



Next Meeting: Thursday June 17th, 2004 at 7:30 pm

EAA Chapter 113
Mark Freeland
38352 Churchhill Lane
Farmington Hills, MI 48331

EAGLE'S June 2004 *PROPWASH*



CHAPTER 113

"The Backyard Eagles"

Mettetal Airport (1D2), Canton, Michigan



Bad Butch at Sun and Fun, Photo Courtesy of Bob Skingley

Our Web Site: www.eaa113.org

Meetings: 7:30 p.m. the 3rd Thursday of each month at the

NEW EAA113 AVIATION EDUCATION CENTER!

EAA113@yahoogroups.com

Member Services

President: Dave Buck (734) 453-5375

Vice President: Don Ruff (734) 397-3649

Secretary: Bob Wagner (313) 274-8292

Treasurer: Grant Cook (734) 769-2432

Membership Committee:

-Chairperson:

-Roster: Mark Freeland (248) 426-0799

-Dues: Grant Cook (734) 769-2432

Technical Advisors:

Joe Hillebrand (480) 895-6314

Randy Hebron (734) 326-7659

Dave James (734) 721-4213

Flight Advisors:

John Maxfield (248) 348-1417

Bob Wagner (313) 274-829

Scholarships: Howard Rundell (248) 344-1969

Library: Bob Paulson (313) 274-2853

Young Eagles:

Dave James (734) 721-4213

Debbie Forsman (734) 397-3452

Evan Carew (248) 374 1170

Bald Eagles: Mark Freeland (248) 426-0799

Refreshments: Lynn Stone (734) 422-8172

Newsletter: Anthony Liberatore (734) 981-7109

Aviation Center Management Committee:

Al Bosonetto (734) 261-5518

Dave Buck (734) 453-5375

Bill Brown (734) 420-2733

Bob Skingley (734) 522-1456

Board of Directors:

Al Bosonetto (734) 261-5518

David Forsman (734) 397-3452

John Maxfield (248) 348-1417

Pete Waters (248) 437-4244

Bill Brown (734) 420-2733

Dave James (734) 721-4213

Mike Scovel (313) 462-1176

Part Charles (734) 495-1878

Mission

Statements

Chapter

"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."

Calendar of Events

Saturday Morning Breakfast

Every Saturday 8:30am at the Coney Island on Lilley Rd. across the street from Mettetal airport.

Breakfast Fly-outs

Every Sunday from Mettetal airport. Arrive at destination by 9:30a.m.

Dates to Remember

The Annual Pancake Breakfast

EAA Chapter 113 will be hosting its annual Fathers Day Pancake breakfast on, June 20th, 2004. The event will be held in EAA Chapter 113's Hangar at Mettetal Airport Starting at 7 AM. Event Coordinator John Maxfield is currently asking for volunteers and assigning them there requested task. If you would like to volunteer or help underwrite the cost of purchasing items for the event, please contact John Maxfield at: avee8r@wideopenwest.com

VW Fly-in Gathering

July 17, 2004, Fulton County Airport, Wauseon Ohio. Identifier: USE. Morry Hummel's UltraCruiser , HummelBird, and UltraCruiser Plus will be onsite and flying weather permitting. Forums as well as Flying sessions will be held.

Watch for more details on the following events!

Oshkosh "Airventure"

McKenzie's Corn Roast

President's Podium



Dave Buck (734) 453-5375
dbuck19208@aol.com

In order to make the monthly chapter meetings more varied and interesting, and to get the entire membership involved in planning the meetings, each member has been assigned to one of twelve teams. Each team will then be responsible to provide an activity or speaker for the month they are assigned.

- Teams are free to arrange any activity they feel would be of interest and value to the chapter.
- Teams are encouraged to use their imagination and have fun.
- Teams need to have their monthly activity planned at least 30 days before the scheduled meeting date so information can be included in the newsletter.
- The chapter Vice President will be the contact person for the teams.
- The top person on each month's list is considered the team captain.
- Team Captains shall keep the Vice President informed of all planned activities as far in advance as practical to eliminate any duplication of programs.
- The new program will go into effect for the August 2004 meeting.

