

EAGLE'S PROPWASH

APRIL 2022 ISSUE

CHAPTER 113 ***"The Backyard Eagles"***



Our Web Site:

www.eaa113.org
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



Happy April Fools Day!

Member Services

Class I Board of Directors:

President: Dave Steiner	(734) 645-1150	president@eaa113.org
Vice President: John Maxfield	(248) 890-6767	vicepresident@eaa113.org
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Jim Brown	(313) 570-6374	
Dan Jones	(248) 820-7901	
Jack McClellan	(734) 748-4378	
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Newsletter: Elizabeth Hebron	(734) 776-9294	newsletter@eaa113.org

Class III Board Member:

Joe Kirik	(248) 872-3220
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Membership Committee:

Al Bosonetto, Dave Buck, John Maxfield

Dues: Dave Buck	(734) 223-2675
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Randy Hebron	(734) 560-2115
Dan Jones	(248) 820-7901

Flight Advisors:

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

Scholarships:

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

Young Eagles:

Debbie Redding	(734) 397-3452	events@eaa113.org
Dave James	(734) 721-4213	

Flying Start: Dan Jones	(248) 339-6236	flyingstart@eaa113.org
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Homebuilders:

Martin Filiatrault	(248) 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
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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
April 2022

YES! The EAA 113 Pancake Breakfast is BACK!

After a two-year hiatus due to COVID, the famous and very popular EAA 113 Father's Day Pancake Breakfast is back. So start your Father's Day off right by volunteering for the event, and having your family, friends, neighbors and anyone else you can think of come and support this effort. All proceeds go to the EAA 113 Scholarship Fund. Jim Brown has agreed to be the Director of Pancakes, so he'll be able to find you something to do when you volunteer to help. Or just let him know what you've done in the past and can't wait to do again! Email Jim at: jb.fly@att.net or email me and I'll pass it along. Thanks, Jim!

EAA 113 visit to M-Flyer Lab March 17th – Off-site Member Gathering

We had a great turnout and fantastic T-shirt wx for the visit to the M-Flyers lab last month. There were lots of questions and plenty to see in the lab and wind-tunnel, and we finished with a group shot in front of Professor Lesher's NOMAD. See elsewhere in the newsletter for a write-up and photos. We can't wait to see these student-built UAV's fly. Team leader, Emilio Flores, said he'll keep me informed about a date for those test flights at Pilgrim Field, not far from 1D2. All the teams travel to Texas in May for the national competition. [GO BLUE!](#)

The \$100 Maple Syrup Challenge

Last year I issued a challenge that anyone flying up to TVC to see how my brother and I produce maple syrup on the Mission Peninsula would get a free 12-oz. bottle of syrup. Well, the challenge is still on for this season! The sap flow has been very poor this year, so it might be over, but we hope for a late March surge due to freezing temps as I write this. We are also there in June for final cleanup (and golf). So if you fancy flying to TVC and returning with some "free" pure Michigan maple syrup, get in contact with me via email or phone to see if we'll be there: dranodavec47@gmail.com or 734.645.1150. We'll be glad to pick you up at the TVC FBO and take you out to the sugar shack OPS. Of course, part of the deal is that you must also submit an article and pictures about your adventure to Liz for the newsletter. For those who know former EAA 113 member, Joe Freiman, he'd like to see you, too. He now has some acreage and is living on Mission Peninsula. While you're there, maybe visit mystery airports 5D5, Y87 and 59M in the Grand Traverse Bay area.

Next Young Eagles EAA 113 event April 23rd

EAA is offering incentives to Chapters and volunteers, especially pilots, to get involved. You can do your part by making sure you are registered and current in the Youth Protection Program (easy to do on the EAA website and good for three years) and volunteering for the YE events Chapter 113 will be hosting this year. Save the dates as shown on the calendar on the EAA 113 website: <https://chapters.eaa.org/eaa113/calendar>. The more volunteers we get, the more YE rides we can do. And the more credits EAA 113 gets for the EAA Summer Air Academy. We don't want to have to turn these young people away!

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. Please do share your aviation escapades. Pilot or not.

