

# EAGLE'S PROPWASH

JUNE 2015 ISSUE

CHAPTER 113 *"The Backyard Eagles"*



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**



State Police helicopter at Mettetal (1D2)

*Photo Courtesy of Shunsuke Shibata*

## 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:**

Al Bosonetto, Dave Buck, John Maxfield

**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:**

Elizabeth Hebron (734) 776-9294

Jim Trick (517) 546-3944

### **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

Jim Morency (248) 981-8127

Pat Trevas (734) 416-3955



### **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*

**John Maxfield** (248) 890-6767  
avee8rrr@yahoo.com  
June 2015

Our Father's Day Pancake Breakfast Fly-In is coming up fast on June 21st from 7 to 11 am. We'll start the actual preparations on Friday evening June 19th and Saturday morning on the 20th. Debbie has the sign-up sheet for the many volunteer positions available or you can just show up to help. Her contact information is on page 2 of this newsletter to get on the volunteer list. We're starting to get emails and telephone inquiries thanks to the advertising efforts of Mark Baty. We typically serve 1,000 plus guests, and need everyone's help. For years, Lou Lambert has spearheaded the Pancake Breakfast and reports that he'd like to pass this responsibility on next year. Lou, or any Chapter officer would be happy to relate how rewarding this experience is and invite you to take over next year. Let us know if you'd like to help the Chapter with this.

In case you're looking to contact a particular Chapter member or perhaps locate someone building or flying a specific type of plane, we've added the Chapter Roster to the files section of the Yahoo Newsgroup. This newsgroup is only accessed by, and is for the private, non-commercial use, of currently paid up Chapter members. If your dues are paid and you're unable to gain access, give me a call so we can get you on the site.

Ryan Ferris has joined Chapter 113 this past month. Ryan and his wife recently moved to Canton from Southern California. He's currently building a Glassair III, and having joined the University of Detroit Flying Club, he is working on his instrument rating. Welcome to EAA Chapter 113 Ryan!

Barb Cook reports that the Chapter library now has over 3000 titles on the shelves. Library traffic has increased with the growing resources available. One item the library could use help with, is the Flight Simulator. We're in need of a 32" flat screen monitor or 32" television for its primary display. See Barb or Grant if you can help with this project.

**This month's meeting will start with a Bar-b-que picnic at 6:30pm.** Bring a dish or desert to share, the Chapter will be providing the Hamburgers and Hot Dogs. Ken Mosely has arranged for 2 Pipistrel Motor Gliders to fly in and will be displayed on our ramp during the evening. Motor Gliding will be the subject of the evening's program by Paul Randall of Pipistrel Aircraft. Stay up to date with EAA 113 at [www.113.eeachapter.org](http://www.113.eeachapter.org) and follow us on Facebook!

And this just in! EAA is bringing the Ford Tri-Motor to Oakland Pontiac Airport the weekend of August 20-23. This coincides with the Pontiac Airport Open House on Sunday August 23rd. Historically, it's a great weekend to share our passion for aviation and EAA while raising funds for our Chapter. Watch for more details next month.

Happy Landings  
John Maxfield





## PAULSON AVIATION & HISTORY LIBRARY

Barb Cook (734) 277-3469

barb@armipay.com

June 2015

3 NEW BOOKS for our members to borrow:

***FLYING IN COFFIN CORNER; including Stars and Swastikas: the Survivors*** by Robert L. "Bob" Thompson. McAlister Press, Sahuarita, AZ, 1995. Gift of Clay Huben. Shelf # 940.54 4973 THOM

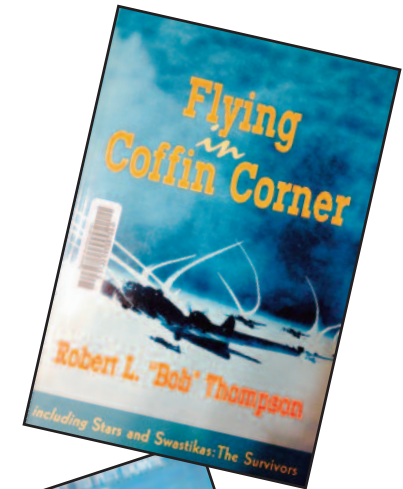
"This is a vivid, moving recreation of aerial combat in WWII by a veteran U.S. Army Air Corps photographer who flew in it. He describes bombing runs and the terrible price paid by his buddies - an unflinching record of the grim realities of air warfare [in the North African Theatre.]" (from the back cover)

