

# EAGLE'S PROPWASH

AUG 2021 ISSUE

## CHAPTER 113 "The Backyard Eagles"



Our Web Site:

[www.eaa113.org](http://www.eaa113.org)  
[group.eaa113.org](http://group.eaa113.org)

**Gatherings: 7:30 PM**  
the 3rd Thursday of each  
month at the  
**EAA 113 AVIATION  
EDUCATION CENTER**  
**Mettetal Airport (1D2)**  
**8512 Lilley Road**  
**Canton, MI 48187**  
**(734) 392-8113**



Congratulations to Chapter member, Mark McGowan for receiving the **Antique Continuously Maintained Aircraft Award** for his stunning 1940 Taylorcraft BC-65, N24371. *Photo Courtesy of John Maxfield*

## Member Services

### Class I Board of Directors:

**President:** Dave Steiner (734) 645-1150 president@eaa113.org  
**Vice President:** Jack McClellan (734) 748-4378 vicepresident@eaa113.org  
**Secretary:** Molly Pyles (512) 694-8439 secretary@eaa113.org  
**Treasurer:** Dave Buck (734) 223-2675 treasurer@eaa113.org

### Class II Board Members:

Al Bosonetto (734) 261-5518  
Jim Brown (313) 570-6374  
Dan Jones (248) 820-7901  
John Maxfield (248) 890-6767  
Doug Sytsma (734) 674-3345  
**Library:** Barb Cook (734) 277-3469 library@eaa113.org  
**Newsletter:** Elizabeth Hebron (734) 776-9294 newsletter@eaa113.org

### Class III Board Member:

Joe Kirik (248) 872-3220

### **Membership Committee:**

Al Bosonetto, Dave Buck, John Maxfield

**Dues:** Dave Buck (734) 223-2675

### **Technical Counselors:**

Randy Hebron (734) 326-7659  
Dan Jones (248) 820-7901  
Dan Valle (313) 539-9818

### **Flight Advisors:**

John Maxfield (248) 890-6767  
Dan Valle (313) 539-9818

### **Scholarships:**

Elizabeth Hebron (734) 776-9294  
Debbie Redding (734) 397-3452  
John Maxfield (248) 890-6767

### **Young Eagles:**

Debbie Redding (734) 397-3452 events@eaa113.org

Dave James (734) 721-4213

**Flying Start:** Dan Jones (248) 820-7901 flyingstart@eaa113.org

**Homebuilders:** Mike Scovel (313) 608-7202 builders@eaa113.org

**IMC/VMC:** Herb Schulke (734) 233-7864 imcvmc@eaa113.org

### **Web/Tech Support:**

Stefan Rairigh (734) 383-4346 webmaster@eaa113.org  
support@eaa113.org

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

Al Bosonetto (734) 261-5518  
Dave Buck (734) 223-2675  
John Maxfield (248) 890-6767  
Dave Steiner (734) 645-1150



### **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 OF DIRECTORS:**

*“The Board of Directors are to provide both advice and assistance to the chapter officers on an ongoing basis.”*

## PRESIDENT'S *PODIUM*

Dave "Drano" Steiner (734) 645-1150  
president@eaa113.org  
Aug 2021



Yes, I have some potential anyway when it comes to cleaning up.

Happy Oshkoshing everyone, for those who braved the heat of southern Wisconsin last week. Better heat than the R word, I guess. I was actually in the Milwaukee area for the week visiting future in-laws with my fiancé, but had no plans to make it to the show. I trust that none of you were involved in the gear-up landing. Temperatures for next week are looking more moderate for THUNDER OVER MICHIGAN preparations. I hope they hold for Aug 7-8 when Yankee Air Museum hosts the US Navy Blue Angels and the USAF Thunderbirds each day. Good stuff for all us plane crazy people. It is certainly nice to have aviation back in full force.

I can't wait to see everyone's pictures from OSH. So sort through your dozen or so best and have them ready for the Membership Gathering on Aug 19<sup>th</sup>. Either bring them on a flash drive or zap them to Molly or me, so we can have them ready to splash on the big screen for the vicarious entertainment of those who didn't attend OSH, and the added enjoyment of those who did.