Young Eagles

UPCOMING EVENT



March weather was not good to us for our first Young Eagle event of the year and sadly, 🙄 we had to cancel. Due to varied timing of Spring Breaks 😎 and the Easter holiday, 🐰 we decided not to try to reschedule that first event. Instead, the cancelled youth were rolled over to our [April 23rd event from 8:00 to 11:30 a.m.](#)

Again, NEED your help for these events to happen. 🙌 Please notify Debbie at once so we know we can count on you. We would like to open the event to more youth, but simply cannot without additional help from both ground support and pilot volunteers. Feel free to reach out to Debbie if you have questions about what is involved.

All volunteers working with young people will need to complete your Youth Protection Training. Training lasts for three years so please check when yours expires as many members discovered theirs had expired. 😓 Apparently, many of the emails for EAA went to spam folders. While the actual training takes 15-20 minutes, it does take a few days to get the permission from EAA. 🙏



Contact Debbie at: events@eaa113.org or 734-751-5871



March 17th Visit to M-Flyer Lab Dave Steiner

The 70F wx for the March 17th visit to the M-Flyer's UAV projects lab was quite the opposite of the Feb 17th blizzard that cancelled our first visit attempt. Lab building manager, EAA member and former F-14 Tomcat driver, Chris Gordon, first took us to where the UAV's are being fabricated by the M-Flyer teams. We met some of the team members, who fielded lots of questions from EAA 113 builders, and the students did a great job explaining their projects. The teams are responsible for everything from recruiting members (this is all extracurricular activity), to fundraising and budgeting, before they get to the design, build and fly stage. So it is a very vertically-integrated process. Budgets are in the \$50K range, including team travel (driving) to the national competition, this year being held May 21st in Texas. They get a fair amount of corporate sponsorships from aerospace companies such as Boeing, Lockheed Martin and the like, but also from individuals and the automotive companies.

Design and fabrication include a lot of CAD and CNC work, but students are also very familiar with Dremel tools, layups of composites, etc. Electric propulsion is used exclusively, with a required gross vehicle weight (GVW) of 50 pounds. One mission parameter this year is to carry soccer balls and plates of steel to get to the GVW. They also have maximum take-off and landing distances. They expect to be ready for flight testing this month prior to normal course load final exams at the end the month, before heading to the competition in May. These young aerospace engineers are pretty amazing. Including the business, recruiting, advertising and graphic arts side (I saw their poster on U of M bus), they attract students from other U of M schools as well.

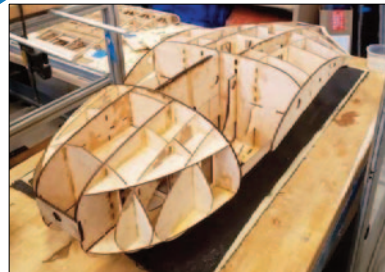


We met at the M-Air drone cage, then had a look at some art work on the wind tunnel exterior and railroad tank cars (on the roof) used for the wind tunnel air supply.



Right: The projects are a multi-disciplinary endeavor contacting all schools at the University to recruit team members, fundraise, market, budget, then design, build and fly. The flying is done by an experienced RC pilot with test flights at Pilgrim Field not far from 1D2.

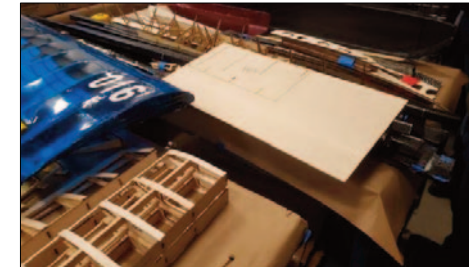
Below: M-Flyer workshop area with work benches, some past projects on the wall. Projects are cannibalized after the competition for the next year's projects, depending on need.

