

EAGLE'S PROPWASH

APRIL 2020 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



Lancaster Bomber restoration project at the Canadian Historical Aircraft Association's museum.

Photo Courtesy of Elizabeth MacKenzie Hebron

Member Services

Class I Board of Directors:

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Vice President: Jack McClellan (734) 748-4378 vicepresident@eaa113.org
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Dave Buck (734) 223-2675
John Maxfield (248) 890-6767
Dave Steiner (734) 645-1150



CHAPTER MISSION STATEMENT:

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

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

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

BOARD OF DIRECTORS:

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



PRESIDENT'S *PODIUM*

Dave Steiner (734) 645-1150

president@eaa113.org

April 2020

COVID-19

in this time of public health crisis and the ensuing severe economic turbulence (to put it in aviation terms), Eleanor Roosevelt's 1940 speech "*This is no ordinary time*" comes to mind. The world has not seen a global event such as this since the onset of WWII. At least this time, every nation has a common (although unseen) enemy and goal. We are all in this together, so be nice to each other, help those in need (both come naturally to EAA folks!) and I'm sure all will be well in good time. I wish I could tell you when that will be, but hope and pray we get back to normal as soon as possible.

I hope you and yours are safe and well and dealing as best as possible with self-isolation and other measures. I'm sure this unprecedented period is something we will always remember as a sentinel moment in our lives. Your EAA 113 Board followed the guidelines of public health authorities when we acted to cancel all events through April 3rd during the March 12th board meeting. Per Governor Whitmer's orders, that is now extended to April 13th and we will try to set up an online Board meeting for April 9th. We are as anxious as you are to get back to normal, but safety is the #1 priority for our members and others, whether in the air or on the ground. I will be in touch as the situation warrants and develops. Be careful, be safe and be compassionate to all, particularly those less fortunate than you.

In case you wanted to know, my brother and I had a good maple syrup season in TVC, bottling 35+/- gallons. That's small compared to a place I visited north of Dexter that does about 400 gallons. They have about 1,000 taps! At 40:1 they have to process 1,600 gallons of sap. It is quite the operation. The *really* big places in Vermont and Canada have 100,000 taps. But there's nothing like real Michigan maple syrup on your pancakes. Maybe I'll bring a bottle or two to share in June at the Fathers' Day Pancake Breakfast.

As you were informed by email, the EAA 113 Banquet on March 28th has been postponed until a future date to be determined. Stay tuned for further updates. Events such as this make up a social leg of the *three-legged EAA stool* that makes chapters thrive, the other two legs being education and aviation.

Young Eagles April 18th has been cancelled, but May 9th is still on as of this writing.

Be sure to mark your calendar for our first Young Eagles event of the year. Pilots and ground crew/loaders are needed. Contact Debbie to let her know if you'll be participating. Check if you have to renew or take your Youth Protection training. You can do this at the EAA web site once you log on: <https://www.eaa.org/eaa/youth/youth-protection-policy-and-program>. EAA should notify you via email if it is about to expire. The training is very straight forward and takes about 15 minutes. EAA 113 earns credits for each ride we give, so this is an important chapter event and one of the **GOLD LEVEL** chapter check boxes. In fact, EAA 113 earned 197 credits in 2019 for a total value of \$985.00. We can use that "money" for anything related to Young Eagles programs, including sending a young person to EAA summer Air Academy camp, as we have done in the past.

Did you know that as a pilot you can give a Young Eagles ride “on your own” other than at a chapter event, and the chapter can get credit for it?

You just have to fill out the forms manually and submit them to EAA. Contact Debbie for more details. Get those kids in the air!

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 we ask. Send to: newsletter@eaa113.org. A project is underway to profile and feature EAA 113 members. Should be interesting reading.

