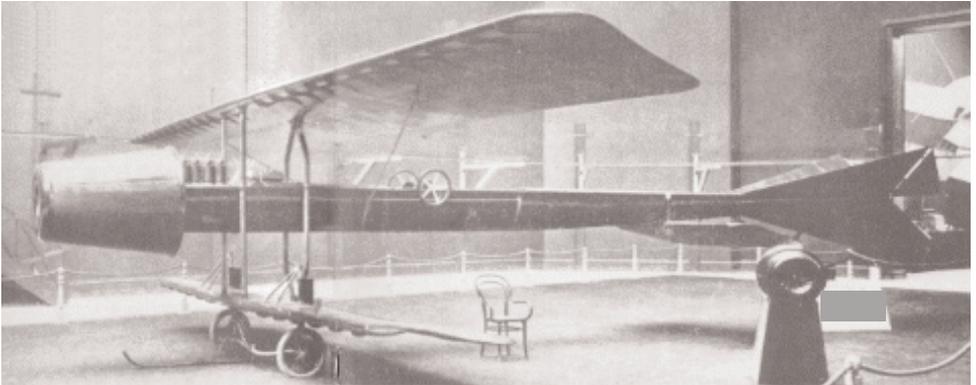


# EAGLE'S PROPWASH



March 2014 Issue  
**CHAPTER 113**  
*"The Backyard Eagles"*



## **CAN YOU IDENTIFY THIS AIRCRAFT?**

Email your answer to the Newsletter Editor.

The first person with the correct answer will receive a prize at the Chapter 113 Awards Banquet on March 15, 2014.

*Quiz courtesy of Mark Freeland*

Our Web Site: [www.113.eaachapter.org](http://www.113.eaachapter.org)    [EAA113@yahoogroups.com](mailto:EAA113@yahoogroups.com)

**Meetings: 7:30 PM** the 3rd Thursday of each month at the

***EAA 113 AVIATION EDUCATION CENTER***

***Mettetal Airport (1D2) 8550 Lilley Road, Canton, MI***

## Member Services

### Class I Board of Directors:

**President:** John Maxfield (248) 890-6767

**Vice President:** Shahar Golan (248) 767-6630

**Secretary:** Debbie Forsman (734) 397-3452

**Treasurer:** Grant Cook (734) 223-2688

### Class II Board Members:

Al Bosonetto (734) 261-5518

Bill Brown (734) 420-2733

Dave Buck (734) 453-5375

Lou Lambert (734) 207-7986

Mike Scovel (734) 462-1176

**Library:** Barb Cook (734) 277-3469

**Newsletter:** Elizabeth Hebron (734) 776-9294  
liz.hebron@gmail.com

### Class III Board Member:

Tom Smith (734) 459-9654

---

### **Membership Committee:**

Roster: Mark Freeland (248) 212-9666

Dues: Grant Cook (734) 223-2688

### **Technical Counselors:**

Randy Hebron (734) 326-7659

Dan Valle (313) 539-9818

### **Flight Advisors:**

John Maxfield (248) 890-6767

Dan Valle (313) 539-9818

**Scholarships:** Jim Trick (517) 546-3944

Elizabeth Hebron (734) 776-9294

### **Young Eagles/Eagle Flights:**

Debbie Forsman (734) 397-3452

Dave James (734) 721-4213

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

**Webmaster:** John Maxfield

webmaster@eaa113.org

### **Aviation Center Management Committee:**

Al Bosonetto (734) 261-5518

Dave Buck (734) 453-5375

Bill Brown (734) 420-2733

Bob Skingley (734) 522-1456

## Chapter Mission Statement

*“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

**John Maxfield** (248) 890-6767

avee8rrr@yahoo.com

March 2014

Welcome to March in Michigan; which seems to be coming in like a lion this year with single digit temperatures and yet more snow to add onto the pile. Fortunately, several

indoor events kept us enthused, entertained and educated this winter. The Great Lakes International Aviation Conference provided a great backdrop for Dave McKenzie to receive the FAA Master Pilot Award after fifty years in aviation. Congratulations to Dave, joining fellow Chapter 113 member Tom Harvey as recipients of this prestigious award. EAA Vice President Jeff Skiles presided at the EAA Town Hall Meeting March 6th, in Ann Arbor. Jeff presented news and views from EAA Headquarters as well as listening to viewpoints from our area to take back to Oshkosh. We invited Jeff to stay an extra day and join us for dinner and the movie "Top Gun" but he needed to skedaddle back to Oshkosh to complete his work for the week. It has been suggested that we extend the Chapter Movie Night to the first Friday in April. With enough support from the membership and maybe a movie recommendation, we could make it happen.

