



**Next Meeting: Thursday, February 18th, 2010
7:30 PM at the EAA 113 Aviation Center**

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

EAGLE'S PROPWASH

February 2010 Issue



CHAPTER 113

"The Backyard Eagles"

Mettetal Airport (1D2), Canton, Michigan



John Maxfields Funk

Photo by Pat Charles

Our Web Site: www.eaa113.org EAA113@yahoogroups.com
Meetings: 7:30 p.m. the 3rd Thursday of each month at the
EAA113 AVIATION EDUCATION CENTER!

Member Services

President: Tom Smith (734) -748-7940

Vice President: Jim Trick (248) 766-2092

Secretary: Bob Wagner (313) 274-8292

Treasurer: Grant Cook (734) 223-2688

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Bob Skingley Tom Smith

Joe Griffin Pat Charles

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-Dues: Grant Cook (734) 223-2688

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Randy Hebron (734) 326-7659

Pete Waters (248) 437-4244

Dan Valle (313)-539-9818

Flight Advisors:

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Scholarships: Howard Rundell (734) 658-7701

Library: Barb Cook (734) 277-3469

Young Eagles:

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Debbie Forsman (734) 397-3452

Refreshments: Joe Griffin (734) 455-3107

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Tom Smith (734) -748-7940

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.

Calendar of Events

February 2010

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
31	1	2	3 7p Midwest RC	4 7:30p Homebuilders Project Corner	5 7:30p EAA Movie Night	6 8:30a Breakfast at Coney
7	8	9	10 7:30p Ford Eagles	11 7:30p Safety Meeting	12	13 8:30a Breakfast at Coney
14	15 2p Coves of Canton	16	17	18 7:30p EAA Chapter 113 Meeting	19 8a Great Lakes Aviation Conference	20 8:30a Breakfast at Coney 8a Great Lakes Aviation Conference
21	22	23	24	25 7:30p EAA Chapter 113 Board Meeting	26	27 8:30a Breakfast at Coney 11a Frostbite Chili Fly-in
28	1	2	3 7p Midwest RC	4 7:30p Homebuilders Project Corner	5 7:30p EAA Movie Night	6 8:30a Breakfast at Coney



Here is the newest young pilot and member of EAA 113, Conner Crooks with proud mother Sara. Congratulations to Sean and Sara on their new baby boy!

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President's *Podium*



Tom Smith (734) 748-7940
Htgsmith398@comcast.net

The annual Great Lakes Aviation conference will be held in Novi on February 19th and 20th. Once again, Chapter 113 will be joining with the Brighton and Mason chapters to help present EAA to members of the flying community. Please join us there, as the schedule promises to be informative as well as entertaining.

Also coming up in February is our annual Frostbite Chili Fly-in on the 27th. I know everyone has a favorite recipe, so be sure to bring a pot of your special chili. We will be passing out flyers at the aviation conference, so we hope to have a large crowd to feed. Make sure to invite your friends to come as well to enjoy the food and learn about both EAA and the Backyard Eagles.

The date for the annual awards banquet has been changed. It is now scheduled for March 27th at the EAA hangar, starting at 6:30 P.M. This will be our first Bar-B-Q of the year. If anyone has a suggestion for entertainment, contact Debbie Forsman or Dave Buck. Once again, tickets are available from Debbie. Our chapter hosted a Poker Tournament at Northville Downs in early January. Unfortunately, it started on the first night of a heavy weekend snow storm, so turnout there was a little lower than usual, but our chapter as still able to earn over \$2700 for the four night event. If possible, we will try to schedule another charity event there later in the year. Many thanks to John Maxfield for setting up this program.

Have you renewed your chapter membership yet? Reminder letters are being sent out to those who haven't. Please return the letter with your \$35 dues to keep receiving your newsletters.

Movie night continues on the first Friday of the month. Doors open at 7 P.M., and the movie starts at 7:30 P.M. If we know what is showing in time, it will be posted on the events calendar. Contact Mike Robbins for movie suggestions. Last but not least, I want to congratulate Sarah and Sean Crooks for adding to our EAA family, as they welcomed son Conner Jacob to their own family.

Tom

Paulson Aviation *Library*



Barb Cook (734) 277-3469
Hbarb@armipay.com

WHY DO WE FLY?

Skyward; Why Flyers Fly by Russell Munson (introduction by Richard Bach.) Howell, 1989. Shelf number OVER 779.962 MUN. Gift of John Maxfield. A Coffee table book with really appealing photos that you'd like to fall into, combined with interviews with a variety of pilots, including Concorde Pilot John Cook.

Amelia Earhart says, "Whether they (pilots) know it or not, it is the aesthetic appeal of flying."

Nancy Bink, Grumman Traveler pilot feels, "There is something about the perspective you get when you fly that alters your view of the world."

Writer/pilot Richard Bach thinks, "Every flyer. Nourishes two qualities:...they care about beauty and they are romantics, every one." By "romantics" I believe Bach means lovers of adventure and discovery. "Adventure begins with a frame of mind that we choose. It is a way of looking at things, a matter of perspective."