DIY DEVICE FOR COVID-19 FROM AN EAA 113 MEMBER

Sanjay Dhall has come up with a clever yet simple electronic device to remind people not to touch their face, thereby reducing the risk of contracting COVID-19. See a video of how to make yours on this YouTube video. <https://youtu.be/G-IoSrn-8VI>

For more detailed instructions see: NoTouchAssist.com

For your entertainment:

From AVWEB: Paul Dye and his tiny jet. <https://tinyurl.com/tiny-jet>

EAA Chapter video magazine: <https://bit.ly/2UTo3TW>

Greetings EAA 113 Members & Friends,

At EAA 113, member safety both on the ground and in the air is always the #1 priority. With that in mind, based on public health guidelines regarding the virus, board discussion, and the Michigan Executive Order 2020-21 (COVID-19), please note the following changes to EAA 113 events:

- Cancelled - April 2nd Builder's Meeting
- Cancelled - April 9th Board Meeting
- Cancelled - April 16th General Gathering
- Cancelled - April 18th Young Eagle's Rally
- Cancelled - April 23rd IMC/VMC Gathering
- Postponed – Annual Awards Banquet

In addition, **the EAA 113 Aviation Center will be closed to any and all public gatherings (such as RC clubs) through/including April 30th**. The aviation center will be open to individuals for accessing their aircraft, working on projects, library etc., just as it normally is.

For up to date event information, please refer to the Calendar section of the web site: www.eaa113.org

To avoid complete withdrawal symptoms from the chapter, we invite you to view the entire March chapter video online at this link: <https://www.eaa.org/Videos/Chapters/6136968942001>

All the monthly chapter videos are on the EAA web site at: <https://www.eaa.org/Videos/Chapters>. Just scroll down the page to the month you want to view.

The board will remain updated on the COVID-19 situation and will maintain contact with each other as-needed. I will also send out any additional information to the membership as the situation warrants.

If you have any questions, please don't hesitate to contact me.

As we all deal with this unprecedented situation, be careful, be safe and I hope to see you all soon.

Dave Steiner
EAA 113 president
734.645.1150

Amidst everything, remember

Look outside and notice the signs of Spring around you. The birds are nesting, the crocus are blooming and trees are budding. Nobody has to tell nature what to do....it just happens! Spring is a sign of hope. A sign that life goes on and things can be beautiful once again.

We are experiencing uncharted ground these days...there is no POH for reference or GPS or TCAS to guide us around obstacles. Together we will weather the storm. This is the time to call on your fellow EAA 113 Chapter members with wellness checks and offer a hand to those most vulnerable. Chat with others to simply lift spirits. In this period of self isolation, it is important to stay in touch.

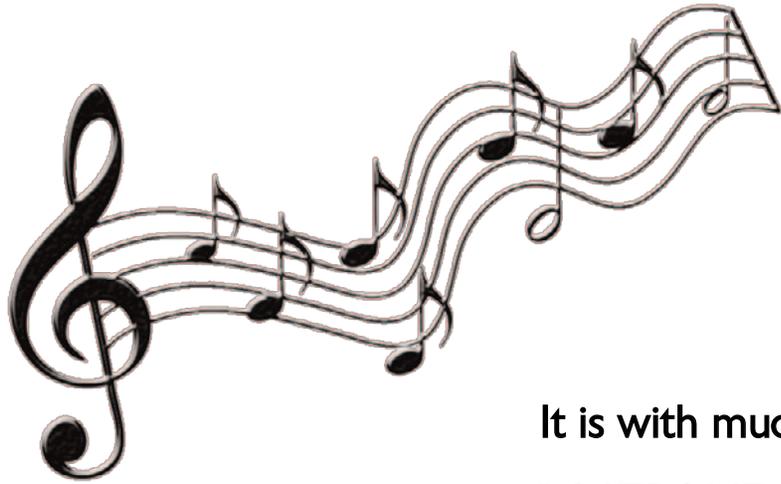
This is the time to thank those Chapter members and their families working in the medical field and as first responders. Their dedication is unsurpassed and we offer them our sincere gratitude and keep them in our thoughts and prayers.

