



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

**Next Meeting:**  
**Thursday, January 18, 2007**  
**7:30 PM at the EAA 113 Aviation Center**

# ***EAGLE'S PROPWASH***

January 2007 Issue



**CHAPTER 113**

***"The Backyard Eagles"***

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



F-8 Crusader On Deck on the Aircraft Carrier *Hornet*  
Read a Harrowing Tale Inside This Issue!

Our Web Site: [www.eaa113.org](http://www.eaa113.org)

**Meetings: 7:30 p.m. the 3<sup>rd</sup> Thursday of each month at the**  
***EAA113 AVIATION EDUCATION CENTER!***  
[EAA113@yahoogroups.com](mailto:EAA113@yahoogroups.com)

## Member Services

**President:** Dave Buck (734) -4535375

**Vice President:** John Maxfield (248) 348-1417

**Secretary:** Bob Wagner (313) 274-8292

**Treasurer:** Grant Cook (734) 769-2432

### Board of Directors:

Al Bosonetto David Forsman

Pete Waters Bill Brown

Dave James Mike Scovel

Bob Skingley Tom Smith

Joe Griffin Roger Gehle

Ron Lane

### Membership Committee:

**-Roster:** Mark Freeland (248) 624-9654

**-Dues:** Grant Cook (734) 769-2432

### Technical Counselors:

Joe Hillebrand (480) 895-6314

Randy Hebron (734) 326-7659

Dave James (734) 721-4213

Pete Waters (248) 437-4244

### Flight Advisors:

John Maxfield (248) 348-1417

Dave James (734) 721-4213

**Scholarships:** Howard Rundell (248) 344-1969

**Library:** Bob Paulson (313) 274-2853

### Young Eagles:

Dave James (734) 721-4213

Debbie Forsman (734) 397-3452

**Bald Eagles:** Mark Freeland (248) 624-9654

**Refreshments:** Joe Griffin (734) 455-3107

Ernie DiGiacomo (248) 377-4516

**Newsletter:** Dion Zammit (734) 718-6912

[dzammit@ameritech.net](mailto:dzammit@ameritech.net)

**Webmaster:** Donna Monson (734) 722-8475

[donnamonson@wowway.com](mailto:donnamonson@wowway.com)

### Aviation Center Management Committee:

Al Bosonetto (734) 261-5518

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](mailto:dbuck19208@aol.com)

Happy New Year to all! I want to wish everyone a prosperous year, health, good friends, CAVU weather, tailwinds, and a productive year on your projects.

2006 was a busy year for the Backyard Eagles and 2007 should be even better. Starting in February, we are planning a Chili Fly-in on the 17<sup>th</sup> and a Poker Tournament on the 24<sup>th</sup>. Be sure to set aside March 17<sup>th</sup> to attend our Annual Awards Banquet.

Have you checked out the Chapter House lately? New cabinets have been installed in the meeting room and kitchen. This should eliminate a lot of clutter and finally give us some space to store items. Thanks to all who assisted with the purchase and installation.

Thanks to the Dave and Debbie Forsman for putting together a great New Years Eve Party. Hopefully, this will be the first of another Backyard Eagles tradition.

Dave Buck

**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 Donna Monson 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 is Back!!

Friday, January 5, 2007 @ 7:30 PM

#### **Battle of Britain**

(Movie Night will take place on the first Friday of every month).

Shown in the comfort of EAA Chapter 113's meeting room.

Popcorn will be served and pop is available!

**All are welcome!**

### Frostbite Chili Fly-in/Drive-in

February 17, 2007 at the EAA 113 Sport Aviation Center.

Details in the February issue of *Eagle's Propwash*.

### Texas Hold 'Em Poker Tournament

February 24, 2007 at the EAA 113 Sport Aviation Center.

Details in the February issue of *Eagle's Propwash*.

### EAA 113 Annual Awards Banquet

March 17, 2007 at the EAA 113 Sport Aviation Center.

Details in the March issue of *Eagle's Propwash*.

**7th Annual Great Lakes International Aviation Conference, FEBRUARY 2-3, 2007** Novi Rock Financial Showplace. Pilot seminars, 100+ breakout sessions, 80,000 sq. ft. of exhibits, IA renewal, airport managers & FBO sessions, career fair, and much more!