Russell Munson, waxing poetic about taking off from a small airstrip near Sedona recalls, "the sensation of lifting into the air, seeing the runway drop away, and being suddenly alone in another context much vaster than the one now below. Knowing there will be more of those mornings fills me with renewed excitement just thinking about it."

For the other side of this coin, have a look at *The Joy of Flying: Overcoming the FEAR* by W H Gunn. Wings, 1987. Shelf number 616.85 Gift of Dion Zammit. Some topics are: Aerophobia itself, Psychologists views of deep fear and anxieties, and Everything You Wanted to Know About Flying (But were Afraid to Ask.)

Richard Bach's collection of essays, *A gift of Wings*. Delacorte Press, 1974. Shelf No. 387.7 09240. Gift of Bob Paulson. In his "People Who Fly" chapter he proposes that "Why Fly?" has nothing to do with aircraft, or transportation. "I see that the reason most pilots fly is simply that thing called life ...Self test: 1. How many places can you now turn [to] when you have had enough of empty chatter? How many memorable, real events have happened in your life over the last ten years?" Bach suggests that moving through the sky offers us a true, authentic taste of life.

Other chapters are: "Why you need an airplane,...and how to get it.", "Aviation or Flying- Take Your Pick", "There's Always the Sky" and "Help I am a Prisoner In A State of Mind." My favorite page has a drawing of a little Piper Cub flying low over a fence with a sign reading "No Trespassing."

Inside the Sky; A Meditation on Flight by William Langewiesche. Pantheon, 1997. Shelf number 629.13 092. Gift of Bruce Breisch. In Langewiesche's view, flying (which he calls the aerial view) can "confuse the senses and cause normal people to stop thinking. [New flyers] need to develop the habit of seeing the world from above, and understand the scale and orientation of their surroundings. Flying at its best is a way of thinking. Because of that, once having left the earth's surface, people never quite return to it. But also because of that, adults often find it hard to make the leap. They simply have spent too many years on the ground. To teach them 'the aerial view' you would have to overcome that landlubberish prejudice...." (pages 7-9).

Bach and Langewiesche go on and on about why we love to fly. That's why those fantastic photos in Munson's book give us welcome relief from the text, and help us to smell that hay in the field below, and watch the corn leaves floating in the air on harvest day in Indiana.

Now find yourself a book, and have it ready, just in case our WX ceases to be VFR, and you need to simulate that wonderful feeling of flying.

Barb

WANTED: BOOKS

New & Used

Hardcover or Paperback

Aviation, History of Aviation

World War II History of any kind

History of any kind

EAA Chapter 113 Documents

NO: Magazines (unless vintage, pre-1950)

NO: Aircraft Owners Manuals (at this time)

NO: VHS video tapes (at this time)

Drop off at the Library

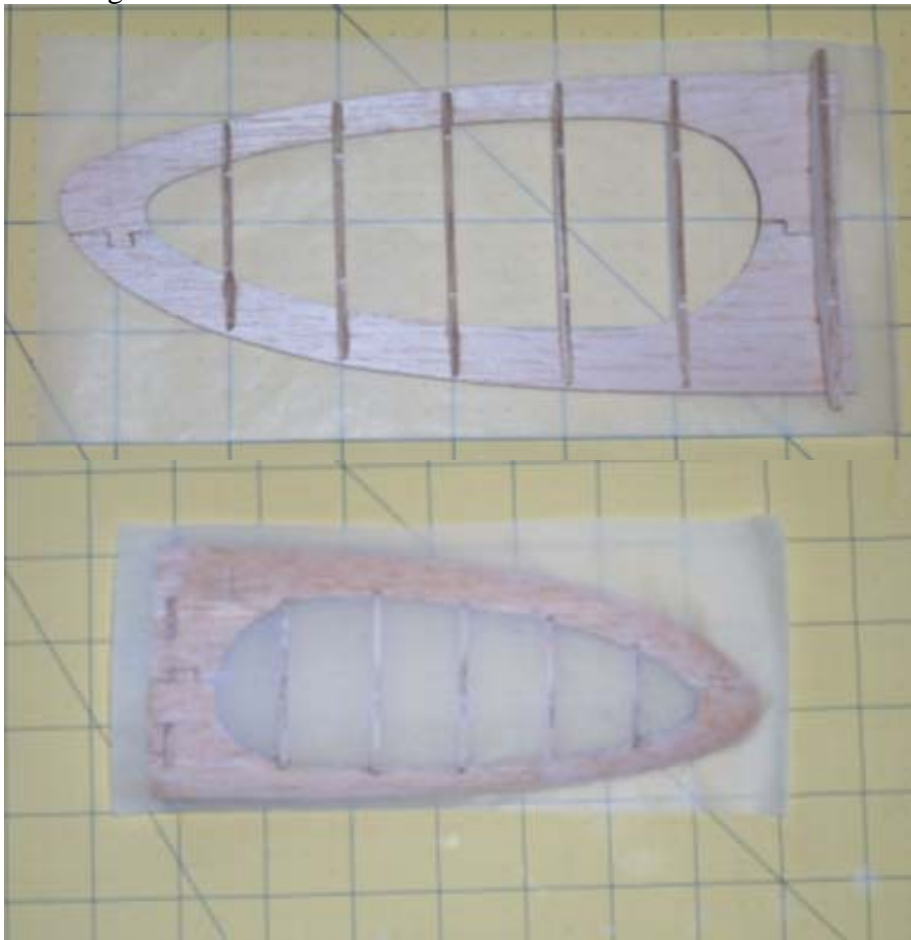
or call Barb 734-277-3469

The Dioxide Darling!

