

Officers' Meeting Minutes for May 2023

Submitted by Secretary
Cliff Durand

President Peter Dugdale opened the meeting at 7:30 p.m. Present at the meeting were the following members and guests: Peter Dugdale, Julie Fullmer, Dennis Glaeser. Bob Mahieu, Eric Blomberg (via phone) and Cliff Durand.

Cliff Durand read the meeting minutes for April 13, 2023. The minutes were accepted as read.

No report from the Treasurer.

Speakers for the upcoming months will include in June our new VMC/IMC presenter Brian Wesensky. July will be Mark Fullmer with a Sun N' Fun wrap-up. If everything aligns, we will have presenters scheduled into October.

Peter Dugdale reported the IAC seminar went well. If you would like details; see Dave Germann.

The Chapter has a Fly-In Breakfast scheduled for June 25, 2023. Peter Dugdale says he has confirmation for an appearance by the Border Patrol and their helicopter. Scheduling is also in the works with the Model A Club to make their annual appearance.

Stan Luke has volunteered to help out with hangar repair. He will be fixing the cracked window located on the North side of the building.

Dennis Glaeser reports that he has one hundred kids signed up for the first Young Eagles event of the season. He also has eight pilots and could

use a few more. If you are able to help out in the future, see Dennis.

The barbecue team is up and running for the summer and fall. Lorne Minor has sold his Subway franchise, so we will be exploring other venues to provide meals during the winter months.

The Chapter is looking for a candidate for the next Ray Scholar of 2023. Our current scholars Wyatt and Jillian will be finishing up their training hopefully this summer.

Joel Moore has made some changes to the chapter website. There will be photos of chapter wear on the website. However, you will still have to make your purchases in person as the chapter store is for display only at this time. Joel says he is monitoring Facebook and things are A-okay.

Eric Blomberg phoned in his report. Eric has requested that Peter Dugdale introduce himself as president in a From the Prez. Look for an article and photos regarding Pete Dugdale in the next newsletter. Look for articles on the Selfridge Museum Visit, Chapter Picnic, Chapter Fly-In and other summer activities in this newsletter. Eric has tendered his resignation as newsletter editor. His last newsletter will be the July edition. Having won EAA's Newsletter Editor award Eric has done a fine job with his artistic and journalism skills. Eric, you will be missed, you have set the bar high, we wish you well and thanks so much for your efforts.

In the "Other" section, Bob Mahieu has purchased two memorial benches to remember

(Minutes continued on page 2)



EAA - Chapter 13 Officers

SERVING SPORT AVIATION IN THE DETROIT AREA

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Facebook Manager	Joel Moore	(810) 299-1616	mooreofthesame@gmail.com
VMC/IMC Coord.	Brian Wezensky	(248) 469-7836	bdwezensky@yahoo.com

Our thanks to all who give of their time to serve in these positions.



Chapter 13 Website: eachapter13.org

Chapter 13 Calendar 2023 - June through

June 1st • Regular Gathering 7:30 pm	Pre gathering meal of burgers & hotdogs 6:30 pm
June 8th • Officer's Meeting 7:30 pm	To be determined
June 25th. • Fly-In Breakfast 7:30 am	Ray Community Airport
July 6th • Regular Gathering 7:30 pm	Pre gathering meal of burgers & hotdogs 6:30 pm
July 8th * Chapter 13 Picnic	Ray Community Airport
July 13th • No Officer's Meeting	
August 3rd • No Regular Gathering	
August 10th • Officer's Meeting 7:30 pm	To be determined

(Minutes continued from page 1)

Dave Shirey and Laurelle White. If you are inclined to contribute to the cost, see Bob Mahieu.

Peter Dugdale intends to make an effort to grow the membership. He will be doing a "Chapter Blast" through EAA to promote the activities available through our chapter.

No other items were up for discussion, so the meeting was adjourned at 9:15 p.m.

The next meeting is scheduled for June 8, 2023.

Respectfully submitted:

Cliff Durand-EAA Chapter 13 Secretary/Ray Airport



A Day at the Museum

I volunteer at the Selfridge Military Air Museum. I have secured a date for Chapter 13 to visit the museum on **June 24, 2023**. The museum is open from 11AM to 5PM. This event will be rain or shine. All the museum buildings will be open as well as the airpark.