**Register at [www.greatlakesaviationconference.com](http://www.greatlakesaviationconference.com) or call 248-348-6942**

## **AIRPLANE & OWNER DIGITAL PHOTOS WANTED**

We are assembling a collection of photos of all of our members' many airplanes, AND the owners themselves. We'll use these for slide shows during movie nights, chapter events, getting familiar with each other, and all around bragging purposes.

If you have a STUNNING DIGITAL PHOTO of yourself OR you and your plane, please eMail to me, Barb Cook. [barb@armipay.com](mailto:barb@armipay.com)

IF you don't have a digital photo, Not to worry!. I have a few, Shunsuke has many (he used to take pictures before he started flying...), and lots of us have cameras. Just let me know that you or your fabulous plane need their picture taken.

Eventually I'll post a list of the planes we don't have pictures of.

We'll have room for all of your planes and family members.

Barb

## **Private Airstrips in Michigan**

Stephen Zells has published a list of private airstrips in Michigan (as discussed at a previous EAA 113 Meeting). He will be at the EAA 113 meeting on January 18, 2007 with copies of the list available for \$22. You may also obtain a copy by sending the \$22 along with \$1.50 shipping and handling to Stephen J. Zelle, 648 Shady Maple Dr., Wixom, MI 48393. For further information, email Steve at [zelconsult@ameritech.net](mailto:zelconsult@ameritech.net).

## **Crusader Doin' Snap Rolls On Night Take-Off Sir, Your Wings Are Still Folded!**

At 130 knots, I relaxed the forward stick pressure I'd held to keep from bouncing during take off roll . . and [ of its own accord ] the airplane LEAPED INTO THE AIR . . IT'S NOSE RISING RAPIDLY!

Using the trim button on the stick, I put in nose down trim along with a strong right arm and stopped it at about 15 degrees nose up. I was then able to force the nose down to 7-8 degrees above the artificial horizon.

The whole aircraft was buffeting. What's the hell is wrong? I might have to get out of this thing! I know that damn Martin Baker seat could break my back, or crack a vertebra. For the second time, in less than an hour, my pucker factor was approaching the 90% range.

I'm a 100 feet into the air. Things aren't getting better. University City ahead . . . lots of homes. . I needed to move to the right!

I led in a little right aileron. [The aircraft didn't like that] and did a half-snap roll. So now I'm inverted and too low to eject. I corrected back with left aileron and left rudder. Now it's coming back around too quick!

I over-shot. Badly.

There were several [ weird ] oscillations before I finally settled it down to a semblance of wings level. I called out on the radio : " Miramar Tower. This is NJ207. I have some serious control problems. I may have to get out."

I was surprised how calm I sounded. I thought it sounded pretty damned cool, considering that inverted business a few seconds earlier.

The reply from the tower was like someone stabbed me with a sharp icicle.

" Roger... NJ207...Your wings are STILL FOLDED! "

Hoping I had misunderstood, I answered,  
" My WHAT is W-H-A-T? "

There went all my cool and calm. And there went the radio discipline . . .out the window - no call sign - no addressee. It had been replaced by terror's edge.

I glanced into the Crusader's rear view mirrors only to see the wing tip position lights sticking straight up into the air. They must have folded up during take-off roll. Surely I had unfolded my wings. I ALWAYS unfold the wings . . . it's right there on my take-off check list!

By now I was doing 180 knots and easing off power. But nothing felt right. And the plane was still buffeting.

I moved my left hand from the throttle to hold the control stick. With my right hand free, I reached back to check the position of the wing fold control handle. Instead of being stowed flat, the handle was sticking straight up!

To no one, I yelled an expletive.

Again, I glanced into the rear view mirrors. The wing tip position lights were actually canted inward above the remaining wing stubs! Air loads had failed the wing fold mechanism allowing the wings to almost lay down on top of the remaining wing stubs.

The Crusader had a 35 ft. wingspan. I had (6) six feet [of each wing] lying on top of the stubs. What was keeping her in the air?

I eased right to avoid University City. By using additional rudder and less aileron and I managed to hit no more than 45 degrees of roll. My mind was racing; everything seemed to be moving in slow motion.

I clearly recalled a flying safety article describing another pilot's similar screw-up. Although fear was really pumping my adrenaline, I was able to remember almost verbatim, another pilot who'd taken off with wings folded. The article's bottom line was to NOT mess with the

wings... and not attempt to fold the wings down during flight.

