

EAGLE'S PROPWASH



April 2013 Issue
CHAPTER 113
"The Backyard Eagles"



Uncle Penny Bags, 113 Annual Award Banquet
photo courtesy Shunsuke Shibata

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

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

EAA 113 AVIATION EDUCATION CENTER

Member Services

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
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Class III Board Member:

Tom Smith (734) 459-9654

Membership Committee:

Roster: Mark Freeland (248) 212-9666

Dues: Grant Cook (734) 223-2688

Technical Counselors:

Randy Hebron (734) 326-7659

Dan Valle (313) 539-9818

Flight Advisors:

John Maxfield (248) 890-6767

Dan Valle (313) 539-9818

Scholarships: Howard Rundell (734) 658-7701

Young Eagles:

Dave James (734) 721-4213

Debbie Forsman (734) 397-3452

Bald Eagles: Mark Freeland (248) 212-9666

Refreshments: Joe Griffin (734) 455-3107

Webmaster: John Maxfield

webmaster@eaa113.org

Aviation Center Management Committee:

Al Bosonetto (734) 261-5518

Dave Buck (734) 453-5375

Bill Brown (734) 420-2733

Bob Skingley (734) 522-1456

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 2013

Here we are in April and the activity in our EAA Chapter is really ramping up. At last month's meeting, Pat Mihalek and Todd Trainor presented the story of perhaps one of the last B-25's out there that is still available. This particular plane was fighting forest fires in Alaska when a fuel problem caused both engines to fail just after takeoff. It has languished on a sandbar for 44 years slowly losing pieces to time and the elements. Pat has gained ownership of the remains including the highly valuable center fuselage section and is organizing a recovery effort this coming June. You can see the complete story, donate to the cause, and sign up to join the expedition at www.sandbarmitchel.com We certainly wish them well and look forward to an update later this year.

We welcomed several guests at the March meeting. Jody Harris, who along with her husband Ben, are members of the Howell EAA Chapter and looking for a Chapter closer to their Farmington home. Roy Hayden also visited us. Roy is a retired pilot who flew some of the great planes, such as the C-46, DC-6 and 7, and Convair 440 and 580. Mettetal Airport's new manager Steve Beebe stopped in to see us too. We'll get to learn more about Steve and Mettetal Airport construction at the April meeting. Paul and David Brent missed being an active part of our Chapter and have returned bringing David's friend Tina along. Tina keeps her Mooney at Ann Arbor Airport and is also looking forward to participating.

Our Annual Awards Banquet was a rousing success, thanks to the efforts of Debbie Forsman and those who helped her. It was a night of Surprises, Fun, and Games as we played two rounds of "The Flying Feud", hosted by member Todd Trainor. Each table was decorated to match a Title and Deed card from the game Monopoly complete with an EAA Chapter 113 Monopoly game as the centerpiece. Even Mr. Monopoly was in attendance after emerging from behind "Curtain Number One." Don't miss next years' banquet, it promises to be even better!

Sadly, Warren Branscomb passed away in late March. Warren was a former airline pilot and enjoyed his membership in our EAA Chapter. He always helped set up and take down the tables and chairs for our various events in the hangar. He also helped in our library on a weekly basis.

Our first Young Eagles event of the year will be on Saturday May 4th. Debbie is looking for pilots and ground help for this event. Let's all get out there and practice our best flying skills so we have a safe and enjoyable day.

The April meeting will feature Steve Beebe, Mettetal Airport's new manager. Steve will give us some insight into his aviation past and what's ahead for the airport. Stay up to date with EAA 113 at www.113.eachapter.org

Happy Landings, John Maxfield



PAULSON AVIATION & HISTORY *LIBRARY*

Barb Cook (734) 277-3469

barb@armipay.com

April 2013

WHAT A SHELF OF AVIATION MUSEUM BOOKS! 727.6

Thanks go mostly to Don Ruff. In shelf order, they are:

- *Guide to OVER 900 Aircraft Museums USA & Canada*. 21st edition.
- *Confederate Air Force; Story of the Ghost Squadron* (Rebel Field, Harlingen, TX)
- *Desert Boneyard* (Davis Monthan A.F.B. AZ)
- *Ghost Squadron* (Rebel Field, Harlingen, TX)
- *Evergreen Aviation Museum* (McMinnville, OR)
- *A Ford in EAA's Future* (EAA, Oshkosh, WI)
- *Putting Wings on Dreams* (EAA, OSH, WI)
- *U.S. Army Aviation Museum* (Ft. Rucker, AL)
- *Historic Aircraft; Collections of Famous and Unusual Aircraft Around the World*. The most beautiful book with color layout of pictures and details. Contains an index and list of aircraft collections worldwide.
- *Airworthy! Flying Vintage Aircraft* by I Mulelly & H R Smallwood. Contains the history of 2 restorations, color photos and info for about 20 aircraft, a glossary, and descriptions of a dozen aircraft collections.
- *Museum of Flight*, Seattle, WA
- *National Aircraft Collection* (Smithsonian, NASM, Washington, DC)
- *Shuttleworth; Aircraft Collection* (Old Warden, Bedfordshire, UK)
- *National Naval Aviation Museum* (Pensacola, FL) (these books are on our Navy shelf 359.9)
- *Wings over the Solvent* (Southampton Hall of Aviation/Red Funnel Ferries) Seaplanes
- *Tangmere Military Aviation Museum Trust*.

These books would be useful for anyone hoping to add a visit to an aircraft Museum to their travel plans.... Or possibly just for pleasure reading when the weather is bad.



FLIGHT SIMULATOR NOW IN PAULSON LIBRARY

The Flight Simulator is airworthy in the Library. Thanks due in big part to Pat Trevas' skills getting the displays hung on the wall and tabletop. We still have some finishing touches, like getting pitch trim wheel mounted but it's ready to fly now.

Here is a check list for getting booted up:

1. Push the round power button near bottom front of the PC. Monitors will come out of sleep and ladies voice will announce it's booting up.
2. After booted, double click "Microsoft Flight Simulator" icon on the desktop.
3. The Select Flight screen will come up. Double click the "Metetal 18" for Takeoff.
4. After the flight loads, the "Virtual Cockpit" screen needs to be dragged into the left monitor. Drag and drop it to the left and center it into the left monitor.
5. Use the "HAT" switch on the yoke to change the view in the left monitor however you like. Normally looking out the left window.
6. Push the throttle up and fly.

Check list for shutting down the Simulator:

1. Click the red X in the right hand of the simulator screen and click "Yes" when asked if you're sure you want to shut down.
2. Click the start button and click "Turn Off Computer"
3. Confirm Turn Off Computer
4. The monitors sleep and wake on their own. No need to power them up or down.

This checklist will be located near the Simulator. There are approach plates in case anybody wants to play IFR. Have fun!



B-25 SANDBAR MITCHELL

Dear Chapter members,

You've heard Patrick and me give you updates at our monthly chapter meetings about B-25 Sandbar Mitchell. Today we have made the next step forward by announcing it on the Internet. For those that have not been to a chapter meeting lately, Patrick and I have acquired the rights to a B-25 that was abandoned on a river sandbar after it was forced down by fuel contamination. Many parts have been stolen off it during the past 44 years, but the valuable center section still remains there. Patrick and I will be leading a Recovery Team in June to rescue it from the sandbar.

If you want to know more, here are our web addresses:

Website: www.sandbarmitchell.org

Facebook: www.facebook.com/sandbarmitchell

YouTube: <http://www.youtube.com/watch?v=9AQE1HJkOQ8>

Help us spread the word.

Todd Trainor



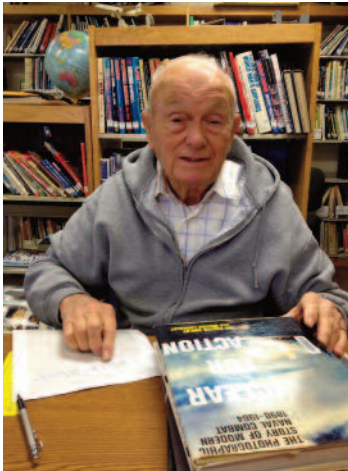
FROM THE FLIGHT SURGEON

Just getting back into the plane after a long winter? You will undoubtedly do a more thorough preflight on the old bird but don't forget the little carbon monoxide (CO) detector stuck on your panel. These detectors which turn color when exposed to CO only last on average from 28 days to 18 months depending on the brand. They are inexpensive and provide protection from the colorless, odorless gas which can (and has) incapacitated and killed aircraft crew and passengers. The usual cause of CO poisoning in single engine aircraft are exhaust leaks and leaks into the cabin heater shroud which surrounds the exhaust.

Early signs of carbon monoxide poisoning can include headache, dizziness, weakness, nausea, vomiting, and confusion. Continued exposure can result in unconsciousness or death.

