

EAGLE'S PROPWASH

MARCH 2021 ISSUE

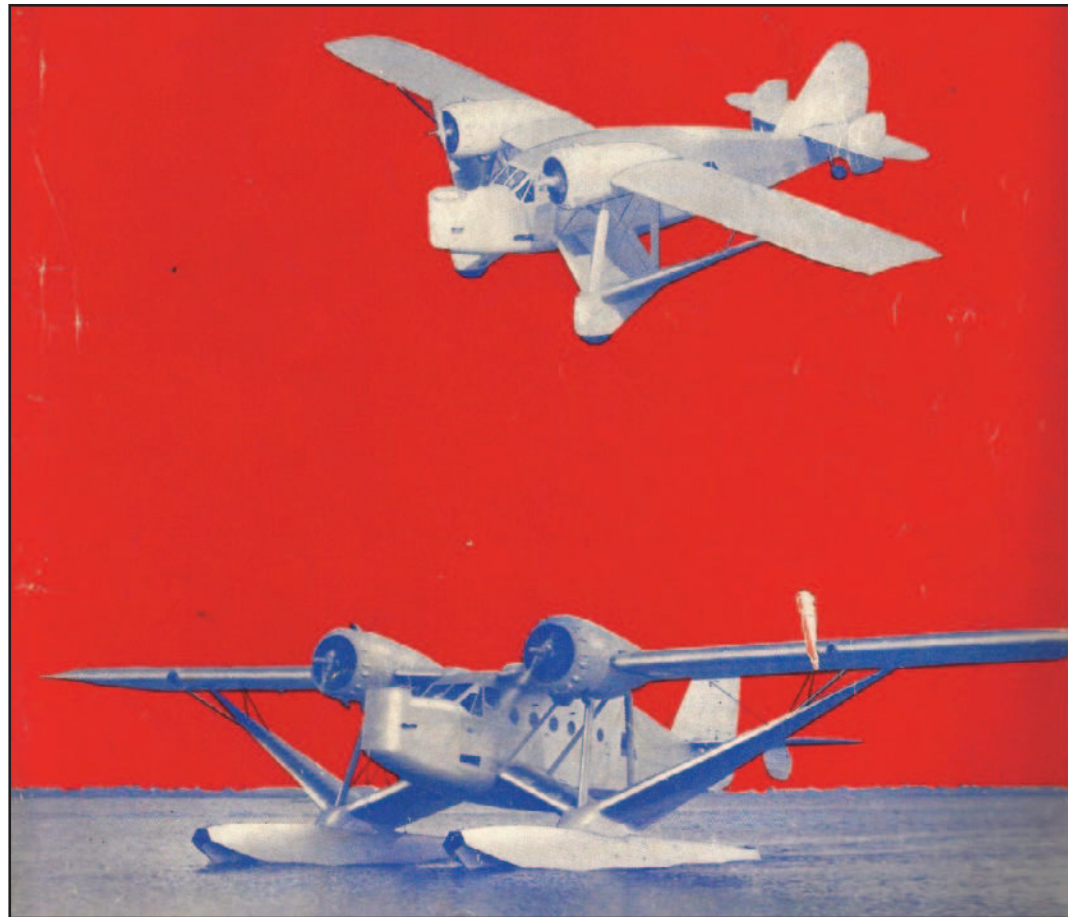
CHAPTER 113 *"The Backyard Eagles"*



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



Bellanca Bi-Motored Seaplane Bomber, cover photo from *Aero Digest*, October, 1934.
Submitted by Pete Waters.

Member Services

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President: Dave Steiner	(734) 645-1150	president@eaa113.org
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Membership Committee:

Al Bosonetto, Dave Buck, John Maxfield

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Flight Advisors:

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Dave James	(734) 721-4213	

Flying Start: Dan Jones	(248) 310-6018	flyingstart@eaa113.org
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Homebuilders: Mike Scovel	(313) 608-7202	builders@eaa113.org
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CHAPTER MISSION STATEMENT:

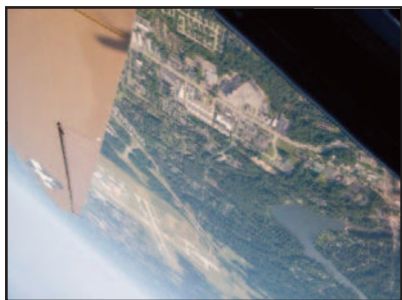
"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun.

