

# EAGLE'S PROPWASH

OCTOBER 2020 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**  
**Metetal Airport (1D2)**  
8512 Lilley Road  
Canton, MI 48187  
(734) 392-8113



Member Rick Karaschin 'schools' FAA inspector Dennis Heinze on tube and fabric construction.

*Photo Courtesy of Randy Hebron*

## Member Services

### Class I Board of Directors:

**President:** Dave Steiner (734) 645-1150 [president@eaa113.org](mailto:president@eaa113.org)  
**Vice President:** Jack McClellan (734) 748-4378 [vicepresident@eaa113.org](mailto:vicepresident@eaa113.org)  
**Secretary:** Molly Pyles (512) 694-8439 [secretary@eaa113.org](mailto:secretary@eaa113.org)  
**Treasurer:** Dave Buck (734) 223-2675 [treasurer@eaa113.org](mailto: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](mailto:library@eaa113.org)  
**Newsletter:** Elizabeth Hebron (734) 776-9294 [newsletter@eaa113.org](mailto: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](mailto:events@eaa113.org)

Dave James (734) 721-4213

**Flying Start:** Dan Jones (248) 310-6018 [flyingstart@eaa113.org](mailto:flyingstart@eaa113.org)

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

**IMC/VMC:** Dave Buck (734) 223-2675 [imcvmc@eaa113.org](mailto:imcvmc@eaa113.org)

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

Stefan Rairigh (734) 383-4346 [webmaster@eaa113.org](mailto:webmaster@eaa113.org)  
[support@eaa113.org](mailto: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 Steiner (734) 645-1150  
president@eaa113.org  
September 2020



### Three Quarters of the way through a less than “perfect” 2020 vision year

I think there is one thing we can all agree on: This has been a far less than perfect year. There is just one more quarter to get through, in a year none of us will forget, I’m sure. 2020 will certainly go down as a year no one saw coming. We just hope and trust that 2021 will be better at some point and we can start to get back to normal. I hope you are all well and safe.

But in spite of all the restrictions and challenges, EAA 113 members have been resilient, to say the least, in keeping aviation activities in the loop, if not front and center. Thanks to Zoom and the expertise of Molly Pyles, EAA 113 secretary and Zoom expert, we have been able to have gatherings that, while not quite the same as in person, have enabled us to virtually share our passion and love of aviation. Last month we had an excellent presentation by Sabrina Woods, Ph.D. from the FAA on aviation decision making. The slides from her presentation are available if you missed it. The link was sent out to those “attending” the meeting, but Molly should be able to send it to you if you wish. Email her at: [secretary@eaa113.org](mailto:secretary@eaa113.org).

I’m not a builder, but I have sat in on some of the builder meetings and they have been very good. Maybe better than in person, as within an hour or so everyone can see the progress of all of the projects. Yes, sometimes the camera work or lighting leaves a little to be desired, but it is fun to see what’s happening in the builder’s sphere. There’s no way everyone’s hangar (or living room or garage, as the case may be) could otherwise be visited by everyone in one evening ... technology to the rescue! COVID layoffs/furloughs have actually helped some people move their projects along much faster than they otherwise might. Not driving to work saves a lot of time, and the money saved on gas can be put into the project. Think of that, a plus for COVID. There are also monthly IMC/VMC Zoom meetings for which pilots can receive wings credits.

So stay tuned to your EAA 113 aviation channel for the rest of the year, and we’ll do our best to keep you informed and in touch with what’s happening in the experimental world of aviation, with a focus on EAA 113 and 1D2.

**Make sure you vote on November 3<sup>rd</sup> or by absentee ballot.**

### Program Speakers for Member Gatherings

VP Jack McClellan is looking for speakers/programs for the third Thursday membership gatherings. Help him out: [vicepresident@eaa113.org](mailto:vicepresident@eaa113.org). What topic would you like to see covered? Or maybe give a talk about your own aviation adventure.