Don't have one? Put one on your list of purchases and reduce your chance of inflight incapacitation. There are more expensive CO detectors if you wish some of which can be hard mounted into the panel. Fly Safe!

Gregory Pinnell, MD
Senior AME/ Senior Flight Surgeon USAFR
www.AIRDOCS.net



Warren Dean Branscomb (April 11, 1931 - March 22, 2013)

Warren Branscomb, age 81, a 54-year resident on Friday, March 22, 2013 at St. Joseph Mercy Hospital, Superior Township, Michigan.

Warren was a retired Northwest Airlines pilot. He was a member of EAA Chapter 113 as well as various other aviation-related organizations.

Warren and his wife, Shishi, were both hard-working volunteers in our Paulson Library. They enjoyed traveling often, visiting friends and family. His smiling face will be greatly missed!

Cremation rites have been accorded. Memorial contributions may be made to Angela Hospice and would be appreciated by the family.

EAA CHAPTER 113 ANNUAL AWARDS BANQUET



Just a sampling of
Debbie's fantastic
decorations!
*Photo courtesy of
Shunsuke Shibata*



John Maxfield with his Sonex
on the cover of Sport Aviation.
*Photo courtesy of
Shunsuke Shibata*



Uncle Penny Bags hams it up!
*Photo courtesy of
Shunsuke Shibata*

Uncle Penny Bags
makes the rounds!
*Photo courtesy of
Shunsuke Shibata*





“Old Pilot” Jim Trick and
“Bold Pilot” Mark Freeland
take *Flying Feud* seriously!
*Photo courtesy of
Shunsuke Shibata*

The guys didn’t get
to have all the fun!
*Photo courtesy of
Shunsuke Shibata*



Faceoff between Priscilla
Buck and Patrick Hebron.
*Photo courtesy of
Shunsuke Shibata*

**B-25 SANDBAR MITCHELL PRESENTATION
AT MARCH 21ST CHAPTER MEETING**



Patrick Mihalek and Todd Trainor's Sandbar Mitchell presentation to Chapter 113 members at the March meeting.

Photos courtesy of Pat Trevas



DO YOU KNOW WHERE OUR TREASURER AND LIBRARIAN ARE?



When last heard from: "Cedar Key, FL. North of Crystal River on the Gulf.
View out my window. Not coming back till snow is gone."

Photo courtesy of Barb Cook

**EAA Chapter 113 Father's Day Pancake Fly-In
Sunday, Jun 16, 2013 - 7am - 11am**



**It's never too soon
to mark your calendars!**

All volunteers welcome!!

THE DAY LINDBERGH GOT LOST

By Arnold Reiner (from Air Facts Journal)

Back in 1968 I was the relief copilot on Pan Am's Boeing 707 Rome to New York morning flight. I was doing pre-departure Doppler navigation system checks and the captain, first officer and flight engineer were busy accomplishing other pre-departure duties when the purser entered the cockpit with news that Charles Lindbergh would be traveling with us in first class. It wasn't unusual since Lindbergh was a Pan Am consultant and periodically rode our flights on company business, but it was the only time he flew on one of my trips. The captain thanked her and we all nodded. She flashed her "Pan Am smile," a fleeting, superficial expression of politeness, then turned and left.



Charles Lindbergh, still dapper at 66, was a frequent Pan Am passenger.

Flying from Rome to JFK normally took over nine hours and sometimes much longer depending on routing and headwinds. I was on board to relieve the captain and first officer so that they each had a few hours rest during the trip. It was customary for all of us to be in the cockpit during the departure and early stages of cruise flight as well as during the descent, approach and landing to provide an extra set of eyes and ears at those busy periods.

Our route passed over Paris, across the English Channel, over the UK and out over the Atlantic. After leveloff, when the seat belt light had been switched off, a flight attendant brought up a tray of hors d'oeuvres. Before she left, the captain asked her to invite Mr. Lindbergh to the cockpit

if he cared to visit. Back in those days before reinforced cockpit doors and high security, captains had more latitude about who could enter the cockpit and we thought nothing of his gracious gesture.

About 45 minutes later, the purser chimed the cockpit and said Mr. Lindbergh would like to come forward and visit the flight deck. The captain responded: "Sure, bring him up." The watch list had already been posted and I was scheduled to go aft to a first class seat for crew rest since I would relieve the captain and then first officer during the ocean crossing and down the Canadian Maritimes to JFK.

But I chose to hang around for Mr. Lindbergh's visit.