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
March 2021

Winter is nearly over, now if we can just kick COVID and restart air shows

The days are getting longer; the equinox is nearly upon us and with it more opportunities for outdoor and in-sky activities. We don't know yet what will happen with OSH but we can keep our fingers crossed. Yankee Air Museum's show is scheduled for the following weekend and at this point we are planning for a full show, but will have a plan B too. You can't wait until a month before show-time to sign performers and round up volunteers, especially when you need the 200 I recruit for the A-Team (admissions) and Garbage Grunts. It's a lot of work, but volunteering at an air show is way more fun than attending as a spectator. I did both at a show in Broomfield, CO a number of years ago. A spectator on Saturday, but volunteered on Sunday and set up on Friday. The volunteering was way more fun, as you get to interact with other volunteers. If you don't believe me, just ask Al MacDavitt, one of the Garbage Grunts. For years he attended THUNDER OVER MICHIGAN with his grandson, buying premium seats for one of the tented clubs. But then the grandson went away to college and Al didn't have anyone to go with. So he decided to volunteer for the Garbage Grunts, the few, the proud. He told me after that he'd never had so much fun at an air show. He kind of wished he'd gotten his grandson to join him earlier. Tom Smith, former EAA 113 president is also a Garbage Grunt; always one of the first to sign up every year! I've yet to volunteer at OSH but it is certainly on my bucket list. And I won't have to do much arm twisting to get my twin brother to join me. Expect we'll regret not doing so sooner. But flying there on the Yankee C-47 is pretty fun too!

Progress on the Don Zimmerman Workshop – Final Inspections are hopefully just over the artificial horizon indicator!

The electrical inspection was passed on Feb 25th. BIG THANKS to Dan Jones, Jim Brown and Joe Kirk for making that happen. Last month, as I announced at the membership gathering, we passed the mechanical (furnace) inspection. Next up is the building inspection, early March. The culmination will be a certificate of occupancy (COO), so we are making good progress toward our goal. With a little luck, following much hard work and good deal of angst, we may have our COO in March, two years into this project. So good news, and with vaccines ramping up we might even be able to use the space this year. We can take some solace in that, even if we had the COO we probably could not have used the space due to COVID restrictions.

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. What topic would you like to see covered? Or maybe give a presentation 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. 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. Get your vaccination as soon as you are able.

How Well Do You Know Your Fellow EAA 113 Chapter Members?

Below are the long awaited answers and stories submitted by many EAA 113 Chapter Members sharing their first or most unusual jobs. What an amazing breadth of diverse talents and abilities by individuals in our Chapter! Thank you to all who were willing to share your personal stories.

~Debbie

Rick Karaschin

My first official job with a time card and paycheck was as a truck shop steward sweeping and cleaning and any other dirty jobs the mechanics didn't want to do.

Jessica Ziegler

Pitching Watermelons for one summer. My first husband was a long haul truck driver and I barely saw him. I lived in a very, very small town and not much for job opportunities. We, or should I say that I was poor as crap and needed the money. When there's a will there's a way. He didn't think I would hang with it, but do not tell me I cannot do something. Lol!

Fritz Ziegler

One of my more unique jobs was a quality control tech. at a petrochemical blender. We made quench oils, lubricants and hydraulic fluids. My job was to test the products to conformance prior to shipping to the customer.

Dan Jones

My first job was at my Grandparents farm in Utica. I will never forget weeding transplanted endive in rows so long they seemed to pass over the horizon.

Al Bosonetto

My first job after the service was at Diamond Automation working with hi-speed egg packaging and designing a detector for spotting blood in the eggs or cracked or leaking eggs.

Dan Valle

My first job was a swimming pool installer for the old style redwood above ground pools back in the 60's.

Sean Crooks

I worked at GM Paris Bakery. Washing dishes, doing deliveries, working into baking and dating the bakery Betty's. Ten years there. Owners were from Poland, so at 14 1/2 they gave me keys to the van and told me to go make deliveries. And I did.....without incident. Learned some polish....good morning.... Good day.... Swear words.



Mike Scovel

I started out as a dishwasher for “The Vineyards” in Franklin MI. from there I became a Cooks assistant to Bus Boy. Had a GREAT time, some VERY memorable experiences. It was a wonderful learning experience, one that I have never forgotten.

James Crane

In high school I worked as a life guard and a caddie at Grosse Isle golf and country club. More interesting may be that I had an internship at GE aircraft engines while I attended Michigan State.

Charlie Becker

My first job was a busboy at Krueger’s Bar, which was owned by my uncle. I would skateboard to work from my house. My first real job was an auditor at KPMG in St. Louis.

Al Fuller

It wasn’t my first job, but one of my more ’interesting’ jobs went like this:

While consulting with the Data Processing Department of a large municipality, I was convinced (for some reason I don’t recall) to apply to be a permanent employee. It turned out I needed to pass a programming test in COBOL - which I didn’t know. After studying up, I passed the test and was hired. Rather than being assigned to the downtown Data Center, I was immediately assigned to the sewage treatment plant! OK, I’ll try... I arrive at the plant the first day, and was met at the gate by one of the experienced programmers - who says "so, you’re a COBOL programmer, eh?" I fessed up right away that while I had passed the test, I had never laid eyes on a real COBOL program. He says OK, no worries - we don’t have any COBOL machines here. Do you know FORTRAN?

