

EAGLE'S PROPWASH

DECEMBER 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



HAPPY HOLIDAYS!

Member Services

Class I Board of Directors:

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

Class II Board Members:

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

Class III Board Member:

| | |
|-----------|----------------|
| Joe Kirik | (248) 872-3220 |
|-----------|----------------|

Membership Committee:

Al Bosonetto, Dave Buck, John Maxfield

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

Technical Counselors:

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

Flight Advisors:

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

Scholarships:

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

Young Eagles:

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

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

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

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

Web/Tech Support:

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

Aviation Center Management Committee:

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



CHAPTER MISSION STATEMENT:

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

Chapter members have a passion for flying and are willing to share it with others.

Chapter 113 provides the opportunity for exchange of information, as well as the interaction that leads to friendships that last a lifetime.”

BOARD OF DIRECTORS:

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



PRESIDENT'S *PODIUM*

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

Wrap Up of EAA 113's 60th Year

2021 certainly had its challenges, but thankfully it was not as daunting as 2020. Nobody wants to go through that again! We resumed in-person meetings and some semblance of normalcy in the second half of the year, despite COVID's reluctance to loosen its grip entirely. Many thanks to all those who came to help, and to all those who came to events, from outfitting the workshop to attending the 60th year celebration banquet. A BIG part of EAA is social interaction and sharing aviation comradery among its members and with the public. If you weren't able to join any of the events or celebrations, we miss you, but understand if life, or COVID, or whatever, got in the way. We all truly hope that 2022 will allow us to resume our normal array of fun and flying and keeping Chapter 113 at the Gold Level. And we want as many people as possible to be part of it. We'll keep reaching out for new members and to the public to share our love of aviation. It's what we do! Join the FUN!

Our first Ray Scholarship recipient continues working toward her certificate. The EAA 113 Don Zimmermann Scholarship Fund did not miss a beat during COVID, awarding three scholarships of \$3,000 each in 2021. That bodes well for the next generation's engagement in some aspect of aviation. Make sure the young people in your life know that there is a great future in aviation, as a profession or for fun, and that EAA and Chapter 113 are here to help and mentor them. We recently reached out to M-Flyers, a group of aerospace engineering students at the U of M who are designing, building and flying three UAVs with 10-12 foot wingspans. They are excited at the prospect of seeing our members' EAB projects and the hangar workshop. We already have a connection with U of M aerospace engineering. Past EAA 113 member, Professor Ed Leshner (deceased 1998), designed and built two ACs in the early days of EAA. The 1961 Leshner *NOMAD* is on display in the Francois-Xavier Bagnoud Building on North Campus, and his 1965 record-setting *Teal* hangs at EAA HQ.

Thank you for electing me for another two-year term as president of EAA 113. I and the other board members will do our best for EAA 113. We invite your input and ideas about what you'd like to explore this year. We strongly encourage you to become engaged in the Chapter as much as possible. After all, it is YOUR Chapter, and you have the power to enhance its reputation as THE place to engage in aviation excitement.

Merry Christmas, Happy Holidays & HAPPY NEW YEAR!!!

December Member Gathering – COVID permitting we are trying to have some sort of gathering, but due to COVID, not the traditional holiday potluck with turkey and stuffing. Stay tuned. Yes, the food will be different, but we are trying to keep the social aspect going while keeping everyone safe.

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.

Don't forget - Builder's Meeting the first Thursday of the month. **IMC/VMC the fourth Thursday** won't be held in December due to the holidays.

COVID update - As per EAA HQ directive, EAA 113 will continue to follow all local health authority and CDC guidelines to keep members safe and help prevent the spread of COVID 19 and the Delta variant. Be careful and be safe out there.



You are invited to EAA 113's

60TH ANNUAL HOLIDAY PARTY

"Bring a YOUR OWN dinner" . . . "And Share a Dinner"

Thursday, December 16th, 2021

6:30 p.m.

EAA 113 Aviation Center HANGAR

Come celebrate the season with your family and aviation friends.