While we wait patiently (?) to fly freely again, know that aviation continues to perform so many needed missions at airports near us. Many medical flights occur daily bringing patients from all across the state, including the UP for necessary treatment. Volunteer pilots continue to bring patients from rural areas to doctor appointments and then return them safely back home. Pilots take workers to factories to make much needed medical equipment instead of their regular products. As you think of these aviators putting themselves and their families at higher risk during this time, know that you will be able to fly to a pancake breakfast again one day.

Just like nature figures out what to do, so will we. Take care of yourselves both physically and mentally. Enjoy the slower pace life has given us . . . Spend time in conversation with your family, go for daily walks and notice the rebirth of Spring. Feel the hope for a brighter tomorrow blowing in the breeze.
Be safe and stay well.

Debbie





EAA 113 Annual Awards Banquet

It is with much disappointment that we must again
POSTPONE the EAA 113 Annual Awards Banquet.

In the words of our guest of honor, Ken Dravis, *"You Can Always Go Around"*!

The banquet will make yet another attempt for landing a date later this year.

However, we feel it is not practical to reschedule at the present time.

We will notify you with new information regarding this event, as soon as we can.



SHUNSUKE SHIBATA'S FIRST SPRING FLIGHT MARCH 14, 2020



Brighton Airport



Cardinal 110PF at EAA 113



I use Avare on Nexus 7



Kensington Metropark and New Hudson Airport



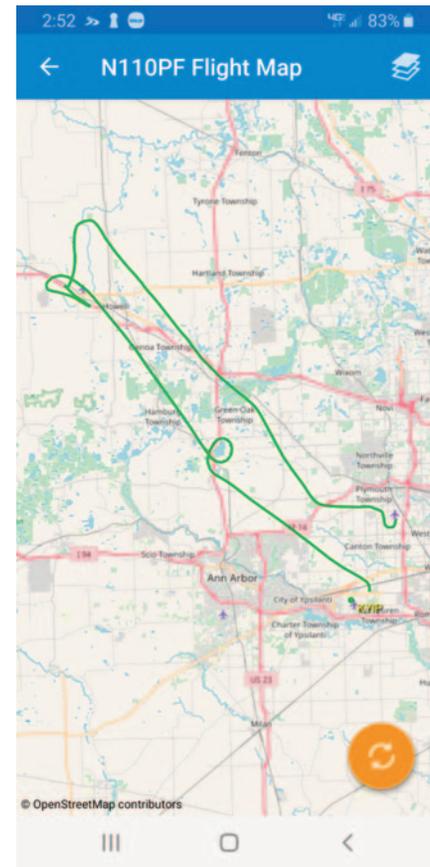
Livingston County Airport



Willow Run Airport



Whitmore Lake



Screenshot of
FlightAware

*All Photos Courtesy
of Shunsuke Shibata*

HOW MANY EAA MEMBERS DOES IT TAKE TO CHANGE A LIGHT BULB?