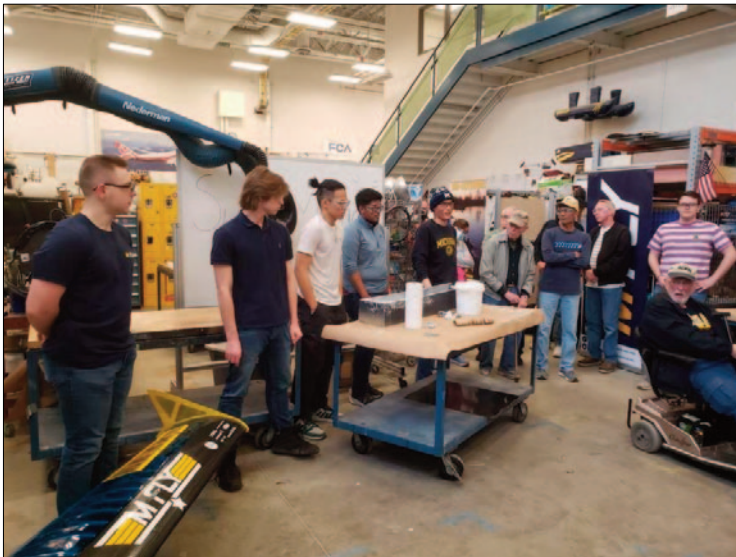


Far left: 1st place in 2020 from Lockheed Martin!

Left: Room for soccer balls.

Right: Laser cut balsa bulkheads and layout.





Upper left: Uh oh, some more leading edge work to do.

Center: Rear of wide-body fuselage for soccer ball freight.

Upper right: Team members. Team leader, Emilio Flores, is second from left in black T. Notice large space for soccer ball between bulkheads.

They showed us landing gear struts that were made from Kevlar. Didn't get a photo of that. Super lightweight.

Left: Team members with composite mold on the work cart.



Left: Solar powered car. M-Flyers share the lab with many other student projects. There was a 450 lb. concrete canoe adjacent to the car. Really!

Below: We moved on to the wind tunnel. Chris Gordon, center, explains the testing they are doing. Test chamber object can be seen through the viewing window in background. Tunnel time is allotted. This series of tests had eight hours, but they were many hours into it and had completed only two of a dozen planned scenarios.



Left: Tunnel going into wind test chamber.

Right: One of four HUGE electric motors and blowers required for air supply.



Below: Model of Prof. Leshner's TEAL for tunnel testing.





The NOMAD is an early EAB, two-seater, of all aluminum construction. Scratch built. Mid-engine with rear propeller. It was built in the infancy of the home-built industry, before the days when you could order what you needed online from kit makers or other EAB suppliers.

We ended the tour in the Francois-Xavier Bagnoud Building, referred to as FXB, where the NOMAD, Professor Lesher's first EAB, is displayed. Chris said a unique part of this AC was dealing with the harmonics of the long propeller shaft required by the pusher design with mid-engine placement.

Francois-Xavier Bagnoud graduated from the U of M Aerospace program in just three years, in 1982. He was killed less than four years after graduation while flying a helicopter on a rescue mission in West Africa. To honor his death, Francois's parents, Countess Albina du Boisrouvray and Bruno Bagnoud, and his close friends from Michigan founded the Francois-Xavier Bagnoud Foundation.

Notable U of M aerospace graduates are Kelly Johnson (B.S.E. '32, M.S.E. '33) known for such legendary aircraft as the P-38, F-104, U-2, and SR-71, and as founder of the Lockheed Skunk Works; and astronauts, Ed White, Al Worden, James McDivitt, James Worden and Jack Lousma.

It was a great evening of aeronautical insight and information.





James Crane (instructor) & Jim Brown

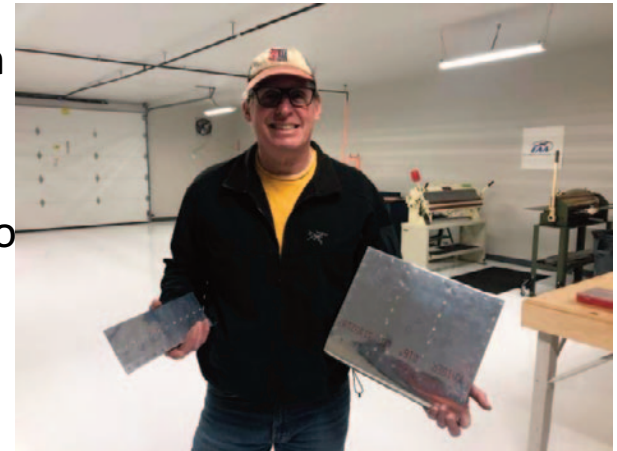
The First Builder Education Program Held in the Zimmerman Workshop!

