EAGLE'S PROPWASH

EAA THE SPIRIT OF AVIATION

October 2013 Issue
CHAPTER 113
"The Backyard Eagles"

Young Eagles - September 21, 2013
Photo courtesy of Ken Mosley

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

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President: John Maxfield	(248) 890-6767
Vice President: Shahar Golan	(248) 767-6630
Secretary: Debbie Forsman	(734) 397-3452
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Bill Brown	(734) 420-2733
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Dave James	(734) 721-4213
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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
October 2013

I'm writing this month's Podium as the sun is setting following the Open House at Mettetal Airport. Today's weather started out foggy but was wonderfully warm and sunny by the official 10:00 a.m. start. It seemed strange, not being the event's sponsor, as we set up the Chapter's display and parked our planes and projects. But today's event was put on by the airport's owner, The Michigan Aeronautics Commission. Manager, Juan Zupata and his assistant, Linda Tucker organized the Open House with the help of the Assistant Airport Managers, whom happen to be EAA 113 Chapter members. Several familiar exhibits were on hand with the addition of a hot dog vendor, a live band, and a drilling rig that will be used soon on the airport retention pond.

Chapter 113 was well represented with ten airplanes displayed in front of the EAA Center and several more located on the main airport ramp. The Chapter's pedal planes were a hit with the youngsters, as always to the delight of all. One of our new canopy tents was staffed by Debbie Forsman who greeted and engaged attendees, explained what EAA is all about, and shared information about Chapter 113. The day resulted in three new Chapter members, Al Pond, Dennis Elliott, and David Denski. Welcome Gentlemen, to EAA Chapter 113! We look forward to seeing them and other visitors at future meetings as interest in EAA was as high as everyone's spirits this sunny day. Additionally, Debbie signed up about a dozen Young Eagle prospects. We're planning on flying them October 12th, right after breakfast.

We have news from other members, as well. Al Renaud is recovering from a heart attack at Hartland Manor on Lilley Rd just south of the airport. Marcie Renaud passed a get well card around for signatures at Saturday morning's breakfast and I know Al would like to hear from all of us if you get a minute, (734) 394-3126. Rick Guarino, who sold his Piper Comanche a few years back, is getting ready to start construction of a Midget Mustang. Doug Sytsma has rented a hangar at Mettetal Airport. He's in the final stages of restoring a Cessna 120. Mark Smokovitz is scheduled to do the initial test flight for Doug who will be getting his tail wheel endorsement in the next few weeks. Don Bivens has sold his Piper Colt so I'm sure we'll be seeing more of him flying his Cessna 175 in the near future.

The September Chapter meeting started with our end of the summer barbecue. As usual, plenty of great food appeared from member's kitchens as Mike, Tom, and Scott manned the grills. Our guest speaker was local aviation writer and Emmy Award Winner, Phillip Handleman. Phillip presented "The Tuskegee Airmen Story" following dinner with an in-depth, personal experience and knowledge of these legendary airmen.

On Saturday, September 21st, Chapter members flew 26 Young Eagles. About 20 of those were Garden City JrROTC cadets with the remainder having signed up at our Father's Day Fly-In.

(Cont. on top of page 5)

PAULSON AVIATION & HISTORY *LIBRARY*

Barb Cook (734) 277-3469
barb@armipay.com
October 2013

WWI I HISTORY LESSON: BRITISH ACE FIGHTER PILOT

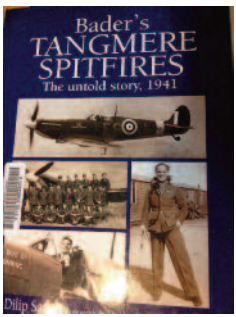
Douglas Bader & the Tangmere Spitfires

You just won't believe the courage, flying skills, and ingenuity of this pilot! In 1931 he did pilot training and while practicing aerobatics, crashed and lost both legs. He nearly died, recovered, re-did pilot training, passed, but was dismissed from the RAF anyway. But in 1939 at the outbreak of WWII he joined the RAF again and was involved with Air Vice-Marshall Leigh-Mallory and his "Big Wing" experiments in aerial warfare.

