EAGLE'S PROPWASH

AUGUST 2017 ISSUE

CHAPTER 113 *"The Backyard Eagles"*

Our Web Site:
www.113.eaachapter.org

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
(734) 392-8113



Chapter 113's Sanjay Dhall's Flying Car booth at AirVenture 2017.
Photo Courtesy of Matrina Reik

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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*

Joe Kirik (248) 872-3220
president@eaa113.org
September 2017

Oshkosh!

Wow, that was great! AirVenture 2017 was record-setting in many ways – attendance (600,000+), showplanes (up 5% from 2016) and total aircraft movements (more than 15,500). Aircraft parking and camping were at full capacity for five days, which has never happened before! Extra parking and camping were opened in the middle of the week to accommodate the increased attendance. The four Exhibit Hangars and the Main Aircraft Display were all full with exhibitors showing off their latest products. The Blue Angels helped bring in more folks on Friday through Sunday, making the flightline really crowded!

It was a particular thrill for me because it was my first time flying into AirVenture. Huge thanks to Sean Crooks and David Brent for helping me prep and letting me tag along on the trip. We were fortunate to have reserved parking & camping along two rows in Vintage camping thanks to Ken Jablonski who went up early to secure the spots. Chapter 113 members there included Sean Crooks (Stearman), John Maxfield (Funk), David Brent (Champ), Nigel Thompson (Bonanza), Shahar Golan (C-175), Joe Smokovitz (Mooney), Kyle Smokovitz (C-150), Rich Cormier (Baron) and me with my Taylorcraft. Sean's Stearman became the focal point for airshow-watching and evening relaxation. After years of car camping in Camp Scholler, it was a whole new world for me to be camping right in the middle of the show!

John Maxfield piloted one of the Ford Tri-Motors again this year while Debbie Redding worked ground support.

A high point for the Chapter was, as always, the Thursday spaghetti dinner, which almost didn't happen this year. As many of you know, Nancy and Jim Trick have hosted this event for years at their camper in Camp Scholler. An issue with the vehicle unexpectedly put the event on hold until we were able to secure the new Chapter pavilion behind Theater in the Woods. Nancy and Jim provided the food, and Shannon and Jon Harris of Chapter 384 pitched in to heat the food in their camper with support from Debbie Redding. Thanks to Nancy, Jim, Shannon, Jon, Debbie, and everyone who scrambled to make this a success, including John Maxfield for coordinating with EAA to secure the Chapter Pavilion. It turned out great and attendance was as strong as ever!

A real point of pride for our Chapter was Sanjay Dhall's public debut of his Flying Car concept prototype (see photos inside). His "Detroit Flying Cars" booth in the Innovation Center drew a lot of attention and considerable media coverage. It only happened because of Sanjay's herculean efforts to get the vehicle ready and loaded into a truck to make the Big Show. Sanjay makes a point of thanking the many Chapter members who helped him with the project over the past two years. He hopes to generate enough support and funding to continue development to the flying prototype stage (hint-hint: an engine would help).

The amount of knowledge available in the forums, workshops and displays is truly staggering – anything you can imagine and more. I sampled a little bit of everything from avionics and engines to flight proficiency, weather, construction techniques and the mysteries of the torque wrench (see article inside).

Check out all the Oshkosh photos and stories inside. We'll have more AirVenture pictures and stories at this month's Membership Meeting on August 17th. The EAA Chapter video will feature an Oshkosh wrap-up, and we'll have a couple of member AirVenture videos as well.

Picnic Time!

Don't forget – **the Chapter 113 Summer Picnic and Ice Cream Social is coming up at 4 p.m. on SATURDAY, AUGUST 26th**. As always, the Chapter will provide burgers, hot dogs and ice cream. Bring your family and friends with a side dish to pass and spend a fun evening at the airport.

See you there!

Here's the Scoop. . . .

The

EAA 113 Annual Family & Friends Picnic



Will be

Saturday, August 26th, 2017

At the

EAA 113 Aviation Center

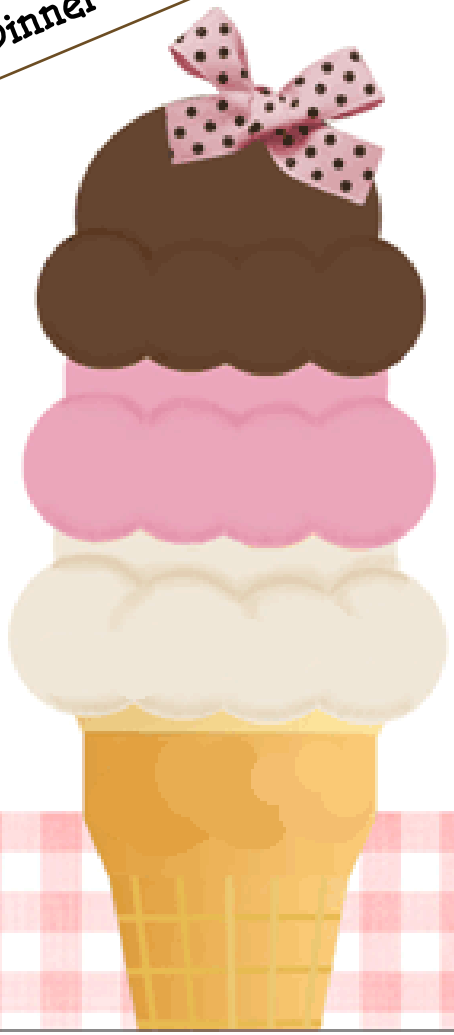


Gathering begins at 4:00 p.m.