The focus of the museum has been to represent all aircraft that have been based at Selfridge, past and present. The museum is rich with Michigan Military aviation. Our docents are very knowledgeable about the aircraft and can answer most questions.

I will be there near the FG1-D Corsair project (building 1045) and the small parts fabrication area (building 1007).

Since Selfridge is an active military installation, all visitors must be vetted for clearance to access the museum. I will need your first, middle initial and last name. Your date of birth and state of residence. Your driver's license number and your citizenship. You can email me this information to davidnellis57@gmail.com or I will have a sign up sheet at the June meeting. The last day to sign up is **June 9, 2023**. I hope you can join us for a day at the museum.

Thanks,
Dave Nellis



NOTES

June Meeting



VMC/IMC presentation
by Brian Wesensky

July Meeting



Sun N' Fun presentation
by Mark Fullmer

Fly-In Breakfast



Ray Community
Airport (57D)
June 25th

Chapter 13 Picnic



Ray Community
Airport (57D)
July 8th

EAA AirVenture 2023



July 24 – July 30



FROM THE PREZ

Hello, I am sure I have met most of you over my 30+ years of membership of our great chapter. I have stepped up as the interim chapter president. In recent times I have helped maintain our chapter hangar and organized the Breakfast Fly-in/Drive-in. Also, I am a Ray Airport board member.

My background is from England, a farmer's son, studied Mechanical engineering. My brother and I were involved in motor racing which lead to my strong interest in engines. I moved to the US for what was planned for ~2 years' experience abroad. That was 1983, as they say, the rest is history! I initially worked for Isky racing cams in Ca, moved to Michigan in 1985 to work for Saturn Co (GM) in engine design. Met my wife, Martha in 1986 and married in 1988. Subsequent GM global consolidation provide opportunities to lead many engine designs and global manufacturing locations. I retired in 2014.

My flying interests started as a teenager with string line control models, plus my father who served as a pilot in WW2. It didn't really flourish until 1989. Got my PPL in 1991, my instrument rating in 1994. Built my RV6 1995-97 which I have flown coast to coast, Bahamas and all points in between. An amazing traveling machine. In 2012 my hangar buddy, Don Miller and I purchased a 1939 J3 Piper Cub, Don owned one when he was 16 yrs old and enjoyed re-living his youth. I really enjoy flying young eagles in it, 500+ "victims" and growing.

One of my interests and dreams is flying an open cockpit radial engine by-plane. In August 2021 I purchased Bob Grider's 1941 Waco UPF7 project. As I have reported out, in the finishing stages of painting, hope to fly it off this year.

For the future I plan on supporting all the great activities our chapter enjoys, and have some ideas to grow the membership. We are very fortunate to have so many active members with such a great knowledge in aviation and willing to help everyone.

I am looking forward to more contact and interaction with all of you. Please contact me directly with any ideas of topics and activities for the chapter.

Thanks,

Peter



Peter's 1939 Piper Cub



Peter's self built 1997 Van's RV6



Peter's hangar



Rosie the Riveter and the Willow Run Bomber Plant

The history of the Willow Run B-24 Bomber plant, the inspiring story of Rosie, the Riveter, and the involvement of the Yankee Air Museum with the National Veterans History Project was presented by Wendy Zielen in a Rosie in period costume. Wendy gave us an enthusiastic and an all encompassing presentation. Since we were treated to over 50 slides, I can only provide some highlights of what was shown and described.

Editor



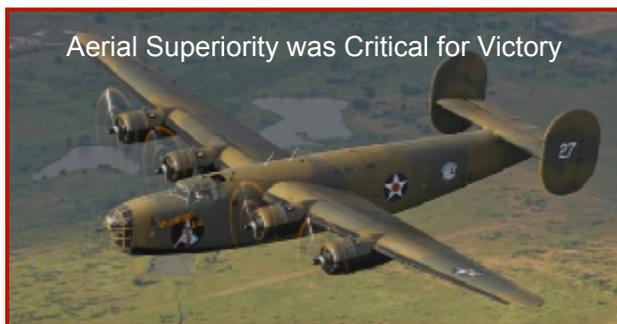
Labor of Love



More than 15,000 women worked at the Willow Run Bomber Plant.



Henry Ford with son Edsel and Ford VP Charlie Sorenson helped plan the Plant.