### Prop Wash Content

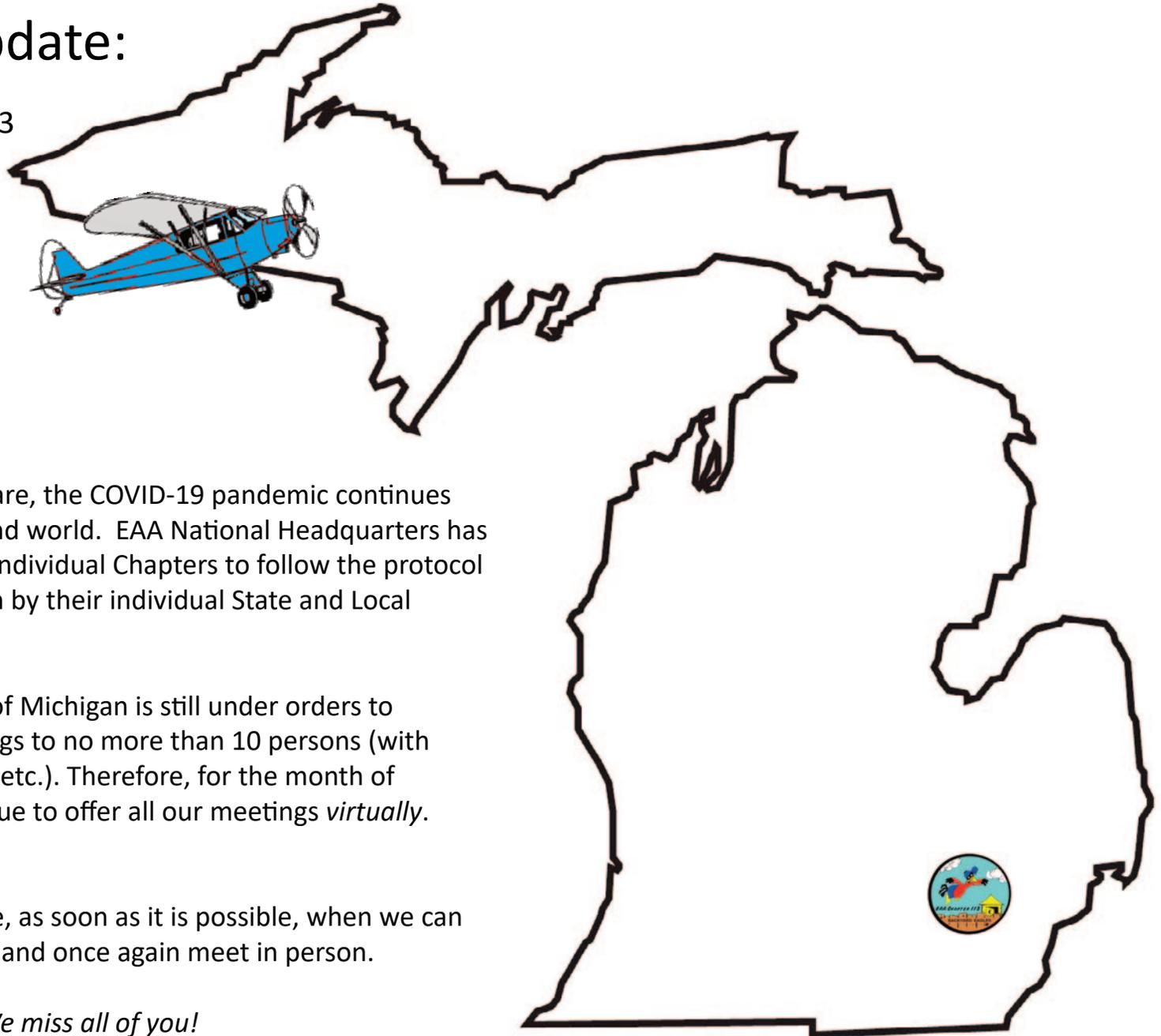
Keep that content coming for the newsletter! A few photos with captions and a short paragraph or two about your latest aviation adventure are all that we ask. Send to: [newsletter@eaa113.org](mailto:newsletter@eaa113.org). Please do share your aviation escapades. No need to be a pilot.

### EAA 113 & COVID

The Chapter will continue to follow all State of Michigan and local health guidelines with regard to protecting people from the spread of the COVID virus. We urge all to follow precautions for your own and other people’s safety. We are all in this together. Please be safe.