Come early and stay late!

Ice Cream Sundae Bar

Opens Following Dinner



EAA113 will provide the grilling meats, condiments and goodies for the Ice Cream Sundae Bar.

We will also have games for children, big and small!

Bring your family and friends!

Please bring a Side Dish to share and your lawn chair.

MASON AVIATION DAY

SATURDAY AUGUST 19, 2017

AT MASON JEWETT AIRPORT (TEW)

Eden Road @ Kipp Road, Mason, MI ~ south of the Ingham County Fairgrounds

PANCAKE BREAKFAST ~ 7:30 am TO 11:00 am

(SERVED WITH EGGS, SAUSAGE, JUICE & COFFEE)

GRILLED STEAK LUNCH ~ NOON TO 2:00 pm

(PORK BBQ, HOT DOGS & BRATS ALSO AVAILABLE)



HOMEBUILT AIRCRAFT ~ CLASSIC AIRCRAFT ~ MILITARY AIRCRAFT ON DISPLAY

AIRPLANE RIDES & HELICOPTER RIDES AVAILABLE (weather permitting)

AND WELCOMING THE 2017 MICHIGAN JAMBOREE OF MODEL "T"S

FREE ADMISSION TO MASON JEWETT AIRPORT

Hosted by EXPERIMENTAL AIRCRAFT ASSN. - CHAPTER 55

For additional information contact Pat 517-565-3178
or email Vickie@EAA55.org or visit www.eaa55.org

Like us on Facebook: EAA Chapter 55

DONATIONS BENEFIT THE NEWBERRY AVIATION SCHOLARSHIP FUND

EAA Chapter 55 … member of the Mason Area Chamber of Commerce

A MOST MEMORABLE WEEK AT OSH

By Sanjay Dhall



The week of OSH17 was life altering. I got back Monday night July 31, and restored the flying car prototype back in hangar D5. Airventure 2017 was a significant milestone in a journey that began a decade ago, perhaps 5 decades ago.

On Saturday July 23, with the help of friends, colleagues and family we rolled the flying car prototype up the ramps into a 16 foot Budget truck, tied it down. Then began the bumpy ride from Plymouth to Oshkosh, with an overnight stop in Chicago. On Sunday, relieved to note that the car made the bumpy ride unharmed, we rolled the car off the ramps with the help of Nate and a few quickie builder friends, and into the Innovation Center.

Continued....

Starting Monday July 24, the week saw thousands of aviation enthusiasts visit the booth. From my vantage point, the flying car produced considerable interest. The reaction of children was most amusing. Walking quietly holding their parents hands, as they spotted the car in our booth, they would take off running towards the car, wanting to get in. Somehow, kids naturally knew it was a flying car. Adults' reactions were more varied - curiosity, scepticism, longing, disbelief and admiration for the concept.
There was also interest on the part of journalists and media, who stopped by to take video, pictures and interviews. Day two saw the publication of a nice interview about the car in the aviation magazine FlightGlobal.com . The following day reporter Meg Jones dropped by for an interview to develop the landscape of flying cars. This appeared in the Milwaukee Sentinel the following day and in the USA Today the next. A very favorable detailed technical interview with Randy Dufault appeared in the Airventure Daily. Pat Pantera posted some fine pictures along with specs on Detroit Flying Cars in Contact! Magazine. EAA news and Aero-news also took some video. An article in the Aviation Today journal summarized the innovations unveiled at Airventure with Detroit Flying Cars prototype at the top of its top 10 innovations.

On numerous days, EAA had enabled and encouraged me to deliver talks about flying cars, and the unique aspects of the Detroit Flying Car. Despite the fact that many of the time slots for the talks coincided with airshows, the turnout was sizable. I could never have guessed so many people were interested in the topic of flying cars. The enthusiasm of the audience did my heart good. The questions and exchanges invariably went well past allotted time periods. Some people attended the talks more than once. Many walked back to the booth to continue the exchange. The high point of the show and talks was the attendance and support of a most senior engineer from Scaled Composites, the fabled company founded by Bert Rutan. Wouldn't it be cool if he were to discuss the unique and peculiar aspects of the design of my car with Bert himself.

There were also visits and exchanges with peers from the flying car building and manufacturing community. Notable among them were the healthy exchanges with Pal-V, ehang, Terrafugia, and a few others. Some avionics companies including Levil Aviation, avilution, expressed support for this project.