Members were given an opportunity to sign up for a particular meeting at January meeting. Any member who did not sign up at that time was assigned to a team randomly. The list of teams is attached to this month's newsletter.

Congratulations to Chris Muncy and Matthew Fifer winners of the Backyard Eagles scholarship for 2004. Chris is a junior at Western Michigan University and is pursuing a career as an Air Traffic Control Specialist. Matthew is a recent graduate of Airport High and has been simultaneously attending Michigan Institute of Aeronautics. Thanks to Howard Rundell, Scholarship Chairman, for a great job in putting together this year's list of candidates.

The Piper Cub is the safest airplane in the world; it can just barely kill you. (Attributed to Max Stanley, Northrop test pilot.)

Happy Landings,
Dave

Classifieds

Cessna 172

1957 CESSNA 172 \$26,500 SEE PHOTO UNDER EAA 113 MEMBERS SECTION. Contact Don Moore at PH. 810-227-3070 or via E-MAIL dmoore@seiberkeast.com

Powered Parachute

2001 Harmening High Flyer Executive, Two seater, 65HP two stroke, Fuel injected, Hirth Engine. Electric start, Three-blade propeller, 3 (**yes THREE**) hrs. Total Time: Airframe and Engine. Altimeter, CHT, EGT, Tiny Tach, Wheel pants, and Open Trailer contact **Jim Trick 248-543-8917**

Keleher Lark

Steel tube fuselage, Wood wings 310 HRS TTAF 65 HP Continental engine, Metal prop, Canopy, Cabin heat No radio or electric system contact **John Maxfield at 248-348-1417**

SECRETARY'S Scribbles



Bob Wagner (313) 274-8292
wagner16@mindspring.com

CHAPTER 113 MEETING MINUTES

Meeting Date: May 20, 2004

Meeting Time: 7:30 PM

Number of Members Present: 32, Number of Guests: 2

Minutes of the Board of Director's Meeting of May 8, 2004 were read.

One of our 2004 scholarship awardees, Chris Muncy, was a guest at this meeting and took the opportunity to thank the Chapter for awarding him the scholarship.

John Maxfield reported that preparations for the upcoming pancake breakfast are well underway and reminded the membership that participation of all members is needed for set-up the night before the event. A final planning meeting will be held during, or after, the next board of director's meeting on Thursday, June 10, 2004. John Maxfield reminded that those planning to attend the Oshkosh work weekend on the first weekend in June must arrange for their own transportation. He asked those interested in sharing a ride to contact him.

Al Bosonetto reported that final inspections for the new construction work are still not done. Volunteer work done in the past month included: an access door for the kitchen electrical panel, shortening of the kitchen counter, floor baseboard moldings and touch-up painting.

President Dave announced that Gary Markwardt donated a pull-down projection screen.

Dave James reported that a special Young Eagles event is planned for this coming Saturday, May 22, 2004. Sufficient pilots have signed up but additional

ground support is needed. Briefing will be at 9:30 AM after the morning breakfast.

Bob Paulson reported that a procedure for drawing out library materials is now in place.

Bill Appleberry reported rides in the EAA Ford Tri-motor will be available at the Pontiac airport for one week, beginning June 25, 2004.

President Dave encouraged all members sign up for the Yahoo group messaging system, as it is a convenient way to disseminate bulk messages. President Dave thanked Anthony Liberatore for his work in arranging the cookout before this meeting and for inviting this evening's guest speakers.

Guest Speakers:

Names: Dick and Chris Eaves

Topic: The Nexus Mustang

The Nexus Mustang is a new two-seat tandem aircraft designed by Dick Eaves, and was built by Dick and his son Chris. It has received a bronze Lindy at Oshkosh 2003 and Grand Champion Plans Built award at Sun N Fun 2004. This is the ninth airplane built by Chris who is now retired from a position as a Canadian Government aircraft maintenance inspector. Previous projects included: two Midget Mustangs (upon which his new design is based), two Wag-Aero Cuby's, a Skyhopper II, a Baby Ace, a Miles Hawk Major restoration center section, and others.