There is still much uncertainty with our current social atmosphere which makes planning for events very difficult. Both publically and individually, situations remain very fluid. Because of unreliable counts and the CDC regulations for food handling, this year the Holiday Party will be slightly different. We will NOT be serving food or having a potluck for this year's event. No food will be shared. Rather,

Everyone is asked to Please bring YOUR OWN PERSONAL MEAL of your choice. and also

Bring some can goods to share for the Salvation Army.



Salvation Army

Needs:

| | | |
|------------------------------|------------------------------------|----------------|
| Stuffing | Canned Spaghetti/ Ravioli, etc. | Tuna Fish |
| Gravy (Turkey or Chicken) | Rice (Box or Bag) | Soups |
| Instant Potatoes | Boxed Meals (Hamburger Helper) | Canned Chicken |
| Canned Fruit | Mac & Cheese | Cereal/Oatmeal |
| Canned Vegetables | Pasta Sauce | Peanut Butter |
| | Pasta Noodles | Jelly |
| | | Jello/Pudding |



For 60 years, our Chapter has generously donated to over 20 worthwhile causes both in aviation and in our communities. Many families in our towns are struggling this Holiday Season. We reach out to EAA 113 members as we collect boxed and canned goods for the Salvation Army. You may also make cash donations. Let's help make a difference to some families in need in our own community.

Young Eagles 2021



Finally, the last quarter of 2021 brought back some “life as we had known it”. We were able to safely hold two successful public Young Eagle events. I would like to extend an extra big “Thank You” to everyone that volunteered to keep our young people and parents safe while offering the gift of flight.

The new Young Eagle online registration system has proven to be an incredible asset to the program. The check in process is streamlined and efficient for both volunteers and parents. It allows for us to control the number of registrants and easily contact parents should we need to make the hard decision to cancel or reschedule an event. I can’t sing the praises of this program enough!

During 2021, EAA 113 was able to fly 43 Young Eagles. While the number is considerably down from previous years, we still consider that a WIN coming out of the severe public health crisis. This is just one example of the resiliency of aviation, EAA and Chapter 113. Who knows where this new experience for any of these 43 young people will lead, but we can proudly say we had a hand in their journey “upward”!

We simply cannot have Young Eagle events without having enough volunteers and pilots. We did have to put a limit on the number of youth that could sign up due to the lack of pilots and ground support to cover all necessary positions. Volunteerism is the basic foundation upon which Paul Poberezny built EAA over sixty years ago and remains as such today at both the national and local levels. Please think about offering your time next year for this wonderful program. Help a young person spread their wings and explore their world!

“Man must rise above the Earth—to the top of the atmosphere and beyond—for only thus will he fully understand the world in which he lives.”