The visit to Oshkosh this year was different from past years. Being at the booth, enthusiastically discussing the ins and outs of the car with passers-by, exchanging ideas on all sorts of ways to move forward, gaging their reactions, particularly of kids took up a good part of most days. Another part of the exchanges was to encourage all those that wanted to build something to wait no more, and get going! Outside of that there were also precious moments inhabiting a little tent under the wing of Joe's T-craft. The leisurely morning coffee percolated the old fashioned way by Nigel and served in the shadow of the Bonanza V-tail - what a delight. The evening gatherings with friends by their airplanes. The Jim and Nancy spaghetti dinner was sumptuous. The vegetarian pasta was made to order wholesome, and the friendly company was a reminder of home.

I packed my tent Sunday morning, watching airplanes lining up for departure. With a heavier heart I made my way back to the booth for the last day. A few more curious and encouraging visitors. At the end of the day, as the crowds thinned, and the sound of roaring aircraft engines faded,it was time to pack up. With plenty of helpers, I slid the wings of the flying car back into the fuselage, rolled it onto the truck, ratcheted the straps down, before getting on the road back home.

What a momentous week it was! Thank you to EAA for making this week possible, altering so many lives forever!

Links to various news articles related to Detroit Flying Cars below:

http://www.freep.com/story/money/business/john-gallagher/2017/07/21/flying-cars-local-engineer-aims-get-fanciful-idea-off-ground/496563001/

https://www.flightglobal.com/news/articles/oshkosh-detroit-flying-cars-prototype-makes-debut-a-439656/

Continued....

https://www.usatoday.com/story/money/business/2017/07/27/its-car-its-plane-actually-its-both-eaa-airventure/517428001/

http://www.jsonline.com/story/money/business/2017/07/27/its-car-its-plane-actually-its-both-eaa-airventure/517428001/

https://www.eaa.org/en/airventure/eaa-airventure-news-and-multimedia/eaa-airventure-news/eaa-airventure-oshkosh/07-28-2017-new-concept-aims-to-be-a-good-car-and-a-good-airplane

http://www.prweb.com/releases/airventure_2017/innovations/prweb14481967.htm

http://www.aviationtoday.com/2017/07/31/new-avionics-flying-cars-unveiled-oshkosh-2017/

https://m.facebook.com/story.php?story_fbid=1587972581245902&id=767762689933566

https://patch.com/michigan/plymouth-mi/flying-car-should-be-practical-canton-inventor







All Photos Courtesy of Sanjay Dhall



Morning coffee with Nigel and Joe. And honey on toast!
Will never forget those mornings at OSH17.
Photo Courtesy of Sanjay Dhall



MY BEST OSH STORY EVER -

by Martin J. Filiatrault

My usual routine is to get to OSH the Friday before, set up camp then stay at the Hilton Garden Inn on the north side for Friday and Saturday night before spending the next week in Camp Scholler. Saturday evening I was in my usual place on the Hilton observation deck, watching the arrivals and listening to the tower on my handheld com radio. As the evening wound down, the inbound traffic thinned out and the tower crew got more relaxed and conversational with pilots about to land. When they had no handoffs they would occasionally ask "Anybody inbound from FISK on this frequency?" At one point, after receiving no replies they asked "Anybody at all on this frequency?"... I thought about it... and couldn't resist. I keyed up my mic and asked "Does the Hilton deck count?" The controller answered "Sure, why not. What do you need?" I replied "Nothing; I'm just enjoying the chatter. You DID say anybody!" He laughed as he said "Sure, no problem. Tell you what, look at the tower." I faced the tower and waved.... and he gave me the green light! He then said "There you go, have a great week!" Laughing myself, I replied, "Thanks! I can cross that off my bucket list: I got the green light from OSH tower!" He replied "Glad to help!"

I must have shared that story at least twenty times while at AirVenture... and I guarantee I'll be telling it for the rest of my life!



AIRVENTURE 2017

By Martina & Oliver Reik



We flew to Oshkosh on Friday (7/28/2017) and came back on Sunday. Weather was awesome all three days and the Controllers did an AMAZING job. From engine start to 'line up and wait behind the beautiful Cub' to 'cleared for take off' in 15 minutes!

Photo Courtesy of Martina Reik

OSH 2017

By Leo Knowlden

A fellow pilot (Brad) and I flew out Sunday July 23 departing at around 10:30 am. KFNT was IFR at the time with 800 ft ceiling and 10 miles. We were seeing occasional large holes drift by with a well-defined cloud base, but not enough to lift the IFR. Owosso was VFR, not too far away. I asked the controller for a Special VFR departure and received the clearance.

After about 10 miles clear of clouds over rural farm land, a large hole opened and we were climbed on top of a thin broken layer. Within a few more miles the clouds were breaking up. With IFR weather south and north around Lake Michigan, we headed to Ludington for a lake crossing. I prefer 10.500 feet, however clouds held us to 8,500. After Saginaw cut us loose from flight following, he gave us a frequency for Minneapolis Center to try “in a few miles”. When I called, the controller said he couldn’t cover us over the lake and Green Bay was not accepting flight following. I told him that was ok, but I would remain on his frequency just in case. A minute later he came back with a transponder code and held on to me until we were across when I canceled flight following.