Then, in 1941, after achieving 20 aerial victories, he was shot down, got his artificial leg caught, and had trouble exiting the plane. Eventually, a strap broke, leaving the leg behind, and he did parachute successfully, only to become a POW as well as friends with German ace Adolf Galland. Due to his friendship with Galland, the Germans allowed the British to safely parachute him another prosthetic leg. His repeated escape attempts so annoyed his German captors that they threatened to take his artificial limbs away from him! He ended up (with other recidivist escapees) in the Colditz Castle high fortress POW prison where his fellow officers were building a glider to escape by soaring out over the river Mulde. The Allies arrived, however, before the attempt was made. Later on Bader returned Galland's (now a POW of the British) previous kindness by procuring an artificial limb for a POW companion of his. Bader continued flying after the war until illness stopped him, and he received the CBE, DSO, DFC and many distinguished awards.

No wonder we now have 3 books devoted to Bader and his squadron, and many others where he is mentioned.

Flying Colours; Epic Story of Douglas Bader
by Laddie Lucas, Stanley Paul Pub, London, 1981.
Shelf # 940.54 4941 BADER LUC



Bader's Tangmere Spitfires; Untold Story, 1941
by Dilip Sarkar, Patrick Stephens Ltd, 1996.
Shelf # 940.54 4941 BADER SARK

Bader Wing
by John Frayn Turner,
Midas Books, London, 1981.
Shelf # 940.54 4941 BADER TURN

October is EAA Chapter Officer Nominating month. Anyone with an interest in an officer position should send your availability to Al Bosonetto and Jim Morency, this year's nominating committee.

November 1st is our first movie night of the winter season. Being the day after Halloween, the feature presentation will be the mystery thriller "The Final Countdown". Come for Pizza before the show at 6:30 p.m. and bring a friend. Stay up to date with EAA 113 at www.113.eaachapter.org

Happy Landings
John Maxfield

Wearing his A&P hat, our multi-talented President makes an emergency repair on the tarmac during the Mettetal Airport Open House.
Photo courtesy of Debbie Forsman

Dave James' famous helicopter rides during the Airport Open House. Love the facial expression of the girl!
Photo courtesy of Shunsuke Shibata.

PAUL POBEREZNY

By Kim Kovach

Wright, Doolittle, Lindberg, Jeppessen, Sikorsky, Whittle, and Paul Poberezny..... all names of people who made dramatic and profound contributions to the aviation world. I am mindful that I have very special privileges in my life as a direct result of Paul's efforts as founder of the Experimental Aircraft Association.

Not many people know that Paul enjoyed growing flowers. While visiting our IKE racer replica project, Paul noticed that I was growing geraniums inside of my house during the cold Michigan winter. He asked me about the fluorescent lights that I had hanging in very close proximity to the flowers. I explained that they were "grow lights" which provided benefits to the plants similar to sunshine. He was amazed! He had never heard of lights that would do that! About a week later, I received a nice note of thanks from Paul - because I sent him a number of grow lights as a gift. Friends of mine have told me that they have seen Paul's flowers at his house and sure enough, they were growing under the lights that I sent to him!

Paul's physical presence on this earth will certainly be missed. But his accomplishments in fostering and promoting recreational aviation will last for many years to come.

Thanks Paul. I am thankfull, and greatly indebted to you for your efforts.

LYLE MEAD DISCOVERED THIS LETTER TO THE EDITOR IN THE APRIL 1953 FLYING MAGAZINE

"Regarding construction of home-built aircraft – I am in the process of reorganizing the "Experimental Aircraft Owners and Pilots Association" here in Milwaukee. I started the organization in 1951, then was sent to Korea as a C-47 pilot.

Since returning home I have had numerous requests to reactivate the organization, and with the backing of our local CAA inspectors, we have had considerable interest in the building of experimental aircraft. In fact, we have 13 home-built, experimental aircraft in the Milwaukee area either flying or under construction. I have completed one and flown it for 75 hours, and have another nearly completed.

