

# EAGLE'S PROPWASH



December 2013 Issue

## CHAPTER 113

*"The Backyard Eagles"*



Happy Young Eagles  
*Photo courtesy of Pat Trevas*

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***

## 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  
liz.hebron@gmail.com

### 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:** Jim Trick (517) 546-3944

Elizabeth Hebron (734) 776-9294

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

Debbie Forsman (734) 397-3452

Dave James (734) 721-4213

**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**

**December 2013**

My how fast this year has passed! I suppose staying active has something to do with that, and EAA Chapter 113 is as

active as any. We've enjoyed meeting programs such as Airborne Cargo Drops, Aviation Travel Logs from both Israel and Australia, the recovery of the Sandbar Mitchell Bomber by some of our own members, and video presentations from Oshkosh to name a few. Members have volunteered to help all year with projects like landscaping the north side of our building, washing the Beech E-45 at the Selfridge Air Museum, teaching and flying Young Eagles, and putting in long hours during Operation Good Cheer. Not to mention the effort put forth for our annual Awards Banquet, Father's Day Pancake Breakfast and two separate Chili Fly-Ins; each accomplished safely in the Spirit of EAA. Thank You All!

During this past month, the Chapter movie and builder's night meetings were well attended. We had record attendance at movie night where a pizza and salad dinner preceded the viewing of "The Final Countdown". And everyone that wanted could polish a scratch out of Mike Scovel's VariEz canopy at the builders meeting. Saturday, the 16th, had good VFR weather for our Fall Young Eagle rally. Over forty children from the Southfield Young Astronauts Class attended various aviation forums within our EAA building and each was given an airplane or helicopter ride. Magically, while we were out flying, the hangar was prepared for the Fall Chili Fly-In. Good weather prevailed and we enjoyed a capacity crowd. Our Thanks goes out to everyone that helped. The following weekend, Chapter members got together and helped David and Jack Groat lift their RV-10 fuselage from its floor level jig, up nineteen inches, to an elevated jig for its landing gear installation. At our regular meeting, Chris McDonald and Dennis Engerer presented "The Village Workshop", a maker space under development in Northville. We finished the meeting with a very moving presentation by Pat Trevas. Pat attended the final toast events of the Doolittle Raiders in Urbana Ohio including his riding along in the Yankee Air Museum's B-25, "Yankee Warrior".

Chapter 113 members have been busy individually, as well. Howard Rundell suffered a heart attack November 15th in Pensacola, Florida. Fortunately, his wife Jackie was with him to quickly summon help. As a result, Howard was out of hospital in two days and is reportedly back, at his docent position in the U.S. Naval Air Museum. Congratulations are in order for Doug Sytsma. Doug completed the restoration of his Cessna 140 and now keeps it here at Mettetal Airport. You can't miss it with the fuselage polished to a mirror finish. A local gentleman by the name of Perry DiClemente has purchased the inventory of Wave Aircraft's Seastorm Z4 and is interested in locating here for the assembly. The four airframes are on their way here from Italy. He's looking for people wanting to share a hangar and help him get off the ground. There is one new member to introduce this month, Denise Johnson. Denise is a student pilot and very active in the 99's. Her late father kept his Cessna 172 at Mettetal Airport during the 80's. Welcome to EAA Chapter 113 Denise!

Be sure to join us for this month's special Holiday Party on December 19th. Dinner will be served at 6:30pm. The Chapter will provide the Turkey main course and beverages. Bring a dish to pass and celebrate the season in the warmth of the EAA Chapter 113 Aviation Center.

The Chapter Officers and Board of Directors have agreed to serve another two year period starting in January. I'd like to thank them all for their service to the Chapter over the past two years and look forward to more of the same in the future. Have a safe and Happy Holiday Season and Merry Christmas! Stay up to date with EAA 113 at [www.113.eaachapter.org](http://www.113.eaachapter.org) and now you can follow us on Facebook!

Happy Landings, John Maxfield



## PAULSON AVIATION & HISTORY LIBRARY

Barb Cook (734) 277-3469

barb@armipay.com

December 2013

### SOME OLD FASHIONED WWII HISTORY BOOKS:

#### **Armed Rovers; Beauforts & Beaufighters over the Mediterranean**

by Roy Nesbit. Airlife, 1995. Shelf # 940.54 4973 NES

With just a few pages of photographs, this is a text-heavy-book. It covers the RAF aerial actions in the Mediterranean area, which concentrated on destroying supplies to the enemy forces in North Africa. "The results of the attacks are analysed [in this] vivid history which has been largely ignored by historians." [fly leaf] Bibliography and index.