We flew the high performance arrival (2300 ft, 135 knots) and were the only ones up there. The low performance arrival (1800 ft, 90 knots) was nose to tail. Cleared to runway 36 left, we landed without any difficulty at about 1:00 pm. Not my best landing, with a rather firm arrival. Camping was in the North 40 directly in front of the Hilton. Easy access to real bathrooms and a nice breakfast buffet.

It was a great four days. RV-10 dinner Sunday night, B1B arrival Monday, Doolittle raid reenactment with 28 B25s and explosions, mass arrival of powered parachutes, Valdez short take off contest, and balloon lighting. Tuesday morning we went to Sheet Metal 101, it turned out my Tech Counselor was in charge of the sheet metal forum and agreed to let me volunteer to help in the afternoon session. Brad attended several forums, we then had a nice steak dinner. Wednesday was more volunteering on my part. Brad found more forums to attend. The volunteer work kept me mostly out of the vendor booths where I would otherwise be spending money. We went back to camp during the airshow to rest and collect chairs for the night show. 100 yards from our camp was an F35 preparing to fly in the show. The support personnel allowed us to stand 20 feet from the aircraft as they started the engines and taxied out. Then a second one was tugged out and parked in front of us while we watched the first one fly a heritage flight with 2 P-51s (that also taxied by on the way to and from the runway) and an A-10.

The night airshow was very cool as always with more B25s, more explosions and the B1B at dusk, the Aero Shell T6s, two micro jets with pyro, parachutes with pyro, powered parachutes with LED lighting and Yonkin’s Beach 18. Then rain and lots of it. A really nice fireworks show in the rain finished the night. The flight home started the next day to severe clear sky. The plan was a flight up to Lake Superior, along the Pictured Rocks National Seashore, down over Mackinac Island, Lakes of the North for lunch, then home. While flying north up the Green Bay peninsula someone asked if we were on frequency. If so, would we like an air to air picture of our flight. They had seen us gaining on them on their ADS-B. With some air to air chatter, we worked a deal to take pictures of each other and email them when we get home.

The pictured rocks along the shore of Lake Superior were beautiful. Continued flight along the shore gave great photo opportunities for three lighthouses and many beautiful views. Over to Mackinac, again nice photos, then on to Higgins Lake for photos of Brad’s parent’s cottage, a co-worker’s cottage, and on to Clare for a flyover of Brad’s parents in the parking lot of a senior’s home. We dropped Lakes of the North and lunch in favor of an earlier arrival to better fit Brad’s schedule.

Flint was again IFR with 900 foot ceilings and 10 miles again with a well-defined cloud base. Owasso was VFR as were most airports around Flint. Saginaw gave us flight following as we flew towards Flint. Flint gave us Special VFR again and although a somewhat low approach, another uneventful landing and

conclusion of a great trip. This landing was a nice smooth squeaker. I have never used special VFR before, but in both departure and arrival to KFNT it worked well to allow VFR operations the first and last few miles of our flight with an almost, but not quite, VFR cloud base.









Photos Courtesy of Leo Knowlton

RC MODEL NIGHT FLYING AT OSH 2017

Nigel Thompson







OSH 2017 PHOTO ESSAY

By Joe Kirik



Chapter 113 planes on the early morning Vintage flightline Joe Kirik's Taylorcraft, Nigel Thompson's Bonanza, Shahar Golan's Cessna 175, Sean Crooks' Stearman (party central) and David Brent's Champ.



Watching the airshow from Chapter 113's Vintage flightline HQ



Rare 4-Place Taylorcraft



We know the weather in Oshkosh can be unpredictable,
but this guy is ready for anything!









This Bonanza landed at the lowest and highest elevation airports in the US on the way to Airventure.



Nigel Thompson and Al Pond learned at Oshkosh that their Bush Cat Kit has been shipped from their South Africa factory.
Photo Courtesy of Al Pond

MY SURPRISE AT AIRVENTURE 2017!

By John Maxfield

I've been attending the EAA Fly-In for decades, so I'm pretty familiar with much of what goes on there. I took notice this year, when a new tour was added to the hundreds of activities available during the week of Oshkosh. Located a short bus ride southwest of the airport, the former residence of EAA founder, Paul and Audrey Poberezny was open for tours by appointment during AirVenture week. The century old brick home sits on 9 beautiful park-like acres and was their permanent home from 1991 until sometime last year when it was purchased by Aircraft Spruce and Specialty Company.