For those not at the July Gathering, the mystery airport was near the tip of Michigan's Leelanau Peninsula. Northport is the closest town to the Clinton F. Woolsey Memorial Airport. It has two somewhat long grass runways and a very nice stone terminal building. Make sure you check it out next time you are in the northwest part of the Lower Peninsula. Molly was first to identify it (she hasn't been there in the Maule though. And why not?) so she won the free lunch tickets to the WACO Kitchen in Battle Creek. Got to buy fuel though to make the tickets good. Hmm, plenty of fuel? Not that far from Battle Creek to 5D5, then visit South Fox Island while you're at it. The RAF (Recreational Aviation Foundation) maintains the strip there.

### **Young Eagle's event Aug 14th**

ALL COVID restrictions have been rescinded, so EAA 113 will be resuming normal activities. We have our FIRST post-COVID Young Eagle's event on Aug 14<sup>th</sup>. Contact Debbie to volunteer your piloting or ground support help, or if you have any questions. Log onto EAA.org and check your profile to make sure you are up-to-date with the youth protection program protocols info and registration.

**Program Speakers for Member Gatherings** - VP Jack McClellan has some great speakers/programs lined up for the next few months, so don't miss the third Thursday membership gatherings, NOW IN-PERSON! But he's always looking for more ideas, so contact him at [vicepresident@eaa113.org](mailto:vicepresident@eaa113.org) if you have a potential speaker. The August gathering will feature member photos from OSH. So make sure to have the photo documentation of your AirVenture trip ready to share.

**Prop Wash Content** - Keep that content coming for the newsletter! A few photos with captions and a short paragraph or two about your latest aviation adventure are all that we ask. Send to: [newsletter@eaa113.org](mailto:newsletter@eaa113.org). Please do share your aviation escapades. No need to be a pilot.

# YOUNG EAGLES



**SATURDAY, AUGUST 14, 2021**

**8:30 A.M.—11:30 A.M.**

**METTETAL AIRPORT**

**HOSTS: EAA CHAPTER 113**

The time has come to give some of our local young people the opportunity to experience flight! We have missed these events but feel we can now proceed, with safety measures in place, to once again enjoy our successful Young Eagle program.

Another Young Eagle rally will be scheduled in September, pending the confirmation date of our Annual Awards Banquet.

**Volunteers are needed as pilots and ground support.**

Please go to [www.yeday.org](http://www.yeday.org) to sign up to help.

Note: be sure your Youth Protection Training is up-to-date.

Contact Debbie at [events@eaa113.org](mailto:events@eaa113.org) with any questions.

# HINTS & KINKS

By Pete Waters

This month I am covering the common drill bit.

These are usually cheap enough to throw away and buy a new one, but sharpening is not that difficult.

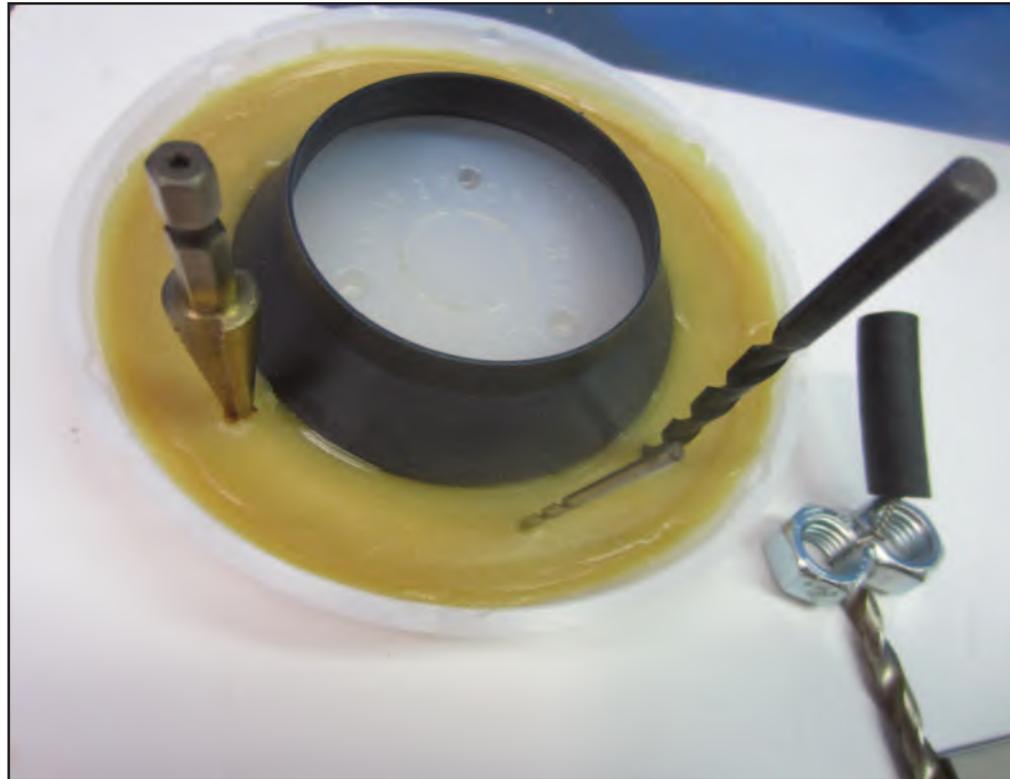
The most important “point” huh... is grinding the two lands shaping the tip to be the same length and included angle on a fine grinding wheel. Dip in water often to prevent the “Blues”!