#### **Battle of Britain: Hardest Day 18 August 1940**

by Alfred Price. Macdonald & Jane's, 1979. Shelf # 940.54 21 PRI

"The detailed and descriptive narrative covers the 24 hours of 18 August 1940 as seen through the eyes of scores of British and Germans who took part in the air fighting over south-eastern England, or those on the ground who became involved, unwittingly or otherwise." We have over a dozen other books by Alfred Price, a leading aviation historian. He includes maps, photos, diagrams of formation flying, lists of witnesses, charts of combat losses, a bibliography and index. It seems to be a highly readable work.



#### **Fighting Gliders of World War II**

by James Mrazek. St Martin's Press, NYC, 1977. Shelf # 623.746 MRA

A participant in WWII's glider war, author Mrazek revealed the little known facts of both German, US, Gt. Britain and Soviet glider fleets. Starting with the first German glider attack on the Allied base at Fort Eben Emael, Belgium in May 1940, and revealing the American contribution of over 1400 combat gliders. Mrazek includes not only photos, but recognition diagrams, manufacturing technical data and an index. This book is primarily photos and 3-view drawings, but to have a complete understanding of gliders in the war, you must find a video of a C-47 doing a "glider snatch" pick up. Amazing.



## My Favorite Gift

Debbie Forsman

The Holidays bring with them many fond memories of years gone past. We tend to become nostalgic this time of year, making us feel more connected with our family and friends. There are warm moments that have impressed themselves inside us helping to form our values and traditions we continue to pass down to future generations. Thinking about a special gift we received often triggers thoughts of the events and people that we hold so dear. Regardless of the gift on the list or the cost, it is the memories from that gift which we truly treasure most. We remember the joy we felt as a child when we received a gift we had wished so much for. (Remember Ralphie in the movie “The Christmas Story”, “I want an official Red Ryder, carbine action, two-hundred shot range model air rifle!”) As adults, we appreciate the gesture and love put into those special gifts we receive. (Those “Gift of the Magi” moments.)

Many of our EAA Chapter members were willing to share their personal memories of their own special gifts. ***The favorite gift I have ever received was....***



My son Nick. Given to us almost 5 years ago and we still enjoy it. Can you say that about the tie and socks you got last Christmas?—Dirk Wolf



Mom gave me ground school for Christmas and agreed to pay for 1 hour of flight time per week as long as I got straight A's in high school. —Rick Karaschin



My favorite gift was one Frank gave me for my 60th birthday. We had previously had the chance to fly in the B17 out of Willow Run. Frank gave me a model of the plane and every time I look at it I remember that wonderful experience I had with him.—Kathy Bitonti



My father gave me a Brownie Starflash camera for Christmas when I was nine years old. This gift is one that has influenced me throughout life and taught me to focus on the details, and see the world in a different way.—Liz Hebron



My late parents co-signed a loan so I could buy my first airplane when I was a teenager (Piper PA-12), and then supported me when I went to the Spartan School of Aeronautics. —Lyle Mead



When I was young, my favorite part of Christmas was the feeling I had the night before Christmas and the excitement of waking up before anyone else on Christmas morning, I would run out and see the presents under the tree, knowing Santa Claus had been there. I wondered which ones were mine and what was in them. Now, my favorite gift on Christmas is watching, with my wife, our children experiencing these same feelings.—Marc Stobbe



My favorite gift was a Lionel when I was 6 or 7 years old.—Al Bosonetto





My dad's decision to put me in a unique school in India. The fee took up a majority of his salary. The next best gift-he bought me a one-way-ticket to the USA.—Sanjay Dhall



Wind up model trains on the farm with no electric power was fun. But it was more fun when I received my electric Lionel train after moving to town. Still have it.—Bill Brown



My favorite present (birthday to be specific) was the gift of time. I was given coupons to do a few of my favorite things redeemable at any time with no questions asked. I will admit that I haven't used the coupons yet but I will one day.—Karl Vogelheim



At about the age of 11, I asked for and got a set of telephones from the Sears (maybe Montgomery Ward) catalog. It was two toy telephones made from metal (not plastic) that could be connected by 2 wires. They were powered by a couple of D cells. I strung the wires from my upstairs bedroom to the kitchen. My mother would call me "on my phone" in the morning to get me up for school. My brother would call me and yell some obscenity at me. We did not even have a family phone in the house. This was cutting age technology for me. Eventually the D cells went dead and no money to buy any more. I don't remember what happened to those phones.—Jack Groat