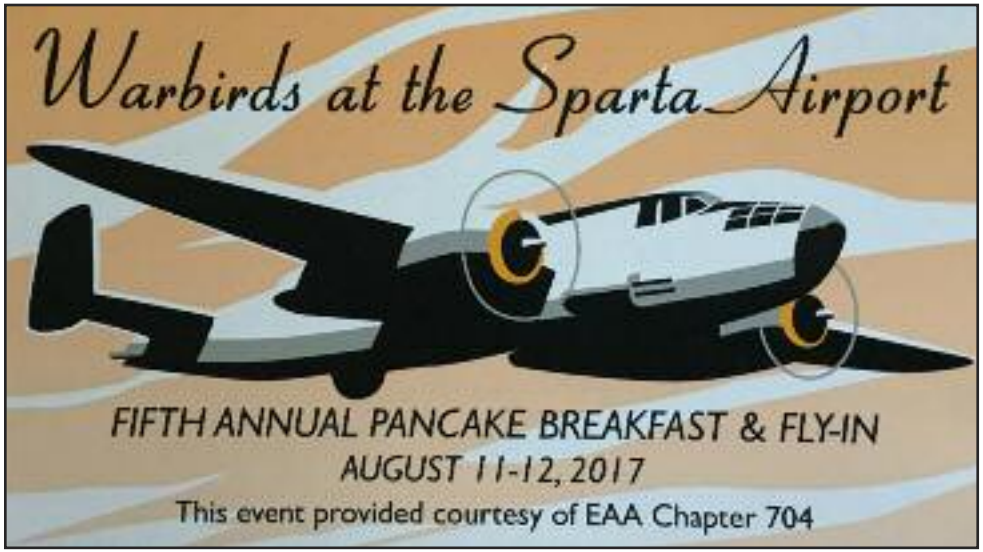
The tour includes Paul's basement, garage and the office above it, called "The Poop Deck". We were also able to go inside the annex and west wing buildings, both of which contained desks where Paul conducted EAA business. Hundreds of pictures and artifacts adorned the walls and in each room of the tour, each, a piece of the history that shaped EAA. Then, I saw something that took my breath away. There, sitting front and center, and the only item on Paul's desk, was a plastic model of his P-51 "Paul I" I had built for him after a ride in the real P-51 during a Chapter 113 work weekend. And while it's certainly interesting being there where Paul read our newsletters and wrote articles for Sport Aviation, it was absolutely amazing, seeing he'd kept that model I'd sent as a thank you for the best plane ride ever! The tour starts and ends at the EAA Museum, watch for it during next year's Fly-In and have a look back in time.



ROAD TRIP

By Mike Scovel

Hi Gang! My wife and I traveled to Muskegon this weekend to look into potential trouble with her mom's car, we had received a phone/text from Doreen's brother that he had found a bunch of oil on the garage floor. Considering I had just had the oil changed, I thought it necessary to check it out. Everything was ok, false alarm. So while we were out there, we decided to take a road trip on Saturday, part of the road trip was to go to the Muskegon airport to check out the services there. Once there, we could not find anyone to talk to about the airport, we finally ran into someone putting their plane away, he directed us to Sparta's airport, saying that they have an active EAA Chapter there. Can you say "Road Trip!!". Doreen and I left Muskegon and went straight to Sparta (an hours drive). Once there we ran into a couple of friendly gentlemen in the FBO, kind of felt like home. We had a discussion of the airport, and shortly thereafter they brought up the Fly In taking place2 weekends from now (see the attachments). Now for the where this all heading, looking for interested parties to go to the Fly In, sounds like fun. Doreen and I are going to the Friday night "Cook Out" and the Saturday morning "Hearty Pancake Breakfast". Lucky me, Doreen will already be there with a car, so I will flying out (weather permitting) Friday afternoon to Muskegon and driving into the Cook Out. Hopefully Saturday we can Fly In from Muskegon (short flight) for the Pancake Breakfast. Any takers?





The Journey

The end of July brings excitement and anticipation for thousands as the voyage to Oshkosh begins. Aviation Mecca . . . for you and 600,000 of your closest aviation friends! The focus quickly becomes reaching the destination and being around all the airplanes . . . a lot of them! However, may we never forget the journey is the destination.

Air Venture never disappoints with the magnitude of airplanes or crowds of aviation enthusiasts. There are always places to go and people to see. Yet, through all the activity, there are many moments which cause us to slow down and appreciate the little things in life; those things which all too easily can go unnoticed in our hurried ways.



Our journey began with the need to divert for foggy weather; with just minutes in, the flight plan was already altered. How can one not take a breath and relax in good old friendly, familiar and comforting Napoleon? The calm before the rush. *Serenity.*

Seeing old friends make one realize that time and distance between you may be great but friendships remain strong. It was inspiring listening to former EAA 113 member, Ann Pellegrino, telling the story of her reenactment of Amelia Earhart's trip around the world 50 years ago. We had the opportunity to publically let her know that our Chapter is proud of her accomplishment and presented her with an EAA 113 Challenge Coin, which she clearly appreciated. *Friendship.*



The airshows provide a great deal of entertainment as pilots perform aerobatic stunts with expertise and jets roar across the sky with force. Yet, one performer, Manfred Radius, glides his sailplane through the sky with grace and smooth precision. As Beethoven music plays, you imagine the gentle soaring of a bird. *Peaceful.*