About that time, George came up on tower frequency, and asked " Ron. This is George. How are you doing? " My answer was short and sweet, " It's still flying." And we went on to discuss a necessarily higher traffic pattern speed in knots > 180 on approach > about 170 all the way down to the runway's surface > 160 for touchdown. Of course, everything depended on whether the airplane continued to be more-or-less under control.

We discussed lowering the landing hook to assist because of the faster approach speeds and possible lost hydraulics, including the brakes, due to damaged wing fold mechanism. I really didn't want to lower the hook. The extra expense of grinding down the hook could turn an incident into a reportable accident.

If the hook wasn't down, and I rolled off the edge of the runway, George reminded me that I wasn't going to look good in the head work department. I reluctantly agreed that I had already screwed up enough. I figured George was giving me good advice. Besides, letting him help me with the thinking relieved my stress load.

I put down the hook.

It now occurred to me that I had violated a personal rule, to never to remain with an aircraft that was in serious trouble. But it also dawned on me that if I destroyed this airplane, this stupid scenario would be known to the entire U.S Naval Aviation community within 24 hours.

As I slowed the Crusader down a bit, I was strongly focusing on its new flying characteristics. If I had to get out, I would definitely try to rotate upright before ejection. At this low altitude, I could very easily strike the ground before seat separation and parachute opening.

Pucker factor was still there.

The F-8 had an especially long fuselage; that was the reason the entire wing was designed to pivot up allowing the long fuselage more parallel to the ground for landing. Because the outer wing was folded,

the remaining stubs would produce much less lift. I would be forced to hold the Crusader's nose higher than normal for this landing.

Combined with the long fuselage problem, I thought there was a chance I would hit the runway tail first...unless I finessed other adjustments correctly.

I decided to make a landing with significant additional power. Then, just before touchdown, I'd ease the stick forward, to bring the nose down to reduce the possibility for a tail strike. If I pulled this off with finesse, I'd disallow the aircraft from developing an excessive sink rate.

It worked out like magic! After touchdown, I slammed into the runway's arresting gear. The hook caught the wire and the aircraft came quickly to a stop.

The flight had taken only seven minutes.

After the hook was disengaged, I was able to taxi to the ramp area. I parked the airplane where every unoccupied pilot and enlisted man was waiting to find out if the wings had folded by accident, or if I'd screwed up. Most of the faces out there seemed to be saying, " Man, I'm sure glad it wasn't me or any of my pilots!"

The O.D. told me that he'd notified the Commanding Officer, CDR. Paul Gilchrist and that he wanted me to call him. Immediately.

I felt betrayed and scared. I'd known he would find out; hell, the Skipper found out everything! That was part of his job. But this soon, I was not at all prepared to discuss it.

I dialed the Skipper's number and he picked up on the first ring. " Skipper, this is Ron Lambe." He asked quickly and calmly, " Are you alright? And how is my airplane? "

" Well Sir, the piano hinge on the top of the wing fold is bent and the wing fold mechanism is broken. Otherwise, she looks O.K."

The Skipper surprised me asking me to call my wife saying I was through flying for the night and on my way home. The purpose of the call was to preempt any of the news media calling her for the story. Man, this guy was sharp; I wouldn't have thought of that.

Then he said, " Ron, I'm glad you are alright. You just go home and get some sleep. We'll talk about this in the morning. Be in my office at 0800."

Although it was o'dark thirty in the morning when I arrived home, I told my wife everything. And as all good Navy wives do, she sympathetically listened.

Before sleep rescued me, I stared at the ceiling until about 0400. Morning came quickly. But I was out the door on time. I certainly didn't want to be late!

I knocked on the Skipper's door promptly at 0800, then marched in smartly and stood at attention saying:" LT. JG Lambe reporting as ordered, sir. "

Calmly he asked," Get any sleep?" " No Sir. I was kinda wound up." He said, " You want to tell me how this happened ? " He listened intently to every word, then asked," Learn anything?"

" Yes, Sir. Never take off without doing the Takeoff Checklist."

" Ron, you have learned a very valuable lesson that will serve you well in the future. You really got out cheap. And I'm really glad you're O.K. See if the O.D. can spare an aircraft for you to fly." Dumbfounded, I said, " YES SIR! " as I saluted sharply and marched out of his office.

CDR Gilchrist turned out to be the best Skipper I'd had in the Navy. A few years later he was deservedly promoted to Admiral. I don't believe his intuitive quality of leadership can be taught.