Aerial Superiority was Critical for Victory

FDR asked Henry Ford to build as many B-24s as possible. The B-24 carried up to 16,000 pounds of ordinance and was faster than the B-17. The B-24's long range made it the best aircraft to bomb enemy industrial facilities that were critical to winning the war.



The 5,000,000 sq. ft., 3,200 ft. long, 1,279 ft. wide building was started on April 18th, 1941 and became the largest building under one roof. It had two assembly lines to maximize efficiency and minimize shutdown time losses.



(Rosie continued from page 5)



The first B-24 rolled off the line in June of 1942. One bomber was completed every 55 minutes. 8,865 bombers were built, over half of all B-24s constructed.



Due to massive labor demands, it would have been impossible to staff Willow Run (and many others like it all over the country) without women! Before WWII it was "known" that women were too emotionally fragile to work in a factory environment. But a US Dept. of Labor survey found in 1943 that women were "used extensively" for most jobs.

The more WOMEN at work the sooner we WIN!

FORD MOTOR COMPANY
WILLOW RUN
The Largest Employer Plant in the World
located in Warren, Mich.

WAGES: MEN AND WOMEN
To make the work of maximum efficiency, WILLOW RUN, is proud to employ men and women on equal pay basis. The following rates apply to all employees:

Hourly Rate	1.00 per hour	1.00 per hour
Shift Differential	0.25 per hour	0.25 per hour
Over Time	1.50 per hour	1.50 per hour

EMPLOYEE BENEFITS: Paid Vacation, Paid Sick Leave, Paid Holidays, Paid Life Insurance, Paid Health Insurance, Paid Pension Plan, Paid Unemployment Insurance, Paid Workers' Compensation, Paid Disability Insurance, Paid Tuition Reimbursement, Paid Child Care, Paid Transportation, Paid Housing Allowance, Paid Meal Allowance, Paid Uniform Allowance, Paid Laundry Allowance, Paid Telephone Allowance, Paid Moving Allowance, Paid Relocation Allowance, Paid Travel Allowance, Paid Entertainment Allowance, Paid Education Allowance, Paid Training Allowance, Paid Professional Allowance, Paid Research Allowance, Paid Development Allowance, Paid Innovation Allowance, Paid Creativity Allowance, Paid Leadership Allowance, Paid Teamwork Allowance, Paid Collaboration Allowance, Paid Communication Allowance, Paid Problem Solving Allowance, Paid Decision Making Allowance, Paid Initiative Allowance, Paid Responsibility Allowance, Paid Accountability Allowance, Paid Integrity Allowance, Paid Honesty Allowance, Paid Fairness Allowance, Paid Respect Allowance, Paid Dignity Allowance, Paid Self-Respect Allowance, Paid Respect for Others Allowance, Paid Teamwork Allowance, Paid Collaboration Allowance, Paid Communication Allowance, Paid Problem Solving Allowance, Paid Decision Making Allowance, Paid Initiative Allowance, Paid Responsibility Allowance, Paid Accountability Allowance, Paid Integrity Allowance, Paid Honesty Allowance, Paid Fairness Allowance, Paid Respect Allowance, Paid Dignity Allowance, Paid Self-Respect Allowance, Paid Respect for Others Allowance.

TRANSPORTATION PAID
Personal Vehicle Available for All Employees on Maximum Rate
Company Vehicle Available for All Employees on Maximum Rate

UNITED STATES EMPLOYMENT SERVICE
of the WAR MANPOWER COMMISSION

Women were offered \$1/hour = \$18.52/hour.



A Rosie is:

"Any woman who was employed in an agency or industry that was directly related to the war effort **OR** who was employed in a capacity usually held by a man, thus releasing a man for military duty. This includes self-employment, such as farming."

-The American Rosie the Riveter Association



Women at Willow Run

40,000 workers at the factory at any time, up to 15,000 of them were women. By the end of the war, 80,000 people had worked at Willow Run, and almost 40% had been women (32,000). Nearly one third of all employees were female by 1943. There was equal pay in theory but not always in actuality. Women of color were often forced to work in separate areas.

"Women in the war - We can't win without them."



(Rosie continued on page 7)



(Rosie continued from page 6)



Riveting

A Sorenson innovation was moving a panel upwards so the ladies never had to crouch or stand on tiptoes.