Sigh... It was mostly downhill from there!

Dave Steiner

First job was a paper route. My twin brother and I started the route with a new subdivision of six houses. Our profit the first month was 86 cents! Right out of college, I started with a company that made plastic trays and seeding machines for the commercial-scale greenhouse industry. I worked there until I retired in 2018. In the 80’s and 90’s Blackmore Co. was instrumental in changing the way young plants were produced around the world. It was pretty exciting to be the VP of a small company that did business around the world.

Don Moore

I first worked at Stop ‘n Shop in Plymouth stocking shelves and carrying bags for 55 cents an hour. It took a while but I finally earned enough money to buy a used Cushman scooter. Later, I got a job in the parts department at the Ford Dealership down the road and there I made 75 cents an hour!

Jim Dresbach

My first job was cleaning and fueling and taxing various single and twin aircraft, with virtually no training, off the books where for every 20 hours I worked I got one hour of flight instruction. I was only 16 at the time, I was driving fuel trucks from 300 gallons to 3,000 gallons and an WW-II Army jeep around the airport. As long as I stayed on the airport I did not need any kind of a driver’s license regular or commercial type.

Most memorable thing that happened in that job was I saw someone fuel a DC-3 where one gas tank had been removed for repair but no one told the line crew so the port where a tank should have been got fueled with the requested amount of gas. So when it was taxing down the taxiway it blew up because the

gas went into the belly of the aircraft. Though I had not fueled the aircraft, at age 16 I was told to move a 3,000 gallon gas truck, near the aircraft away from the burning plane.

On another occasion when I was working the line at Peoria, IL airport an F-86 landed (it was a joint use airport) and forgot to put down his landing gear. It sounded like a bomb going off. I was about 1,000 yards away from where he touched down. On another occasion I was cleaning the bottom of a fabric aircraft and my hand went right through the fabric, as the fabric had become thoroughly rotted with time. Art Linkletter was a famous American-Canadian radio personality and I gotten the opportunity to work on his plane

Dave Buck

My first job was helping my grandfather dig graves by hand. Shovels and equipment were carried in the back of a 1929 farm truck.

Martin Filiatrault

My first real job was working as a stock boy at Long Lake Market. I usually rode my motorcycle to work - even through the snow during winter. But sometimes I'd have to take my dad's car to work. It used to bug my co-workers to no end, seeing their lowly stock boy/grocery bagger show up for work driving a beautiful copper-colored Lincoln Continental Mark IV!

One of my various careers while living in California was working as a concrete cutter; I used to cut doors and windows in concrete walls. That job took me all over Northern California and I got to work at some spectacular places. I once got a chance to go to the top of Sutro Tower, the immense three-legged icon overlooking the city of San Francisco from Twin Peaks. I also got a chance to work at Beale AFB in Marysville, CA; they operated the SR-71 and U-2 spy planes out of that base. I'll never forget being on a manlift 25 feet in the air, drilling a big hole in a maintenance hangar while looking down at the SR-71s parked in their open hangars on the flight line, surrounded by guards toting M16 rifles.

Molly Pyles

I worked concessions at a minor league baseball park. Anything from scooping Dip'n'Dots, dipping fresh roast beef for a sandwich, pouring oh so many beers, and even hosting kids birthday parties (yes, from serving pizza to singing the Happy Birthday song!).

Nathan Pyles

I waited tables at a senior independent living center.

John Maxfield

My first job was as a Caddie at a very nice country club in Dearborn. It lasted one round of golf! Along about the sixth hole, I decided I would much rather work at the airport with airplanes than watch them fly overhead! Now I've come to realize that instead of schlepping those golf bags around the country club, I'm schlepping them around the entire country in a jet!

Debbie Redding

I worked for Singer Sales and Service selling sewing machines. I found that to be too slow paced for my liking so I created a new position for myself of making displays and teaching classes. It was also discovered that I was very good at repairing sewing machines!

Tony England

Just out of my PhD at MIT, I was accepted at 25 as an Apollo Scientist Astronaut in 1967. This was the luck of being at the right place at the right time.

Tom Smith

While in college I worked for then Mecosta County Road Commission. A new bridge was being constructed over the Muskegon River, and one of the things I had to design was the road elevations every 50 feet for the vertical curve that had to match the piers that the bridge would rest on.

Joe Hood

I was in the Marine Corps, working avionics and electronics on OA-4M Skyhawks.

Jim Brown

My first job was a garbage man in a small village in upstate NY. This was a great summer job during my first two years of college.

Bob Trumpolt

My first job in 1950, was airport line boy (think bottom of the airport food chain); age 15, at Bolton, Ma. Airport, a very busy G.I. bill flight school. Soloed seven months later, after 5:30 dual in T-Craft.