Patriotism rings out strong in Oshkosh. There is a large representation of military personnel and aircraft and the National Anthem is played daily as sky divers carry the flag down from lofty heights. However, the one thing that brings tears to so many eyes is watching the Honor Flight return from their visit to Washington DC. Thousands gather as the 737 returns to a water-cannon salute welcome. Vietnam Vets return to constant applause until the last Veteran makes his/her way through the aisle. Tears stream down their face as they are overwhelmed at the Welcome Home they never had before. We take these precious moments to pause to honor and thank each one. The sacrifices of our military have allowed for us to have the opportunity to gather in this place. *Gratitude.*



Air Venture has learning opportunities for all ages from forums, activities and presentations. Yet one of the purest forms of learning comes from holding your two year old granddaughter as she watches the airshow. First, she names the colors on the hot air balloon and then when all the sudden she points and says "2" as the Blue Angel's #2 jet zooms past with his number perfectly displayed. Ahhh yes, the innocence of a child! (By the way, Maggie has been officially hooked as she has been saying she wanted to go to "OoosssssshhhKooossssshhh" for the last couple of months!) *Discovery*.

As darkness overtakes the sky, friends gather together under wings of airplanes. You gaze at the sky and the many stars visible on such clear nights. Wait, that one isn't a star . . . it is the International Space Station! It goes across the sky at the same moment seven Apollo astronauts and their flight director hold a reunion in the Theater in the Woods. We live in a small world indeed . . . one full of many little moments to allow us to reflect and be humble. *Tranquility.*



A sadness begins to come over you as the time to leave approaches. It will another 353 days before we can return to the ultimate aviation event in the world. No sense rushing home. Instead, it is time to relax and have little picnic lunch at Galt, a quiet airport amongst the corn fields north of Chicago. Clearly there are more cows than airplanes with a little chipmunk playing hide and seek in the grass providing the entertainment. Wait, what do we hear . . . a Stearman or two just out for a little barnstorming. *Simplity.*

So often we become so focused on the finish line that we fail to enjoy the journey. Remember where ever your next trip takes you, to slow down and enjoy the ride and enjoy the simple things in life. Take the time to smell the roses . . . . Well, unless you are at Napoleon or Galt and it may not be roses you smell! *Reflection*.



--Debbie

Introducing . . . . "Aviore"!



One of the big announcements at Air Venture 2017 was the new addition to the Young Eagle Program . . . "Aviore"! Marvel Comic book legend, Stan Lee, appeared at EAA to unveil a superhero that he developed exclusively for the Young Eagle Program. Aviore inspires young people to get involved in all aspects of aviation and encourages them to follow their dreams.

The Stan Lee Foundation and EAA have joined a partnership to create an Aviore Comic Book series with publisher Scholastic. These will be offered through book flyers that are distributed through schools to Young Eagle age students.

The Backstory on Aviore

"Jake Peregrine Howard-Perry to his friends-is a young high school student living on a farm just outside of Wichita, Kansas, who's infatuated with the eagles and hawks he's seen soaring in the skies above him. Then, a Young Eagles flight at the local airport-his first time in the air-changes his life forever. The event triggers a powerful transformation of both mind and body, as his senses become more acute and his mind sharpens, and Perry become a superhero, dedicating his life to using the power of flight to help those in need. As his legend grows in tandem with his burgeoning superpowers, he becomes an inspiration to young people all over the world, encouraging them to follow their passions and find their place in the sky."

The Young Eagle Program celebrated its 25th Anniversary this year. With the development of Aviore, it is evident that EAA has every intention of continuing to support this program. Join Aviore on his mission to promote the Spirit of Aviation by volunteering at our next Young Eagle event, September 23rd!

TORQUE WRENCH TRIVIA

By Joe Kirik

As a beginning homebuilder (and not a trained mechanic), I'm always looking to learn more about construction techniques and procedures. That led me to an AirVenture forum on torque wrenches, since proper torqueing is critical and it's something I was only vaguely familiar with.

A good crowd showed up at Workshop Classroom B to hear John Nigro of torque wrench manufacturer Sturtevant Richmont expound on proper torque wrench use.

Here are some of his key points:

- Warm it up! You wouldn't fly your plane without warming up the engine, right? It's the same with a torque wrench! It has internal lubricants which have to be warmed up before you can get accurate results. Four or five clicks on some convenient nut or bolt will warm it up properly. He demonstrated this very effectively on a calibration rig at their booth. It took four pulls on a cold wrench before it produced the torque he dialed up on the wrench.
- Store your torque wrench at the lowest setting. Keeping a load on the wrench will eventually affect the tension on the internal mechanism, resulting in inaccurate results.
- Use impact sockets for accurate results. Believe it or not, there are no standards for regular sockets. Only impact sockets are made to precise standard sizes. Regular socket sizes can vary from brand to brand, and he suggests using six-point sockets rather than 12-point.
- Keep your hand centered on the grip. Otherwise you will get inaccurate results. He demonstrated this on the calibration rig. Moving your hand up or down on the handle will change the torque. Related tip: If you have to use two hands, put one hand on top of the other hand on the grip, not farther up on the tool.
- Don't use a cheater bar. Same reason a above -- you're changing the point where the force is applied, distorting the results.
- Don't use too much thread locker. Follow thread locker recommendations, which usually are just a few drops. Too much will reduce friction which results in reduced torque.
- Buy a good one! It's a lifetime investment, so don't be tempted by the cheapies at you-know-where. They've been shown to be wildly inaccurate.
- Keep it calibrated. A torque wrench should be calibrated at regular intervals, with one year being a common recommendation. Testing labs can provide this service at a reasonable cost.