***B-17s Over Berlin; Personal Stories from the 95th Bomb Group (A)*** edited by Ian L. Hawkins. Brassey's & 95th Bomb Group Assn, 1995. (Originally published as "Courage\*Honor\*Victory") Gift of Clay Huben. Shelf # 940.54 4973 HAWK

This is the story of the European bomber war, as told by the combatants themselves. Its vivid personal stories chronicle furious air combat, fiery crashes, terrifying captures, heart-pounding escapes, and friendships forged for life.

***The Blond Knight of Germany; a Biography of Erich Hartmann*** by Raymond Toliver and Trevor Constable. TAB-Aero, 1970. Gift of Clay Huben. Shelf # 940.54 4943 HART

Hartmann was the most successful fighter ace in the history of aerial warfare. His 352 victories amounted to more than six times those of the top U.S. ace.



EAA Chapter 113's Annual



# Father's Day Pancake Breakfast

June 21st, 2015

*Fly in or Drive in . . .*  
*. . . for breakfast, aircraft rides  
and static displays!*

**Mettetal Airport (1D2)**  
**EAA 113 Aviation Center**  
**Canton, MI**  
**7:00 a.m. ~ 11:00 a.m.**

*Proceeds help fund the  
EAA 113 Aviation  
Scholarship Program*



For more information visit our website: [www.113.eaachapter.org](http://www.113.eaachapter.org)



## AT THIS MONTH'S MEETING

This month's speaker will be Pipistrel representative, Paul Randall, who will fly from Lake Ellmo in his Pipistrel Motor Glider. You will have a chance to inspect this aircraft close-up as we enjoy our June barbeque and afterward hear about motor gliders and specifically about the Pipistrel. There are many variations of the Pipistrel including Basic Trainers, Self-launching gliders, Self-sustaining gliders, and Pure Gliders, some that can be registered as LSA aircraft, as Gliders, and Experimental Home-Builts. If you have friends or acquaintances interested in motor gliders please invite them to this meeting. Paul will be here during the meeting day, June 18, those of you with specific interests. Expect an interesting meeting.

Comments or questions regarding this presentation can be directed to Ken Mosley to [kenneth.mosley@sbcglobal.net](mailto:kenneth.mosley@sbcglobal.net)



## BBQ and General Meeting

Thursday, June 18th, 2015

6:30 p.m.

EAA 113 Aviation Center



The Chapter will supply the Hot Dogs, Hamburgers and condiments.  
Please bring a dish to share.

A Pipistrel Motor Glider will be on display and then will be the presentation at our meeting following dinner.