The Nexus Mustang uses a Ribblett airfoil tapered in both thickness and chord with 11/2 degree twist and 22' 2" span. It is powered by a 180 HP Lycoming engine with a rear draft carburetor. The prop is fixed pitch, metal, 72" diameter x 86" pitch. Empty weight, as built, is 1085 Pounds. Gross weight is 1750 Pounds. Fuel capacity is 37 gallons stored in the fuselage and both wings. Landing gear is fixed. Preliminary performance figures are: 240 MPH top speed, 200 MPH economical cruise, 63 MPH stall speed in landing configuration, 70 MPH stall speed clean. Climb at gross weight and sea level is 1700 FPM. Chris has drawn up plans, which are now available. Options include a constant speed prop and alternate fuel storage locations. Difficult to make parts are available from Mustang Aeronautics in Troy, Michigan.

Recorded By:

R.C. Wagner, Secretary

Giftng for the Future © This month: Giving of Your Time ©

By Anthony J. Liberatore

Picture this scenario, you are volunteering with your church or other non-profit and you are wondering if some of the expenses incurred during your volunteering are deductible, Is that what is getting you down, Bunkie?

The answer is yes, some expenses are deductible, but they are few in number and there are some interesting caveats. 1st always check with your tax professional before proceeding, and children do not try this at home. So what is deductible, well for one, uniforms. If your volunteer duties require a uniform while performing your service, the cost and upkeep of the uniform are potentially deductible. So what about driving to your duties in your uniform? Again car expenses are potentially deductible and there are two different ways of doing so, one would be to tally the cost of fuel and oil for the mileage incurred, or take a more traditional approach of a standard mileage rate. Keep in mind the mileage rate changes every year, so again check with your tax professional for the latest rate. Parking fees and tolls are potentially deductible as well, but it is advised to keep reliable records of all the for-mentioned expenses.

Now, on too travel. You can claim travel expenses incurred while away from home while performing your charitable duties. These would include air, rail, and bus transportation, out of pocket car expenses, taxi fairs, lodging cost, and cost of meals. **However** as long as their **no significant element of personal pleasure**. However, if you enjoy the trip and your duties are genuine and substantial it may be potentially deductible. This is were it gets ticklish, I would not want to be sitting across from an IRS Agent dressed in a “Burt Rutan for President” tee shirt and trying to tell him I didn’t enjoy Oshkosh at all this year! You get the picture ☺. Whether you elect to deduct such expenses or not, donating time and giving of yourself has rewards that cannot be measured on an IRS form. Many charities, EAA, and America is a better place all do to a very giving people, and for that we are all blessed.

Next Month, The donation of Life Insurance Policies

From the Editor

As I look at the calendar I can hardly believe that the year is at the half way mark. It has to be summer; we are making our evening treks to Dairy Queen or a host of other soft serves in the Canton area! Ah, it is so sad it only last a few months! This month’s newsletter continues a trend that has helped keep the winds in the newsletter’s sails, and that is our guest authors. This month’s guest are Mike Schovel and Dave McKenzie, many thanks to these gentlemen.

I would like to assist Dave Buck and Don Ruff’s efforts to establish teams for the entertainment portion of our meeting. You will note the center section of the printed version of the newsletter is the Roster. I chose this location so you may loosen the staples, remove it and keep it for your future reference. With the E-mail version the Roster is a separate “PDF” file so that you may print it at your leisure again for the purpose of future reference. I would like to take a moment to thank all the volunteers that assisted with the social for the May Meeting, thank you for making the evening a great success. I would also like to thank the board of directors for the nomination to the EAA newsletter competition for 2004. I stand on the shoulder of the efforts of Pete Waters and Pat Charles who brought the publication into the computer age and took it to a new level; many thanks go to these fine gentlemen.

Best regards, Anthony J. Liberatore



Davis DA-2A at Sun and Fun. Photo Courtesy of Bob Skingley

Just who IS that person I married!?!