One Christmas gift that stands out from my youth was a Purple Schwinn Sting-ray bike with a banana seat. I rode it everywhere! On my 9th birthday, I received my first official flying lesson from a CFI, so it only took me 8 years to learn to fly!—John Maxfield



My favorite present is my two adult children, both of whom were adopted. They are like most children, sometimes naughty but mostly nice. They ushered old fashioned Dad into the cyber age by buying me my first cell phone for Christmas a few years back.—Gary Markwardt



First, receiving the gift of a perfect, healthy boy. After that, my favorite gift was a new box of 64 Crayola crayons that I received nearly every Christmas when I was little. Those tools encouraged my imagination and creativity. They taught me if I colored outside the lines . . . nothing happened! —Debbie Forsman

Thank you to those members willing to let us walk down their personal memory lane and share their gifts with us. May you all receive the gift you are hoping for this year, whatever that may be! However, let us never forget the special gifts we receive every day; the gift of our faith (whatever your beliefs); the gift of our freedom and the gifts of our family and friends.

***It is not what we gain, but what we give that measures the worth of the life we live.***

## 2014 EAA 113 YOUNG EAGLE REPORT



The Young Eagles program was launched in 1992 by EAA. Our mission is to provide a meaningful flight experience – free of charge – in a general aviation aircraft for young people between the ages of 8 and 17. Since the program began, more than 1.8 million Young Eagles have flown under the auspices of the program. Our local EAA 113 Chapter has contributed to this number by giving over 2,550 flights!

As another year comes to a close, it is time to thank you all the EAA 113 members who have assisted with the Young Eagles Program. Our Chapter flew 134 youth this year! To all our pilots, ground support and instructors . . . We couldn't do this without you all!!!! Thank You!! Each and every job is important to ensure the safety of the children during the time they spend at our Aviation Center. I especially want to thank Don Moore and Ron Cieslak for their organizing the ramp area and traffic movement.

The flights this year were provided through the generosity of eight pilots in our membership. (Thanks: Dave Buck, Dave James, John Maxfield, Marc Stobbe, Rick Karaschin, Scott Rigstad, Shahar Golan and Tom Smith) Every flight is meaningful, from the pilot's first Young Eagle flight, to their tenth or their hundredth! Congratulations to John Maxfield on acquiring his 100th Young Eagle flight this year!

A very special Congratulation goes out to my co-Young Eagle Coordinator, Dave James. This month, Dave achieved flying over 800 Young Eagles! On behalf of EAA 113, I would like to thank Dave for his continued dedication and commitment to the Young Eagle program. He has certainly touched the lives of many young people and provided an opportunity they will never forget. Thank you, Dave for passing along your passion of aviation to future generations!

Dave James, Young  
Eagles pilot  
extraordinaire  
*Photo courtesy of  
Shunsuke Shibata*



I again offer my gratitude for the members that continually offer their support to this program. I am afraid to name your names for fear of missing someone. So many members are there to help out at different jobs throughout our Young Eagle events. You each are invaluable to this mission. If even more people are able to volunteer their time, we can continue to grow these events and introduce hundreds more young people to aviation! Are you interested???

Chili Fly-in / Young Eagles  
*Photo courtesy of Pat Trevas*



David and Jack Grout's RV-10  
*Photo courtesy of Tom Smith*





David and Jack Grout's RV-10  
*Photo courtesy of Tom Smith*



## 2014 SCHOLARSHIPS

Twenty eight years ago, EAA 113 established a Scholarship program for local students pursuing aviation studies. Since that time, we have awarded over \$28,000 to further future aviation careers. Thanks to another successful Father's Day Pancake Breakfast this year, our Chapter has again set aside money to further support this program. However, in recent years, we have unfortunately received very few applications. We are asking our Chapter members to promote this worthwhile program to encourage aviation in future generations. If you know of any potential candidate, please let them know the scholarship applications are available online at [www.113.eaachapter.org](http://www.113.eaachapter.org) in a fillable PDF format. Applications must be returned by March 31, 2014 to enter the selection process by EAA Chapter 113 Scholarship Committee. All applicants must exhibit a passion for aviation!

### 2014 EAA 113 Aviation Studies Scholarship

EAA Chapter 113 will again award as many as two \$1,000 scholarships for the 2014 Aviation Studies Scholarship Program. We are looking for qualified local students pursuing a career in Aviation. Candidates should be currently admitted to a college, university or trade school majoring in aviation related studies. Scholarships may also be awarded to students studying in an approved flight school to assist with flight lessons if they are twenty-five years of age or younger as of March 31, 2014 and have completed their first solo flight.