Our chapter kicked off our first aircraft builder skills course in the new Zimmerman Workshop this past month!

Four chapter members learned fundamental skills required to construct sheet metal type kit planes using the Van's Aircraft practice kit. This entailed hole prep and joining using solid rivets to make a short section of an aileron.

It was a great experience for all and is just the start of hosting regular “hands on” skills building opportunities within our chapter.

If you are interested in future courses or have suggestions for topics please contact Dan Jones at djrv9a@gmail.com



Joe Hood – first kit done!



- **EAA113 Chapter is hosting a Flying Start event on Saturday May 14th 2022 at 9 AM at their hanger at Mettetal Airport – Canton MI**
- **There will be a presentation by providing great insight into the training and costs to become a Sport or Private Pilot.**
- **Flights will be provided to participants that pre-register at www.flyingstart.org - click on the icon for our event.**
- **EAA Membership is not required – Pass this info onto others that may have an interest. Must be age 18 or older.**
- **Additional info contact Dan Jones at flyingstart@eaa113.org or call at ph# 248 820-7901**

PETE WATERS INCREDIBLE MODEL

This was made from a spark ignition powered free flight kit produced in NY after the war, and included newspaper packing from 1945 with stories about GI brides etc. It is all aluminum most .010" using 1/16" diameter aluminum squeeze rivets and #2 x 3/16" sheet metal screws. I made a glass cowl over the engine area, and run a 3 cell LiPo pack and motor with a 13 x 5.5 inch prop, Made the decals and covered the wing with MonoCote, Flying weight is 4 ¼ pounds. I changed the highly under-cambered airfoil to a flat bottom, and removed half the incidence. Controls are the Elevators, Rudder and Throttle. Problem was installing the RXS and not shield the antennas! I use a data logger to store missed frames of data, and low reception signal strength, then reoriented the antennas until best conditions. Lou Lambert would have loved this model!



TONY ENGLAND

Dear EAA113 Friends,

As you might know, I have moved to our retirement home on Lake Michigan near Charlevoix, but wish to share an experience with those of you who fly Light Sport aircraft. My Courier's Condition Inspection last fall convinced me that I had to depend upon myself to understand the condition of my airplane. To help do this, I enrolled in and just completed a 15-day LSRM-A (Light Sport Repairman Maintenance – Airplane) course given by Brian and Carol Carpenter of Rainbow Aviation in Kingsville, Missouri. I also stayed two additional days for their glider course to earn the LSRM - Glider rating.

The setting of the training program is beautiful though not convenient for those staying in local motels. I stayed in a hotel about a 45 minute drive to and from class while some participants came with campers or other transportable housing equipment. The facilities are outstanding and the Carpenters' knowledge of all things Light Sport is truly impressive. They worked us hard from 8:00 am until 5:00 pm for five days, a day off, another five days, a day off, and then the final five days for the basic LSRM-A. Our class of 17 students worked in groups of 4 (with one group of 5). The pattern was 5 hours of lecture each day followed by 3 hours in the shop. At my age, it was a grueling format and took several days of sleeping when I got home to recover. However, the reward was certification as an LSRM-A will allow me to maintain my SLSA Courier and to perform its Condition Inspections. I may depend on more experienced mechanics at times but will know what should be happening. The Carpenters' Program is well worth the time and cost.

Thank all of you for the excellence of EAA Chapter 113. Susan and I enjoyed the social side and I enjoyed being around true aviators. I have joined Traverse City's EAA Chapter 234 but have not yet been available to attend their monthly meetings. I hope to do better soon.

Safe Flying,
Tony England
EAA 1139885

MARTIN FILIATRAULT'S RV-8 PROJECT UPDATE

It's been a crazy busy month in a very good way. I barely have time to get this out, so I'll summarize: First engine start: done.

<https://www.youtube.com/watch?v=BTCs6wbUfwQ>



Second start happened the next day.
First taxi test followed a few days later.