(Many thanks to Mike Schovel for this fun article!)

This is a story of surprise, no pure amazement. Our wedding anniversary was May 21st; we have been married 10 glorious years. In all of those years I have had numerous surprises from my wife, but overall I thought I knew her fairly well. My wife had told me that she had planned a surprise trip for me as my Anniversary gift.

Saturday May 22 after breakfast with the guys, my wife started my surprise trip. On the way, somewhere on M-14, I figured out just where the surprise trip might be taking me, the AIR – ZOO Museum in Kalamazoo. Doreen had talked about renovations that they had done to the museum a couple of days earlier; this may have blown her cover. My intuitions being correct, we arrived approximately 2 hours after leaving the Coney Island. To my astonishment, they had completely renovated the entire building inside and out. The “new” AIR – ZOO opened May 1st, and it is fabulous. If you have not been there in sometime, it is well worth the time and effort; it is a little pricey (\$19.50 / adult) though.

Once we were inside the entry area, the new look hit me, and it is spectacular. The famous pink P-40N was hanging from the ceiling, spit shined to a tee. You leave the entry area into the museum via a little corridor; this is where the fun truly begins. They have several rides for the kiddies. There is a Fly Buy shop, the Kittyhawk Café and an exhibit on the Hubble Telescope. They had a wide variety of aircraft from an Aeronca L-3B Defender to the SR-71B Spy Plane. They have a 4D movie and Space Shuttle mission as well. Now for the surprise, they had 4 Fighter Jet Simulators.

When we got to the simulators, Doreen was skeptical of even getting in the thing, definitely didn't want anything to do with the pilots seat and warned me not to do any rolls or loops! Before the ride, there is a computer simulation of how the controls work in the simulator and you get a chance to get a feel before you actually get in. It flies considerably different from an airplane. Our turn came up, we go through the briefing with one of the crew members on how everything works, locks us in our seats, not with just seat belts but with a bar harness that comes over your head just like in a ride at an amusement park. There is a red E Stop Button that you can push to stop the ride just in case you get sick or too afraid to continue. Doreen's hand was on the button as the crewmember closed the cover. With program loaded and we started flying, I was Pilot In Command, she was my Gunner. We flew all round destroying Bogies everywhere; heck we even took a pot shot at our own aircraft carrier!

The whole time I made sure I did not loop nor roll the simulator (I was very tempted). A few minutes later the ride was over and we exited the simulator.

We walk away, we had taken 20 steps or so and Doreen says, “Do you want to do it again?” I say sure, but this time why don't take the pilots seat? After some internal debate with herself she concedes, we get back in line. When our time comes for the ready box, Doreen tries her hand at the computer simulation and does very well, a couple of minutes later it is our turn again. This time I step into the gunner's seat and Doreen takes the pilots seat. Again we go thru the briefing, the crewmember closes the cover, the program loads and soon she is flying. This is where I need to inform you that Doreen is a semi white-knuckle flyer. Doreen has improved over the years, but still a little skittish. In fact this is the same women that WILL NOT get on any of the fun rides at the amusement parks and does not even like the Ferris wheel! Is the same woman that had earlier, in a very stern tone, informed me that I was not to loop or roll the simulator?

As Doreen is flying and chasing bandits, she takes a few very steep banks (better than 90 degrees) and more than once very nearly rolled the simulation. It did not take very long before we were flying inverted, here I am hanging in the harness. Very calmly I say, “Complete the roll” Doreen does. I then I say try a loop, after a little instruction, she does a loop. From that point forward there was wild and crazy laughter emanating from the simulator. As the crewmember opens the cover, he says someone was having way too much fun. It was one heck of a ride on the inside; I can only imagine what it must of looked like from the outside. As we walked away laughing, Doreen noted that she wants to get in line to do it again! We did!