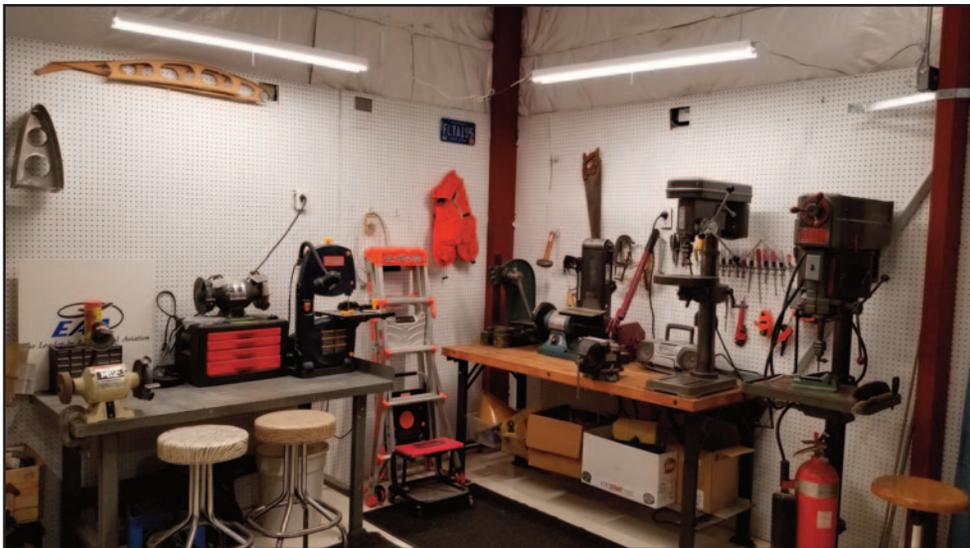
By Jim Brown

At the board meeting in February, it was mentioned that many of the light bulbs were out in our meeting room (I know, according to EAA I am supposed to call it the Gathering Room) and the old workshop. To solve the problem, Dan Jones, Dave Buck and Jim Brown took on the task and after a Saturday morning breakfast at Three Brothers the task was completed. That Saturday morning was really too nice of a day to be working inside the clubhouse, instead of out flying, but after the work was done, Dan's RV was pulled out of the hanger for a typical flight to nowhere (that is where you take-off and land at the same place, but have a lot of fun in between).

The meeting room was completely re-lamped with new LED bulbs. Did you know that between the six chandeliers in the meeting room there are a total of thirty 100 watt light bulbs; that comes to a total of 3,000 watts. The new LED's will only use a total of 465 watts, so our electric consumption for lighting the meeting room should be about one sixth of the previous usage. Dimmer switches were also installed so we do not need to be completely in the dark when showing presentations with the overhead projector at our meetings.

I wish we could say that there will also be a big savings for our electric bill with new LED lighting that was installed in the old workshop area, but it is hard to claim a savings when none of the existing T12 tube lights were working, therefore not using any electricity. Anyone who recently ventured into the attic storage room was familiar with the process of plugging in an extension cord at the top of the stairs for the one portable light that was clamped onto the roof rafter, and this was after venturing up the darkened stairs. Ok, I may be exaggerating slightly, but it was not ideal and minimal lighting on the stairs was not the best situation. At some point, someone had purchased some new LED work lights that were stored in the attic, so we installed two of these to provide general lighting for the old workshop and two more directly over each of the two workbenches. Now you can now see whatever project you are working on and there is no need to make aircraft parts in the dark. Two 15 watt LED lamps (equivalent to the traditional 100 watt bulbs we are used to) were installed in the attic storage area. All of the lighting in the old workshop and attic storage area is on a single wall switch that is located to your right as you walk into the old workshop.

Let there be light!!!



MY FIRST TRIP TO OSHKOSH (c. 1973)

By Elizabeth MacKenzie Hebron

EAA Chapter 113

My first trip to Oshkosh (c. 1973) was made in an old Dodge van with my father-in-law Robert, husband Randy (both pilots), and our 6 week old daughter, Jennifer. We left home at 3:00 am and traveled west from Detroit to catch the 8:00 am ferry at Ludington to cross Lake Michigan to Manitowoc, and on to Oshkosh. Randy was in the back sleeping, Robert driving, me in the navigator's seat as we hurdled through the darkness.

About halfway across the state, Robert started to nod off with the van slowly drifting to the right edge of the road. Each time, I made a loud comment on the time, stated the miles to the next town, offered him coffee – anything to startle him back to alertness.

The ferry crossing was less eventful, but very cold and windy. Jennifer spent the voyage in a baby carrier strapped to my chest, zipped inside my coat with a blanket wrapped around the outside. And that was only the beginning....