Using two clean ½ in nuts or what you have in the junk box, and joining two faces for use as an angle gauge. This angle will be 120 degrees... in UK we used 112, but...no comment.

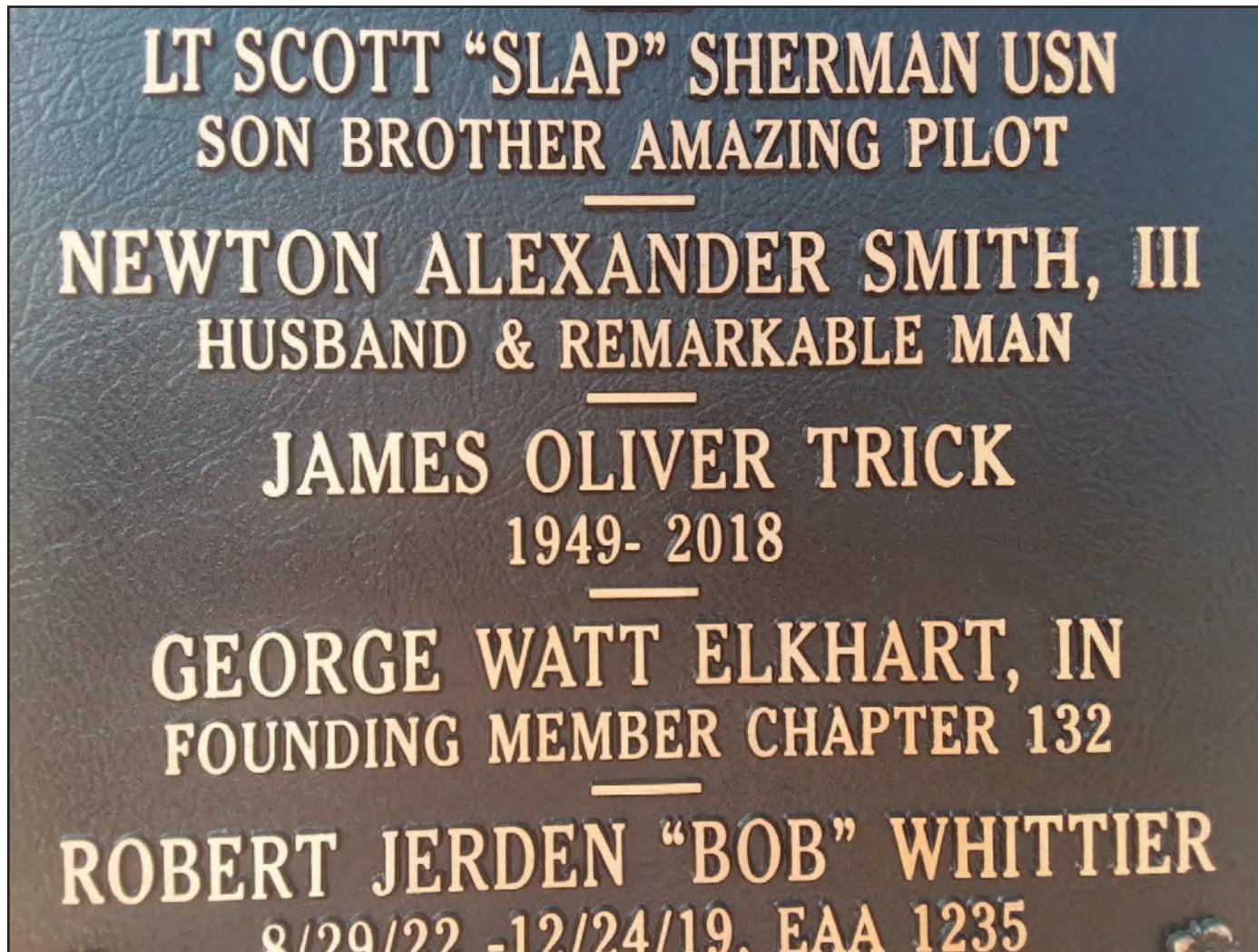
I cleaned two of the facets and instant glued them. Then, a length of safety wire was routed through each threaded hole, and tightened to produce the gauge. I have a short length of rubber fuel hose over the hairpin shaped twisted end.