~Socrates

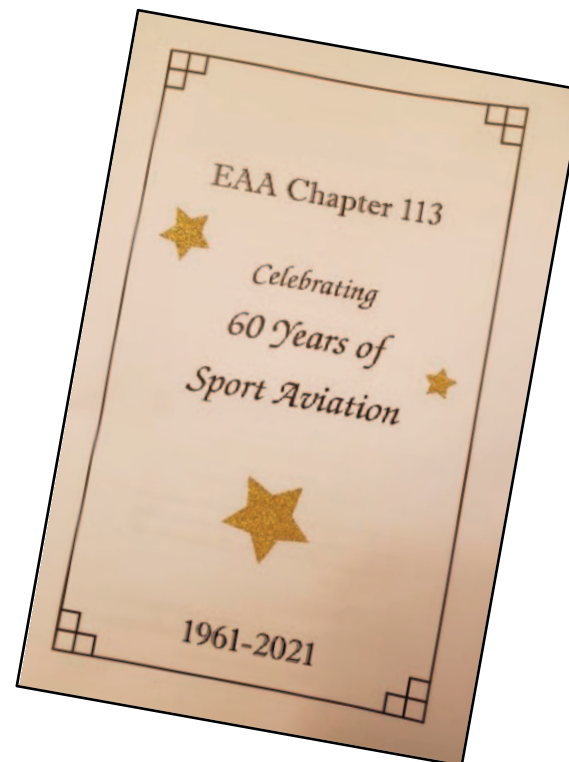


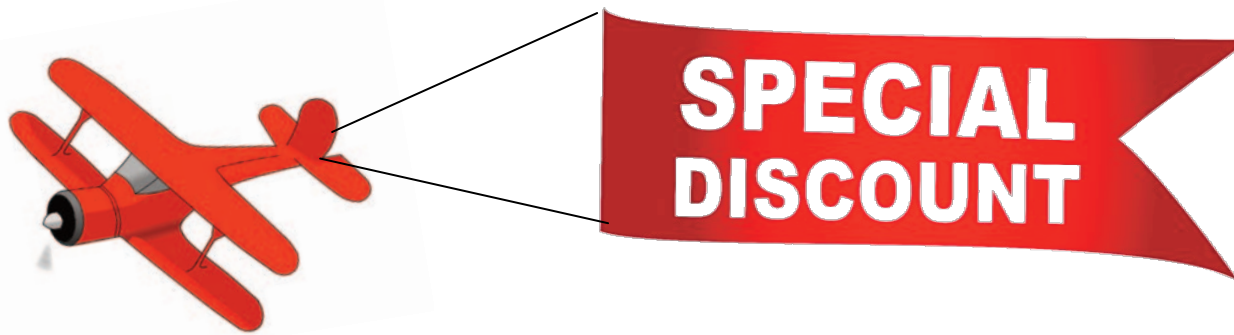
EAA 113 – The origin of our Chapter number ... but not chronologically – Dave Steiner

At the banquet celebrating our 60th anniversary, the program notes included a chapter history written by Debbie Redding and John Maxfield especially for the event. Efforts are underway to get it on the website for all to see. (There are a few extra copies leftover from the banquet on the counter in the back of the gathering room, if you want to pick one up.) Our Chapter was founded in 1961 by “spin-off” members of Chapter 13 in Detroit. Our founders chose the number “113” to honor their “parent” chapter, and that is the number EAA agreed to assign to our Chapter. But it got me thinking, strictly chronologically speaking, what number would we have been assigned? Were we one of the first two dozen, fifty, or inside one hundred numbers? So I emailed Charlie Becker at HQ and asked. In just a few days he got back to me with an answer, after doing some research in back issues of *Sport Aviation*. They are all archived for anyone to search at: <https://www.eaa.org/eea/news-and-publications/eea-magazines-and-publications/eea-sport-aviation-magazine/sport-aviation-archive>.

What he found in the June 1961 issue of *Sport Aviation* was that except for the request, 113 would have been Chapter 106. Roy Kedney in Livonia was our Chapter’s contact person. I’m sure a few of you remember him, although he’s no longer on the EAA roster. Numbers 102-105 were listed ahead of us. So what happened to 106? It got assigned to a Chapter in North Andover, MA. And these Chapters filled in the gap to 113:

- 107 – Austin, TX
- 108 – Crestview, FL
- 109 – Watsonville, CA
- 110 – Louisville, KY (2019 GOLD chapter, as are we)
- 111 – Muscatine, IA
- 112 – London, Ontario, Canada





**Renew your
EAA 113 Membership Dues Now!**



\$25

Make your payment **BEFORE** January 31, 2022 to receive this special rate of \$25.

After this date, the price will return to \$35.00.