It was unseasonably chilly, damp and drizzly in Oshkosh that year. We camped in the Dodge van. Randy and his Dad slept on the platform bed in the back, with me across the back seat (the curse of being short), and Jennifer in her baby buggy wedged between the front seats.

The mud was all pervasive which made trundling the baby buggy across the campground and around Whitman Field a real workout for me. Jennifer was a trooper and didn't complain about being bounced around while spending most of her time buried beneath several blankets – and quite a bit of time having the entire buggy draped with a large plastic garbage bag against the drizzle. It was challenging finding a dry place to feed and change her. I don't remember much about the airplanes that are the Oshkosh experience that year, but I became a connoisseur of the relative dryness under aircraft wings beneath which I sat to nurse Jennifer.

I got my "fifteen minutes of fame" when *Sport Aviation* magazine came out that November with an overhead photo of the Fly Mart, and there I was in the crowd, pushing that second-hand navy/green plaid baby buggy!





These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions and be polled for their opinion. You can easily attend a session from anywhere, anytime, (editor’s note: You don’t even have to leave home, and can watch wearing your pajamas!) using a compatible computer or mobile device! To get the most out of GoToWebinar, you can download and install the full-feature desktop software on your Windows and Mac computer.

Registration is required, and space is limited. Go to <https://bit.ly/39mRS57> for more information.

Date	Time	Title	Presenter(s)
4/8/20	7 p.m. CDT	You Just Got Your Pilot Certificate — Now What?	Jim Bourke and Marianne Fox
<p>A webinar for the newly minted pleasure pilot. You’ve done all the work to get your pilot rating. Great job! But what comes next? Jim Bourke will provide ideas, help you set goals, and challenge you to grow as an aviator. Avoid getting into a rut and practicing the same skills over and over. Expand your horizons and learn to trust yourself as a pilot by understanding the risks and rewards of flying! Qualifies for FAA WINGS credit.</p>			
4/15/20	7 p.m. CDT	Healthy Pilot Technology	Phil Lightstone
<p>Pilot demographics sees too many aging pilots, with the impact to our bodies that time takes. Pilots learned in flight school the impact that flight has to our health and how our health can impact flight. Few pilots have experienced the impacts of hypoxia, with the inevitable negative out come. There are many medical grade devices which can be used at home and in the air to help with recognizing the impacts to our bodies. Learn about a variety of affordable technologies that could one day help save your life. You’ll hear from aviation journalist Phil Lightstone, who will provide the facts about the technologies, cutting through the jargon and three letter acronyms to help you make an informed decision. Qualifies for FAA WINGS credit.</p>			
4/21/20	7 p.m. CDT	Coaches and Camps for Aerobatic Competition	Johnny Ostmeyer
<p>IAC member Johnny Ostmeyer discusses how aerobatic coaches and camps can help your contest flying. He will share tips about how to find aerobatic coaches and camps, and also what to expect from them. Qualifies for FAA WINGS credit.</p>			
4/22/20	12 p.m. CDT	Flying Clubs - Growing Participation in Aviation	David Leiting, Chapter Field Representative II
<p>EAA’s initiative to support the formation of flying clubs by the members of EAA’s chapter network continues to grow, and David Leiting from the EAA chapter office will help you learn the ins and outs of forming a separate nonprofit flying club at your local airport! for FAA WINGS credit.</p>			

Continued....

4/29/20 7 p.m. CDT **Float Flying: Freedom to Explore** **Amy Gesch**

Amy Gesch from Wipaire, Inc. will present on what it takes to get a seaplane rating, how it can benefit you, and what you can do with it. Learn about different types of seaplanes and seaplane flying, plus tips on what to look for in buying your first seaplane. Come on in; the water's fine! Qualifies for FAA WINGS credit.