Now we come to using a lube when drilling. ANY lube is better than none! John Maxfield showed me the hint of using a wax toilet ring, dipping the twist drill in each time, and also storing extra drills. The lube for Aluminum is Kerosene... though a wax candle or even soap works great. For Stainless Steel hole drilling, Antifreeze works best, and any oil will do on steel HOWEVER, for Brass, Copper, Cast Iron and Bronze, NO LUBE, these metals are SCRAPED, so you can dress off the sharp edges of a bit with a small oil stone slip, to work better. I haven't covered the drill speeds, as we are not drilling oodles of holes. Basically, aluminum can be as fast as you like, and steel slower!

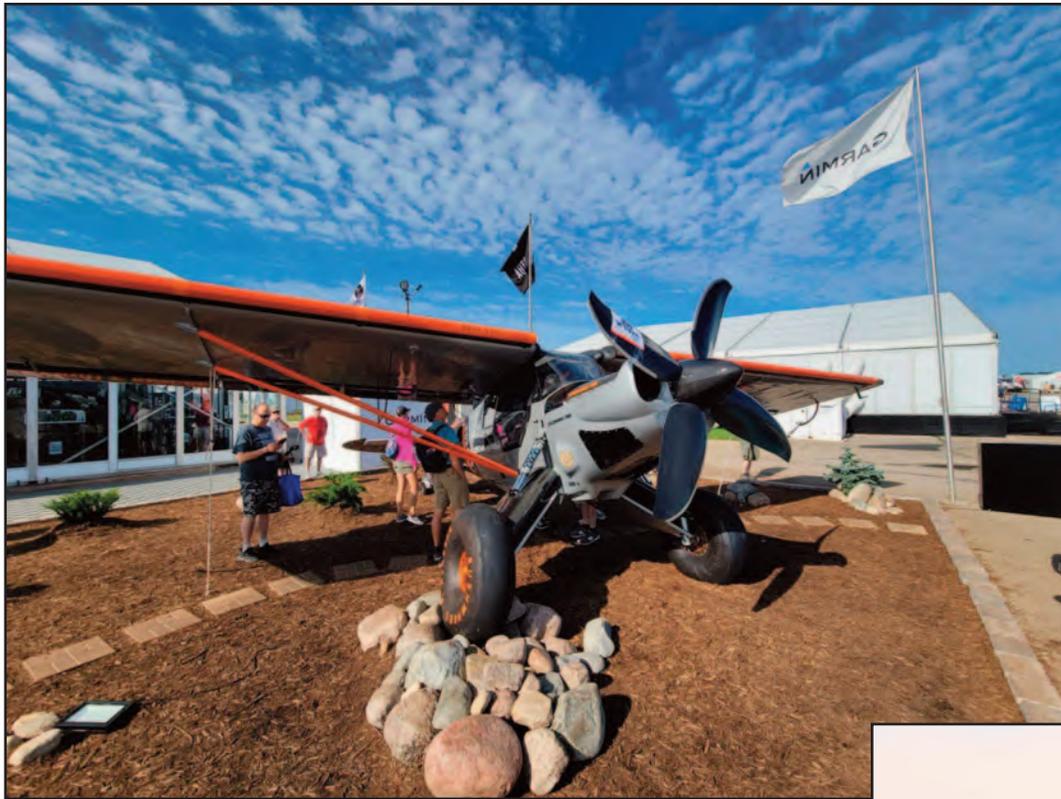




AirVenture 2021



"Former Chapter 113 member, Jim Trick received a place of honor on the Memorial Wall in Oshkosh and was celebrated during the Remembrance Ceremony at AirVenture 2021".