# COVID-19 Update:

As it Relates to EAA 113

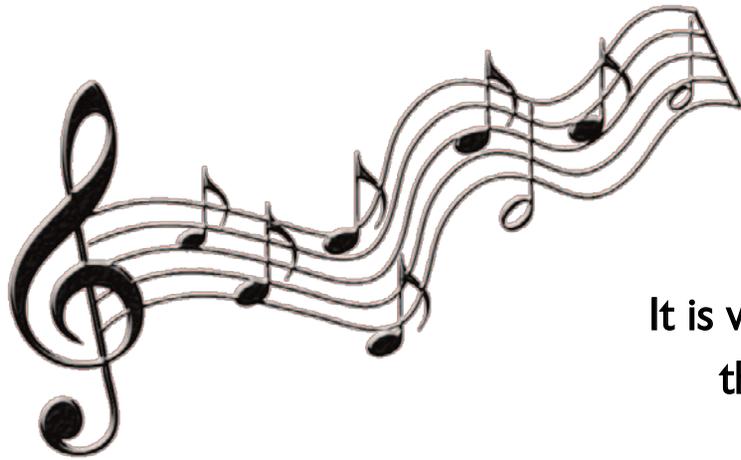


As everyone is well aware, the COVID-19 pandemic continues to affect our country and world. EAA National Headquarters has given the directive for individual Chapters to follow the protocol and guidelines set forth by their individual State and Local governments.

At this time, the State of Michigan is still under orders to restrict indoor gatherings to no more than 10 persons (with exceptions for schools, etc.). Therefore, for the month of October, we will continue to offer all our meetings *virtually*. Please join us.

We will notify everyone, as soon as it is possible, when we can reopen the EAA facility and once again meet in person.

Continue to be safe. *We miss all of you!*



## *EAA 113 Annual Awards Banquet*

It is with much disappointment that we must **CANCEL**  
the EAA 113 Annual Awards Banquet for 2020.

Our guest of honor, Ken Dravis, is disappointed but vows to come to  
Mettetal Airport next year.

In addition, 2021 will be EAA Chapter 113's **60th Anniversary!** Plans  
have long been underway to make next year's Banquet a special one!  
Those who have purchased tickets for the 2020 event may exchange  
them for our Celebration Banquet in 2021!

We will notify you with new information regarding this event, as soon as  
we can. Optimistically, we are all looking forward to a long overdue  
reason to party!





EAA National has revealed new youth activities to supplement the current Young Eagle program. A recent EAA webinar explained the new Young Eagles Workshops program. This is an exciting addition to our current successful Young Eagle rallies and may be the perfect way to bring our new Chapter Workshop conceptualization to life!

The EAA Young Eagles Workshops provide resources for Chapters to offer youth between 11-17 an opportunity to learn more about aviation through both classroom-style learning and hands-on activities. These Workshops focus on specialized aviation topics to spark further interest in aviation for the youth, potentially resulting in a recreational or commercial pilot one day.

Some of you in Chapter 113 will remember the years we held a similar concept in our “mini-classes” prior to some Young Eagle Events scheduled for school groups. This new Workshop Program provides turnkey content, materials and guides on how to hold one of these events. The kits include learning modules on a variety of aviation subject matter, activity work sheets, and interactive activities such as hands on building and fabricating project ideas, materials and role-playing related to piloting.

Even though COVID-19 is still currently holding on and drastically limiting our Chapter events, we can still look toward the future and investigate if this is something that we would want to do as a Chapter. What I am looking for are Chapter members that would be interested in being a mentor to young people and share your passion and aviation talents. As part of the Young Eagles Program, everyone working with youth must undergo the EAA Youth Protection Training and Background Check. Again, EAA will supply us with most items we require. We just need volunteers that are engaging, articulate, focused and enthused!

The kits for the Workshops are purchased through EAA. Currently, through a donation from Sporty's Pilot Shops, they are half off the original price and down to \$35 for supplies for ten students. At best, this Workshop would be scheduled next Spring, however, if we can get enough Chapter mentors who would commit to working with youth in this new program, we can move forward with a planning meeting this Fall. Please email Debbie at [events@eaa113.org](mailto:events@eaa113.org) if you are interested in mentoring at a Young Eagle Workshop.

Note: the informational webinar is archived at [www.eaa.org](http://www.eaa.org).



December 2020, will mark the 50th year of making Christmas wishes come true for Michigan children in foster care through “Operation Good Cheer.” This Christmas gift giving program is coordinated by the department of Child and Family Services of Michigan. This year, they are expecting to help over 7,000 children, teens and adults with disabilities in foster care, residential treatment, and group homes, which might not otherwise have gifts this holiday.