I would appreciate hearing from individuals who are interested in the building of home-built aircraft and the association. From some of the performance we get in home-built aircraft, manufacturers could take note.

Paul Poberezny

3801 S. 56th Street
Milwaukee 14, Wisc.

• *In view of the great number of readers who have expressed an interest in home-made planes, we're happy to report the name and address of a pilot who is backing the wish with action. – Ed."*

YOUNG EAGLES

We will be doing a small group of Young Eagles on Saturday, October 12th at 9:30 a.m. This day will be for flights only with the pilot's offering their own preflight briefings. The attendees will be from youth that signed up at the recent Airport Open House and few individuals that have called to schedule a flight.

If you know of anyone between the ages of 8 and 17 who may be interested, feel free to invite them out. Then, please let Debbie know how many you expect so there will be enough aircraft, pilots and support staff on hand.

If you can help out at this event, please notify Debbie at dforsman@wowway.com.

YOUNG EAGLES - SEPTEMBER 21, 2013

Ron Cieslak presents Young Eagles Certificates
Photo courtesy of Ken Mosley

Young Eagles Classroom and Flight Crew
Photos courtesy of Pat Trevas

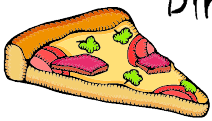
METTETAL AIRPORT OPEN HOUSE

All Photos courtesy of Shunsuke Shibata


CIVIL AIR PATROL
470CP


USAF

Dinner and Movie



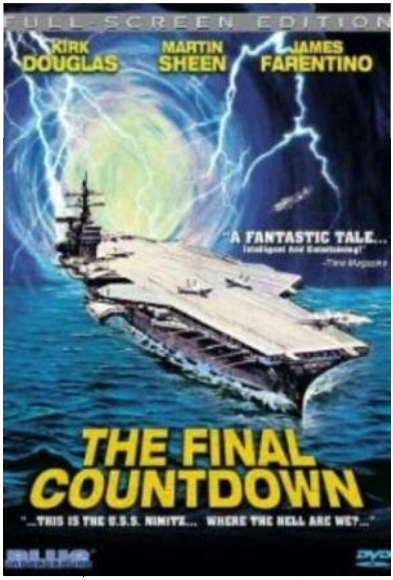
Friday, November 1st, 2013

6:30 p.m.

Join us for a dinner of pizza, salad and dessert. (*Donations please.*)

The feature movie will be an aviation thriller,

"The Final Countdown".



It would be helpful to RSVP to Debbie: 734-397-3452 or email dforsman@wowway.com

THE HUMAN FACTOR: TEACHING THE BIG PUSH

By Jay Hopkins / Published: *Flying Magazine*, June 26, 2013

Recently I received notification of an event I couldn't pass up — a "General Aviation Accident Reduction and Mitigation Symposium," sponsored by the Arizona Pilot's Association (APA) and the Arizona Safety Advisory Group (ASAG), which links many of the aviation groups in Arizona in the quest to reduce accidents, and especially fatal accidents, in the state. The FAA Arizona FAASTeam representative would also participate.

The message stated that the speakers would address the fatal accidents that occurred in Arizona in 2012, and those present would then "work toward strategies and tactics to reduce the accident rate in 2013." Questions and comments were solicited during and after each section, and the attendees were challenged to come up with specific actions that could reduce the number of accidents in the future.

While this led to some interesting discussions, ultimately people were frustrated by the realization that very few of the pilots who really needed to attend a safety seminar would ever show up unless mandated by an FAA safety counselor, and, in any case, there was no way the group could reach more than a tiny percentage of the approximately 26,000 pilots in Arizona through seminars, workshops and symposiums.

Even if we could reach a significant number of pilots, most of the accidents were caused by the same human factors that have been taking lives and destroying airplanes since the Wright brothers first rose from the sand dunes at Kitty Hawk in December 1903. I did come up with two possible strategies. In several cases, there were open fields the pilot could have landed on without causing much, if any, damage. Instead, the pilots crashed trying to make it to a runway.