5/19/20 7 p.m. CDT **Understanding Hypoxia in Aviation**

Steve Martin

Hypoxia in aviation is widely recognized as a potential threat, but poorly understood and under-respected by most aviators as a contributor to other accidents. Aerospace physiologist Steve Martin will discuss the facts and fallacies regarding the different types of hypoxia, recognition, causal and influencing factors, and mitigation techniques necessary to avoid this pervasive issue. Qualifies for FAA WINGS credit.

EAA Webinars sponsored by



From January 1939 *Popular Aviation* magazine.

"Now are you convinced that it wasn't the cigarette lighter you pulled?"

CANADIAN HISTORICAL AIRCRAFT ASSOCIATION (CH2A)

By Elizabeth MacKenzie Hebron

On March 7, 2020, Randy and I had a delightful excursion with Dave James to the Canadian Historical Aircraft Association's museum in Tecumseh, Ontario. The Canadian Historical Aircraft Association, or CH2A is home to Windsor's own Lancaster bomber and Mosquito KB161, located at the west end of Windsor International Airport, just south of Airport Road. They occupy the original hangar of #7 Elementary Flying Training School which was built in 1940 as part of the British Commonwealth Air Training Plan.

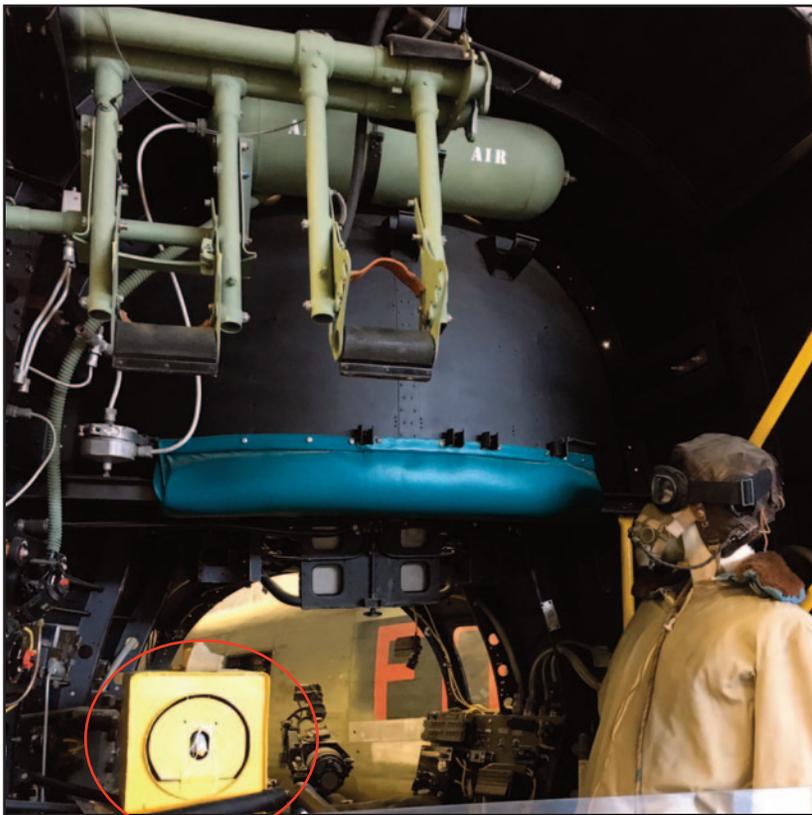
When the COVID-19 pandemic is finally over, I highly recommend dusting off your passport or enhanced driver's license and making the trip. It's a small operation, as aviation museums go, but it makes a big impact on those who visit. The museum is staffed by volunteers who are spending thousands of hours working on the restoration of the AVRO Lancaster Bomber that was featured in last month's EAA 113 newsletter. They are also building a "hybrid" DeHavilland Mosquito KB161 that is partially original aircraft, and partially custom-worked new parts. The woodworking craftsmanship on this project is amazing. In addition to the Lancaster and the Mosquito, the museum also houses a Chipmunk, Stearman, T-33, Harvard, and a Fairchild 24R Argus - all in flyable condition. One can arrange for a ride in these aircraft.

