



* Next Meeting is Thursday June 15, 2006 *
7:30PM at the EAA 113 Sport Aviation Center

Steve Poland
Jabaru 4 seat homebuilt

EAA Chapter 113
Mark Freeland
42636 Faulkner Drive
Novi, MI 48377

EAGLE'S PROPWASH

June 2006 Issue



CHAPTER 113

"The Backyard Eagles"

.....
Mettetal Airport (1D2), Canton, Michigan



How to Start an F-100

See the hilarious story inside this issue!

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

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Vice President: John Maxfield (248) 348-1417

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dzammit@ameritech.net

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Dave Buck (734) 453-5375

Bill Brown (734) 420-2733

Bob Skingley (734) 522-1456

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."

President's Podium



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

Just another reminder, the Fathers Day Pancake Breakfast is swiftly approaching. Invite everyone you know to join you for breakfast at the airport. Airplanes, autos, helicopters, fire trucks, rides, and great food; what more could a father want? We also need your help to make this event a success. Please volunteer.

I was going to get some flight instruction this last month. Arrived at the hangar early to preflight the Skyhawk before the instructor arrived. I opened the hangar door, walked around and opened the aircraft door. Standing outside the plane, with my head buried in front of the instrument panel, I reached in and hit the master switch so I could lower the flaps and check the gauges. As soon as I turned the switch on, the starter engaged, and the engine started to crank. I immediately turned off the master and everything stopped. I checked and the ignition/starter switch was all the way to the left where I thought it should be. It turns out the ignition switch was faulty and could be turned to the left one click past the off position. At this point the starter circuit was energized when the master was turned on.

Nothing happened this time and the prop probably only moved two inches before being turned off. How many times have you preflighted a plane with somebody standing near the engine? This has impressed on my mind that the propeller can and might turn when least expected. Clear the prop before turning anything on, and always have everyone stand clear of it. Needless to say, my flight lesson was postponed to another day and the aircraft grounded.

See you for breakfast,
Dave

Secretary's Scribbles



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

CHAPTER 113 MEETING MINUTES

Meeting Date: May 18, 2006
Meeting Time: 7:30 PM

Number of Members Present: 47 Number of
Guests: 2

Minutes of the Board of Director's meeting of May 6, 2006 were read.

The Young Eagle's event scheduled for last Saturday was rained out, and will be rescheduled for next Saturday, May 20, 2006.

President Dave discussed the recent accident Ray Vincent had in his ultralight. Ray experienced an engine failure and made a forced landing in Hines Park. He made a good landing but nosed over attempting to avoid running into an occupied soccer field. Ray suffered two broken neck vertebrae due to his head coming in contact with the ground.

President Dave also related a personal experience with a malfunctioning mag switch in a Cessna 172 belonging to his flying club. He turned on the master switch to check an electrical component while inside the hangar, and the prop inadvertently kicked over due to a misaligned start contact in the mag switch. One of many ways a prop can bite you.

Evan Carew discussed the Chapter 113 display at the recent Michigan Institute of Aviation Technology open house and seminar.

It was announced that major changes in the Detroit IFR departure and approach procedures will be issued on June 8, 2006.

Members discussed progress on their projects.

Guest Speaker:

Name: Steve Zelle

Topic: Michigan Airports list

Steve has been accumulating data on Michigan landing strips for over two years. His purpose is to identify strips, public and private, which can be used in emergencies. Steve has made over 1000 telephone calls in obtaining his information, and so far has information on 700 + landing strips. For comparison, the State of Michigan directory lists only 234 airports. Steve intends to publish a listing, which will include name, elevation, latitude and longitude of each landing strip.

After the guest speaker, member Rick Tittsworth showed digital slides of his visit to the FAA hyperbaric chamber and to this year's Sun N Fun Fly-In.

Recorded by:

R.C. Wagner, Secretary

EAA 113 – YAHOO! To access our YAHOO Group Site, go to <http://groups.yahoo.com/group/EAA113/> New users click "SIGN UP." Already a member of a YAHOO Group? Click "JOIN THIS GROUP" You'll have to sign in every time to access all the features. Contact John Maxfield for further information.

Calendar of Events

Saturday Morning Breakfast

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

Friday Night at the Movies

Watch your favorite aviation movie in the comfort of EAA Chapter 113's meeting room. Bring a friend! **June 2, 2006**
"High Road to China"

Chapter Events

EAA Chapter 113 Father's Day Pancake Breakfast
Chapter 113 Aviation Center
June 18, 2006 7:00 a.m – 12:00 p.m.

Thunder Over Michigan

AUGUST, 5-6
Ypsilanti
Willow Run
Airport (YIP)
9:00 a.m. - 5:00
p.m.