*Come and relax before all the hard work at the Pancake Breakfast!*





## CHAPTER 113 MEMBERS' ACTIVITIES

Martin Filatrault



ME

before my first attempt  
at priming aircraft parts

ME

after my first attempt  
at priming aircraft parts

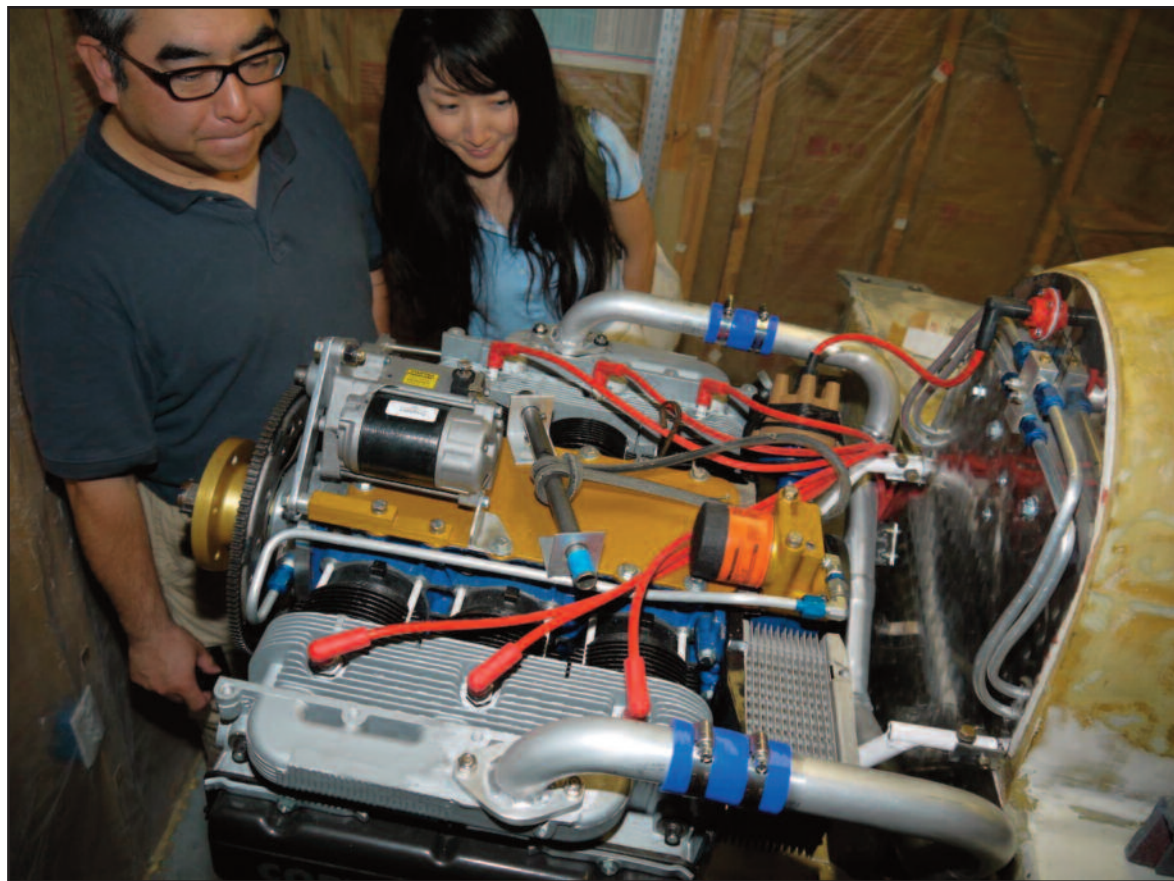
## Shunsuke Shibata

Shunsuke Shibata's friends visited EAA 113 on May 30th. He is a sailplane pilot and they both are aviation enthusiasts. I showed them the EAA hangar and Mike Scovel's VeriEZ because he has an interest in a FRP project. They will go to Oshkosh AirVenture this year. They also had a chance to sit in the cockpit of the State Police helicopter.



Shunsuke and friends in EAA 113 meeting room  
*Photos Courtesy of Shunsuke Shibata*





Shunsuke's friends inspect Mike Scovel's VariEZ Project  
*Photos Courtesy of Shunsuke Shibata*



# HISTORY OF EAA 113'S ANNUAL FATHER'S DAY PANCAKE BREAKFAST

by Debbie Forsman

The tradition of a Pancake Breakfast has been in place since our Chapter began in 1961. The early day's event were a joint sponsorship with EAA Chapter 113, Plymouth Aero and Mettetal Airport and took place in September. The Plymouth Grange served the breakfasts. The day also featured an Air Show by Bill Barber and Company and included high and low altitude precision aerobatics, parachute exhibitions, comedy flying, rope ladder stunts, displays of homebuilts and antiques. Free breakfast was offered to homebuilt pilots, while others were \$1.25 for adults and children under 12 were 75 cents.



It was reported that 136 breakfasts were sold at the 8th Annual Fly-In Breakfast. Supplies for this event included 18 pounds of sausage at \$.64 per pound, one gallon of syrup at \$1.50 and six gallons of batter at \$1.25 each. They even served eleven dozen eggs (\$.30 per dozen) cooked to request. The event moved to June in 1975. In 1978, they had served 500 breakfasts and served hot dogs during the afternoon. Members were encouraged to bring their electric skillets, utensils, buckets, pitchers and mops and rags to assist with the production. The 1983 event noticed a decline in attendance and served 366 adults and 33 children which made for a lot of supplies left over. The Chapter had to pay \$364 for insurance for the event.