It began with a worker at Ford challenging his co-workers to do something more meaningful in the spirit of the holidays than merely exchanging greeting cards. They responded by giving him cash donations for a worthy charity. His department purchased and wrapped gifts for 66 foster children that first year. As a pilot, he volunteered to fly the gifts to many northern Michigan locations. Since then, more than 100,000 children have received Christmas gifts through the generosity of thousands of volunteers across Michigan through this program.

For countless years, the first weekend in December has been a weekend of volunteering for Operation Good Cheer. Friday was sorting day and Saturday, was the Spirit of Cheer Flights. Sadly, the pandemic has caused some alterations to the normal routine this year. First, please understand, **OPERATION GOOD CHEER HAS NOT BEEN CANCELLED!** Procedures have changed for sorting to allow for social distancing...it will be done at a warehouse, not Pentastar Aviation, and will take place over one week by several designated small groups assigned in shifts. Also, the gifts will be delivered via trucks this year rather than GA aircraft. In addition to the social distancing issue, this was a safety decision due to most ATC facilities are operating at reduced staffing affecting their ability to handle the additional traffic.

Once again this year, the EAA 113 Board voted to sponsor one child. Once we receive their wish list we will purchase gifts, wrap them and deliver them to a drop off location. However, this year the need is great for more families, individuals or organizations to sponsor children. Due to COVID-19 restrictions placed on various organizations, many companies will be unable to sponsor a large number of children as in the past. As you think of your own children, grandchildren, nieces and nephews, remember how blessed you are. Just as the Ford worker challenged his co-workers 50 years ago, I challenge you to think about making the difference for one of the children in foster care this year. It has been a hard year for everyone, why not help make a someone’s Christmas wishes come true. Registration is available at <https://cfsm.org/operation-good-cheer>. Monetary donations are also greatly appreciated for Operation Good Cheer children who are enrolled but not sponsored or those that enter the system late. Checks should be made payable to: Child and Family Services of Michigan, Inc. and mailed to P O Box 27095, Lansing, MI 48909-7095. Operation Good Cheer should be noted in the memo line. Online donations are also accepted on the website: [www.cfsm.org](http://www.cfsm.org) under the “Donations” tab. Feel free to contact Debbie for more information at [events@eaa113.org](mailto:events@eaa113.org).

Merry Christmas!



# WHY I FLY...ONE PLANE JANE

By Molly Pyles

Who was your mentor? Who was the first person that really took your hand and helped you achieve your goals? Do you remember?

My first mentor was my chemistry professor. With his instruction, I found a voice for myself. I found a passion, and something I was good at. A male dominated world, chemistry is a semi-solo sport, involving tons of studying, reading journals and articles published from all over the world, coming up with new ideas, and trying them. Trying something new. The challenge then becomes, what happens when you start a new journey, a new passion, a new idea but no longer have a mentor? Aviation, like chemistry, is a semi-solo sport. It's still dominated by men. It involves so much studying when you start out you think your brain might not hold everything. While we have many mentors in the community, we still need more.

I fly because I found a second passion after chemistry, and I want to share that passion with others. When it comes to aviation, I am blessed with mentors around me. Not all of them know how closely I watch and learn from them, but some do. I married someone with so much passion and love of aviation who I learned from so quickly. I found an instructor that inspired me, because I could see so much of myself in her. And I know that, while my first love was chemistry, the reality was I loved teaching it more than I loved doing it. And the idea stuck.

I fly because I want to teach. I want others to share in the joy, the love, the frustration, and the drive that makes us each better every day. I want to be that mentor, that community member, that squeaky wheel in the world that allows others to live their dreams and learn to fly too. I want to experience students experiencing introductory flights, taking their wings for their first solo, and the intense pride of handing back their shirt tails when they earn their certificate, too.

I fly because others encouraged, taught, and supported me in pursuing this privilege. Thinking back to the first time I was ever in a small aircraft, I had the biggest smile on my face, and it has yet to go away. Through each step of the way, from the tears of joy as I took off the very first time after my instructor jumped out of the airplane to the sweat while dragging the plane back in the hangar alone after a long three hour solo cross country, I wouldn't trade the experiences for anything. And I only hope I can continue my journey and encourage others to do the same.