Liz Hebron

My first job after high school, at my mother's insistence, was selling Fuller Brush door-to-door. It was horrible. I was a shy, introverted eighteen-year-old who had lost my father two weeks before my graduation. I spent that first hot summer dragging feet and sample case full of freebees and catalogs from one house to the next. Most people who bothered to answer their doors were polite and humored me with feigned interest, and perhaps placed a pity order here and there. Others were downright rude, which as a heretofore sheltered teen, felt like a kick in the gut that I took as a personal attack. Many tears were shed after these incidences.

In the fall, I foiled my mother's plans when I registered for classes at the community college. I made sure that my classes were spread throughout the daylight hours and took a student aide job in the college library between classes, thus ensuring an end to the worst job I ever had. It was even worse than my short lived one week job as a waitress, but that's another story.

Chris Gordon

My first job was mowing the runway at Shamrock Field (6G8) in Brooklyn, I rode my bike to work from home nearby because this was before I had my driver's license.

Alan Baumgartner

First job was making straw brooms at Greenfield Village.

“You have to start somewhere to make it anywhere!”



EAA 113 Aviation Scholarships

FINAL CALL

“This is the Final Call
for All Students in
the vicinity to
submit your
application for the
EAA 113 Aviation
Scholarship.

The door will be
closing on
March 31st.

Once the door is
closed it will not
reopen until next
year!”



The EAA 113 Aviation Studies Scholarship
forms are available on our website:

HINTS AND KINKS

By Pete Waters

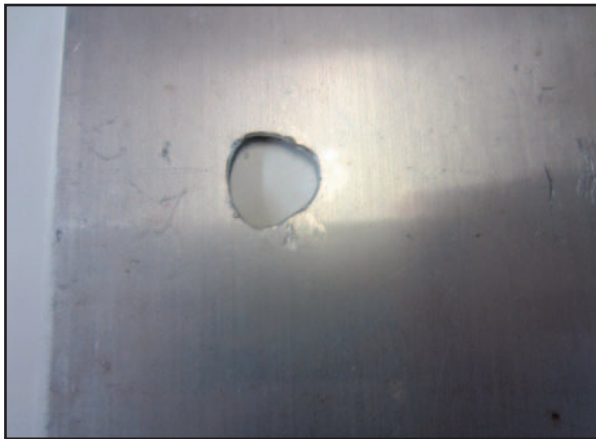
This month covers the topic of drilling “round” holes in thin metal. We all have had the problem of a drill chattering and producing a sort of roundish hole, but it is actually a three lobed hole, and the exercise is known as “Three Point Ovality”. The hole shape looks like the cavity of a Mazda Wankel.

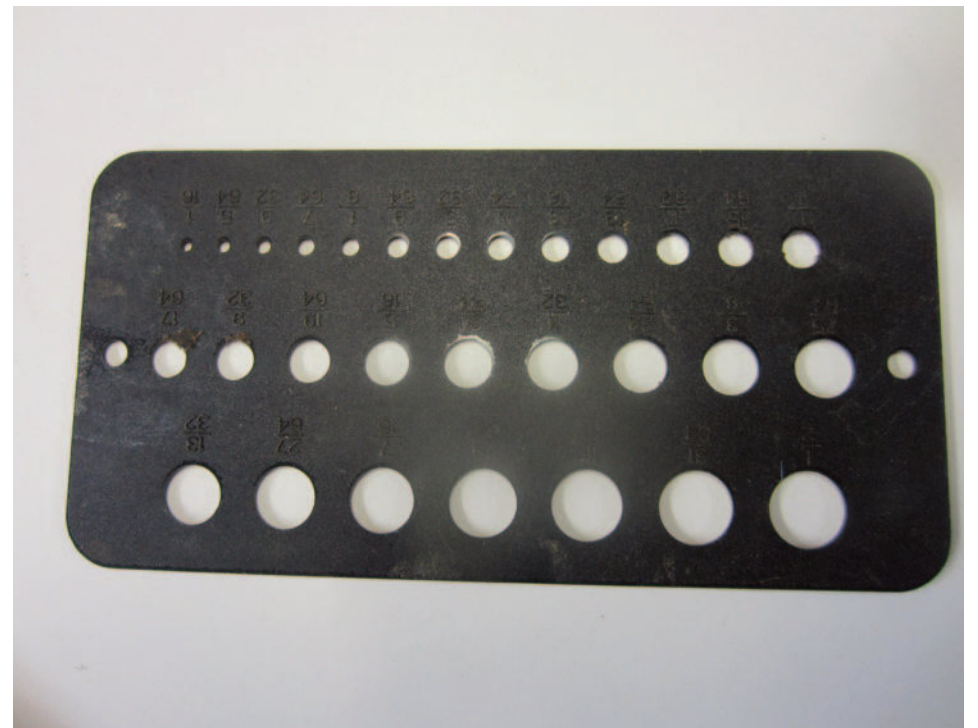
This occurs when one lip of the drill grabs the material and then uses that point to pivot a short distance, where the opposite lip of the two fluted drill bit takes its turn to grab and pivot. This action is repeated and produces the three lobed hole. Strange is that a 4 fluted drill will produce a 5 lobed hole with the intermittent cutting action.