Mettetal Airport and our Chapter lost a friend last month as Brian McMahon passed away after a brief illness. Brian was the owner of McMahon Helicopters, based at Mettetal and a great supporter of our Father's Day Fly-In. He provided the large Sikorsky Helicopter to display for everyone to see firsthand. Please keep Mark Freeland in your thoughts as well. Mark is spending much of March recovering from yet more surgery. We look forward to him being back in action as the temperatures start to warm up. The Chapter Awards Banquet is probably within days of your reading this newsletter. If you're holding a ticket don't miss it! A couple of very interesting auction items are a KLR 10 Lift Reserve Indicating System from Bendix/King and two vintage wood propellers from Andy Folgmann. Western wear is strongly encouraged as we fly "Out of the Blue of the Western Sky" with Sky King!

It is also scholarship season. The application deadline is March 31st for this year's Chapter 113 scholarships in aviation related studies or flight school, and April 30th for the Air Academy camps.

Looking forward to spring, we'll soon be setting the date to wash our sponsored C-45 Expeditor (Beech 18) at the Selfridge Air Museum. This airplane wash happens once each spring and is coordinated by Randy Hebron. If you're interested in participating or becoming the contact person for this event, Randy would like to hear from you. March 27th, our Chapter will be hosting a pilot safety meeting, presented by the Michigan DOT. Come out and learn "The Results of Pilot Deviations". Hot Dogs will be available for a donation. In addition, the Detroit Class Bravo Airspace goes into effect April 3rd. A meeting to answer questions about these changes was held March 5th with another coming up on March 22nd at 9:00 a.m. at the Main Terminal Building at Ann Arbor Airport. Stay informed to the airspace changes so you don't become a pilot deviation statistic.

We would like to welcome Andy Folgmann as a new member this month. Andy keeps his Piper J-3 Cub at Mettetal. Welcome to EAA Chapter 113 Andy!

At this month's meeting Chapter member Perry DeClemente will present the Wave Aircraft Z-3. Stay up to date with EAA 113 at [www.113.eachapter.org](http://www.113.eachapter.org) and follow us on Facebook!  
Happy Landings, John Maxfield

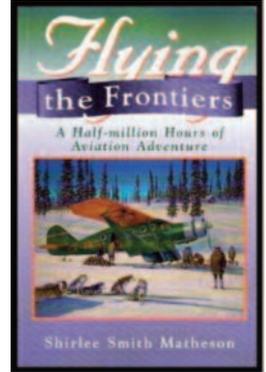


## PAULSON AVIATION & HISTORY LIBRARY

Barb Cook (734) 277-3469

barb@armipay.com

March 2014



### BALLAD OF A BUSH PILOT

Olden Bawld (a.k.a. Charles R. Robinson)

In days gone by I used to fly a Fairchild 82;  
And was it fair or stormy air, we'd always muddle through.  
For hours I'd sit upon the bit of kapok-padded seat,  
My knees tucked in beneath my chin, in comfort, hard to beat.  
The instruments, the cowling dents, the grease spots on the glass;  
I still recall them one and all, as through the years I pass.

"Strange things are done 'neath midnight sun,"  
'Twas said in days gone by.  
This still is true in '42, for malamutes now fly!  
The Northern Lights still see queer sights-  
I've flown o'er Dawson's Trail  
(Where dog teams plied and strong men died), a Condor full of mail.

I've carried boats and smelly goats, in Junkers 34s.  
I froze my toes in Barkley-Grows, on Great Bear's rocky shores.  
In summer heat and winter sleet, I've flown them old and new;  
With radio beams and endless streams, I still do muddle through.

(composed in Boeing 247D,(CF-BVT) while flying down the Mackenzie River,  
21 September 1942

From *Flying the Frontiers; a Half-Million Hours of Aviation Adventure*  
by Shirlee Smith Matheson, Fifth House, Saskatoon, 1994.