Soldering and Welding

More than 1,700 WWII weapons required welding to manufacture, including airplanes. In 1943, women were 65% of this workforce.



Women were outstanding Inspectors

From a WWII newspaper ad:

“Army ordinance, hiring inspectors, male or female. No high school education necessary.”



Sewing was a vital job too!

Fabric sewing for a B-24 rudder and elevator.



Break Time

Shifts were nine hours per day, six days per week. A sign above the chrome dispenser (left photo) read, “NOTICE: These tablets replace chemicals lost by the body in excessive sweating. Take one four times daily with water. Medical Dept.” Lunch breaks required the standard thermos and lunch pail since heavy traffic made leaving the site difficult. Security was TIGHT, hence the name badge. Windows were even blacked out.

(Rosie continued on page 8)



(Rosie continued from page 7)



Women's Military Service at Willow Run

Members included were: Woman's Army Air Corp, Woman's Airforce Service Pilots, and Woman's Auxiliary Ferrying Squadron (WAFS).



There's lots to do!

The Yankee Air Museum dedicates itself to educating individuals through the history of American aeronautics, aerospace industries, and their associated technologies while inspiring generations through personal experiences to instill pride in our national

Visit www.YankeeAirMuseum.org to learn more about what we're doing to preserve our flyables and inspire kids to pursue STEM careers!

Today's Rosie:
Wendy Zielen
wzielen@gmail.com



EAA Chapter 13 Newsletter Editor needed

Starting with the EAA Chapter 13 September issue, an editor will be needed to design and produce the Chapter 13's Newsletter. Since newsletter templates are readily available,

no special skills to do a basic newsletter are required, only the desire to assist the Chapter. If interested, please contact Peter Dugdale via email: 2madphd@gmail.com.



Fly-In Breakfast "or Drive"



Juice • Coffee
Eggs • Pancakes • Sausage

Adults \$7
Children <11 \$4

Ray Community
Airport (57D)

Sunday
June 25th
7:30 - 11:30 a.m.



Also on
Display!



Ford Model A
Rides



The "Radio Control Club
of Detroit" (RCCD) will be
onsite with displays and
demonstrations!



Sponsored By:



A Variety of Aircraft

Food & Fellowship



movies with airplanes

When the weather keeps you down on the ground, here are two suggestions to give you flight.



MIDWAY (1976)

This month's movies are two epic versions of the June 4-7, 1942 conflict. Both versions start with the attack on Pearl Harbor, feature personal stories, and end with the battle at Midway.

The planes shown in the 1976 *MIDWAY* are the Boeing B-17G Flying Fortress, Consolidated PBY-6A Catalina, Curtiss P-40 Warhawk, Vought SB2U Vindicator, Douglas SBD Dauntless, Grumman F4F Wildcat, Grumman F6F Hellcat, Grumman F9F-5 Panther, Grumman TBF Avenger, North American B-25 Mitchell, Mitsubishi A6M Zero (Replicas), North American SNJ, North American T-6 Texan (as Mitsubishi A6M), Vultee BT-13 Valiant (as Nakajima B5N), Vultee BT-15 Valiant (as Aichi D3A), and Grumman J2F Duck.

While not as historically accurate as the later version, *Midway 1976's* star studded cast is worth the watch. The major actors included are Charlton Heston, Henry Fonda, James Coburn, Glenn Ford, Robert Mitchum, Hal Holbrook, Toshiro Mifune, Robert Wagner, Cliff Robertson, Ed Nelson, and Kevin Dobson.



MIDWAY (2019)

The naval battle of Midway was of such importance, had the Japanese prevailed, there was a possibility the United States could have lost the war or faced an invasion of our west coast.

The 2019 *MIDWAY* film uses extensive computer graphics to immerse you into all the battle actions. While well planned, they usually didn't feel real. The well known stars are Woody Harrelson as Chester Nimitz, Dennis Quaid as William 'Bull' Halsey, and Aaron Eckhart as Jimmy Doolittle. Ed Skrein starred as Lieutenant Richard "Dick" Best.

The movie's personal relationships were a bit cliché. The actual participants in the battle, their photos, and their stories were shown at the end.

The planes seen in the 2019 *MIDWAY* are the Douglas SBD Dauntless, Boeing B-17E Flying Fortress, North American B-25 Mitchell, Vought OS2U Kingfisher, Douglas TBD Devastator, Mitsubishi A6M Zero, Mitsubishi G3M Zero, Nakajima B5N, Aichi E13A1, and North American B-26 Marauder.