FLIGHT PLANS AND THAT $100 HAMBURGER

By Ian Brown, EAA 657159, Editor and Canadian Council Board Member

Submitted by John Maxfield

Here's something I saw in the Canadian EAA Newsletter "Bits and Pieces".

July 2017 - Canadian pilots should be familiar with the requirement for VFR flight plans and flight itineraries, but how many of them think of them as a requirement when flying off for that Saturday morning $100 hamburger? Well, the Canadian Aviation Regulations state that a minimum of a flight itinerary is required for any flight more than 25 nm from the departure airport. What's more, the itinerary is supposed to be more than just mentioning where you're going to that "responsible person." In fact, you're obligated to close your flight itinerary with that person, too. If you are flying to get a good deal on fuel, you'll have to have reserves of at least 30 minutes' fuel during daytime and 45 minutes at night at normal cruising speed, when you arrive.

That "responsible person" must have agreed to call ATC or rescue services if the person hasn't "closed the itinerary" within the agreed time. The pilot must have received confirmation that the responsible person has received the flight plan.

I can think of many pilots who treat this requirement rather casually, but it would just take that one minor accident where Transport Canada became involved to get you into some unwelcome trouble.
Fortunately, the wording around the requirement for a flight itinerary is sufficiently vague that it could possibly be argued that telling someone where you're going could be enough, without having to go the whole ICAO Flight Plan form route. Maybe putting a little bit of thought into informing our loved ones, planning where we're going, and calling them when we've landed might be wise if we're not already doing that.

Now if your aircraft is capable of 130 knots, for example, you would cover those 25 nm in about 12 minutes, which at say 7.5 gallons per hour would consume 1.5 gallons or 3 gallons for the round trip. Unless you are filling your aircraft with the finest scotch, you're probably not paying $100 for that burger at all, are you?

John Maxfield: This gives us a little insight into one of the subtle differences of VFR flight of the two countries and what might happen should our FAA / ATC system change drastically.

EAA AIRVENTURE OSHKOSH 2017 FACTS AND FIGURES

(Not the Orlo Report, but it will have to do for now.)

Attendance: Approximately 590,000, an increase of five percent over 2016.

Total aircraft: More than 10,000 aircraft arrived at Wittman Regional Airport in Oshkosh and other airports in east-central Wisconsin. At Wittman alone, there were 17,223 aircraft operations in the 10-day period from July 21-30, which is an average of approximately 123 takeoffs/landings per hour.

Total showplanes: 2,991 (up 5 percent over 2016): 1,107 homebuilt aircraft (second straight year over 1,100), 1,162 vintage airplanes (up 12 percent), 351 warbirds, 168 ultralights and light-sport aircraft, 79 seaplanes, 54 rotorcraft, 60 aerobatic aircraft, and 10 hot air balloons.

Camping: More than 11,600 sites in aircraft and drive-in camping accounted for an estimated 40,000 visitors throughout the week.

Commercial exhibitors: 881.

Forums and Workshops: A total of 1,050 sessions attended by more than 75,000 people.

Social Media, Internet and Mobile: More than 15.4 million people were reached by EAA's social media channels during AirVenture (double the 2016 total); EAA AirVenture app had 1.7 million screen views; EAA video clips during the event were viewed 2.2 million times; and EAA's 1,900 photo uploads were viewed more than 9.8 million times. Also, EAA web streams were accessed more than 500,000 times by viewers in 192 countries, who watched more than 110,000 hours of activities from the AirVenture grounds.

Guests registered at International Visitors Tent: A record 2,527 visitors registered from a record-tying 80 nations. (Additional unregistered international visitor counts push the total higher.) Top countries represented by registered visitors: Canada (583 visitors), Australia (346), and South Africa (204).

Media: 906 media representatives on-site, from six continents.



Presque Isle County (KPZQ)

Fly and Bike Ride

The Rogers City airport is a welcoming experience – there is an 10 mile bike ride that leaves the north end of town that is an awesome trip along the shore of Lake Huron – ending at a historic Lighthouse. The 1905 shipwreck of the Fay Steamer is on the beach and also just off shore. Don't forget to stop along the way at the Three Heart Bakery for local fruit filled treats!