## EAA CHAPTER 113's CHILI FLY-IN



*Photos courtesy of Pat Trevas*



## **CONGRATULATIONS, DAVE MCKENZIE!**

Saturday, February 15, 2014 at approximately 12:50 P.M. in the Lansing Center at Lansing, Michigan, the site of the Great Lakes International Aviation Conference the presentation of awards by the Federal Aviation Administration (FAA) included the presentation of two (2) FAA Wright Brothers Master Pilot Awards. The first was to Mr. David E. McKenzie formerly of Evergreen, Alabama and the final award presentation at the event was to Mr. Henry A. Haigh, the only surviving American World Aerobatic Champion.

Ms. Carol Callan, the FAA Team Manager (FAA Safety Team) led the awards presentation by reading the nomination letter for McKenzie and following the award presentation she read the nomination letter for Henry Haigh and presented his award. Ms. Callan made the presentations sound very impressive. McKenzie, in accepting his award stated that he was very humbled by the recognition and expressed his thanks and appreciation to the FAA Officials, friends, and family including in particular his wife, Nancy.

Dave joined EAA-113 in January, 1970 and was a member through 1978 when he moved to the downriver area. He joined again in 1996 and remains a current member.

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### **MARK FREELAND**

Mark is back in the hospital again.  
I'm sure he'd like to hear from some of his friends  
in Chapter 113. He has access to his email while  
incarcerated in the hospital.

His email address is: [retrorc@live.com](mailto:retrorc@live.com)

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### **FROM THE FLIGHT SURGEON**

This time of year we frequently need to "self-treat" symptoms with over the counter (OTC) medications due to colds, flu or allergies. Most of us know that most of these medications can cause drowsiness. But it is often forgotten that the effects of the drugs can last 12-24 hours depending on type. It is always best to wait till all the symptoms are gone and you have been off the OTC's for at least 24 hours before flying. Fly safe!

Gregory Pinnell, MD  
Senior AME, Senior Flight Surgeon USAFR  
[www.AIRDOCS.net](http://www.AIRDOCS.net)

*"Sky King: Sometimes a man accuses himself by running."*  
Sky King 1958



## **Aviation Safety-Education Seminar**

**Mettetal Airport (1D2)**  
EAA Aviation Center  
8550 N Lilley Road  
Canton, MI 48187

**Sponsored by EAA Chapter 113**



**Thursday, March 27<sup>th</sup> 2014**  
**7:00 P.M.**

### **"The Results of Pilot Deviations"**

**-Tera Fricke, Office of Aeronautics**

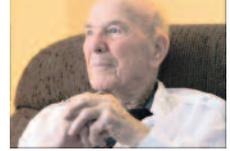
**Admission to this program is free. Attendance counts toward credit for the FAA Wings Program.**

**Register for this and other programs at [www.faasafety.gov](http://www.faasafety.gov)**

**For more information visit our website at [www.michigan.gov/aero](http://www.michigan.gov/aero) or call Tera Fricke at 517-335-9792.**

# HOW'S THIS FOR A FLASHBACK, GUYS - ANOTHER GREAT HISTORICAL STORY FROM THE COLD WAR ERA . . .

Submitted By Pete Waters



Cliff Beeler was a spy.

He didn't hang out on shadowy street corners with his trench coat collar obscuring his face. The Air Force major, now retired, spent his snooping time in a plane.

Beeler, 88, of Riverside, was a U-2 pilot at the height of the Cold War. His missions took him over Russia, Cuba and China, photographing targets from nearly 80,000 feet in the sky.

His planes crashed more than once. He was occasionally targeted by MiG fighters, and he once landed on and took off from an aircraft carrier in the Pacific using only a few feet of the deck.

Beeler, who grew up in Santa Ana and spent most of his retirement in Santa Barbara, is a resident of Air Force Village West, near March Air Reserve Base. Recent back surgery has left him reliant on a walker, but his memories are as vibrant as ever. He remembers enlisting at 19, learning to fly a P-51 fighter and being on his way to Saipan to get ready for the invasion of Japan. Then the United States dropped its atomic bombs on Hiroshima and Nagasaki.

The war was over, and Beeler was sent home. Unlike many of his fellow pilots who left the service, Beeler stayed in. He learned to fly the Air Force's first jets and then trained others to fly them.