I have been fortunate to have quite a bit of experience taking off from and landing on unpaved surfaces. My first flight was in a Piper J-3 Cub from a grass field, and I spent several years towing and flying gliders from grass runways.

It occurred to me that most modern pilots have probably never landed on a grass or dirt runway. Having not had that experience, they may not realize that airplanes can land with little or no damage on a relatively smooth field. It is hard enough to decide to land somewhere other than a paved runway, but it is an even harder decision if it is something you have never done before. I thought that, along with my recent suggestion that all student pilots would benefit from a few hours in a basic airplane like a Cub, it would also be beneficial if pilots had an opportunity to experience landing on an unpaved surface at least once during their training.

However, on further reflection I realized neither suggestion is practical. There probably aren't enough instructors with the necessary experience in simple conventional-gear airplanes, and in any case, many insurance policies only cover landings on paved runways at certified public airports. So while it would certainly be nice if all pilots got to fly a basic, no-frills airplane and land on an unpaved surface, in reality that is not going to happen.

A more practical suggestion addressed the many fatal accidents that result from a pilot trying to turn back to the airport after an engine failure shortly after takeoff. Any pilot who experiences an engine failure after takeoff is faced with a critical situation requiring an instantaneous response that he has had no training for. I would guess that, by now, most pilots are familiar with what I discussed in my December 2010 column

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("Big Push, Improbable Turn"), in which I emphasized the odds against successfully making it back to the runway after an engine failure below 1,000 feet. However, the sirens, whose tempting call to continue an unstable approach I wrote about in the March and April 2013 issues of Flying, also lure pilots into trying to turn back to the runway they just departed from that seems so tantalizingly close. The typical result is a stall/spin at low altitude, which is almost always fatal.

The first challenge the pilot faces after the engine failure is that he has probably never experienced a sudden loss of power while in a climb attitude. Power is almost always reduced while level or descending, so any pitch change required is minor. Thus, the pilot experiencing an engine failure after takeoff would have no idea how quickly and forcefully he has to push forward on the controls to maintain his airspeed. Coupled with the natural tendency to pull back when close to the ground, this can quickly lead to a stall just as the pilot is initiating the turn back to the runway.

A pilot who forcefully reduces his pitch attitude immediately faces a second serious challenge. In training he has been taught to make smooth turns with a maximum of 30-degree bank angle, and that it is especially important to keep the bank angle shallow at slow speeds just above stall. The simple fact is that an airplane starting a 30-degree banked turn with no power at 500 feet agl will likely hit the ground before completing a course reversal. This is because a 180-degree turn will take 30 seconds, and even at a conservative descent rate of 1,000 feet per minute, you would hit the ground in 30 seconds. So another reason a big push is necessary is that you are preparing for a steep turn of 45-degree bank at just above stall speed to get the airplane turned around as quickly as possible. With the increased bank angle, the descent rate will be even greater until you complete the turn.

A pilot who does not stall and actually completes a course reversal now faces his third challenge. If he was high enough that he could hold a 30-degree bank throughout the turn, depending on the wind direction and velocity, he is now approximately a half-mile to one side of the runway heading downwind, so his groundspeed is greater. He has to continue his turn for another 30 degrees and then glide for up to a minute more to actually make it back to the runway. If he used a 45-degree bank, the turn would only take about 15 seconds, so he would be much closer to the runway and would only have to turn about 10 degrees further and glide a much shorter distance back to the runway. A pilot who manages to meet all these challenges — pushing hard, banking steeply and gliding back to the runway — is now faced with a downwind landing with possible opposing traffic taking off toward him. Pull that one off, and you have become one of the few fortunate pilots to survive turning back to the runway after an engine failure on takeoff.

To emphasize the difficulty of turning back to the runway, while giving pilots a fighting chance to accomplish the maneuver if they have sufficient altitude, I propose that instructors have pilots practice the maneuver at a safe altitude during initial training and biennial flight review. (See "Practicing a Turnaround" below.)

This is actually a very good maneuver for practicing energy management and airplane control at minimum speed and maximum bank. It should be obvious from the results that a turn back in calm winds at an altitude below 1,000 feet in a high-lift airplane is a low-probability maneuver. For high-performance airplanes, 1,500 feet is usually the minimum altitude.