Be sure to call manager Mike Jermeay a few days before for latest info and to arrange for someone to pump $4 gallon fuel. PH 989 464-6887

Contact the Good Guys Adventure Company
at 989-351-0279 day or so before and they will leave you bikes at the airport office area – they also rent Kayaks and Paddle Boards, an alternate is the Tour Bike Shop at 989 734-3946









Note: Use flight following at least through Flint (118.80) then hand off to Saginaw (126.45), ask Saginaw if Steel Head and or Pike West MOA areas are active. Prepare to jog west over Saginaw Bay if active and directed to avoid. Saginaw will hand you off to Minni Center for flight following all the way up typically on 125.47 – must be 3500 alt or better

CHAPTER MEMBER GONE WEST

Longtime Chapter member Don Zimmerman passed away on July 16 at the age of 77. He had spent the past two years in a nursing home suffering from dementia. No visitation or memorial service will be held per Don's request.

Don held a seaplane rating and enjoyed seaplane flying in northern Michigan. He was the proud owner of a red Kitfox 7 that was built by six builders in Idaho who collectively constructed a Kitfox for each of themselves plus one to sell. They delivered it to Don upon completion.

Don held a degree in Mechanical Engineering from Michigan Tech. He donated a sizable book collection to the Chapter's Paulson Aviation and History Library.







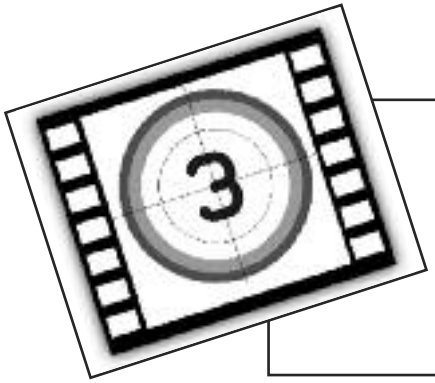
Every Target should have this section!
Photo Courtesy of Debbie Redding





EAA Chapter 113 member Mark French, FAA parachute rigger, offers his services to all members of the chapter at a special rate; *FREE* for any of their parachute needs. If anyone is in need of a pilot rig for testing or acrobatics, a number of pilot emergency parachutes are available for loan. Any questions related to parachutes and parachuting can be answered by contacting him at: mark.r.french1@gmail.com or by calling 734.260.7342.

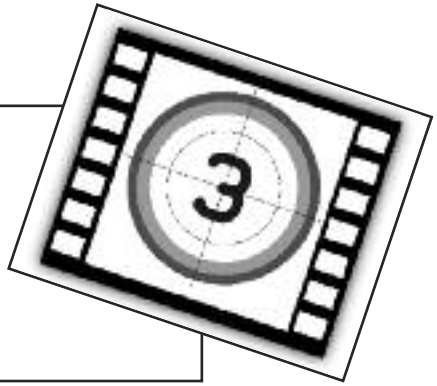




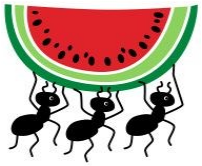
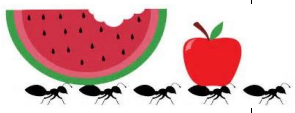
Calling all video enthusiasts!

Submit your video of the month to Sanjay Dhall at vicepresident@eaa113.org

(Or you might be watching someone's 60-year-old 8 mm home movies next month....)



August 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5 ***Breakfast @ 3 Brothers 8:15am***
6	7	8 	9	10 ***EAA 113 Board Meeting 7:30 pm***	11	12 ***Breakfast @ 3 Brothers 8:15am*** Sparta Fly-In & Brighton Fly-In and Cruise 11-3 
13	14	15	16 	17 ***EAA 113 General Meeting 7:30 pm***	18	19 ***Breakfast @ 3 Brothers 8:15am*** ***Mason Pancake Breakfast and Steak Lunch*** 
20	21 *Eclipse* 	22	23	24 	25	26 ***Breakfast @ 3 Brothers 8:15am*** **EAA 113 Family** **PICNIC**
27 Oakland County International Airport Airshow 10-4	28	29	30	31		

September 2017

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 ***Breakfast @ 3 Brothers 8:15am*** **Thunder Over Michigan**
3 **Thunder Over Michigan** 	4 	5	6	7 ***EAA 113 Homebuilder's Meeting 7:30 pm***	8	9 ***Breakfast @ 3 Brothers 8:15am*** ***Marshall Pancake Breakfast 8-12*** 
10  *Hillsdale and Fowlerville Breakfast Fly-In 7-11 a.m.*	11 	12	13 	14 ***EAA 113 Board Meeting 7:30 pm***	15	16 ***Breakfast @ 3 Brothers 8:15am***
17  *Lowell Pancake Breakfast 8-12*	18	19	20	21 ***EAA 113 General Meeting 7:30 p.m***	22 1st Day of Autumn 	23 ***Breakfast @ 3 Brothers 8:15am*** Young Eagles 8-11
24	25	26	27 	28 ***EAA 113 IMC Club Meeting 7:30 p.m***	29	30 ***Breakfast @ 3 Brothers 8:15am***

Next Meeting:

Thursday, August 17, 2017
7:30 PM at the
EAA Aviation Education Center

EAA Chapter 113
8512 N. Lilley Rd
Canton, MI 48187
(734) 392-8113