A trip to the local Harbor Freight will get you a set of “Stepped Drill Bits”, and they usually have a selection of sizes. I often use the smallest as it has a point to start easily. These bits have two full length cutting edges and at each step section are two partly constant diameter guides.. So these two areas keep the bit centered. These steps will also allow gradually enlarging the hole’s diameter, and deburr the last one cut. The holes in the photo are all made with the same drill.

The diameters of these bits are not standard, and another type, with no steps, just a full length taper, can be used to produce an accurate hole diameter. Maybe, production Tool will carry standard sized units, but will be more \$\$\$.

I also show a “Rasp Drill Bit” in three sizes. These are great to cut irregular holes in most materials, even “move” a wrongly place one! Pick up a Drill Gauge, plastic, but very convenient when you cannot read a drill size, or check the step drill bit’s diameters.





All Photos Courtesy of Pete Waters

VIRTUAL COFFEE HOUR



Saturday, March 6th, 2021 at 9:00 a.m.

Join us via ZOOM!

A link will be emailed to all EAA 113 Chapter members. If you don't receive it, please contact : events@EAA113.org.

HISTORY REPEATS ITSELF?

Submitted by Dave James

The Mars lander looks a lot like Arthur Young's helicopter flying test models. This may not mean much to many but the blades on this machine above look remarkably similar to the Olmsted propeller blades made by Charles Morgan Olmsted here in Buffalo 110+ years ago!! For those not familiar with the Olmsted propellers here is a photograph of the Olmsted propellers on the Curtiss NC-4. The NC-4 "First Across." The Olmsted propeller was more efficient than propellers of the time, and design using higher scientific mathematics.