During 1985-87, it was decided to coordinate the Annual Breakfast to coincide with the Plymouth Balloon Fest in July. Meals cost \$3.00 for adults and \$1.50 for children. Over 900 meals were sold, thus profiting \$1,097.01 in 1985. Reporters came from newspapers, TV and Cable stations to promote general aviation in a positive light. Because most profit came from the public, the idea to 'give back' was discussed. The suggestion was made for a small scholarship for a deserving student. It was decided the following year to form a Scholarship Committee to award an annual scholarship from the profits of the breakfast. The \$500 Award would be for a Plymouth Canton resident attending a Michigan aviation mechanics school.



EAA 113 decided to go it alone again, in 1988 as the Balloon Festival was cancelled due to the high cost of insurance. Jet Services gave airplane rides. The big decision that year was to switch to margarine instead of butter! Perhaps, it wasn't a good one as they only served 270 breakfasts that year. It was in 1990, the Chapter heavily promoted the event for the move to Father's Day, where it was even printed in Sport Aviation and Michigan Aviation. The members were asked to be sponsors for various supplies to defray expenses. Items included: 18 pounds of butter for \$10, 18 gallons of orange juice at \$56 and a port-a-potty for \$165. Almost \$1,000 was added to the treasury due to the success of the breakfast.

In 1991, members were asked to pay for their own breakfasts, to consider it their \$3.50 contribution to the Chapter fund. It was the most successful breakfast up to that date. They sold \$1,972.00 of breakfasts and pop. It was all profit as the expenses were made with contributions of many members and friends. The Chapter membership that year was at 65. A year later, the profits remained high and the decision was to award two \$500 scholarships to local students.

By 1997, the event expanded to include displays from Kitze Aviation, Helicopter Services, Michigan Ultralight Association, Lenawee County Soring Club, 3 different Hot Air Balloonists, and static displays from the local RC Clubs. They reported selling 770 meals and had 35 airplanes arrive on the field. The tradition continued to award two \$500 aviation studies scholarships from the profits. The following year, the price went to \$4.00 for adults and \$2.00 for children. Also, this year they held a bake sale which brought in an additional \$387 with other miscellaneous merchandise.



The EAA 113 Aviation Center housed its first Father's Day Pancake Breakfast in 2003. Wow . . . we have our own running water!! After depleting all supplies, we served 867 meals by running to the store a couple more times. We were much more prepared the following year, which was known as the year of the helicopters. Dave James again offered rides in his Bell 47 and we had other helicopter guests from the U.S. Coast Guard; Channel 7 News and two from U of M Life Flight. Breakfasts were now \$5.00 for adults and \$3.00 for children, which made a profit for the Chapter of \$2,825. By 2007, we were consistently selling around 900 meals. This year, two \$1,000 scholarships were awarded. Nick Forsman practiced his early ATC skills and cleared the Sanyo blimp to do a "high speed" pass down the runway!



Most recent years, we have maintained breakfast sales around 1,000 meals and profits well over \$2,000 after all expenses. We continue to give back to the community by giving two \$1,000 scholarships to young people pursuing careers in aviation. A local Civil Air Patrol squadron has been providing assistance with parking, Dave James continues to use his trusty Bell 47 for helicopter rides and now Solo Aviation gives airplane rides. The Canton Fire Department often visits with some equipment to show the public, McMahan Helicopters flies the big Sikorsky across the airport to our ramp and the Triumph Car Club brings some special cars to display. Face painting has become a big hit with the children. However, nothing has brought more smiles at our Pancake Breakfasts over the years than the pedal planes. By far, these will forever hold the Chapter record for most photographed airplanes!

#### **Current Update:**

The EAA 113 Annual Father's Day Pancake Breakfast continues to grow year after year. Proof is evident in the supplies now required to host such an event: 220 pounds of sausage; 240 pounds of batter mix and 20 gallons of syrup! We cannot thank Lou Lambert enough for being Breakfast Chairman for so many years to have mastered these formulas to serve well over 1,000 meals. Members from the local communities support this event by making this a yearly ritual for their families and pilots from around the state (and neighboring ones) wait for this excuse to fly just to come back to visit aviation friends here at Mettetal Airport. We need the support and assistance from all our membership to help off a successful event.