From the builder of "Draco", Mike Patey, comes "Scrappy"...the next ultimate STOL aircraft.





“EAA requested Chapters to make directional signs to be placed in front of the Chapter Blue Barn on the grounds of EAA. Debbie was sure to have Chapter 113 represented with her rendition of our logo. Our sign is on one of three poles, so far. There were many unique signs!”

# CONFESSIONS OF A RUSTY PILOT – TAKE THREE

By Tony England

Dear EAA113 Colleagues,

The topics of my two previous Newsletter missives concerned the viability of a safe Return To Launch Site (RTL) after engine failure on takeoff. The RTL continues to be a hot aviation media topic as evidenced by the recent EAA Webinar titled “Decision Making and loss of Control Inflight” by Gordon Penner and presented on June 16, 2021. We will get to Gordon’s excellent Webinar later, but let us first try to better understand a broader issue for those of us who fly Light Sport Aircraft (LSA). You are likely aware of Paul Bertorelli’s article in [Aviation Consumer](#), “LSA Accident Review: Nothing to Celebrate,” which first appeared on July 26, 2018, and was updated on October 29, 2019. He found that the LSA accident rate exceeds that of the GA fleet. Why might that be?

Bertorelli begins by noting that the LSA movement was intended to offer lower cost, simple airplanes that sport pilots could fly safely with only a driver’s license as their medical. He ends with mildly discouraging, but not definitive, conclusions about why LSAs have elevated accident rates. While the number of LSA accidents in the 2014-2017 NTSB database he used (200) is not large, meaning the statistical variance of averages will be high, differences per 100,000 hours of flying time are systematically unfavorable for LSA, and these data do not include ELSA accidents. The composite accident rate for LSA was 12.9/100,000 flying hours with a fatality rate of 1.6 while the composite accident rate for general aviation as a whole was 5.78/100,000 flying hours with a fatality rate of 0.94. Among LSA accidents, 46% were loss of control (LOC) during takeoffs and landings, 15% were engine failures, and 13% were stall/spins. Why the dominance of LOC during takeoffs and landings?

Bertorelli speculates that the higher LSA accident rate might be a result of some combination of lighter wing loading, lower stick forces, and less robust aircraft construction. Along with lighter wing loading, I suggest that the LSA’s lower kinetic energy during takeoffs and landings will also play a role. LSAs respond to every atmospheric gust and burble. At other than the calm of morning or evening, those of us who fly them are continuously chasing runway centerlines during takeoffs and chasing desired speeds and glideslopes during our ‘stabilized’ approaches (at least I do). I routinely practiced ‘glider approaches’ with a Skyhawk we owned in the 1970s. At low key (downwind opposite the touchdown point), this meant power to idle and managing total energy to touchdown using only angle of attack and flaps. I have found ‘glider approaches’ with my Courier to be more challenging because the kinetic energy imparted by thermals, downdrafts, and crosswind gusts are a greater fraction of the Courier’s kinetic energy. Using the two aircrafts’ gross weights and their  $v_{glides}$ , the ratio of the Courier’s kinetic energy to that of the Skyhawk at takeoff and during the approach to landing is  $\sim 0.4$ . That is, energy excursions, whether caused by thermals, downdrafts, or crosswind gusts, will be a significantly greater fraction of the Courier’s kinetic energy during these critical phases of flight. If we further speculate that the amplitude of these kinetic energy excursions will be inversely proportional to wing loading, the ratio of resistance to upsets of my Courier relative to the Skyhawk decreases further to  $\sim 0.3$ . The conclusion is what we all know from experience, LSAs are lively during turbulent or crosswind takeoffs and landings, and require greater LSAs and ELSAs should take pride in our acquired stick and rudder skills and in the joy flying our LSAs – my Courier is certainly more fun than my Skyhawk ever was. Furthermore, this Rusty Pilot will respect my own limitations as I allow my Courier to continue teaching me even better stick and rudder skills.