Then the U-2 program caught his eye. "I wanted to fly the latest," he said. There were never more than 24 pilots in the program, he said. In 1958, he entered the program. He spent seven years flying missions high above the Earth — out of the range of other planes and most other defenses — in the long-winged, lightweight plane. It was not an easy task, he said.

As a plane climbs in altitude and the air thins, it must go faster to avoid a stall. The higher it climbs, the faster it needs to fly. Above 70,000 feet, the critical stall speed approaches the plane's Mach speed, or the speed of sound—somewhere above 650 mph at that altitude. If that barrier is crossed, the shock waves can break the plane apart. U-2 pilots usually had a window of less than 12 mph between the two speeds. They had to keep the plane within that window for hours at a time.

## *CLOSE CALLS*

Beeler learned the hard way what it meant to violate that window. He was above Louisiana on a night flight when he reached Mach speed. "It tore the tail off," he said. "The plane flipped over, and that tore the wing off." The plane fell apart, he said, and at 78,000 feet, "I'm out in space. That's a long way down."

Fortunately, he was in a pressure suit with oxygen and had a parachute. After a long freefall, he opened his chute and found himself floating toward the ground. To his right, he could see lights on the ground. To his left, the same. But beneath him, all was black.

He remembered he was over Louisiana.

"I said, 'That looks like a swamp.' "

It was.

"I landed in a big cypress tree," he said. "My chute got caught and swung me into the trunk."

Telling the story, Beeler reached down toward his calf, "I always kept a double-bladed knife in my pocket," he said. He was able to cut himself free of the parachute and use the ties to lash himself to the tree.

He took off his helmet and dropped it into the darkness below. There was a distant splash.

"All I could think about was alligators and cottonmouths in the swamp," he said.

Lucky for Beeler, the breakup of his plane had been spotted on radar. Within an hour and a half a rescue helicopter was overhead.

Another close call came over Cuba. Beeler said MiG jets would fly beneath the U-2 planes, at about 50,000 feet. The fighter pilots would sometimes attempt to reach the spy planes by turning on their afterburners and flying straight up, higher than the MiGs were capable of operating effectively.

A Cuban pilot's effort was particularly memorable, Beeler said.

"I look back and there's this MiG tumbling about 50 feet off my wing," he said. The plane was so close that he could see the pilot's face.

Remembering, Beeler turned his hand cockeyed in front of his face. "His goggles were like this and his face was ..." The sentence ends in a grimace, Beeler's eyes and mouth wide. "He was sure scared up there."

Beeler took the U-2 on numerous missions over Cuba, providing information on the country's armaments and the strength of its air force. Images from U-2 flights, he said, showed that Castro had only a few dozen bombers instead of the more than 400 he had claimed.

At one point, Beeler said, President John F. Kennedy stopped by the U-2 headquarters in Del Rio, Texas, to talk to the pilots.

"He said, 'You guys gave me information that prevented World War III at least twice,'" Beeler said.

#### *AMAZING IMAGES*

Sometimes the U-2's high-resolution, long-range camera captured images that had nothing to do with national security.

During one Cuban mission, Beeler spent some time following the coastline. Afterward, he was called into the lab by the man in charge of analyzing the film.

"He showed me a picture of this Cuban gal sunbathing nude on the beach," Beeler said. "It was so clear I could see she had blue eyes. (The analyst) said, 'The only film these guys want to work with is your film.'"

Returning from another mission, he took some images over San Diego. Later, he was shown a photo of a man sitting in his backyard reading the paper.

"I could read the headline on the newspaper," he said.

Beeler is semi-famous among pilots for landing his U-2 on an aircraft carrier. The landing followed a mission over northeast Russia. The U-2's 80-foot wingspan meant it could only go a short distance before it collided with the superstructure of the ship. Because of the ship's speed and a headwind, Beeler said he was able to touch down and come to a stop in about five feet.

"When I came aboard they had a ceremony welcoming the Air Force into the Navy. I said, 'I don't have much I like about the Navy except one thing,'" he said. That

one thing was the Navy pilots' leather jackets. Before he left the ship the following day, the captain had given him one.

It lasted.

"I gave it to my son last week," he said.

#### *AFTER THE U-2*

Among the military photos and plaques on the wall of his room is a framed row of medals from his service, including the Distinguished Service Cross.

He points to the photo of one plane, a B-46.

"It was the God-almighty bomber," he said. But he declined a chance to fly those planes.