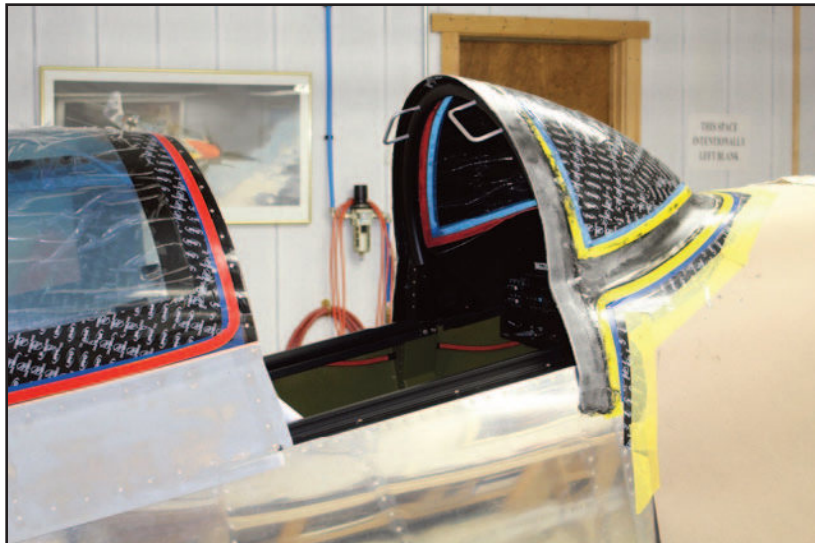


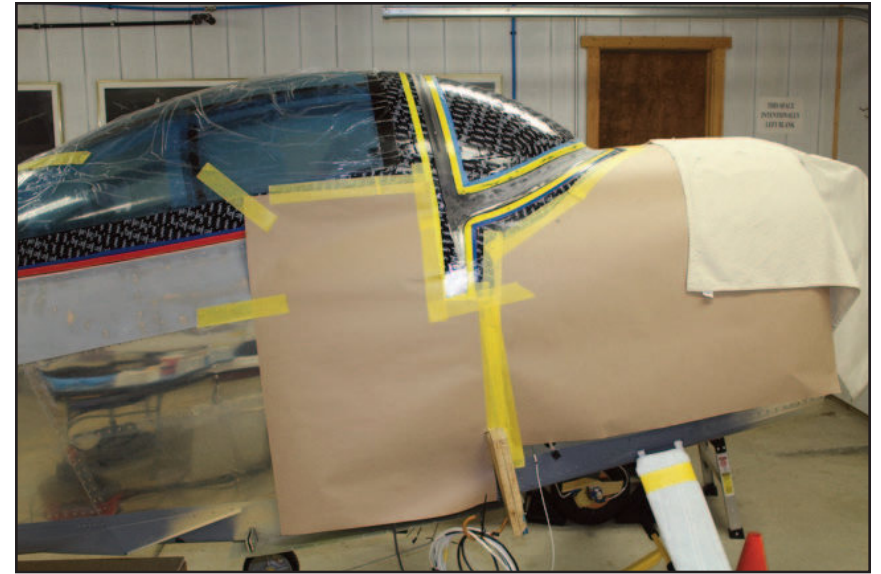
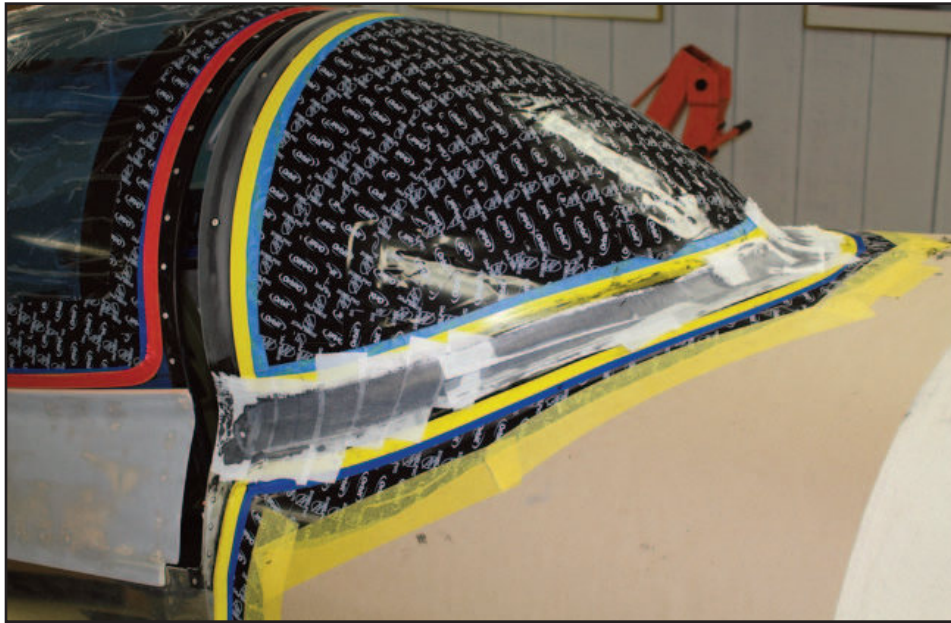
NC-4 with Olmsted Propellers just before the First Leg of the Transatlantic Flight.

PROGRESS THROUGH DISTRACTION

By Martin Filiatrault

My theme seems to be Progress Through Distraction. This month's distraction included having my rustbucket GMC Yukon (I called it the Pukon) betray me once again; I had to sell it as a non-runner and replace it with a Ford Explorer that is reliable enough to return my engine to Tulsa. Progress this month included more canopy and windscreen finishing work. Nathan Pyles came up to assist in manhandling the canopy on and off the support sand, canopy cradle and fuselage. He also helped with some modifications that became necessary to improve fit... and helped keep me from having fits when things went south. The day ended as a success, and I'm grateful to Nathan for all the help. With the canopy fit properly and the windscreen adhesive process done, the fiberglass work began on the windscreen molding. The fillet area was masked; epoxy, microballoons and black epoxy dye were mixed into a paste and applied around the base to begin the fillet shaping process. After sanding the areas, structural epoxy adhesive was applied in a thin layer on the exposed aluminum. Dyed pre-preg fiberglass strips were laid up, cut to shape and applied to the base of the windscreen. The fillet was built up with epoxy and floc; more layers of fiberglass were added; special sanding tools were improvised and used to continue shaping the fillet. The canopy was carefully masked, locked closed and laid out for the fiberglass molding that covers and extends the aft edge of the windscreen, overlapping the canopy. With the aft edge of the plexiglass sanded and all surfaces cleaned, dyed epoxy was brushed on to the aft edge and long fiberglass dyed pre-preg strips were applied over the aft edge following the layout indicated with yellow electrical tape. Peel ply was applied; when those fiberglass layers were cured, more layers were gradually added, including some extra layers along the more vulnerable lower edges to increase the durability. With the fiberglass layup complete and cured, it was time to remove some of the masking and say a prayer that I hadn't accidentally epoxied the canopy to the windscreen, closing the cockpit forever and turning my completed fuselage into a very expensive sculpture. The extra care in masking paid off; with some gentle coaxing with a mold wedge, the canopy separated and rolled back. After a little bit of clean up, the canopy fitment into the new enclosure was checked and I was very pleased with the result. Still lots of sanding, filling and shaping to do... but another major hurdle is behind me.