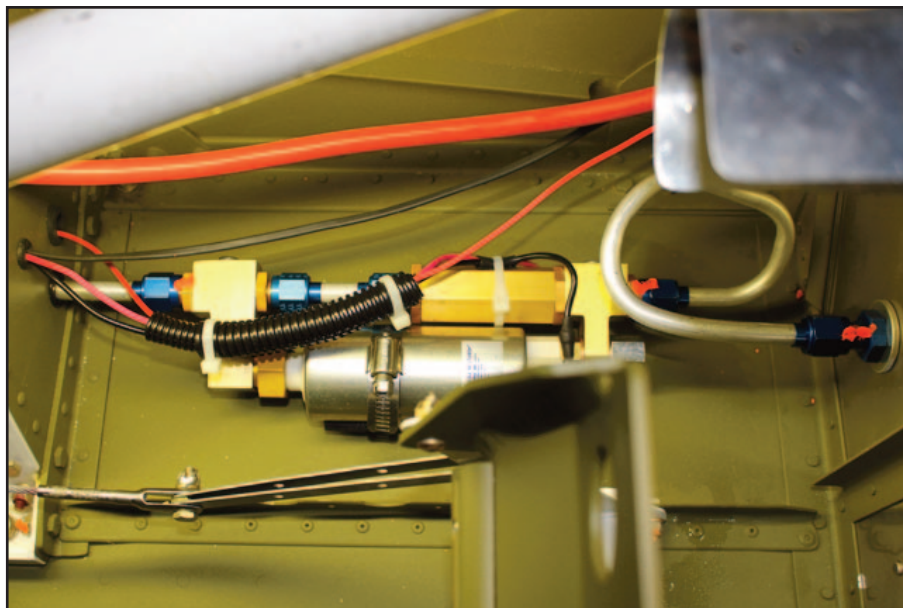
Online payments can be made at eaa113.org by clicking on the “Dues button” or mail your check to:

EAA 113 Treasurer; 8512 N. Lilley Road; Canton, MI 48187

RV-8 UPDATE

By Martin Filiatrault

Since my previous report:
Received Ultimate Gust Lock from Anti-Splat Aero; it didn't fit. They made me a custom stick brace for the cost of shipping. Many thanks to Anti-Splat Aero.



Flow tests were attempted with the assistance of Dave Pohl; fuel boost pump did not work. Removed the pump and sent back to Airflow Performance. They refurbished it and returned it for the cost of shipping. Many thanks to Airflow Performance.



More flow tests were successfully performed with the assistance of my daughter Naomi. The pump performs very well; flow is far above the 125% safety margin for max engine requirements. Also, when pumped dry, each tank leaves very little unusable fuel; 0.15 gal on the left and 0.07 gal on the right with the fuselage level. The tanks were topped off to full capacity of 21 gallons each for winter storage.

Some more work was done on the empennage fairings; the last of the metal parts for the empennage and wing root fairings were wash primed and primed before the shop paint booth was broken down for the winter.



Now for the big news. Superior was getting nowhere with AMOC approval, so I made the commitment to buy a new crankshaft. Barrett had one in stock; once the decision was done they had the engine rebuilt, tested and ready for delivery within two weeks. I could have had it delivered, but recent tragic events had me reeling and I figured the road trip would do me good. I left just before midnight, drove nonstop from Clarkston to Tulsa and arrived at Barrett Precision Engines that afternoon. The engine was loaded and I drove another half hour to my hotel and went to bed early. Left the next morning at 3am and drove home, stopping by the St. Louis Gateway Arch along the way. I traveled 1920 miles in less than 44 hours; it was a good trip. You can watch the video on my YouTube channel if you want to see what it looks like to drive a Ford Explorer at a calculated 9000 mph. (see link below)