"I didn't like the mission," he said. "Go out and drop bombs. I wanted to shoot things up."

After he left the service, in 1965, Beeler said he worked on the Apollo 5 program for three years. He was in charge of purchasing the equipment for the swing arm on the launch tower, he said.

He spent the next 25 years selling airplanes. He had his own dealership in the Santa Barbara area.

When his wife, Mary, developed Alzheimer's disease, he retired to take care of her. After five years, he felt he needed help, so he moved with her to Air Force Village West, which has a nursing home on its campus.

"She lasted 11 days after I brought her here," Beeler said. "I guess I kept her about as long as I could."

The couple, who were married for 65 years, had two sons. The elder son lives in Corona and comes to see him most days, Beeler said.

For Veterans Day, he said, he doesn't have any big plans.

"I'll probably sleep late," he said.



## An-225 Mriya is the world's largest aircraft

(from: <http://gelio.livejournal.com/193025.html>)



An-225 Mriya (which is referred to Dream from Ukrainian) is the heaviest airlift cargo aircraft ever taken off in the sky. The maximum takeoff weight makes 640 tons. An-225 was designed, due to the necessity to create the air transport system for the Soviet reusable Space Shuttle Buran. This is the only aircraft in the world.

The airplane was designed in USSR and manufactured by Kiev Mechanical Plant in 1988. Mriya has set the absolute world record of takeoff weight and an airlifted total payload. An-225 transported a payload of 156.3 tons on March 22, 1989 which broke 110 air world records. This has become a world record in its turn.

Since its launch the aircraft has logged 3740 flying hours. If the average flight speed is equal to about 500 km per hour (taking into account takeoff, climb, cruise, descent and approach to landing), it is possible to calculate approximate kilometer performance:  $500 \times 3740 = 1\,870\,000$  km. It is more than 46 circles around the Earth at the equator.

The size of An-225 is impressive. It is 84-meter long and 18-meter high (like 6-story house with 4 porches). If the largest Boeing 747-800 is taken as a basis, An-225 is 8-meter longer and its wingspan is 20-meter larger. Compared to Airbus A380, Mriya is 11-meter longer, and its wingspan exceeds by 9 meters. The wingspan constitutes 88.4 m and wing area is 905 m<sup>2</sup>. The Hughes H-4 Hercules is the only aircraft which has a greater wingspan than An-225.



The obvious comparison of Mriya and Boeing-747.

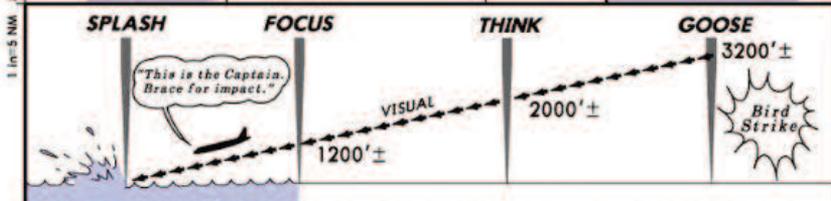
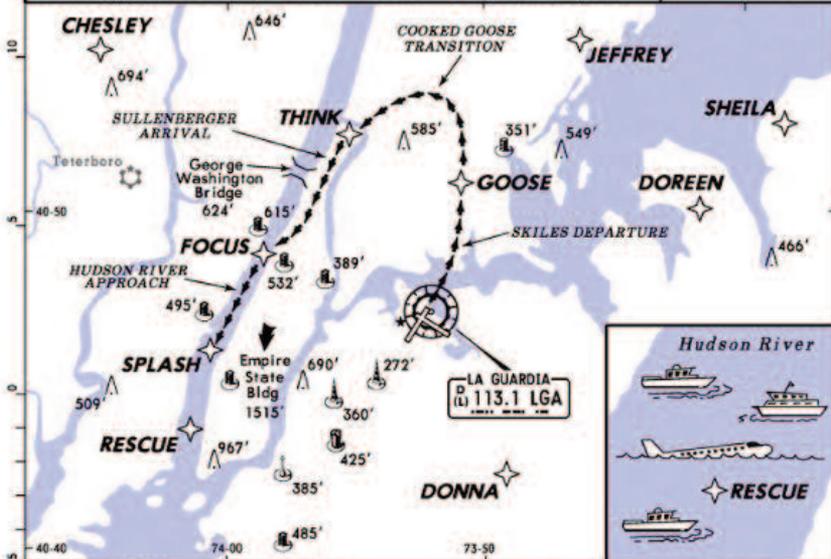
# HOW'S THIS FOR AN APPROACH CHART?