FLYING LESSONS

By Jack Groat

This story goes back to about 1984, give or take a few years. I was a co-owner of a Cessna 150. I was taking lessons and my instructor was a young man who had just received his instructors rating and I was his first student.

On our RV-10 I purchased some pricy Bose headsets with noise cancelling and all the bells and whistles. I can hear clearly with these headsets, but as a non-pilot, I still don't always pick up the pilot "jargon" that is the normal pilot to tower conversation.

The old Cessna did not have expensive headsets but a 3 inch speaker located somewhere behind me. I never understood a word coming over the speaker. Usually my lessons consisted of flying out in the countryside and doing some turns, stalls, etc. Occasionally we would go to a controlled airport where I had to talk to the control tower and I hated it. I asked my instructor "What did he say?" on virtually every conversation.

One beautiful Sunday morning my instructor said let's we go over to Willow Run and do some touch-and-go landings. Once I got there and was instructed which runway to use, it got easier for me. After each landing I would ask to go around again and they would tell me to go around and land on runway 23 right. Each time he would tell me the same thing, so it wasn't that difficult to figure out what he was saying. The day was beautiful and the traffic was light to non-existent. A great day to go flying.

Doing touch-and-go landings are a little boring, and for my instructor really, really boring.

I noticed my fuel was down and we needed to land and put in some fuel. My instructor told me to request a full landing instead of a touch and go. Here's where communications broke down that almost ended in disaster.

After I requested a full landing, the radio said, "blif op da jumble blah fla blather dum". I asked my instructor, "Did he tell me to land on runway 23 right?"

My instructor didn't answer right away. The radio again said, "fubba bla der murmer do flather gre moo". My instructor said, "That's 23 left". Ok, I have to go over to 23 left, which is on the other side of the airport to land.

What I didn't know was that last radio transmission was "Zantop four golf whiskey you are cleared for runway 23 left". He was not answering my question but letting me know that Zantop was using 23 left. I didn't have a clue.

As I was flying the base leg I went right past runway 23 right and headed for 23 left.

Suddenly my instructor started getting uneasy. He was looking down at the ground, which was farm fields and said, "Aren't you pretty wide?"

"No", I said, "I'm lined right up for 23 left".

There was shock on my instructors face and he yelled out, "THAT'S ZANTOPS!"

My right wing was dipped and he could see nothing but the ground and the bottom of the right wing.

I looked out my left window and there was a four engine jet on a collision course with me. I could see the pilot and co-pilot clearly. If I knew them personally, I would have been able to tell who was flying first and second seat.

Here I am in a low speed turn with my flaps down and very low altitude. I am a very green pilot, but I was smart enough to know that is a dangerous place to be making any radical maneuvers. That flashed thru my brain in an instant. I gave it full power, which on that old Cessna was not a whole lot of power. I cranked the yoke for a steep turn to the right. My instructor was totally confused. He didn't know what I saw. I screamed at him, YOU TAKE IT, TURN RIGHT, TURN RIGHT! I figured he could recover from a stall better than me.

I have no idea how close we came to colliding or how close we came to stalling. After we made the abrupt turn, we headed over to 23 right to land. My instructor said, "What in hell possessed you to go over to 23 left?"

I said, "You told me too".

As soon as the plane came to a stop, my instructor got out and ran for the tower. He wanted to talk to the tower and those Zantop pilots. When he returned he said they were not going to file a report with the FAA to report a near collision. I probably would have cost him his instructors rating or worse.

So it all ended OK, I guess.

Think Spring!



SWICK T-CLIP 180HP • \$25,000 • AVAILABLE FOR SALE • Swick T-Clip 180. (BC-12) This was originally built by the Swicks and used to attain STC for 180hp IO-360. Brought home to rebuild. 0 SMOH 180 Lycoming, Bendix PS5 carb, spring aluminum gear, inverted fuel/oil, Doug Dodge Super Pitts cowling. Current owner consistently placed in top 3 Intermediate category in aerobatic competitions, including the US and Canadian Nationals. Selling due to failing health. Aircraft is in Howell, Michigan. \$25,000 OBO • Contact [Michael McKenzie](#) , Friend of Owner - located Birmingham, Alabama, AL United States • Telephone: 2056123480 • Posted February 27, 2021 • [Show all Ads posted by this Advertiser](#) • [Recommend This Ad to a Friend](#) • [Email Advertiser](#) • [Save to Watchlist](#) • [Report This Ad](#) • [View Larger Images](#)



FOR SALE

Custom made, Continental 220 Radial Engine Table in perfect condition.

Buyer must pick up from Dave McKenzie's home in Howell.

Asking \$2000





PLANNING AHEAD

As the calendar flips to March, we are reminded that it has been one year....yes, *one long year*....since our lives were changed by something so unimaginable. Life has been difficult to say the least but EAA 113 has found ways to continue to stay in touch and reach out to our aviation family. It is obvious that everyone longs for the “good old days” when we can once again be together in person. However, in spite of our best efforts, we must continue to be diligent and comply with the official guidelines set forth for our protection.