Now in its 8th year, "Thunder over Michigan." The 2006 event will salute the superlative Douglas Skyraider and the immortal Supermarine Spitfire. It is expected that every flyable "Spit" and "Sandy" in North America will attend.

Sponsored by the Yankee Air Museum. Phone 734-483-4030, ext. 225.

Oshkosh Airventure 2006

July 24th –30th, 2006

Oshkosh, Wisconsin

WWW.AIRVENTURE.ORG

Thank You!

Dear EAA Chapter 113,

I would like to take this moment to thank you for the scholarship that you have elected me to receive. It will certainly come in handy as I start this new adventure in my life. Also, I would like to thank the chapter for all of the support that has come forth in everything from my solo to helping me get my license. The stories and wisdom that has been shared with me will be a great reminder of how lucky that I am to have known all of you from 113. And finally, I would like to thank the chapter for believing in me and being there when I needed them.

When I depart for Alaska in August, I will try to find a chapter in Anchorage, but I doubt that I will find one as awesome as this one here. After I leave, I will keep in touch and send pictures of my journeys into the wilderness. If you are ever in the area, please stop by.

I hope that you all come to my Open House on June 25th and celebrate my graduation from high school. I hope to make you proud and I will certainly look forward to clearing all of you to land someday!

With Gratitude,

Nick Forsman

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An Update from Chapter Members Carl and Sharon Nank

April 6, 2006

To All My Friends at EAA Chapter 113,

I was going through some old misplaced paperwork and found my 2006 invoice. As some of you know, Sharon & I have retired. We sold our home in October 2005; three weeks after Sharon had her hip replacement surgery. It was a very hectic move as you might imagine. We loaded all of our furniture in the hangar we rented in Brighton, hopped into our new motor home and spent two months in Kentucky, hiring contractors to do site prep and install a 3000 sq. ft. hangar pad. Then it got cold and we left for Florida at a Seminal Indian Camp Grounds between Naples & Fort Lauderdale. We had a great time in the warm weather.

We came back to Kentucky late March and are finishing up our hangar. April 7, we are heading back to Michigan to move all our furniture into our hangar here in Kentucky. Then after a year hiatus, I plan to work on my RV7-A. I am ready to install the wings & tail onto the fuselage.

In looking at my membership information form from EAA, I noticed I had been a member of Chapter 113 since 1992, shortly after I moved to Michigan. In reflection, I have many fond memories of our activities and friends in the Chapter. I especially remember the Fathers Day Pancake breakfasts where Sharon, John Polder & I worked together most of the night and early morning to deliver cooked sausages and pancake batter before the breakfast started. I also remember the annual banquet when Paul Poberenzy was the featured speaker. What a great Man!

As the years pass, we will always have a place in our hearts of our years in the Chapter and our Friends. What a great Chapter and Friends! I shall miss you all. I plan to keep attending Oshkosh, and hopefully, I will be able to fly my RV7-A there someday. I want to invite you to come visit me in Western Kentucky, or at least keep in touch. My email address is cbnank@msn.com If not, I hope to see you at Oshkosh.

Happy Flying,

Carl & Sharon Nank
479 Mermie Rd.
Hardin, Kentucky 42048

How to start an F-100.... from the ex-Colonel

The F-100 had an interesting ground starting option, a large chamber that received a large gas-generating cartridge. When ignited by electrical current, the expanding gas from the black powder-like pyrotechnic cartridge drove a starter turbine, which brought the engine up to a self-sustaining rpm via a drive system. This eliminated the need for heavy and bulky ground starting units, but the starter cartridge spewed out a characteristic dense cloud of choking black smoke, which was often mistaken by inexperienced ground crews for an engine fire.

The powder charge for the ground start came in a big sealed can, and on opening and extracting the cartridge; you'd find two small metal

tabs on the bottom of the cartridge. These tabs were the electrical contact that fired the cartridge when the pilot moved the throttle outboard on start, before bringing the throttle forward. As soon as a tiny RPM registered on the tach, you brought the throttle around the horn to feed fuel and engine ignition to the rapidly building engine speed.

Sometimes the big metal receptacle that held the gas generator cartridge would get so dirty from repeated use that the metal tabs wouldn't make contact. Then the cartridge would refuse to fire, and the crew chief would give the starter receptacle a good healthy whack with a chock, usually curing the powder charge of any reluctance to fire. We'd often take a can holding a starter cartridge with us as an alternative starting means on cross-country.