By Patrick Charles

(continued from last month)

Now that the airfoils are sanded to shape, it was time for the covering. In the Dioxide Darling Kit, Mark supplies the finest quality Esaki tissue paper for covering. This is a good thing for me considering this was my first attempt at covering a model. This task despite my apprehension turned out to be a rather easy and fun part of the project. I started by using a little thinner to lighten the dope then brushed it on the surfaces to be covered. I then rolled the fuselage, wings and canards onto the tissue so as to get a nice uniform cover.



Once the covering was on, I sprayed it with water to shrink the tissue tight, then coated it with a layer of the thinned dope to set the tissue and add strength. After this was done I trimmed the excess tissue on all of the covered surfaces.

I used some scrap balsa to create a fixture to match the proper incidence of the wings and canards then sanded the inside edges per the plans.

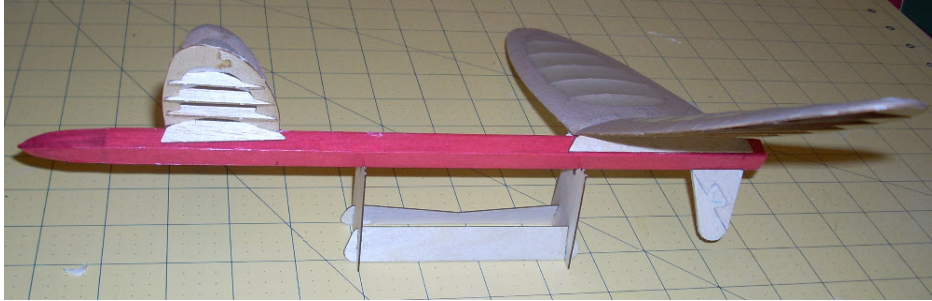


Now that the edges were sanded at the proper angle, keeping them on the jigs I made, I glued them together. After the glue set up, I turned the wings and canard upside down and glued the fuselage to them. Doing this way ensures they set on the fuselage equally on each side.



NOTE: Make sure you have the wings and canard set in the proper location on the fuselage before gluing in place. Don't ask me how I know!

After the glue dried, I placed the vertical fin in the proper location and glued it in place. At this point I placed it on the display stand that is also included in the kit so that I could admire my handy work!



From this point I set the C of G in the proper location and glide tested it. To my disbelief (because I built it), it actually flew straight!

Now that the model is complete, the fun begins (like building it wasn't fun enough). I plan on installing an electric motor on this one and have also started a second Dioxide Darling to keep peace between the kids who love to fly this one around the house.

In closing, whether you are a seasoned builder or a first timer like me, the Dioxide Darling is an easy to build model with lots of potential for customization with electric, CO2, or rubber band power. Pick one up today from Retro RC and go have fun!



Builders Barn

TURBULENT WING RIB MAKING

Down in "Antarctic North", where we are promised more frost tomorrow, Feb 7th, and I have yet to fly my models. I have been busy working on parts for the Turbulent. I bought a book on building wooden planes, and it is very helpful. There is a chapter on rib building, and I followed up with using the method.

This consists of making a pattern, full sized, of the airfoil, then edging it with a metal strip, protruding above the surface, just under the thickness of the rib material.

My ribs are 9 x 5 mm.

Then I proceeded to nail and glue positioning strips to locate the spacers, and blank pieces for the spaces where the spars go.

Next, I used 1.0 inch diameter hardwood doweling, and cut slices at about 8 mm.

These I drilled a 1/8 in hole off center to take a sheet metal screw. These are "cams" to hold the spacer strips against the positioning pieces, and I also used them for the top and bottom pieces too.

In several places, where space was tight, I used smaller doweling diameter.

Next I applied several coats of paste wax at the glue joints, and set up a production line, with plastic tubes to hold the full complement of the pre cut spacers.

This means I could make one rib a day.

I also added 1mm gussets and tacked these in place with a small staple gun procured on one of the MANY trips my wife takes to Jo-Ann Fabrics. (she has every one of them in the nation, in her GPS). This little gun shoots smaller gauge staples that have a sharp point.

I have now started on the fixture for the tailplane ribs, and have built the rudder and fin, except, I am leaving the skinning until all is done. The laminated tips for the stab and ailerons are done too.

Cheers Peter