There was a knock on the cockpit door. The flight engineer looked through the door's viewing port, opened the door, and in walked the purser and Mr. Lindbergh, an erect, lean, gray-haired gentleman with angular facial features. I unstrapped and offered him my jump seat behind the captain. The captain introduced himself and we all did in our turn.

He had a polite, no nonsense countenance and sat quietly, taking in the scene of gauges, status lights, charts and logs amid the loud hiss of air streaming by outside at .80 Mach. By then we had entered French airspace and were approaching Paris. Skies were clear and Paris lay before us about six miles below with Le Bourget Airport clearly visible. The captain turned around to Lindbergh and pointed down at Le Bourget and said: “Well I guess you recognize that place.” Lindbergh just smiled and nodded.

Paris passed beneath the nose and a little while later French air traffic control handed us off to British controllers. I switched off the frequency to monitor the first officer on a separate frequency while he got our oceanic routing. Lindbergh sat quietly, taking it all in. With nothing much going on at that point we were just a small fraternity of five airmen in the cockpit, the captain, first officer, flight engineer, me and Mr. Lindbergh, heading west on a sunny day toward New York.

After receiving our oceanic clearance the captain and first officer set about verifying and entering the first two course segments in the Boeing’s Doppler navigation system. Lindbergh watched as the pilots set in the oceanic courses down to a tenth of a degree which included corrections for magnetic deviation in the 707’s two compass systems. With that accomplished, the cockpit was quiet again.

All this attention to detail must have piqued Lindbergh’s memory. He smiled and said: “I was flying down in Mexico,” (most likely it was back in the 1920s or 30s but he didn’t say). He went on: “The maps were spotty and I didn’t know where I was. I saw a railroad track and thought I’ll just drop down and follow it to a station and read the town’s name off the station sign. So I followed the track and sure enough a small station came into view up ahead. I descended to rooftop height and spotted a sign above a doorway. As I flew by I could read the sign’s bold letters but it was no help. It said CABALLEROS.” Lindbergh had located the men’s room entrance and nothing more. We all had a good laugh. His presence in our cockpit that day was proof that he ultimately found his way to a safe landing on that flight long ago.

We shook hands and I left the cockpit for my crew rest seat in first class. Lunch would be served soon, then I’d get a short nap before it was time to relieve the captain. Across the aisle, the gray-haired gentleman returned unobtrusively from the cockpit to his seat and was served lunch. Then, like me, he dozed off to sleep. Passengers took no notice.

A much more civilized way to cross the Atlantic than Lindbergh’s first trip.





TECHNICAL COUNSELOR'S FLYING FUN

Randy Hebron (734) 560-2115

rchebron@wowway.com

April 2013

SELFRIDGE AIRPLANE WASH SATURDAY, APRIL 27, 2013 - 11:00 AM

A new good volunteers are needed for this fun outing!

We will meet at Selfridge at 11:00 am. Car pooling is highly recommended. The driver of each vehicle will need 1) drivers license, 2) vehicle registration, 3) proof of vehicle insurance.

We will wash the SNB-5, followed by a picnic lunch. Bring a dish to pass. Chapter 113 will provide the hot dogs and pop. After lunch, the museum will be open for self-guided tours.

Karl Vogelheim is going to try to arrange a tour of the air tanker at some point in the day's activities.

Please let me know if you'll be coming to this fun outing, either give me a call or send me an email.

A good time was had by all who participated last year, so come out and join the us this annual Chapter 113 event!



2012 Wash Crew

Photo courtesy of Pat Trevas

April 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4 Builders Project Meeting	3 Trip Kings Poker Tournament	6 Trip Kings Poker Breakfast at Canton Coney
7 Trip Kings Poker Tournament	8	9	10	11 Board of Directors Meeting	12	13 Breakfast at Canton Coney Island
14	15	16	17	18 EAA 113 Meeting at Mettetal	19	20 Breakfast at Canton Coney Island
21	22	23	24	25 EAA 113 Flying Safely Meeting	26	27 Selfridge SNB-5 Wash Breakfast at Canton Coney
28	29	30	1	2 EAA 113 Builders Project Meeting	3	4 Breakfast at Canton Coney Island

MARK YOUR CALENDARS!

**April 27, 2013: 11:00 AM -
Selfridge Airplane Wash for the SNB-5**

EAA Chapter 113

Mark Freeland

1480 Oakwood

Sylvan Lake, MI 48320

**Next Meeting: Thursday, April 18, 2013
7:30 PM at the EAA Aviation Education Center**