Ron Lambe  
(Internet / email circulation)

## **EAA CHAPTER 113 AVIATION STUDIES 2007 SCHOLARSHIPS**

EAA Chapter 113 is once again offering scholarships to local graduating high school seniors, college students and students at the Michigan Institute of Aviation and Technology who are or will be enrolled in an aviation major curriculum. For 2007, two, one thousand dollar (\$1000) scholarships have been approved by the Chapter's Board of Directors.

Recognizing the EAA's primary interest in promoting sport aviation, the applicant eligibility criteria again includes high school graduates twenty-five years old or younger as of April 6, 2007 regardless of their course of post high school studies who are active flight students at an approved flight training facility and who have completed their first solo flight. The money if so awarded would be directed specifically at the continuation of the scholarship recipient's flight training.

In its twenty-first year, the EAA Chapter 113 program has disbursed approximately nineteen thousand dollars (\$19,000) to thirty-three individual scholarship winners since the first awards were made in 1987. (Early records are incomplete) This is great testimony to the Chapter's dedication to the promotion of sport aviation and aviation careers among local area young adults.

Chapter members are encouraged to sponsor deserving applicants for the 2007 awards. A copy of the scholarship application appears in this month's newsletter. If you have any specific questions, please contact scholarship chairman Howard Rundell 248 344-1969 / 734 658-7701 [g5av8or@aol.com](mailto:g5av8or@aol.com) or any Chapter Officer.

**CHAPTER 113 EXPERIMENTAL AIRCRAFT ASSOCIATION  
2007 AVIATION STUDIES SCHOLARSHIP**

**CHAPTER 113 MEMBER SPONSOR APPLICATION**

Two one thousand dollar (\$1000.00) scholarships will be awarded by Chapter 113 to graduating seniors from the Plymouth, Canton, Salem, Livonia, Northville, Novi and Wayne-Westland area high schools and students enrolled in the Michigan Institute of Aviation and Technology. **Graduating seniors from other local area high schools as well as students already participating in a post high school curriculum are eligible when sponsored by a current member of EAA Chapter 113.** Minimum qualifications are: 3.0 G.P.A., admission to a college, university, or trade school majoring in aviation related studies such as Aeronautical Engineering, Aircraft Mechanics/Technology, Pilot Training, etc. **Additionally, the scholarships are being offered to area high school graduates twenty-five years of age or younger as of April 6, 2007, who though not enrolled in a post high school aviation curriculum, are currently active flight students in an approved flight school and have completed their first solo flight. These monies would be directed specifically at the continuation of this flight training.**

PLEASE NOTE: Under certain circumstances, some exceptions to the above qualifications may be considered by the scholarship selection committee.

Please submit the following information to the EAA 113 Scholarship Committee at the address listed below post marked no later than April 6, 2007. Pending final selection, the top four candidates from all sources will be contacted by phone by the Scholarship Committee Chairman, Howard Rundell for a short interview. Selection and notification of the successful candidates will be made before the end of May 2007.

NAME:

BIRTH DATE:

ADDRESS:

PHONE NUMBER: (     )

HIGH SCHOOL GRADUATING FROM:

GRADE POINT AVERAGE: \_\_\_\_\_ . PLEASE ATTACH COPY OF GRADE TRANSCRIPT

**NOMINATING EAA CHAPTER 113 MEMBER NAME:**

HIGH SCHOOL OR OTHER EXTRA-CURRICULAR ACTIVITIES:

FLIGHT SCHOOL LOCATION, COLLEGE, UNIVERSITY, OR TECHNICAL SCHOOL ATTENDING OR TO WHICH ACCEPTED:

MAJOR:

FLIGHT TRAINING APPLICANTS, PLEASE ATTACH COPY OF LOG BOOK SOLO ENDORSEMENT

IN YOUR OWN WORDS, STATE WHY YOU SHOULD BE CONSIDERED FOR THIS SCHOLARSHIP. IT IS IMPORTANT TO NOTE THE AWARDING OF THIS SCHOLARSHIP IS NOT BASED ON FINANCIAL NEED.

YOUR COMMENTS SHOULD CAPTURE YOUR PASSION FOR AVIATION. (Please type and attach to this application)

**RETURN APPLICATION AND SUPPORTING DOCUMENTS POST MARKED NO LATER THAN APRIL 6, 2007 TO:**

**HOWARD RUNDELL  
21773 NORTH CENTER  
NORTHVILLE, MI 48167-2113  
(248) 344-1969 [g5av8or@aol.com](mailto:g5av8or@aol.com)**