Avionics calibration by Thomas Smith of Beacon Aviation included another taxi test.

<https://www.youtube.com/watch?v=GtikT7LUNvU>



Final prep work, then the airworthiness inspection:



AIRWORTHY!



I'll cover it all in detail at the next general meeting! See you all then!





EAA 113 Presents the

ANNUAL AWARDS BANQUET

Featuring: Ken Dravis

"The Singing Pilot"

Saturday, June 4th, 2022

EAA 113 Aviation Center

6:00 p.m. Gathering

6:45 p.m. Dinner

Tickets \$30.00 per person

Price Includes: Entertainment,

Award Presentations, Silent Auction and

Catered Meal



Business Attire Please

See Debbie for tickets or information : (734) 751-5871 or email: events@eaa113.org



Songs of the Sky



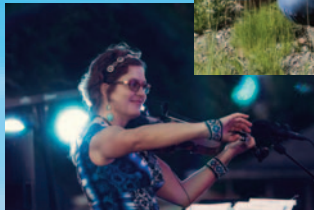
*After two years of trying to pull off this musical concert, the environment has finally allowed us to reschedule our entertainment. It is our pleasure to announce the entertainment for the Annual EAA 113 Awards Banquet will be **Ken Dravis**, "The Singing Pilot". Ken's love of aviation is demonstrated throughout his music. Surely, you have heard his famous words of advice sung in "You Can Always Go Around"! Ken will join us, as he has so many others all around country, to sing some of his favorite Songs of the Sky.*

Ken grew up with music, learning to play the guitar when he was seven. Just a few years later he began recording music and writing his own songs. Country and folk music had the greatest influence on him, with John Denver becoming his mentor and later employer. To make a living while trying to break into the music industry, Ken became a corporate pilot.

Ken writes music not only about flying, but also nature and touching love songs. Currently, he has ten published CD's. Many of you may have heard Ken in concert at Oshkosh. He will be joined this evening with his wife, Allison, accompanying him on violin and mandolin. All ages are certain to enjoy this concert. Make your plans now to attend the Annual EAA Chapter 113 Awards Banquet on June 4th, 2022. Due to the capacity of our Aviation Center, tickets will be available on a limited basis so be sure to purchase yours early. You don't want to miss this opportunity to meet Ken Dravis!



*June 4th, 2022 the EAA 113 Aviation Center
Gathering at 6:00 p.m. ~ Dinner at 6:45 p.m.
Tickets \$30 per person ~ Business Attire Please*



CHARLES S. HUNT, RIP

I wanted to let members know of the passing of my husband, Charles Hunt. He was an EAA member of chapter 113. He was building an RV7-A. It was never finished. So in my basement, I have an unfinished airplane. The whole RV7-A kit is down there, with a prop, and an engine. Because he was an engineer he has every tool imaginable and some he made to build a plane. I'm open to any suggestions on what to do with the unfinished plane.

Obituary for Charles S. Hunt

January 7, 2022 age 77 of Canton. Beloved husband of Janie for 53 years. Charles served in the U.S. Air Force/Air National Guard for 24 years including one year of flying combat operations in Vietnam. After leaving full-time military service Charles worked as a Design/Development Engineer with Ford Motor Company for 20 years. Charles had a love of all things Automotive and Aeronautical. It did not matter if he was going Mach 2 in an F4 Phantom fighter jet or just cruising the back roads in his Lotus or Mustang he had a true need for speed. Charles was instrumental in the design of the Ford Mustangs from the mid '80s and later Panther Platforms which included the Crown Victoria Police interceptors and other similar Lincoln-Mercury products. He was particularly proud of his final Ford project the Mercury Marauder. Endlessly tinkering in the garage, basement, and around the house. Charles was always willing to turn a wrench, whether building an airplane or fixing a car. He had a true do-it-yourself persona. Charles' sharp and thoughtful approach to everything he did will be missed.

I am located in Canton just a few miles from Mettetal and can be contacted at 734-459-8687.

Thank you for any suggestions that you have.