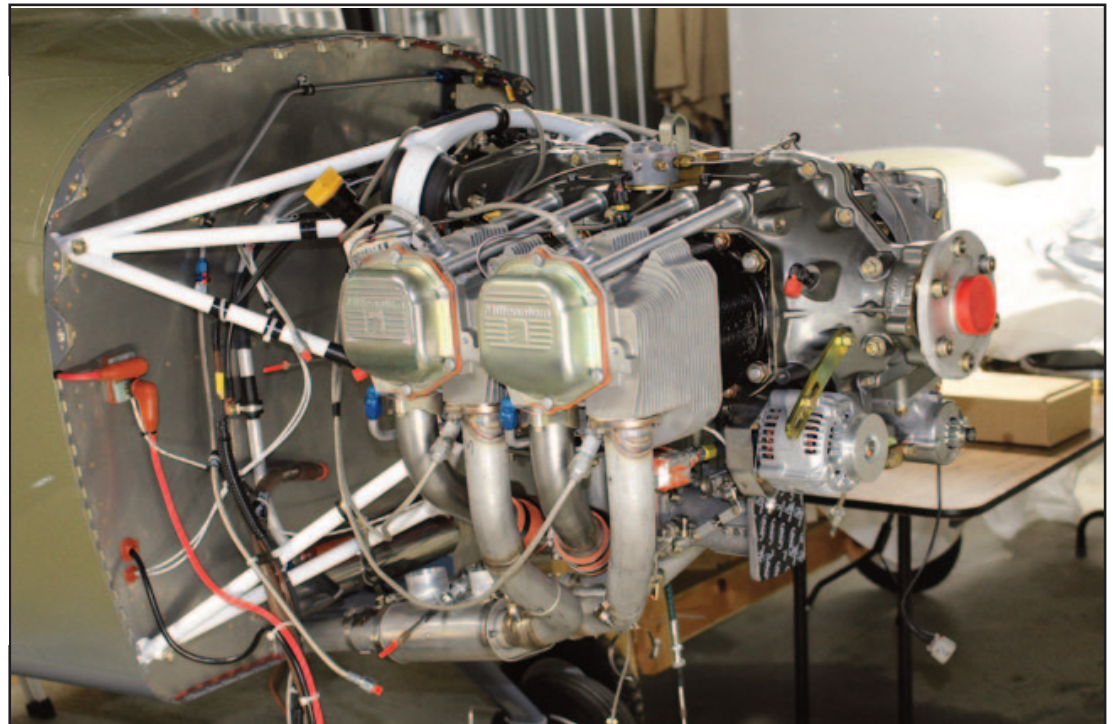
<https://www.youtube.com/watch?v=DuiFW337ZLM>





The engine was remounted with the assistance of Curt Martin, and component refitting has begun. I wish it wasn't winter... but I have ordered heaters and fans and hope to keep working on it.

HAPPY
HOLIDAYS





At 12:05 p.m. on Friday, November 5, 2021 I learned that earlier that morning my DAR, mentor and our close friend Ted Gauthier was killed when his RV-6 lost power over Clare County, MI; the forced landing was not successful.

Ted was one of my biggest sources of encouragement as my build progressed. Ted was a Renaissance Man and a force of nature; anyone who knew him knew that. He was a highly intelligent, highly motivated person with a heart of gold; a firefighter, EMT, business owner, balloon pilot, aircraft builder, boat builder, craftsman, examiner, helper, motivator; a wealth of knowledge and someone with a knack for inviting the people he met into his realm of true and welcoming friendship.

He left us all way too soon, but I can guarantee you that everyone who knew him and grieves his loss will carry his lessons forward as we use them to better ourselves and our achievements. He would want nothing less, and he would be honored by our efforts to continue his legacy in this way. I will strive to follow his example for the rest of my life. Thank you, Ted, for all the wisdom and friendship you shared while you were here. I will never forget.