Gordon Penner's EAA Webinar was so outstanding that, not only did I watch it live, I watched it twice more after it was archived. Gordon uses the literary construct of the best way of avoiding a knife fight in an alley is by not going into the alley. He then notes that the one alley we pilots cannot avoid lies between takeoff's  $v_1$ , when we can no longer stop on the remaining runway, and the altitude that permits a safe landing site if our engine should fail. For those of us who fly out of airports surrounded by development, like Mettetal, the lowest height that permits a safe landing might be the minimum height for an RTLS. This can be true only for those of us who are willing to identify their personal safe RTLS minimum heights and routinely practice the RTLS at altitude. Without this dedication to developing a safe RTLS, any engine failure on takeoff is best managed by landing nearly straight ahead with wings level and taking whatever collision ensues. Gordon points out that our Aircraft are designed to absorb 9gs head-on. Even though we carbon units won't enjoy it, we have a good chance of surviving. For those who have an RTLS in their back pocket, further strategies he suggests are to use whatever crosswind is available by drifting downwind after breaking ground during a takeoff to minimize the turn required of an RTLS, to climb at  $v_x$  to gain altitude close to the field, and, if the engine should fail after achieving a safe RTLS AGL, to push over aggressively to establish  $v_{glide}$  before entering a 45° bank into the crosswind, again to minimize the required turn. Except for using  $v_y$  after takeoff rather than  $v_x$ , I will follow these recommendations. The Courier is easily close enough to the field at its safe RTLS height of 250 feet that using the Courier's  $v_x$  of 55 MPH is an unnecessary complication. A  $v_x$  climb after takeoff would require an extreme pitch down to regain the Courier's  $v_{glide}$  of 64 MPH. This plunging dive followed by shallowing the pitch to maintain 64 MPH while rolling into a 45° bank loses too much altitude and offers too many opportunities for this Rusty Pilot to mess up ("mess up" wasn't my first choice of words).

I sincerely welcome your thoughts on safely operating our LSAs at Mettetal. Charlie Precourt has invited all who have explored the simulated RTLS to share their experiences with the larger EAA community through his column in [Sport Aviation](#). It might be fun for us to report a Chapter 113 cumulative experience.

I wish you safe and enjoyable flying,  
Tony England, EAA 1139885

## Trip Report: Holland MI flight with Bike Ride to Saugatuck Great time and exercise had by all - Dan & Joanne Jones July 2021

We always enjoyed visiting Holland State Park on Lake MI via a flight to Park Twp Airport just north of Holland MI. Unfortunately they closed that airport last year – so we explored options out of Holland’s larger airport called West Michigan Regional (KBIV) which is due south of town.

Flight is real direct - used flight following hand-offs along route – just call up Great Lakes. Actual time in route was 1 hour at approx. 160 mph. 6000 ft smooth runway with a bit of a slope! FBO is first class & no fees at all for us.

Setup rental bikes with Brad - owner of Velo Cycle ph 616 355-2000. What a great guy! He dropped off nice cruiser bikes, lock, helmets etc... right inside FBO. Took a fun ride down on nearby Beeline Rd. - bike trail to beach town of Saugatuck. Crossed Kalamazoo river to less crowded town of Douglas and visited Summer House Lavender Farm. Entire route was beautiful!

Final stop was at Saugatuck State Park which is about ½ way back to airport off Beeline trail on Lake Michigan. This park has lots of dunes/hikes and of course beaches to enjoy. Free admission on a bike!



## PROJECT UPDATE ON MARTIN FILIATRAULT'S RV-8

A lot of momentous milestones this month. First: fuselage paint completed!



Next: Canopy paint completed!



While I was waiting for weather to cooperate, I marked a spiral on my spinner and made a video of the process. Here's a link:

<https://www.youtube.com/watch?v=w2UtXzCNvtQ>

With the fuselage painted and essentially complete, it was time for another milestone: attaching the data plate!

Now for a truly epic milestone: transporting the fuselage with canopy to the hangar!

Video link: <https://www.youtube.com/watch?v=5OIOqrHm4-g>



With the fuselage at its new home, it was time to start to shift the base of operations from the shop to the hangar; lots of planning and preparation. Additional lighting and shelving was purchased and many more parts and tools also made the migration. This is always a whirlwind of both action and confusion, trying to determine what goes, what stays and what must be duplicated. It will be months before this transformation will start becoming a new routine.



The cowling paint was completed and the components moved to the hangar.



And as of today, the light at the end of the tunnel became just a bit brighter as final assembly was begun, starting with the empennage.

So I've kept my promise to myself that missing OSH this year would allow me to make some big progress.