Since our profits are generally more than enough to cover our expenses, we won't ask you to donate a tub of butter, nor will we ask you to pitch in to pay for a port-a-potty. EAA Headquarters now provides our insurance coverage with our annual Chapter subscription. However, the one thing we do need that money cannot buy is your time! There is a job for everyone and "many hands, makes for light work"! We have two shifts: 6:00 a.m. - 9:00 a.m. and 9:00 - Noon; choose one or both. Tasks include: Pancake Batter Mixers; Pancake Chefs; Sausage Chefs; Tables and Trash; Coffee/Juice Servers; Airplane Parking; Car Parking; Ticket Sales; Pop/Water Sales; Information/Promotional Table; Water Runners (to keep people out on ramp and parking lots hydrated); Relievers for all positions-especially Chefs and Parking; Kitchen Leader in Training; Crowd "Police" (to monitor static displays); Tour guides (of facility for Chapter promotion); Kid's Tent-Face Painting and Craft; set up on Saturday and clean up after the event.

Please support your EAA Chapter by volunteering your time at our biggest event of the year, our Annual Father's Day Pancake Breakfast. It is truly the most rewarding donation you can give.



Photo Courtesy of Debbie Forsman

**"Maggie and Nana"**

Nick Forsman, ATC Specialist, had to talk his wife, Kim through the final push at GRR Spectrum on May 19th.

Margaret Grace, call sign "Maggie", arrived a little heavy at 9 lbs. 10 oz and 21 inches long.

After a long time on final, and a little bit of float, the touchdown was soft. Although she arrived a little late, she arrived with all her luggage and everyone is doing great!

**PLEASE NOTE:** *The EAA Aviation Center Ramp has recently been refinished and resealed. If you need to drop off items or guests at the front doors, please reposition your car to the parking lot.*

#### SAVE THE DATES

**June:** 21st—Father's Day Pancake Breakfast  
27th—Young Eagles



**July:** 20-26th—Oshkosh AirVenture

**August:** 8th—EAA 113 Family Picnic



**September:** 19th—Young Eagles  
**October:** 24th—Young Eagles

**November:** 14th—Chili Fly-In



**December:** 4-5th—Operation Good Cheer  
17th—Holiday Party

**REMINDER: THE JUNE MEETING  
STARTS AT 6:30 PM!**

*Sadly, as we are going to print, we learned that Sonex CEO Jeremy Monnett and Sonex Assembly Employee Mike Clark perished in an accident involving the company's Sport Acro Aircraft. We extend our thoughts and prayers to their families and the entire Sonex organization. We present Joe's article in the Spirit it was written and with the encouragement to safely carry on.*

*John Maxfield*

## **WOODWORKERS VS. SHEET METAL: SONEX WORKSHOP SHOWS THE WAY**

**By Joe Kirik**

Somewhere around 15 years ago my son Justin and I decided to build a full set of wooden furniture for his bedroom – a massive desk with hutch, two floor-to-ceiling bookcases and a headboard/bookcase combo. It took us most of a summer and a few mistakes here and there, but overall we were pretty happy with the results, even if we had to remove some trim from the doorway to get the desk in (of course we planned it that way, right?)

I've always enjoyed working with wood, and I've also always wanted to build an airplane, so naturally I thought I'd look for something in wood. I liked the old-time look and simplicity of the Pietenpol, a classic wood design. But then you start reading the builders' forums and websites and you realize that wood can be time-intensive, wood quality can be evasive and gluing can be tricky. Plus you still have to cover and paint it. And, not that I'm looking for a speed demon, but the "Piet" is about as slow as they come.

For various reasons the idea of building a plane was always something "out there" in the future. But I found myself fascinated by the creative ideas flowing out of John Monnett's brain, all the way back to the Sonerai which I first saw at Oshkosh in the early 80s. But Monnett sold his company and went back to restoring J-3 Cubs for a while. When the call came from Italy for a side-by-side Sonerai for the emerging European microlight category, Monnett and designer Pete Buck quickly figured out it would be simpler and more efficient to start over with a fresh design. Thus emerged the Sonex, which bore a striking resemblance to Monnett's Monex racer from the 1980s. When my son and I saw the Sonex at AirVenture in 2001, we knew it was the plane for us – a simple, modern, efficient and straightforward design that was very affordable.

Fast forward to 2014 when life and my building ambitions fell into sync and I joined Chapter 113, declaring myself a future Sonex builder. I knew I needed to spend much of 2014 with other tasks, such as some much-needed work on my house, but I had put myself on record as a Sonex guy. One day last June the ever-alert Chapter Prez spotted an ad on Barnstormers – a guy in Baltimore had to unload a Waix kit he had just started. Google had called with an irresistible dream job offer in California, but he had to move fast. We made a deal, and a week later Justin and I were loading the kit into a rental truck to cart it back to West Bloomfield.