**KLGA/LGA**  
LA GUARDIA

**JEPPESEN**  
AUG 2010 (No. 1)

**NEW YORK, NY**  
**HUDSON MIRACLE APCH**

D-ATIS Arrival <b>125.95</b>	NEW YORK Approach (R) <b>120.8</b>	LA GUARDIA Tower <b>118.7</b>	Ground <b>121.7</b>	Emergency <b>121.5</b>
VFR ONLY	Final Apch Crs <b>HUDSON RIVER</b>	Minimum Alt <b>FOCUS</b> (All You Can Get)	MDA(H) <b>0'</b> (You're Committed)	Apt Elev 22' <b>TDZE WET</b>
<b>MISSED APCH: None (ONLY ONE CHANCE).</b> NOTE: After water landing, oversee evacuation of ALL SOULS from airplane. Float via HUDSON RIVER to RESCUE point. Once everyone is SAFE aboard rescue boats, secure passenger list and double check cabin. Captain is last to exit. Give THANKS.				<b>US AIRWAYS</b> Flight 1549 January 15, 2009 Airbus A-320  <div style="border: 1px solid black; border-radius: 50%; padding: 5px; text-align: center;">                 150 Passengers + 5 Crew 155 Survivors             </div>
1. SAAAR PROCEDURE: Special Aircrew, Airmanship, and Ability Required. 2. Duration of flight from Take-Off to Splashdown approximately 5 minutes. 3. Save soggy shoes and wet jacket. Donate to the EAA Young Eagles program.				



Gnd speed-Kts		90	100	120	140	All SOULS OK?	Float On HUDSON RIVER	To RESCUE Point	Check All SAFE On Boats	Give THANKS					
VERTICAL ANGLE		Best You Can Get													
THINK to SPLASH		Comes Way too Soon				STRAIGHT-IN LANDING HUDSON RIVER <b>ETOPS APPROACH</b> MDA(H) <b>0'</b> (You're Committed)									
A B C D	VFR Conditions Only					US AIRWAYS FLIGHT 1549 CREW Flight Deck									
						Captain CHESLEY SULLENBERGER, III United States Air Force Academy (1973) US Airways (PSA Airlines) (1980) 35 Years Experience Total Flight Hours 19,663					Cabin Crew Flight Attendant SHEILA DAIL US Airways (Piedmont Airlines) (1980) 28 Years Experience Flight Attendant DONNA DENT US Airways (Piedmont Airlines) (1982) 26 Years Experience Flight Attendant DOREEN WELSH US Airways (Allegheny Airlines) (1970) 38 Years Experience				
						First Officer JEFFREY SKILES US Airways (USAir) (1986) 22 Years Experience Total Flight Hours 15,643									
						ETOPS: Engines Turning or People Swimming.									

CHANGES: Presented with Pride and Gratitude from your Friends at Jeppesen © JEPPESEN, 2010. ALL RIGHTS RESERVED.

## 2014 SCHOLARSHIPS

Twenty eight years ago, EAA 113 established a Scholarship program for local students pursuing aviation studies. Since that time, we have awarded over \$28,000 to further future aviation careers. Thanks to another successful Father's Day Pancake Breakfast this year, our Chapter has again set aside money to further support this program. However, in recent years, we have unfortunately received very few applications. We are asking our Chapter members to promote this worthwhile program to encourage aviation in future generations. If you know of any potential candidate, please let them know the scholarship applications are available online at [www.113.eaachapter.org](http://www.113.eaachapter.org) in a fillable PDF format. Applications must be returned by March 31, 2014 to enter the selection process by EAA Chapter 113 Scholarship Committee. All applicants must exhibit a passion for aviation!

### **2014 EAA 113 Aviation Studies Scholarship**

EAA Chapter 113 will again award as many as two \$1,000 scholarships for the 2014 Aviation Studies Scholarship Program. We are looking for qualified local students pursuing a career in Aviation. Candidates should be currently admitted to a college, university or trade school majoring in aviation related studies. Scholarships may also be awarded to students studying in an approved flight school to assist with flight lessons if they are twenty-five years of age or younger as of March 31, 2014 and have completed their first solo flight.