### 2014 EAA 113 Air Academy Scholarship

EAA 113 is also proud to announce it will once again offer one scholarship for up to \$500 to assist a Young Eagle in attending a summer session of Air Academy at Oshkosh. This amount is often used to supplement our Young Eagle credits that are earned throughout the year. The combination of funding sources often allows for our Chapter to pick up the full cost for an enthusiastic youth to attend this camp. If you know of an aviation-focused young person, between 12 and 19, please let them know this Scholarship form is also available on our website.

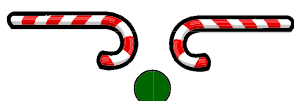
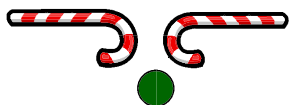
Please assist us in passing along information about our Scholarship Program. Some of our past recipients have gone on to careers as Military, Commercial and Corporate Pilots; air traffic controllers; flight instructors; and A & P's, to name a few. To date, the EAA 113 Scholarships have made a difference to over 50 young people in aviation! Let the tradition continue! The Scholarship applications can be found on the EAA Chapter 113 website: [www.113.eaachapter.org](http://www.113.eaachapter.org)

### NEW STYLE NAME BADGES

Just a reminder that we will be placing an order for small engraved hard plastic name tags with either a magnetic back or a pin, if you would like to order one. These tags come in two sizes and will cost \$5.00 each. Simply, fill out the form at the meeting, and give it to Debbie along with your cash or check made out to "EAA 113".

Small Nametag: 1" x 3"

Large Nametag: 1 ½ " x 3 ¼ "



You are invited to

EAA 113's annual

# Holiday Party

Come celebrate the  
season with your family  
and aviation friends.

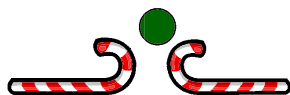
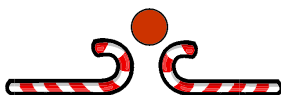
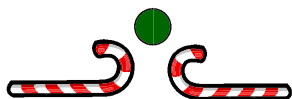
Thursday, December 19th, 2013

6:30 p.m.

EAA 113 Aviation Center

Bring your holiday spirit, your family and  
a dish to share.

EAA 113 will supply the delicious turkey!



# Dinner and Movie Night

**Friday, January 3rd, 2014**

FEATURE PRESENTATION:

*All ages welcome!*



**Dinner will be at 6:30 p.m.**

**Menu includes: Lasagna (Meat and Veggie); Salad; and Garlic Bread**

**Donations for the meal are expected.**

**Movie showing will begin at 7:30 p.m.**



Must RSVP for the dinner, to ensure enough food!

Please respond to Debbie at 734-397-3452 or [dforsman@wowway.com](mailto:dforsman@wowway.com)



## FROM THE FLIGHT SURGEON:

The FAA recently proposed routine screening for Obstructive Sleep Apnea (OSA) in pilots. This is a condition where the person stops breathing multiple times during the night. The risk factors for the condition include short neck and obesity amongst others. OSA can contribute to medical conditions which may include heart attacks and possible sudden death at night.

The FAA's concern with this condition seems to be borne out of a NTSB study which links falling asleep while operating a motor vehicle. The incidents have been mostly motor carrier but have involved aircraft and Air Traffic Control as well.

While the concern over the disorder is valid and a laudable public safety/public health goal I have some concerns for the implications for the recreational pilot who is not flying for a living. If OSA is suspected the tests to confirm or rule out the disorder can be costly.

Our latest information seems to indicate that this initiative will likely be put on hold pending a NPRM or other further consideration. I think this is a good idea. The concept of screening for the disorder makes sense but the implementation I believe needs some further thought.

Fly Safe (and awake!)

Gregory Pinnell, MD

Senior AME/ Senior Flight Surgeon USAFR

---

## FOR SALE: A 1924 FORD COUPE

I am currently driving this T weekly and have spent some time bringing it to good driving condition. The tires and tubes are three years old, and have about 600 miles on them. The car has a few accessories, dip stick in running board, " STOP" brake light, rim wind 8 day clock, a non-functioning Stewart speedometer and working vintage magneto A-C voltage gage. The steering has been maintained and a 5:1 steering shaft installed. The Wool interior was finished and installed this past month. Fuel system was gone through with new galvanized tank, new fuel line and carb rebuilt. New valves this past December. Write for more pictures or give me a call for questions. Michigan title.

NO texts!