One of the things that most impressed us about this tiny museum was the eager willingness with which volunteers would answer any questions, then proceed to give you a wealth of information! For example, I got a detailed lesson on the pros and cons of the Norden Bomb site (which my father worked on at Burroughs during WWII) versus the Mark XIV bomb sight used by the British. I won't go into detail here, but if you're interested you can read about it on Wikipedia.

Another thing I learned from chatting with the same volunteer was that every British bomber was equipped with two homing pigeons. The story he told was that on 23 February 1942, a badly damaged RAF bomber ditched into the North Sea. The crew were returning from a mission over Norway, but their Beaufort Bomber had been hit by enemy fire and crashed into the sea more than 100 miles from home. Struggling in freezing waters - unable to radio an accurate position back to base - the four men faced a cold and lonely death. But as the aircraft went down, the crew had managed to salvage their secret weapon - a carrier pigeon. The blue chequered hen bird, called Winkie, was set free in the hope it could fly home to its loft in Broughty Ferry, near Dundee, and so alert air base colleagues to their predicament. During World War II, carrier pigeons were routinely carried by RAF bombers for this very eventuality, though in an era before GPS and satellite locator beacons, rescue was far from certain. But Winkie did make it home, after flying 120 miles, and was discovered, exhausted and covered in oil by owner George Ross who immediately informed RAF Leuchars in Fife. The pigeon was not carrying a message, but the RAF were able to calculate the position of the downed aircraft using the time difference between the plane's ditching and the arrival of the bird - taking into account the wind direction and even the impact of the oil on Winkie's feathers to her flight speed. A rescue mission was launched and the men were found within 15 minutes. The volunteers are full of fascinating stories like this.

Whether by coincidence or by design, our visit coincided with the museum's chili cook-off! We sampled lots of great chili, and each got to vote for their favorite one! There were prizes for the winning recipes.

It was a very pleasant way to spend a few hours, and that's saying a great deal from a wife who usually gets bored trailing after her husband in aviation museums! I've never visited another aviation museum that has such a relaxed atmosphere and friendly, welcoming volunteers!



Homing pigeon carrier on top of the Mark XIV bomb sight computer next to the bombardier's seat in the Lancaster.

Lancaster wing section with fuselage in the background.



AVRO Lancaster Bomber

WINDSOR'S
FM 212
LANCASTER



* One of 430 Lancasters produced in Canada, it was built in July 1945 by Victory Aircraft in Malton

* "FM212" is the manufacturer's serial number

* Too late to see wartime service, FM212 was test flown then placed in storage. It was later modified to become the first Canadian-built Mark 10P (photographic) prototype. The gun turrets were removed and specialized camera and navigation equipment installed, as well as two 400 gal. auxiliary fuel tanks in the bomb bay

* Taken on strength by 413 Photo Squadron RCAF in 1947 before being transferred to 408 Squadron at Rockcliffe (Ottawa) in 1949

* Performed a variety of roles including photo-mapping, reconnaissance, search & rescue, ice patrol, aircrew training and navigation exercises, etc. The photo-mapping was its predominant role however, and it utilized the new Shoran technology to accurately photograph the high Arctic areas to produce maps

* Logged 8,069.5 hours before being retired in 1962. It is among the highest time Lancasters in the world

* Out of the 7,377 Lancasters built worldwide, only seventeen still exist, eight of which are in Canada, including Windsor's Lancaster FM212 (sister to FM213, the only flying Lancaster in North America, based in Hamilton)

Fast Facts for the AVRO Type 683 Lancaster Bomber

Length.....69.5 ft.

Wingspan.....102 ft.

Height.....24 ft.

Empty Weight.....38,500 lbs.

Maximum Gross Weight.....69,000 lbs.