At AirVenture last year we signed up for the October Sonex workshop. Couldn't make that one, and couldn't make the March 2015 workshop either. But everything lined up for the May 30-31 session. Justin caught a flight from Virginia to O'Hare on Friday afternoon. I picked him up and we drove the final 2-1/2 hours to the Sonex "factory" on the east side of Wittman Regional.

The workshop is geared to two audiences: prospective builders and those who've already purchased a kit and want to get a jump start on construction. A total of 19 showed up and most brought a guest/building assistant along. The workshop is a good mix of hands-on shop work and classroom sessions on the Sonex philosophy of practical, affordable sport planes.



What comes through loud and clear from everyone in the Sonex family – and it truly feels like a family – is their dedication to making building and flying enjoyable and rewarding. John’s wife Betty is the longtime CFO, and son Jeremy is the CEO. Kerry Fores, one of the original Sonex builders (before there were kits) had built a beautiful plane called “Metal Madness.” He’s been the Technical Communications Manager, AKA tech support guy, since 2003. Kerry cautioned us that if we call or email him repeatedly with obvious dumb questions, he’ll get slower & slower to respond!

A recurring theme is “Keep it simple.” John Monnett said one of his primary design goals is a fun and responsive sport plane that costs about the same as an average car, which goes for about about \$33,000 according to a radio report I heard the other day. The Sonex website lists the total cost of a basic flightworthy Sonex at \$30,602 (way less than an RV!). How much did your car cost?

Chief Flight Instructor Joe Norris urges builders to go with minimum instruments. He reminded us that it’s a day VFR aircraft -- keep it light and simple, and “Look out the window and fly the plane instead of staring at instruments.” Kerry Fores tells the story of taking his 12-year-old daughter for her first flight. She ended up flying the plane quite well over frozen Lake Winnebago based on this simple instruction: “If engine slows down, you’re climbing -- push stick forward a little; if it speeds up, you’re descending – pull back a little.” Good advice for all of us!

Workshop sessions included a welcome, a history of Monnett aircraft design, Sonex airframe and engineering philosophy, how to read the unique and detailed plans, and a primer on AeroVee engines. Of note: the Sonex wing is designed to withstand 6 Gs, not 4 Gs like most homebuilts. The workshop walls are hug with “trophies” – wings that were static-tested with sandbags to failure, sometimes well over 10 Gs. And there’s no more “VW” in the AeroVee engine – all the parts, including the case, are aftermarket pieces rooted in the VW-based racing and dune buggy industries. The crankshaft with its large front bearing and shrink-fit prop hub is custom-made for Sonex.

Of course the centerpiece for all of us was the hands-on workshop experience. John Monnett led us through pounding down rib flanges from a blank bolted between two wooden forms, he and demonstrated how the sample nose section with spar web, spar caps, rib & skin go together. John’s advice was to make all our dumb mistakes now so we can reduce the damage we do to the “real” parts. We took him up on that my misreading the plans and incorrectly drilling the spar caps – one side is shorter than the other, and of course I had them reversed (that was MY mistake – my aerospace engineer son would never make such an error!).

So in a few hours the Sonex team took all the mystery out of working with sheet metal, giving us a good grounding in measuring, marking, aligning, drilling, clecoing, updrilling, deburring and (finally!) riveting. Repeat 10,000 times and you have an airplane! Hey, this is a lot easier than wood! And you don’t even have to paint it if you like the polished look (hello Nuvite!).

Not much is actually manufactured at the Sonex “factory,” although a big press stamps out ribs and other formed parts inside the two-building warehouse operation where all parts are kept in inventory and kits are packaged and shipped. All the CNC laser cutting and pilot-hole drilling of the skins and other part fabrication is subcontracted to outside shops, mostly in Wisconsin, keeping all the jobs in the U.S. (unlike at least one major kit supplier I can think of). The only non-USA parts are engine components that are not manufactured in this country.

Sonex recently began selling quick-build kits that feature prebuilt fuselages and wings. A subcontractor build the first ones but the Monnetts decided the quality was not up to their standards, so they hired some techs and brought the operation in-house. Back in one corner a tech was riveting up a Teros, the UAV (drone) version of the Xenos motorglider they are building for a defense contractor.