While there are some physical and historical errors in both movies, they do tell a great story of one of the most intriguing battles in WWII.



Young Eagles - May Event



Well, to say the least, we knocked one out of the park!

We flew 125 kids on Sunday!!

Michael Grass, Jon Shamass, and Mark Fullmer were able to join the flying team at the last minute. That was a HUGE help!!

It was still a long day - we didn't finish until after 2 pm.

Mike Kohler gets the Iron Man award with 15 flights!

Michael Grass and Mark Fullmer were the tag team - Michael had to leave early so Mark jumped in at that point.

The ground crew kept things going smoothly as usual - Julie Fullmer, Joel Moore, Colin Kulasic, Isabella Kroczolowski, Cody Musial, Madison Robinson. Dave Nellis filled out logbooks. Christina Kroczolowski sold apparel. My wife Anne did the cooking, with help from Wyatt Lucas for setup. Daughter Carrie sold her deserts... Tom Mack was there for setup and cleanup. Tom Vukonich and Bill Appleberry were there as well. Andy Klos was on the ramp with Mark Fullmer.

Lots of others helped but I don't have names!! Thanks to everyone for another resounding success!!!

See you on June 10th!

Dennis

Pilot Name	Flights Total	
Peter Dugdale	12	13
Ken Fackler	10	10
Mark Fullmer	3	3
Dennis Glaeser	12	12
Joe Gores	13	13
Michael Grass	4	9
Mike Kohler	15	15
Robert Mahieu	13	13
James Mcdaniel	13	20
Jonathan Shamass	10	17
	-----	-----
	105	125

Memorial Benches from Bob Mahieu

To honor **Dave Shirey** and **Laurelle 'Relly' White**, Bob Mahieu has donated two bench/picnic tables for the airport. The plaques and bench/picnic tables will be ready by the Chapter 13 picnic. See Bob if you wish to help contribute to their worthy memorial.

PHOTO CONTEST Announcement

Due to a complete lack of interest by the Chapter 13 members, the Board has decided to cancel the contest.



THE DOPE SHEET

Eric Blomberg, Editor
39331 Ferris Street
Clinton Township, MI 48036

FIRST CLASS MAIL

place
stamp
here



Young Eagles Event Schedule
Ray Community Airport - 2023



June 10 (Sat)	Sept. 10 (Sun)
July 9 (Sun)	Oct. 7 (Sat)
Aug. 12 (Sat)	

Free Airplane Rides for Boys and Girls Ages 8 to 17

Flights start at 9 am and end at 2 pm



Building the F-35

Condensed from an article in **The Merge** (mergenews@themerge.co)



The F-35 program is massive. On the business side, the incredibly complex stealth fighter program manages an enormous network of **1,650+** suppliers, including **1,000** small businesses. **17** nations are involved in the program, and they plan to buy **3,300+** F-35s.

For context: There were only **195** F-22 Raptors ever built, and for our 4th gen lovers, **1,500+** F-15s and **4,550+** F-16s have been built so far.

There are actually **three** F-35 plants. They are located in Japan, Italy, and Forth Worth, Texas.

Building the Jet

The **3** million square foot facility houses **17,000** employees who work in **3** shifts. The jet is assembled using **4** main pieces from **3** defense primes: the forward fuselage and wings are from Lockheed Martin, Northrop Grumman creates the mid-fuselage, and the aft fuselage comes from BAE. There are **200** F-35s on the line at

any given time, in various stages of assembly. All F-35s start production sitting vertically on their tail, not flat, to maximize space, ergonomics, and efficiency. When assembly is complete, two robots armed with paint guns precisely spray the stealth coating onto each jet.

Despite the tech and manpower, it still takes **18** months to build an F-35 from start to finish, including long-lead items like engines (**12** months if all the parts are on-site). This speaks to the complexities and assembly tolerances of a high-tech fighter aircraft, which sets the US industrial base apart from China and Russia. The program is forecasted to produce **156** jets per year (**13** jets per month) by 2025, with some options to increase capacity from there.

Fun fact: the F-35 cockpit has a minimalist design, there is a ton of tech behind the scenes. **16** miles of wiring is used in the cockpit section (aka forward fuselage) of the jet.