Crew7

(F-R...Bomb Aimer, Pilot, Flight Engineer, Navigator, Radio Operator, Mid-Upper Turret Gunner, Tail Turret Gunner)

Engines.....4 Rolls-Royce Packard Merlin 224 engines, 1,640 HP each

Fuel Capacity.....2,154 Imperial gallons

Bomb Load.....20,000lbs (more with special modifications)

*All Photos Courtesy of
Elizabeth MacKenzie Hebron*



The quantity and varieties of chili rivaled Chapter 113's Chili fly-in!



The annual chili cook-off.

2020 CALENDAR OF EVENTS FOR EAA 113

Regular Monthly Gatherings are on Thursdays of each month at 7:30 p.m. These include:

Home Builder's Corner on the 1st Thursday

Board Meeting on the 2nd Thursday

General Gathering on the 3rd Thursday

IMC/VMC on the 4th Thursday



May	
9	Young Eagle Rally
June	
21	Father's Day Pancake Breakfast
July	
20-26	Oshkosh AirVenture

August	
15	Family Picnic
September	
19	Young Eagle Rally
October	
17	Young Eagle Rally
November	
7	Fall Fiesta Fly-In
December	
17	Holiday Party



Be sure to check our website: www.eaa113.org and the EAA Chapter 113 Facebook page for any changes to the schedule.



April 2020



Due to COVID-19, all activities for April will be cancelled in an effort to do our part to protect our EAA 113 members.

Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4
5	6	7	8	9	10 	11
12 	13	14 	15	16	17	18
19 	20	21	22 <i>Earth Day</i> 	23	24	25
26	27	28	29	30		

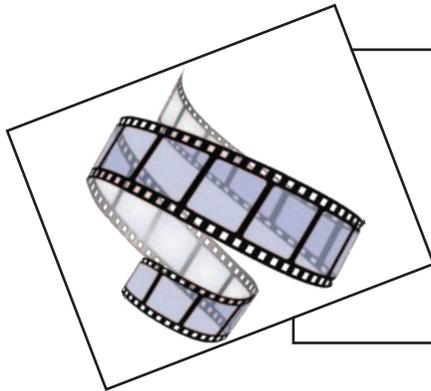


May 2020

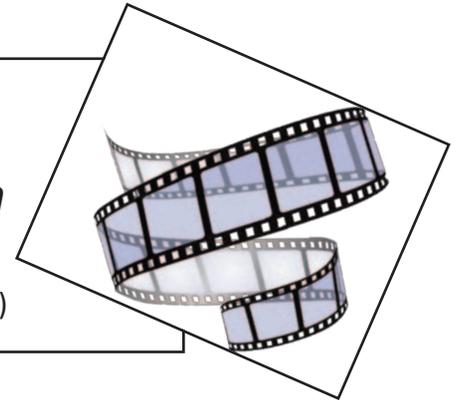


Tentative Calendar

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 	2 <i>Breakfast @ 3 Brothers</i> 8:15am
3	4	5 	6	7 EAA 113 Homebuilder's Meeting 7:30 pm	8 	9 <u>EAA 113's Young Eagles</u> 8:-11 a.m 
10 	11	12	13	14 EAA 113 Board Meeting 7:30 pm	15 	16 <i>Breakfast @ 3 Brothers</i> 8:15am
17	18	19 	20	21 EAA 113 General Meeting 7:30 pm	22	
24 <i>Jackson (JXN) Pancake Breakfast</i> 		26 	27	28 EAA 113 IMC Meeting 7:30 pm 	29 	30 <i>Breakfast @ 3 Brothers</i> 8:15am
31						



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



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.



Next Meeting: TBD 7:30 PM at the EAA Aviation Education Center

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

GRANDPA WHAT DID YOU DO DURING THE
GREAT CORONAVIRUS PANIC OF 2020?



WELL SON, I HAD A VERY DANGEROUS JOB. I WAS
A TAILGUNNER ON A CHARMIN DELIVERY TRUCK

Courtesy Warren A. Rempfer's post.