We all have a place to fit the puzzle of the aviation community. Taking time to reflect on why we each fly, and who we are today because we fly is as important now as it was when we each started our respective journeys. I encourage each of you who takes the time to read my long winded note to consider telling us why you fly. Who helped you fly. Who watches and learns from you. If nothing else, tell us why you took your most recent flight.

Looking forward to hearing from others on why you fly,  
Molly Pyles, EAA 113

# Rick Karaschin's Rans S7, N324DK Certification

By Randy Hebron and Rick Karaschin

It was a cold, blustery September 30th in Rick Karaschin's Hanger E-10 right across from Sanjay Dhall at Willow Run Airport. Rick's Rans served as an excellent example of tube and fabric construction for FAA's Bruce Arthurs and Dennis Heinze (with Doug Peterson supervising the inspection) since they were in training mode for certifying amateur-built aircraft. Rick gave a great tutorial/demo on multiple glass panels and their backup capabilities. It's an understatement to say the inspectors left no stone unturned on the aircraft and paperwork. It was evident that they were impressed with the presentation and Rick's S7.

Rick says it was an interesting experience being an FAA training Guinea pig. Basically, the airplane was inspected twice, once by each trainee. I will say they were all extremely friendly and completely focused on safety and being helpful. Kind of had to be careful with the hangar flying stories ... they were the FAA.

Also, a very big thank you to Randy as our Chapter Technical Counselor and build coach.



# MY AMERICA BY AIR - Part 2

By Sanjay Dhall

Ever since coming to this beautiful land some 35+ years ago, Aviation has enabled me to see America in a unique light.

It was August 2001, I had been busy raising my family, kids, career for the last decade, when the little boy in me began to speak again, begging me to take him flying again. I began to imagine ways I could acquire an airplane a tad quicker than the Eagle Ultralight of the 80's. (Recall from my previous article, when I observed kids on bicycles passing beneath me.) General Aviation apparently was out of reach, though now I wonder why I thought that! Cost, rules, regulations, pilot's licenses...maybe from reading news about airplanes, flight plans, air spaces - it all sounded too complicated and involved.

So, I wanted to explore Ultralights again. My lifelong fascination with unusual planes led me down the path of Canards again. The newly arrived internet led me to the Falcon UL, a major upgrade from the Eagle UL, (the American Aerolites Eagle, not the Legal Eagle). A website run by Mike Fithian preserved this unique airplane and provided a catalog of people who owned these, and including those which may be for sale. Mike Fithian was a kind helpful man, who knew the Falcon better than anyone else. I researched and loved everything I saw and read about these extraordinary planes. Although Ultralights, these planes were built with conventional wing D-tube structure, but with foam ribs Tedlar covering (a new high strength, clear see-through plastic material invented by Dupont) and composite fiberglass fuselage. A Rotax-277 2-stroke pusher hung upside-down. I thought this was a gorgeous, sleek, elegant design. I was hooked. Mike guided me to one for sale in Santa Fe NM, and connected me to Mark M the seller. As I chatted with Mark, I began to make plans to visit Santa Fe, and to figure out logistics to inspect, buy and bring the plane back. Meanwhile, the calendar turned a month and 9/11 struck! Flying was now out of the question for a while. 2 weeks after 9/11 I bought a round trip airline ticket to Santa Fe, booked a U-Haul truck for a one-way drive. Many friends tried to talk me out of making a cross country trip at this uncertain time.

Mark picked me up at the airport, drove me to his airpark hangar 40 miles away. Along the way he took a detour to his house to check on his pet. A fresh baked cake sat on the counter. He offered me some, I gratefully accepted it, with a glass of milk.

He opened the rickety dusty hangar. I inspected the plane. there was some damage on the fuselage top near the nose. He said his brother in law had recently flown it and made a hard landing. He started up the engine with 2 pulls of the rope pull starter. Sounded great. I thought I would test fly it before finalizing the deal. He talked me out of it with "You're crazy! I wouldn't fly it before repairing the fuselage first". Those were blunt words. I paid him for the plane, he drove me to the U-Haul truck place, and we spent the next 5 hours loading and anchoring down all the pieces for the long drive home. It was dark and by 9pm the plane was finally secure in the truck. On Mike Fithian's advice, I had rented a 16 foot truck with the 2 wings sticking out a few feet behind the truck. Since the wing tips were red, I had not attached a red flag at the back. This also meant I had to drive cross-country with the truck door open. I feared the worst - parts flying out, or damage from bumps on the long road back, or someone messing with the plane when parked overnight.