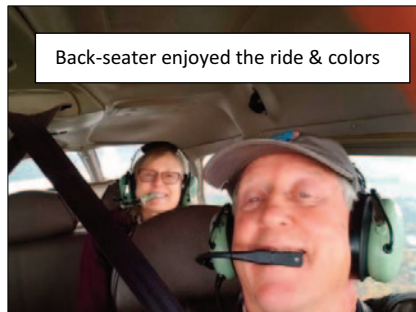
~ Martin Filiatrault

Halloween Treat - Dave Steiner

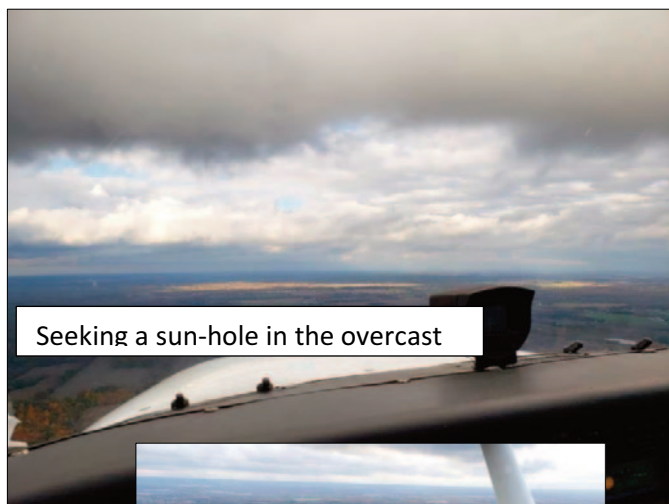
For the EAA 113 banquet, Solo Aviation kindly donated a Fall Color Tour flight from ARB for the silent auction, and I was the only bidder. A nice way to support the Chapter and have some fun, too, I thought. Nothing like seeing the fall colors from 2000 AGL. Besides, my fiancée had never been in a small AC other than a WACO ride at Yankee Air Museum.

We waited a few weeks to get the color and wx we wanted, but finally on Halloween the colors were good. Although it could have been sunnier, it was certainly a better Sunday for flying than the near zero-zero the prior week. Our not yet 21-year-old CFII, Alex Reed (he went to flight school right out of high school), let me take left seat as this trip was also to be an introduction to GA flying. I was pretty comfortable with that, having taken instruction in and soloing a C-172. I did the taxi, run-up (was even decent on the radio) and take-off, but was pretty much an observer for most of the trip. And with quartering cross-winds gusting to 19 mph, I certainly didn't want to attempt a landing! Alex navigated with his iPad as I picked out landmarks. Our "flight plan" was to seek out any colorful spots, but also to try to stay vectored southwest to fly over Hidden Lake Gardens near Tipton, then over our house on the return to ARB. I spotted the intersection of M-52

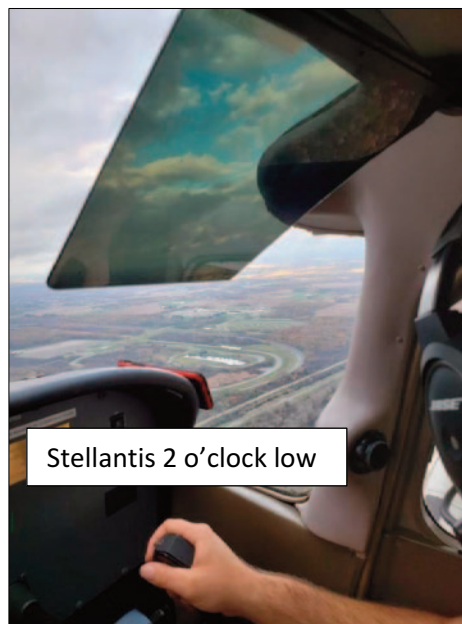
and US-12 west of Saline, however we never got much south of there to pick up Hidden Lake Gardens on M-50. But we were close and the tach was running. So we headed north and spotted the Chrysler Proving Grounds (Stellantis now) on M-52 where we knew we could also find and follow Scio Church Road to circle our house. I knew right where we were on the ground. Alex knew where we were on the iPad. The AC was strictly steam gauge.



