.m</b>	23	24 <i>Breakfast @ 3 Brothers 8:30 am</i> 
25	26	27	28 	29	30 	31 <i>Breakfast @ 3 Brothers 8:30 am</i> <b>Happy HALLOWEEN</b> 

**RV-7A QUICK BUILD KIT • \$19,500 • FOR SALE • RV-7A Quick Build KIT and Empennage • Moving so must sell.**  
RV-7A Quick Build Tip Up Kit. Finish kit not included. Includes Quick Build wings and fuselage, 2 landing lights, 2 steps, dual brake kit, static air kit, and Electric Elevator Trim kit. Empennage is completed except for fiberglass and rudder. Wings almost complete which includes installed landing lights on both wings, pitot tube, servo mount for Dyson Auto Pilot. Local pickup only. • Contact Allan James, Owner - located Huntington Woods, MI USA • Telephone: 248-525-4471

**Next Meeting :**  
**Thursday, September 17, 2015**  
**7:30 PM at the**  
**EAA Aviation Education Center**

**EAA Chapter 113**  
8512 N. Lilley Rd  
Canton, MI 48187