Then began my most memorable road trip across America. Tucumcari, a 3 hour drive, was the first overnight stop. A peaceful drive in the dark. Pulled into a motel which had a room for me and a parking space for the truck facing the woods.

The next day drove out early with the goal of making it to Springfield, IL before night. I was driving right along historic Route 66 on I-40. Went past towns with peculiar names like Tumbleweed, Tucumcari, Texola.... As I crossed into Oklahoma, I saw flashing lights in the rear. A cop pulled me over. As I sat in the police car, the cop was radioing about 'a man of Middle Eastern descent' who was carrying suspicious cargo in a U-Haul truck. Being only 2 weeks after 9/11, the suspicion and sensitivity made sense. I explained that I was only carrying disassembled pieces of an Ultralight airplane. After verifying my ID and my permanent Michigan address, he apologized for the misunderstanding. But he did note that I was driving with the truck door open with something

sticking out, without a red flag. He issued me a warning ticket, and let me go. Wishing me good luck for the trip.

My route took me directly through Tulsa OK. As I drove through downtown Tulsa, a cop pulled me over again. A person driving right behind me had been looking in through the open door of the truck and was afraid it may be something dangerous. So, she called 911. The cop apologized for stopping me, then got in the truck to inspect everything. but was very curious about the plane. How fast does it go, is it hard to fly? Then sent me on my way with a warning, open door, absent flag, and suggested I stop somewhere and get a flag or a red cloth, and attach at the back.

All through the remainder of the drive that day, as I drove through Oklahoma, Missouri and into Illinois, I drove in the right lane and tried to get to Springfield IL without catching attention of other drivers, or stopped by cops.

The next day as I drove early out of Illinois into Indiana, I saw the familiar flashing red and blue lights behind my truck again. By this time, I had a 3 day stubble, in my unkempt sweatshirt and jeans, raggedy as they come. Boy, did I look suspicious. The cop asked for the usual ID's, asked me to step out, and explain what was in the back of the truck. We both jumped up in the back of the truck, and I explained that what looked like the front of a bomb was the nose of the fuselage. When he saw the foam seat in the open cockpit, he got excited, saying "that looks like a lot of fun! How does it work, how high can you go, how fast...??" He was hooked. "But it sure looks dangerous! Have fun with your new airplane. You be careful out there!" as he apologetically handed me another warning ticket.

After many more miles, I was happy to be back home, with my new possession, the airplane, the stack of traffic tickets and warmth of my interactions with many people. All had initially thought me a menace, but were patient and friendly enough to see that it was just a little boy who wanted to fly.

Aviation is a unique filter to peer into the heart and soul of America. From this vantage point it adds up to a constructive, wholesome, curious, and above all, generous people.





'The Bomb'  
Falcon Fuselage.