The story is told, one of few that I didn't witness, of John Green going into Memphis, Millington NAS or MCAS, in an F-100 back in the very early seventies. He was met by a couple of young Marine ground crewmen, who asked what kind of plane he was flying. "F-100 Super Sabre" in reply only got him further puzzled looks. One of the ground crew said, "Sir, I don't think we have tech data on this bird. What do you need for start, a huffer or just electrical"? "Neither one", John came back. "If I can get, oh, about six guys to give me a push to start me rolling, I'll just pop the clutch and get the engine started that way." More and more doubtful looks! "Yessir" was the comeback. What else would a young Marine say?

The Hun was pretty finely balanced on the two main gear struts. When you tapped the brakes, the nose strut compressed so much that the nose took a dip, just like the hood of a car used to when being clutch-started. So now six Marines are standing at the ready, still doubtful but not about to question an Officer on procedure. "Just get me going at about a fast walk", John instructed. "I'll wave you all clear when we're fast enough, pop the clutch and be on my way. Thanks for the good turnaround!"

Six Marines pushing, they quickly get the bird up to a brisk-stepping speed. John waves his arms, and the Marines warily stand well clear.

The nose dips as John "pops the clutch", there is a big cloud of choking smoke as the engine whines to life, and off goes Captain Green to the takeoff end of the runway, leaving six puzzled Marines in his wake.

Remember: I don't write these words of wisdom, I just pass them on down the line!

Ned Gilliland

New Eagle's Propwash Classified Ad Policy

In the interest of maintaining current, meaningful classified advertisements in the *Eagle's Propwash*, you must now contact the Newsletter Editor each month to have your classified ad included in the next newsletter. If not, it will be assumed that the item is sold and the ad will be removed. If you would like to place a classified ad or continue into the next month's issue, email or call with the information. Picture ads are okay. I am happy to include your classified ad, but I want to know that the item has not been sold and the information is current.

Dion Zammit
Newsletter Editor
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The Library Shelf

Bob Paulson, Librarian
(313) 274-2853

“Looking around the Library” June 2006

Work continues in the library and I want to thank Grant Cook for the computer work and program up-dates.

New items processed for your use are:

Videos – *“Learning to Fly – A guide to getting started – Part 1”*, Sporty’s What you should know series, 2 *“Wonderful World of Flying, Vol. 6, # 23”* Commander 114B, Stabilized Approach, SR-71, Flying to Nova Scotia and GPS Approaches; 3. *“Proficient Flying – The Best of Barry Schiff, Vol. 1”*. Takeoff Techniques, Understanding Spins, Engine Failure After Takeoff, Control Failure, Weight & Balance and Measuring Airspeed; and 4. *“Proficient Flying – The Best of Barry Schiff, Vol. 2”* Rejected Takeoffs & Landings, Slips, How to Glide, Pitot-static Pitfalls, Flying a Taildragger and Accident Tracking..

DVDs – 1. *“So You Want To Fly Seaplanes”*. Sporty’s “What you should know” Series. You’ll travel to the famous Jack Brown’s Seaplane Base in Florida for a complete look at what flying seaplanes is all about, 2. *Transition to Gliders”*. Sporty’s “What you should know” Series. Takes you inside the cockpit of several training gliders to give you a real sense of what soaring and gliding are all about.

Books – Dewey Collection, 1. *“Airplane Flying Handbook”* by FAA-H8083-3A, 2. *“Pushing the Envelope”* Airplanes of the Jet Age by Harold Rabinowitz and 3. *“Aviation Instructor’s Handbook”* FAA-H-8083-9..

Book – Leadership Development Section – *“Self Leadership and The One Minute Manager”* by Ken Blanchard, Susan Fowler and Laurence Hawqkins. Discover the Magic of No Excuses – Directing, Coaching, Supporting and Delegating.

Videos wanted to complete our ABC Wide World of Flying series. 3–11, 5–20, 6–21, 6–22, and 6–24. That would make our series complete through volume series 6.

The Library computers are operational and catalog processing is continuing. Thank you for your interest and support.

Fly-In or Drive-In



Nick's

Help us celebrate
Nick's graduation from
Canton High School
with a party in his honor on

Sunday, June 25th

from 1:00 - 5:00 p.m.

at the EAA 113 Aviation Center
Mettetal Airport (1D2)

8550 N. Lilley Road
(SE corner of Joy and Lilley Roads in Canton)

Regrets only: (734) 397-3452

EAA CHAPTER 113's

annual

FATHER'S DAY
PANCAKE BREAKFAST



June 18th, 2006

Mettetal Airport (1D2)
EAA 113 Aviation Center
7:00 a.m. - 12:00 p.m.

*Join us for breakfast, airplane and helicopter rides and static displays.
Fly in or drive in!*

For more information visit our website: www.eaa113.org