The current restrictions in our state remain the same on indoor limits which prevents the EAA Aviation Center from opening to the public. There have been some preliminary indications that the restrictions may be lifting some in the near future. Another, perhaps a surer thing is*Spring is coming!!* Once warmer weather is fully upon us, we are planning on opening the EAA Aviation Center to allow some Chapter events to be held outside or in the hangar with extra spacing. Look for updates in your email or next newsletter.

We do not have actual dates for any upcoming events yet, as we continue to wait just a little longer for the weather both locally and from Lansing. Large public events such as our Pancake Breakfast remain under strategic logistical evaluations. However, please know that plans are well under way for several exciting Chapter events this year. Such as:

Open House for the new Zimmerman Workshop (possibly May)

Backyard Adventure (possibly in June)

Oshkosh AirVenture (Fingers crossed July)

Young Eagles & Youth Workshop (possibly August)

60th Anniversary Banquet (possibly September)

It is our goal to get these events on the calendar as soon as we are given the clearance to proceed. Until then, we will continue to check the weather, get our plans filed and hold short.....just a little longer!!

The EAA 113 fun will be flying again soon!!













~Debbie

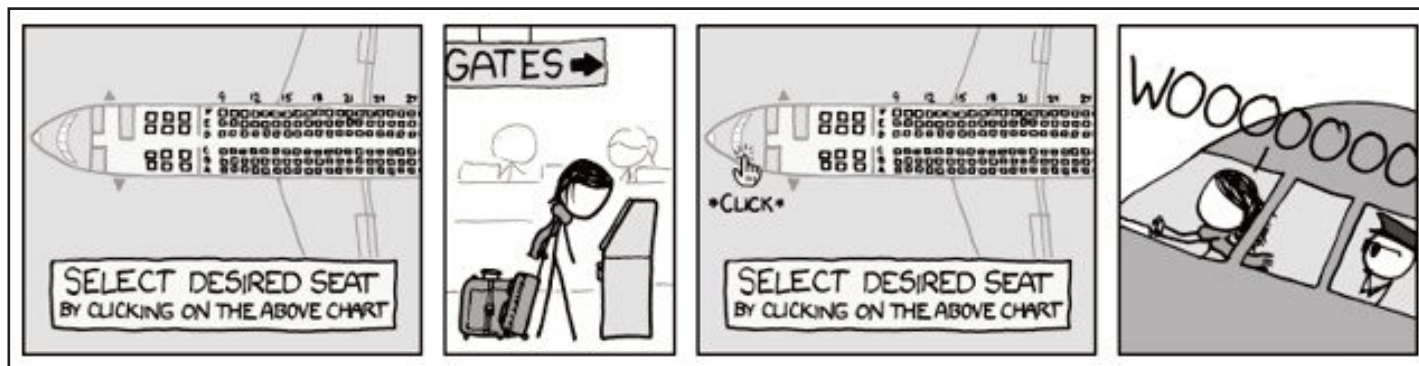




March 2021



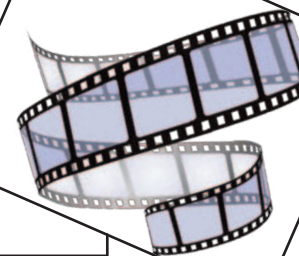
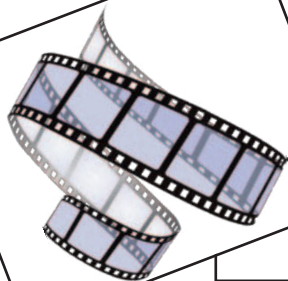
Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2 	3	4 <i>Virtual EAA 113 Homebuilder's Gathering 7:30 pm</i>	5	6 VIRTUAL COFFEE HOUR  9:00 a.m.
7	8	9 	10	11 <i>Virtual EAA 113 Board Meeting 7:30 pm</i>	12 	13
14 	15	16 <i>YIP Pilot/Controller ZOOM Forum</i>	17 	18 <i>Virtual EAA 113 General Gathering 7:30 pm</i>	19	20  HAPPY FIRST DAY OF SPRING!
21	22 	23	24	25 <i>Virtual EAA 113 IMC Club Gathering 7:30 pm</i> 	26	27
28	29	30	31 <i>NOTICE:</i>  <i>EAA 113 Scholarship Applications DUE</i>			



Calling all video enthusiasts!

*Submit your video of the month to Jack McClellan
at vicepresident@eaa113.org*

(Or you might be watching quilting how to videos next month....)



Next Virtual Gathering:

March 18, 2021

7:30 PM

Virtual Gathering via Zoom

Check your email for details.