Sanjay and the Falcon UL.  
*All Photos Courtesy of Sanjay Dhall*

# PERRY DICLEMENTE'S MT VERNON LSA EXPO ADVENTURE

By Perry DiClemente



<https://www.midwestlsaexpo.com/>

## 2020 Mt Vernon LSA Expo

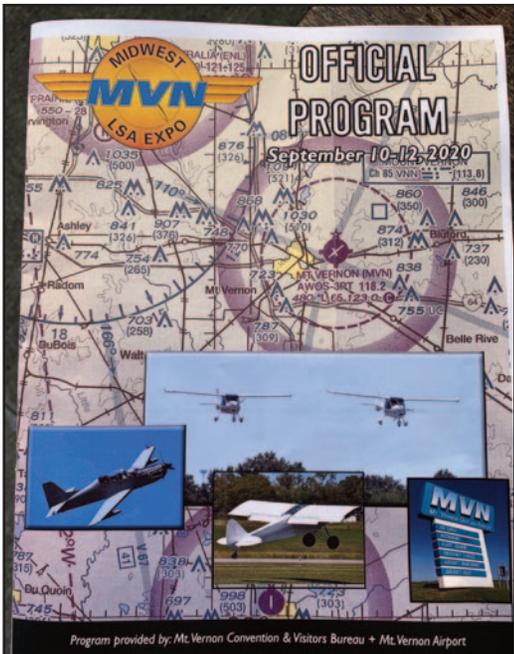
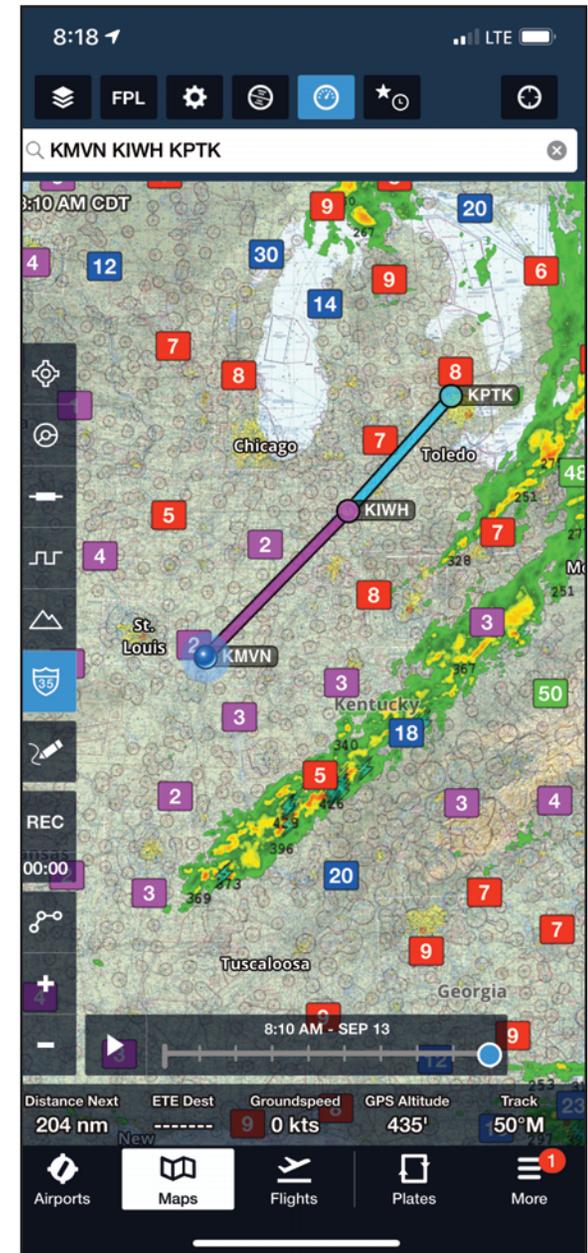
Mt Vernon LSA expo was one of the very few fly ins this year due to the coronavirus shutdowns. Being the region representative for Flying Legend Tucano aircraft I had to attend and I was having airshow withdrawals with all of the previous ones being cancelled. No Sun N Fun, No Oshkosh; I had to make Mt Vernon.



*(Perry DiClemente and Giovanni Matichecchia in Perrys Flying Legend Tucano Replica)*



<https://www.flyinglegendusa.com/>





These pictures are of a friend of Dave James' and Joan's – Debbie Snavelly. She and her husband live in Lake Placid Florida. This is HER 1941 Stinson 10A. She restored the airplane herself – she's a A/P mechanic – she did the fabric, paint, overhauled the engine and sewed the interior, herself. The plane took awards at Sun n Fun in the past.





This is N44047, the 1947 Taylorcraft that Shunsuke Shibata almost got to fly in Alaska.  
*Photo Courtesy of Shunsuke Shibata*

Randy Hebron's Volmer Sportsman camping at the 18th Annual Indiana Seaplane Pilot's Association Fly-in on Lake James in Pokagon State Park, September 19-20, 2020.

*Photo Courtesy of Randy Hebron*



As the COVID-19 pandemic continues, we can all use a little extra humor in our lives....  
Thank you, Dave James.

## How to wash a cat

1. Put both lids of the toilet up and add 1/8 cup of pet shampoo to the water in the bowl...
2. Pick up the cat and soothe him while you carry him towards the bathroom.
3. In one smooth movement put the cat in the toilet and close the lid. You may need to stand on the lid.
4. At this point the cat will self agitate and make ample suds. Never mind the noises that come from the toilet, the cat is actually enjoying this!
5. Flush the toilet three or four times. This provides a 'Power-Wash' and 'Rinse'.
6. Have someone open the front door of your home. Be sure that there are no people between the bathroom and the front door.
7. Stand well back, behind the toilet as far as you can, and quickly lift the lid.
8. The cat will rocket out of the toilet, streak through the bathroom, and run outside where he will dry himself off.
9. Both the toilet and the cat will be sparkling clean.