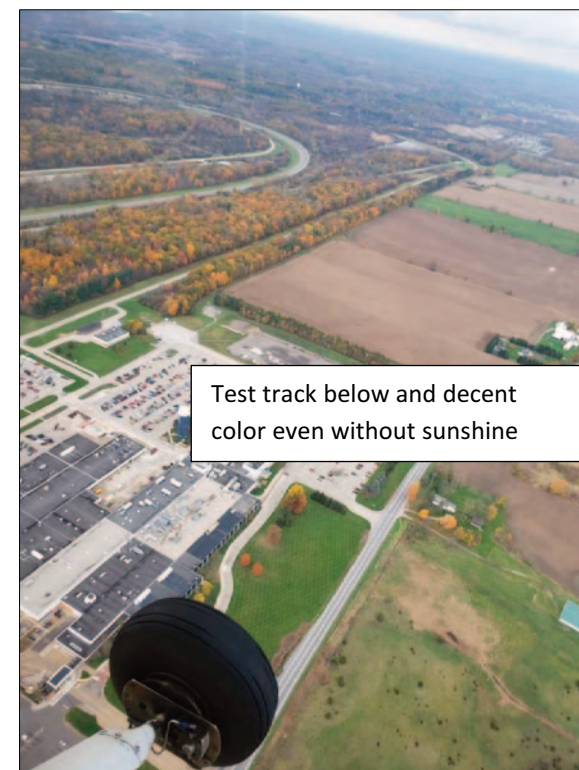
Back-seater enjoyed the ride & colors



Seeking a sun-hole in the overcast



Stellantis 2 o'clock low



Test track below and decent color even without sunshine

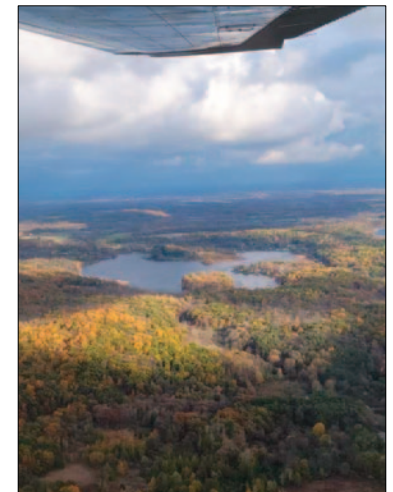
It was a very smooth ride and really a beautiful day for flying (just not so great for landing).



Left: The sky was beautiful over the Irish Hills. Above: Alex on the yoke. He even signed my old logbook. Colors did pop when the sun broke through.



Right: We circled the house and neighborhood



Above: Irish Hills color

'twas the night before Christmas, and out on the ramp,
Not an airplane was stirring, not even a Champ.
All the aircraft were fastened to tiedowns with care,
In hopes that come morning, they'd all still be there.

The fuel trucks were nestled, all snug in their spots,
While peak wind gusts from two-zero reached 39 knots!
And I at the fuel desk, now finally caught up,
Had just settled comfortably down on my butt.
When over the radio, there arose such a clatter,
I turned up the scanner to hear what was the matter.

A voice clearly heard over squelch static and snow,
Asked for clearance to land at the airport below.
He barked out his transmission so lively and quick,
I could've sworn that the call sign he used was St. Nick!

Away to the window, I flew like a flash!
Sure that it was only Horizon's late Dash.
Then he called his position, and there could be no denial,
"This is St. Nicholas One, and I'm on short final."

When what to my wondering eyes should appear,
But a Rutan sleigh and eight Rotax reindeer.

He flew the approach, right on the glide slope he came,
As he passed all the fixes, he called them by name:
"Now Rengo! Now Tolga! Now Trini! and Bacun!
On Comet! On Cupid!" ...what pills was he takin'?

Those last couple of fixes left ATC confused.
And they called down to the office to give me the news.
The message they left was both urgent and dour;
"When Santa lands, could he please call the tower?"

He landed like silk, with his sled runners sparking,
Then I heard, "Exit at Charlie and taxi to parking."
So, up to the office, the coursers they flew,
With loud airplane noises, and St. Nicholas, too.

He stepped out of his sleigh, but before he could talk,
I had run out to greet him, with my best set of chocks.

He was dressed all in fur, which was covered with frost,
And his beard was all blackened from reindeer exhaust.
His breath smelled like peppermint, gone slightly stale.
'cause he smoked on a pipe, but he didn't inhale!

He had a broad face and his armpits where smelly,
And his boots were as black as a cropduster's belly.

He was chubby and plump, and he looked pretty cool,

As he kindly informed me that he needed some fuel.
A wink of his eye and a twist of his toes,
Led me to know he was desperate to powder his nose!