My son and I went to the workshop hoping to learn how to deal with aluminum; we came away with lots of confidence not just that we are learning the necessary skills, but that the aircraft we will build will be strong, affordable and fun, the product of the vision of the Monnetts to produce a line of planes that are redefining what sport flying is all about.



Sonex founder & president John Monnett discusses Sonex design philosophy.

*All Photos Courtesy of Joe Kirik*



Technical Communications Manager Jerry Fores shows how to read Sonex plans.



Justin and Joe Kirik Is that spar cap on backwards?





The Sonex Workshop classroom plenty of eye candy.

CEO Jeremy Monnett in front of the press that stamps out wing ribs and other formed parts.












# June 2015



Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2	3	4 <b>EAA 113 Home Builders 7:30 pm</b>	5	6 <b>Breakfast @ 3 Brothers 8:30 am</b>  Pancake Breakfast @ Linden Price 7 a.m.-Noon
7	8	9	10	11 <b>EAA 113 Board Meeting 7:30 pm</b>	12	13 <b>Breakfast @ 3 Brothers 8:30 am</b>
14 Pancake Breakfast @ EAA 333 at KARB 8 a.m.-Noon	15	16 	17	18 <b>EAA 113 General Meeting &amp; Picnic 6:30 pm</b> 	19 Don't forget to treat your Dad on Sunday! 	20 <b>Breakfast @ 3 Brothers 8:30 am</b>  Set up for Pancake Breakfast 9:00 a.m. 
21 <b>EAA 113's Father's Day Pancake Breakfast</b> 	22	23	24	25 <b>EAA 113 Fly Safely Meeting 7:30 pm</b>	26	27 <b>Breakfast @ 3 Brothers 8:30 am</b>   <b>9:00 a.m. Young Eagles</b>
28	29	30				



# July 2015



Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3 <i>Have Happy and Safe 4th of July Weekend!</i>	4 
5	6	7	8	9 <b>EAA 113 Board Meeting 7:30 pm</b>	10	11 <b>Breakfast @ 3 Brothers 8:30 am</b>
12	13	14	15	16 <b>EAA 113 General Meeting 7:30 p.m.</b>	17	18 <b>Breakfast @ 3 Brothers 8:30 am</b>
19	20 	21	22	23 	24	25 <b>Breakfast @ 3 Brothers 8:30 am</b> 
26 	27	28	29	30	31	

# HUNGRY PILOT: PICCADILLY LILLY AIRPORT DINER

by John Zimmerman

(From Air Facts Journal, March 31, 2015)

**Restaurant name:** Piccadilly Lilly Airport Diner

**Airport:** Tri-County Regional Airport, Lone Rock, Wisconsin (LNR)

**Famous for:** “The best biscuits and gravy around.”

**Restaurant tips:** The Piccadilly Lilly is a breakfast and lunch place, open from 6am to 2pm, seven days a week. It is a classic airport diner, with basic facilities, friendly staff and home cooking. Park on the ramp out front, walk inside and you’re sure to meet some new friends, whether it’s a farmer from Wisconsin or a flight instructor from Chicago.



The menu features diner favorites like omelets and burgers, plus heaping sandwiches and hearty sides. In particular, many pilots rave about their hash browns and their biscuits and gravy. “Made the way grandma used to make ’em,” according to one pilot. Portions are large and prices are very reasonable (\$5 for a cheeseburger).

**Airport tips:** LNR is about 40 miles west of Madison, Wisconsin, on the beautiful Wisconsin River. It’s an excellent airport, with a 5000 ft. runway and LPV approaches to both ends for low weather days. There’s also a shorter north/south runway, so keep an eye out for traffic on landing. Self-serve avgas is available at pretty attractive prices. Facilities on site are basic, but there is a pilot’s lounge and rental cars are available through Enterprise with a prior reservation.

For a fun day trip, the home and studio of famous architect Frank Lloyd Wright is in nearby Spring Green. Stop at the Piccadilly Lilly for lunch, then drive about 20 minutes to see Wright’s interesting estate, named Taliesin. It’s an easy adventure by general airplane, and one you wouldn’t dream of on the airlines.

**EDITOR’S NOTE:** *AirVenture 2015 side trip anyone?*