After impressing the student with the difficulty of completing the turn back

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successfully, this would be a great time to emphasize the importance of preflight planning and a self or crew briefing about what to do at various altitudes in the event of an engine failure after takeoff.

An engine failure on takeoff will always be a difficult situation to deal with, but with education and practice, we can certainly increase the odds of a successful resolution and reduce the fatal-accident rate. It would take the FAA years to make this an official change, so it would be up to instructors and flight schools to implement this on their own.

Practicing a Turnaround

1. Climb to 3,000 feet AGL over a road or other straight line. (Don't even consider doing this maneuver right after takeoff or at a lower altitude!)
2. Establish a normal climb to the altitude you wish to use for demonstration (3,800 feet for a failure at 800 feet AGL).
3. Note your position over the road.
4. Reduce the power to idle. (Don't forget carb heat if needed.)
5. Wait two seconds in order to simulate the time required to realize what has happened.
6. Push the wheel forward to maintain the best glide speed.
7. Roll into a 45-degree banked turn into any crosswind.
8. Turn 190 degrees while just above stall (with stall warning barely on).
9. Roll out and line up with the road.
10. Note your position and altitude relative to the starting point.

NEED A COSTUME IDEA FOR YOUR DOG?

HAPPY HALLOWEEN!

THE EMPTY NEST

by Pete Waters

Well, it has happened.

The bird has flown away from the comforts of a warm, loving nest, and taken on the next journey in her long, (I hope), happy life of flying over the countryside.

My memories are many, of the times we had together while she grew up. The arrival of her, in a loooong wooden crate, and the excitemnet of seeing how she looked, undressed... oh dear..., and the many parts needed to fit onto her, as she grew up, and finally shone in the brilliant sunshine.

The long days, alone with her, building the friendship a father only has with a daughter. If only she could talk, though, better not, as some words were not for public ears!

The dusty garage, cold in the winters, and saying “good night” and Rita asking if I kissed her!

Soon she was on her feet, and looking more like the photos in the picture catalog. Waking up her heart for the first time, and getting clouds of smoke, that panicked me, but went away as she warmed to the new situation, and purred beautifully.

Then there was the training, setting up the way she did things, and learning how to talk strong words, but invoke the direct paths needed.

That first time we were completely alone, feeling the air, and the guy on the radio making nice comments.

Gosh, how time flies, and then the occasion when we broke some pieces. Still, it resulted in a much better relationship, “Dad can Fix Anything” was one comment.

Now, fifteen years later, and umpteen hours being a matched pair, she has flown away. A new man in her life, A pair for many years to follow, and more relationships she will collect as others, in different parts of the country, get to see and touch her shiny surfaces.

Meanwhile, the newly adopted replacement in the family is having some surgery, and will soon be waddling down the long grass field, and, perhaps, we will be alone together, learning about each other, and going places, other dare to.

No, I shall miss her, but that is the task of grown ups, realizing their dreams, and encouraging others.

Happy flying, sweetheart.

October 2013

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3 **Homebuilder's Corner 7:30 pm**	4	5 ***Breakfast @ Coney 8:30 am***
6	7	8	9	10 **EAA 113 Board Meeting 7:30 pm**	11	12 ***Breakfast @ Coney 8:30 am*** **Young Eagles 9:00 am**
13	14	15	16	17 ***EAA 113 General Meeting 7:30 pm***	18	19 ***Breakfast @ Coney 8:30 am***
20	21	22	23	24 **Flying Safely Meeting 7:30 pm**	25	26 ***Breakfast @ Coney 8:30 am***
27	28	29	30	31 Halloween		

FOR SALE

Air Compressor, Smith, 3/4 HP motor, Single cylinder, 10 gallon tank, filter and regulator, 110vac, works... $45.00

Pete Waters
248-924-0223

EAA Chapter 113
Mark Freeland
1480 Oakwood
Sylvan Lake, MI 48320

Next Meeting : Thursday, October 18, 2013

6:30 PM at the EAA Aviation Education Center