Thanks Bob Skingley 734-634-0632







## TECHNICAL COUNSELOR'S REPORT

Randy Hebron (734) 560-2115

rchebron@wowway.com

December 2013

### HOMEMADE PHOSGENE GAS

The following article appeared in EAA Chapter 88's newsletter. This is good safety info to pass along to builders in your area....

Phosgene gas is an organic chemical compound first produced in 1812 by the English chemist John Davy. While it was and is still used as an industrial chemical, it is also a Schedule 3 CHEMICAL WARFARE AGENT. According to Wikipedia: "Phosgene is an insidious poison as the odor may not be noticed and symptoms may be slow to appear. Phosgene can be detected at 0.4 ppm, which is four times the Threshold Limit Value. Its high toxicity arises, not from hydrogen chloride released by hydrolysis, but by the action of the phosgene on the proteins in the pulmonary alveoli. The alveoli are the site of gas exchange, and their damage disrupts the blood-air barrier, causing suffocation."

Okay, you're asking, what does this have to do with me, Joe Airplane Builder? Well, it turns out you can make Phosgene at home, right in your own shop, without even knowing you are doing it. All it takes is a little brake cleaner and some heat.

Here's an actual real world account of one welder's experience with Phosgene:

"I had a rush job welding four diesel tanks. I had to patch where they were pitted by road salt corrosion. To be on the safe side, I even had the shop door open and turned the exhaust fan on."

"I started TIG welding on Thursday afternoon and no problem at first. But when I started welding across a really pitted area, I found a couple of drops of cleaner that were lurking in a deep dimple. As I came closer, a small puff of white smoke popped up, and I almost passed out. I made it outside and sat for awhile in the fresh air."

"My breathing was still hard a few hours later, but I felt a little better so I didn't go to the hospital. The chlorine taste and smell was still strong. About midnight, I started coughing and my chest started hurting. The next day the symptoms got worse and my kidneys started hurting."

"By next Monday, nine days after the poisoning, I lost all balance. I was confused and could hardly talk. I finally went to the emergency room. My symptoms were low blood oxygen level, sugar level out of control, vertigo and I was hurting badly in my entire chest. I was admitted into the ICU. My kidneys had probably shut down for those first four days. My lungs were damaged, I had to be on oxygen, I needed insulin to keep my blood sugar in check. There is no antidote for Phosgene, all I could do was rest and hope I got better."

"After CT, MRI, EKG, EEG and several blood tests it looks like, at least for now, there is no permanent damage, however, the MRI showed fluid in my sinuses and a buildup of fluid near my brain. The Phosgene scarred my sinuses, which became infected. The three doctors I saw said I was lucky to make it."

"After four weeks, it appears I may have emphysema and chronic bronchitis. My sinuses are severely scarred, and my smell nerves are damaged. I still have that awful chlorine taste and smell, and I may also have pancreas damage. The insulin I was taking had little effect on my sugar levels, so now I'm on stronger medicines."

Here we have a recounting of a near fatal incident caused by a few seconds misuse of four dollars of over the counter chemicals that resulted in tens of thousands of dollars in health care bills and most likely a lifelong affliction of disease. It's not an urban legend, it's not the bogey -man, it's real and it could happen to any one of us. So the next time you pick up a can of chemical product for some phases of your project, take just a few minutes and research its constituents. Read the health warnings in the Material Safety Data Sheet (MSDS).

For the complete article use this link: <http://www.brewracingframes.com/id75.htm>



# December 2013



Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5 Homebuilder's Corner 7:30 pm 	6 <i>Operation Good Cheer-PTK</i> 10:00 am-3:00 pm 	7 Breakfast @ Coney 8:30 am <i>Operation Good Cheer-PTK</i> 7:00 am-1:00 pm 
8	9	10	11	12 EAA 113 Board Meeting 7:30 pm	13 <b>Movie Night</b> 7:30 pm 	14 <i>Breakfast @ Coney 8:30 am</i>
15	16	17	18	19 EAA 113 Holiday Party 6:30 pm 	20	21 <i>Breakfast @ Coney 8:30 am</i>
22	23	24 	25 	26	27	28 <i>Breakfast @ Coney 8:30 am</i>
29	30	31 				

Just a reminder, the Chapter Movie Night has been moved to Friday December 13th to allow members to help in Operation Good Cheer at Pontiac Airport. This month's feature is "The Spirit of St. Louis" with James Stewart. Showtime is 7:30pm and Popcorn is free!

**EAA Chapter 113**

Mark Freeland

1480 Oakwood

Sylvan Lake, MI 48320

**Next Meeting : Thursday, December 19, 2013**  
**6:30 PM** at the EAA Aviation Education Center