Janie Hunt

Lt Col Charles S Hunt, USAF / Michigan ANG, 77, passed away peacefully on January 7, 2022. He gallantly fought a three year bout with cancer.

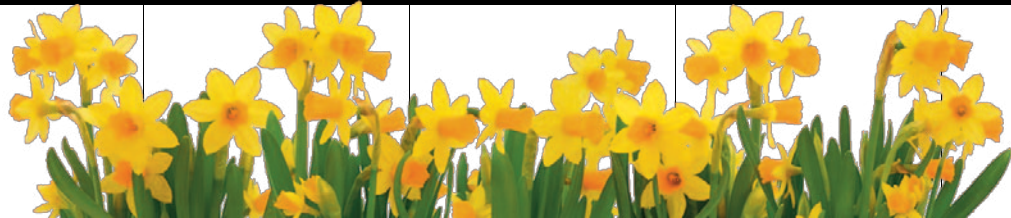









Charles was born in Light AR on Aug 19, 1944. He graduated from the University of Arkansas with a degree in Mechanical Engineering and Aeronautical Engineering. He entered the air force in 1967. He graduated Navigator and Electronic Warfare Officer training at Mather AFB CA in 1969. While there, he acquired his wife of 53 years, Janie. He was posted to 389 TFS at PhuCat in Vietnam in 1970, where he flew approximately 250 combat missions as a WSO (or the Guy In Back). He was then assigned to nuclear alert with the 10TFS at Hahn AFB Germany from April 1971 –May of 75. This assignment was affectionately known as Einbahnstrasse or One Way Street. This was followed up by assignments at the 35 TAC Training Squadron at George AFB CA from May of 75 to February of 78. He then transferred into the 39 TFS at George and trained as a Wild Weasel until December of 78. Charles was fortunate to fly F-4 Phantom C, D, E, and F models his entire service career. At this point he joined the Air National Guard in Michigan and became a design and development engineer for Ford. While working at Ford he had a hand in developing the Turbo Thunderbird, Mustangs, Marauders, Lincoln Town Cars and Police Interceptors. In the MI Air Guard he was a flight commander and always in the running for the "night crawler" award. He stayed in the MI guard until his retirement in 1990 retiring from Ford a few years later. He took up researching his family's genealogy. Having received his private pilots license in 1967 he started building an RV7-A in his basement. This was his favorite project that was never finished as medical issues got in the way. It did not matter if he was going Mach 2 in an F4 Phantom fighter jet or just driving the back roads in his Lotus or Mustang, he had a true need for speed. He is survived by his wife, son, daughter and five grandchildren. He will be greatly missed by all.





April 2022



Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 April Fool's Day 	2
3	4	5	6	7 EAA 113 Home Builders Gathering 7:30 pm	8 	9
10	11 	12	13	14 EAA 113 Board Meeting 7:30 pm	15	16
17 Happy Easter 	18	19	20	21 EAA 113 General Gathering 7:30 pm	22  Earth Day	23  EAA 113's Young Eagles 8:00-11:30 am
24	25	26 	27	28  EAA 113 IMC Club Gathering 7:30 pm	29	30  LSA Repair Workshop (Prior registration required)



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, tin snips, air drills, rivet guns, and heavy duty shelving. 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 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.

Editor's Note: Regarding this month's cover photo...you can't say I didn't warn you about cute puppy pictures if I didn't receive cover worthy photos of your aircraft! April Fools!

SUGGESTED GUIDELINES FOR *PROPWASH* NEWSLETTER

1. Please send all PDFs in LANDSCAPE orientation.
2. Please DO NOT format text. Send it as plain text in MicroSoft Word or as a PDF landscape file if you want your specific layout to be kept.
3. The deadline for the newsletter will always be the First of every month.
4. Please send material to: newsletter@eaa113.org or Roogey.Batoon@securepostman.com

Thank you.

Elizabeth Hebron, *Propwash* Editor

P.S. I'm always in need of cover-worthy photos of your aircraft!

Next Chapter Gathering:

April 21, 2022

7:30 PM

at the

EAA Chapter 113 Aviation Education Center

8512 N. Lilley Road

Canton, MI 48187

(734) 392-8113



Photo Courtesy of Dan Jones