### **2014 EAA 113 Air Academy Scholarship**

EAA 113 is also proud to announce it will once again offer one scholarship for up to \$500 to assist a Young Eagle in attending a summer session of Air Academy at Oshkosh. This amount is often used to supplement our Young Eagle credits that are earned throughout the year. The combination of funding sources often allows for our Chapter to pick up the full cost for an enthusiastic youth to attend this camp. If you know of an aviation-focused young person, between 12 and 19, please let them know this Scholarship form is also available on our website.

### ***Please assist us in passing along information about our Scholarship Program.***

Some of our past recipients have gone on to careers as Military, Commercial and Corporate Pilots; air traffic controllers; flight instructors; and A & P's, to name a few. To date, the EAA 113 Scholarships have made a difference to over 50 young people in aviation! Let the tradition continue! The Scholarship applications can be found on the EAA Chapter 113 website: [www.113.eaachapter.org](http://www.113.eaachapter.org)

## EAA WEBINARS SCHEDULE

March - April webinars that you can enjoy from the comfort of your home. EAA Webinars are free to all aviation enthusiasts, but pre-registration is recommended since space is limited to the first 1,000 registrants.

Upcoming webinars include the following topics and presenters:

**March 12 - 7 p.m. CDT**

Advanced iPad Flying  
Presenter: Bret Koebbe

**March 19 - 7 p.m. CDT**

SuperVee to AeroVee Engine History  
Presenter: John Monnett

**March 26 - 7 p.m. CDT**

Chapter Chat: Beyond the Young Eagles Flight  
Presenters: Brian O'Lena, Bret Steffen

**April 2 - 8 p.m. CDT**

All About Not-So-Plain Bearings  
FAA AMT & Wings Credit  
Presenter: Mike Busch

**April 9 - 7 p.m. CST**

The Right Mindset for Aerobatic Flight  
FAA Wings Credit  
Presenter: Michael Lents

**April 16 - 7 p.m. CDT**

Aerobatics - Getting Started  
FAA Wings Credit  
Presenter: Patty Wagstaff

**April 23 - 7 p.m. CDT**

Care and Feeding of the Rotax 912  
FAA AMT & Wings Credit  
Presenter: Prof. H. Paul Shuch

**April 30 - 7 p.m. CDT**

Small Bore Continental Engines:  
A-65 through O-300  
FAA AMT & Wings Credit  
Presenter: Harry Fenton

Register today for these upcoming free webinars!

Audio speakers and a broadband Internet connection are required to participate in the webinars. Visit the webinars <http://www.eaa.org/webinars/> for more information about EAA's Webinars.



## March/April 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
<b>9</b> Daylight Savings Time begins 	<b>10</b>	<b>11</b>	<b>12</b>	<b>13</b> EAA 113 Board Meeting 7:30 pm	<b>14</b>	<b>15</b> Breakfast @Coney 8:30 A  <b>6:30 pm Annual Awards Banquet</b>
<b>16</b>	<b>17</b> St. Patrick's Day 	<b>18</b>	<b>19</b>	<b>20</b> EAA 113 General Meeting 7:30 pm	<b>21</b>	<b>22</b> Breakfast @ Coney 8:30 am
<b>23</b>	<b>24</b>	<b>25</b>	<b>26</b>	<b>27</b> MDOT Safety Meeting 7:30 pm at EAA 113	<b>28</b>	<b>29</b> Breakfast @ Coney 8:30 am
<b>30</b>	<b>31</b>					

## April 2014

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		<b>1</b> April Fool's Day  Sun 'n Fun Begins today	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b> Breakfast @ Coney 8:30 am
<b>6</b>	<b>7</b>	<b>8</b>	<b>9</b>	<b>10</b> EAA 113 Board Meeting 7:30 pm	<b>11</b>	<b>12</b> Breakfast @ Coney 8:30 am
<b>13</b>	<b>14</b>	<b>15</b>	<b>16</b>	<b>17</b> EAA 113 General Meeting 7:30 pm	<b>18</b>	<b>19</b> Breakfast @ Coney 8:30 am

**EAA Chapter 113**

Mark Freeland

1480 Oakwood

Sylvan Lake, MI 48320

**Next Meeting : Thursday, March 20, 2014**  
**7:30 PM at the EAA Aviation Education Center**