# BRODHEAD PIETENPOL REUNION, JULY 23, 2021

Randy, Scott, Patrick, and Terry Hebron



Hatz Classic owned by Carlo Chilers.



Fly Baby 1B owned by Kurt Gubert



1931 Viking Kittyhawk B8 restored by Bob Coolbaugh.



# MICHIGAN STEAM ENGINE AND THRESHERS REUNION, JULY 30, 2021

Al Bosonetto, Randy, Scott, and Patrick Hebron



As Al Bosonetto and Scott Hebron contemplate a possible steam powered aircraft engine application, while Patrick Hebron hams it up for the camera.

# CHAPTER 113 MEMBERS MAKE AVweb's AIRVENTURE 2021 DAY 1 POST



The custom paint on Ginny and Leo Knowlden's RV-10 was made to be a tribute to Leo's family.

10 of 15

Leo Knowlden's RV-10

*Photos Courtesy of AV Web.*



Camping out with Sean Crooks and Mark Smokovitz's Champs.

## A BIT OF CHAPTER HISTORY



Long before Project School Flight became popular, Al Bosonetto provided hands on experience for young aviation enthusiasts while building his Thorp T-18.

# MASON AVIATION DAY

## SATURDAY AUGUST 21, 2021

AT MASON JEWETT AIRPORT (TEW)

Eden Road @ Kipp Road, Mason, MI ~ south of the Ingham County Fairgrounds

### PANCAKE BREAKFAST ~ 7:30 am to 11:00 am

("ALL-YOU-CAN-EAT" PANCAKES SERVED WITH EGGS, SAUSAGE, JUICE & COFFEE)

### LUNCH ~ NOON to 2:00 pm

(PORK BBQ, HOT DOGS & BRATS AVAILABLE)



HOMEBUILT AIRCRAFT ~ CLASSIC AIRCRAFT ~ MILITARY AIRCRAFT ON DISPLAY  
(WEATHER PERMITTING)

## FREE ADMISSION TO MASON JEWETT AIRPORT



Hosted by EXPERIMENTAL AIRCRAFT ASSN. - CHAPTER 55

For additional information contact Drew 517-333-4531  
or [ea55.president@gmail.com](mailto:ea55.president@gmail.com) or visit [chapters.eaa.org/ea55](http://chapters.eaa.org/ea55)

Like us on Facebook: EAA Chapter 55

DONATIONS BENEFIT THE NEWBERRY AVIATION SCHOLARSHIP FUND

*EAA Chapter 55 ... member of the Mason Area Chamber of Commerce*



★ *Join the EAA 113*  *Celebration* ★

*Saturday, October 2, 2021*

*EAA 113 Aviation Center*

*6:00 p.m. Gathering*

*6:45 p.m. Dinner*

*Tickets \$30.00 per person*

*Hollywood Glam apparel Welcome!*

*Guest Speaker:*

**DANNY CLISHAM**

He is North America's most beloved air show announcer and in 2021 he will be celebrating his own milestone of over 55 years of air show announcing!



See Debbie for tickets or information: (734) 751-5871 or [events@eea113.org](mailto:events@eea113.org)



# EAA 113 Celebration

It is our pleasure to announce the guest speaker for the EAA 113 Celebration Banquet will be **Danny Clisham**. He is North America's most beloved air show announcer and in 2021 he will be celebrating over 55 years in air show announcing! Still as dynamic and crowd stirring as he was on that day in October 1965 when he first took the microphone, Danny Clisham continues to bring excitement and an encyclopedic air show knowledge to shows across the United States and Canada.

Known for fresh, lively, knowledge-based commentary, Skytalker, Danny Clisham is a veteran announcer who has presided over hundreds of airshows from coast to coast. Sponsoring organizations have long relied on Danny's professionalism and credibility to repeatedly put on performances that thrill audiences and keep them coming back year after year.

A member of the Air Show Hall of Fame, Danny's talents as an actor and a professional pilot have served him well in Hollywood, where his credits include both sides of the silver screen. He has provided on-screen and voice-over work on film features and has served as an aerial stunt coordinator, a stunt double, and safety advisor on feature films and hit TV shows.



Danny will be making a "return engagement" to Mettetal Airport. In his early years, he assisted local air show performer, Bill Barber during air shows at Mettetal Airport's first Pancake Breakfasts!