Yours Sincerely,

The Dog

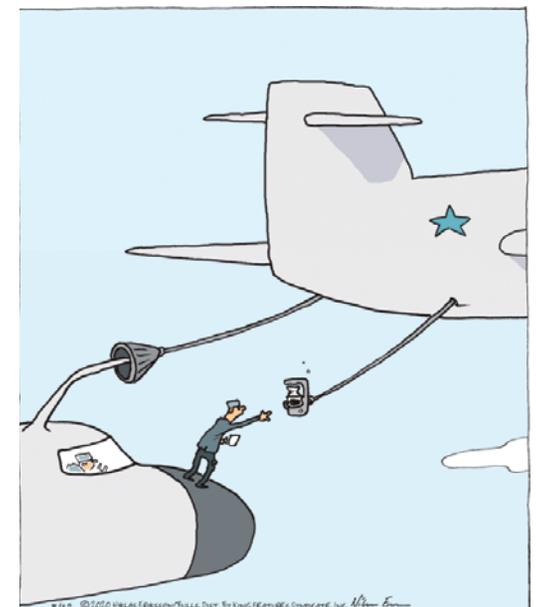


Editor's Note:  
THANK YOU to all who sent  
newsletter fodder after my  
frantic plea for content!



## MECHANIC HOURLY RATE

o \$100 /HR	STANDARD
o \$150 /HR	IF YOU WATCH
o \$175 /HR	IF YOU HELP
o \$200 /HR	IF YOU WORKED ON IT FIRST
o \$250 /HR	IF YOU TELL ME HOW TO DO MY JOB





# October 2020

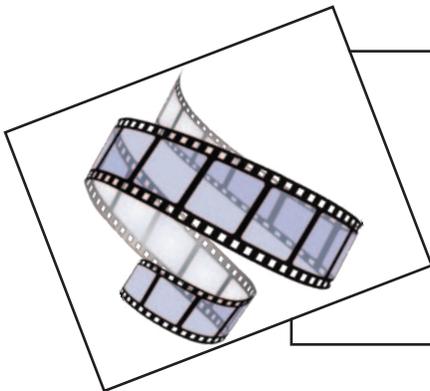


Sun	Mon	Tue	Wed	Thu	Fri	Sat
				1 <b>EAA 113 <i>Virtual</i> Homebuilder's Gathering 7:30 pm</b>	2 	3
4	5 	6	7	8 <b>EAA 113 <i>Virtual</i> Board Meeting 7:30 pm</b>	9	10 
11	12	13	14	15 <b>EAA 113 <i>Virtual</i> General Gathering 7:30 pm</b>	16	17
18	19 	20	21 	22 <b>EAA 113 <i>Virtual</i> IMC Gathering 7:30 pm</b> 	23	24 United Nations Day 
25	26	27	28 	29	30	31 <b>Happy Halloween</b> 

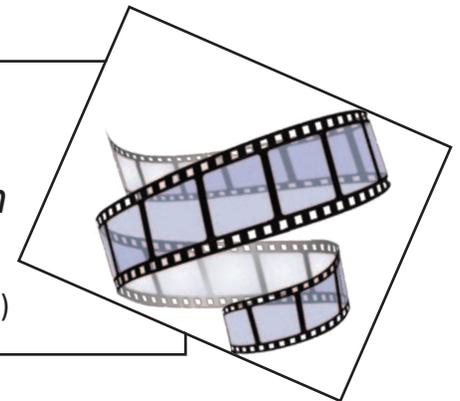


From John Maxfield:

I'm sad to report that Tom Ranta passed away on September 12th. Tom was a Chapter 113 member who had owned a Grumman Cheetah Based at Mettetal. He may be remembered more for his quarter scale RC Airplanes which he frequently brought to the Father's Day pancake breakfasts.



***Calling all video enthusiasts!***  
*Submit your video of the month to Jack McClellan*  
*at [vicepresident@eaa113.org](mailto:vicepresident@eaa113.org)*  
*(Or you might be watching videos of puppies and kittens next month....)*



# Next Virtual Gathering:

October 15, 2020

7:30 PM

Virtual Gathering via Zoom

Check your email for details.

**AN OLD PROBLEM...**