The third time was the charm for her. The crewmember recognized us and cut the briefing and brought the bar harness into position and closed the cover. From the instant the flight began to the end, there was hardly a moment we were not inverted, rolling or looping, laughing the whole time. After the ride, I exit just a little nauseated, and Doreen wanted to go again! It did not happen, however, and this all this from someone (Doreen) who will not go on a Ferris wheel! I was amazed and thrilled at my wife's “coming out”. We will do this again this summer and when it occurs, I will be Pilot In Command!

Fun and safe flights, Mike Scovel

SPINS IN LUSCOMBES

Editors Note:

Many thanks to this month's guest columnist, our very own Dave McKenzie. This article is a response to a question posed on a Luscombe enthusiast website. Please consider Dave's response is in the spirit of casual conversation and trip down memory lane, and is not substitute for proper training and good P.I.C. judgment.

As you know, the first airplane that I had dual instruction in was a 1946 Luscombe 8-A "Silvaire" owned by my father in 1949. (I was 12 years old.) and later in life started flying seriously. Dad insisted that I be taught spins, so; on Mother's Day 1958 while visiting my grandmother in Laurel, Mississippi dad took me out to the local airport now named Hessler-Noble Field and asked his life long friend, Alton Hessler to teach me spins while Dad ran an errand.

Hessler, as dad always addressed him and as I knew him took me in a Luscombe 8-A Silvaire with a 65 H.P. Continental engine to 3500 feet AGL and demonstrated a three turn spin. He then directed me to climb back to 3500 and repeat the spin myself. I did and he directed me to return to 3500 and perform another three turn spin, but; in the other direction of rotation. I did and Hessler said, "Let me have it. I want to show you what your dad used to do with my C-3." He snap rolled it.

My response was, "Can I try that?". Hessler assured me that he wished I would and said, "It's nothing but a spin in the horizontal direction." I snapped it and we spent the next hour or so climbing to 3500, spinning three turns in a chosen direction followed by a snap roll in the same direction. We would then return to 3500, spin three turns in the other direction, snap roll in that direction, and return to 3500 for another series of the same maneuvers. I HAVE NEVER PERFORMED SNAP ROLLS SO WELL SINCE.

ALL AIRPLANES ARE AEROBATIC. It is pilots who are not. Many DC-3's have been deliberately spun. I have videotape of Harold Johnson looping, barrel rolling, and spinning a Ford Tri-motor, and on one of its test flights the pilot's aileron rolled the prototype Concord.

Johnson used to repeat his Ford Tri-motor performance in a Lockheed Constellation, but; the airlines approached the CAA and demanded that they stop his airshow performances in the Constellation for fear that if he ever "pranged" it they'd have a serious public relations problem. Of course, "the Feds" stopped his performances in the Constellation.

Back to Luscombe, the vertical fin attach fittings are KNOWN inspection and possible maintenance problems on the Luscombe. So is corrosion in the spar "carry through" members in the top of the cabin area of the fuselage. Aluminum also "age hardens" which causes changes in its load and fatigue tolerance characteristics. I personally recommend using caution and judgment before loading ANY old airplane regardless of structural design and material choice. The person who wrote the article that you submitted referred to, "1-G" aerobatics. There "ain't no such animal". None of us can make any flight without exceeding one (1) G at numerous times in the flight.

Spins are not high stress maneuvers. The load is encountered in the recovery and in those rare instances where airplanes are destroyed "in the spin" instead of during ground impact the failure occurs during the recovery phase of the maneuver. The stress causing the failure is caused by the anxiety of the untrained or inexperienced PILOT.

During 1974 thru 1976 Jack Lane from Illinois used to fly a Luscombe in IAC sanctioned aerobatic contests in the Sportsman category. He had added "flying wires" to brace the vertical fin and horizontal stabilizers, but that was the only modification he made to the airplane, which he called, "Jonathon Livingston Luscombe". He later lost his life in the Great Lakes biplane powered by the PT-6 turbine, but that's another story. Remember that just because the Cessna Aerobat is certified aerobatic other 150-152 Cessnas ARE NOT aerobatic airplanes. There ARE MAJOR differences in the airframe structure of the "Aerobats".

"NUFF SED", I hope.

Dave McKenzie