*Make your plans now to attend the Annual EAA Chapter 113 Awards Banquet on October 2, 2021. Due to the capacity of our Aviation Center, tickets will be available on a limited basis so be sure to purchase yours early. Anyone who purchased tickets for last year's cancelled banquet will receive tickets to this year's event. You don't want to miss this opportunity to meet Danny!*

**October 2, 2021 in the EAA 113 Aviation Center**

*Gathering at 6:00 p.m. ~ Dinner at 6:45 p.m.*

*Tickets \$30 per person ~ Business Attire Please or Hollywood Glam!*

*The final day to purchase tickets will be September 16th, 2021*



# August 2021



Sun	Mon	Tue	Wed	Thu	Fri	Sat
1 	2	3	4 	5	6 	7
8	9	10	11	12 <b>EAA 113 Board Meeting 7:30 pm</b>	13	14 <b>Young Eagles 1D2 8-11 a.m</b> 
15	16	17 	18	19 <b>EAA 113 General Gathering 7:30 pm</b>	20	21  <b>Pancake Breakfast and Lunch at: ~Mason (TEW)</b>
22	23	24	25	26 <b>EAA 113 IMC / VMC Meeting 7:30 pm</b> 	27	28
29 	30	31				



## DONATE A PORTION OF YOUR AMAZON PURCHASES TO EAA CHAPTER 113

Want to help make a difference while you shop in the Amazon app, at no extra cost to you? Simply follow the instructions below to select "Chapter 113 Experimental Aircraft Association" as your charity and activate AmazonSmile in the app. They'll donate a portion of your eligible mobile app purchases to Chapter 113.

How it works:

1. Open the Amazon app on your phone
2. Select the main menu (=) & tap on "AmazonSmile" within Programs & Features
3. Select "Chapter 113 Experimental Aircraft Association" as your charity
4. Follow the on-screen instructions to activate AmazonSmile in the mobile app

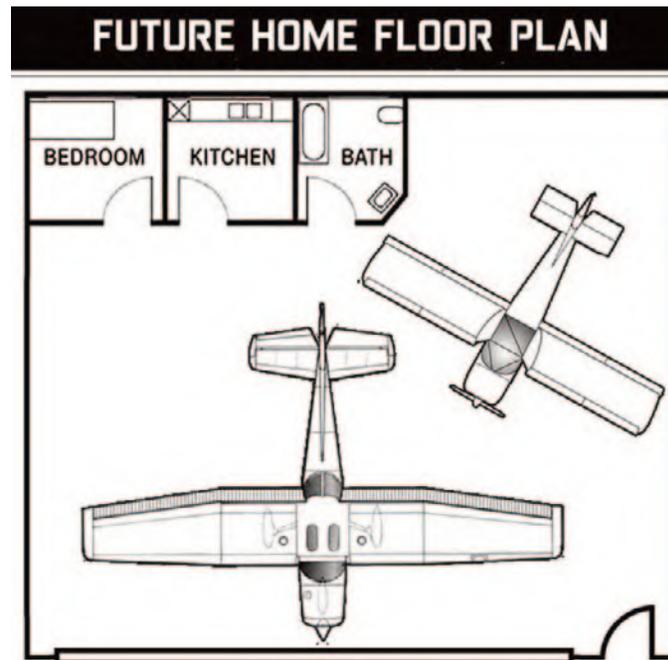


### THE ZIMMERMAN WORKSHOP IS IN NEED OF YOUR SUPPORT!

Do you have some tools sitting around that you no longer use? Are you looking to declutter your shop? EAA Chapter 113 can help. The Zimmerman Workshop is open for business but is still in need of a few select tools. The following tools are needed to complete the shop: Chop Saw, shrinker / stretcher, roller, air reels, dust pans, brooms, bench brushes, trash cans, tin snips, air drills, rivet guns, and shop vacs.

If you have any of these items that you would like to donate or know someone who does, please contact John Maxfield at [johnomaxfield@gmail.com](mailto:johnomaxfield@gmail.com) who is overseeing the outfitting of the new shop area, or contact Jim Brown or Doug Sytsma with any questions.

Thank you for your support.



# Next Chapter Gathering:

**August 19, 2021**

**7:30 PM** at the

**EAA Chapter 113 Aviation Education Center**

8512 N. Lilley Road

Canton, MI 48187

(734) 392-8113