I spoke nary a word, but went straight to my work,
And I topped off the sleigh, but I spilled like a jerk.

He came out of the restroom, with a sign of relief,
Then picked up his phone, for a flight service brief.
And I thought, as he scribbled silently in his log,
That with Rudolph, he could land in an eighth-mile with fog!

Next, he completed his preflight, from the front to the rear,
Jumped in, put on his headset, and I heard him yell, "Clear!"
And laying a finger on his push-to-talk,
He radioed the tower, for his clearance and squawk.
"Straight out on one-eight," the tower called forth,
"Your traffic's a helicopter, on long final from the north."

But I heard him exclaim, 'ere he had positive climb in the night,
"Happy Christmas to all, ...I have traffic in sight!"

written by P. Moses



December 2021



| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|---|--|--|---|---|
|  | | | 1  | 2 EAA 113 Homebuilder's Meeting 7:30 p.m | 3 | 4 Breakfast @ 3 Brothers 8:15am  Operation Good Cheer Oakland International Airport |
| 5 | 6  | 7 | 8 | 9 EAA 113 Board Meeting 7:30 p.m. | 10  | 11 Breakfast @ 3 Brothers 8:15am |
| 12  | 13 | 14  | 15 | 16 EAA 113 Holiday Party 6:30 p.m  | 17 | 18 Breakfast @ 3 Brothers 8:15am |
| 19 | 20 | 21  | 22 | 23 | 24  | 25 Merry Christmas |
| 26 | 27  | 28 | 29  | 30 | 31  | Happy New Year |



DONATE A PORTION OF YOUR AMAZON PURCHASES TO EAA CHAPTER 113

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

How it works:

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



THE ZIMMERMAN WORKSHOP IS IN NEED OF YOUR SUPPORT!

Do you have some tools sitting around that you no longer use? Are you looking to declutter your shop? EAA Chapter 113 can help. The Zimmerman Workshop is open for business but is still in need of a few select tools. The following tools are needed to complete the shop: Chop Saw, shrinker / stretcher, roller, air reels, dust pans, brooms, bench brushes, trash cans, tin snips, air drills, rivet guns, and shop vacs. (See page 9 in this newsletter.)

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.

MOONEY M20J FOR SALE



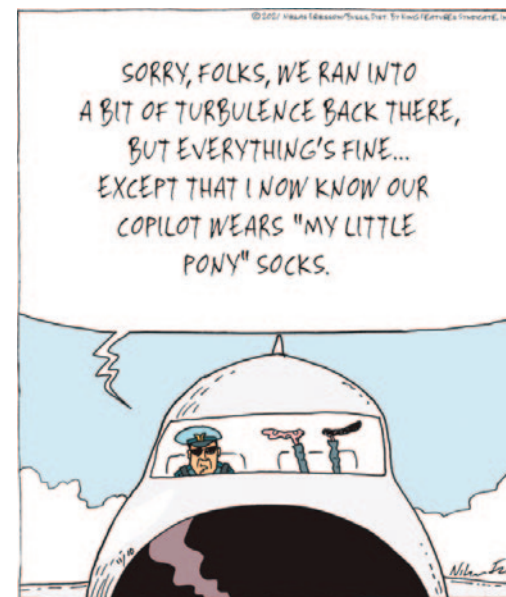
\$180,000 OBO
1995 MSE
Houston Tx

Need Gone ASAP
2250TT

Only 275 Since Factory New IO390 Engine.
Complete Garmin Glass Panel
Leather Interior, New Paint. Fresh Annual

I'm Selling it because it was purchased without Proper consent of Loving Wife. Apparently, "Do whatever the F*** you want" doesn't mean what I thought.

Call Scott 713-555-1212



Next Chapter Gathering:

December 16, 2021

6:30 PM at the

EAA Chapter 113 Aviation Education Center

8512 N. Lilley Road

Canton, MI 48187

(734) 392-8113

