

# EAGLE'S PROPWASH



June 2014 Issue  
**CHAPTER 113**  
*"The Backyard Eagles"*



Young Eagles, May 17, 2014  
*Photo Courtesy of Ken Mosley*

Our Web Site: [www.113.eaachapter.org](http://www.113.eaachapter.org)    [EAA113@yahoogroups.com](mailto: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**

## Member Services

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**Vice President:** Shahar Golan (248) 767-6630

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Dues: Grant Cook (734) 223-2688

### **Technical Counselors:**

Randy Hebron (734) 326-7659

Dan Valle (313) 539-9818

### **Flight Advisors:**

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Dan Valle (313) 539-9818

**Scholarships:** Jim Trick (517) 546-3944

Elizabeth Hebron (734) 776-9294

### **Young Eagles/Eagle Flights:**

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**Refreshments:** Joe Griffin (734) 455-3107

**Webmaster:** John Maxfield

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### **Aviation Center Management Committee:**

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Dave Buck (734) 453-5375

Bill Brown (734) 420-2733

Bob Skingley (734) 522-1456

## 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

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



## PRESIDENT'S PODIUM

**John Maxfield** (248) 890-6767  
avee8rrr@yahoo.com  
June 2014

Welcome to the June issue of the Backyard Eagles "Propwash" Newsletter. This month's edition is especially important because it's our last opportunity to remind you that Father's Day, June 15th is our Annual EAA Chapter 113 Pancake Breakfast Fly-In at Mettetal Airport. Lou, Dave, and others have been planning for months and we're counting on your help in making this event a success. Set-up day is Saturday June 14th immediately after breakfast while Sunday's start time is 5:30 a.m. so we're ready to serve at 7:00. This is our Chapter's biggest fund raiser of the year, used primarily for our annual scholarships. Both of this year's scholarship recipients are scheduled to appear and be honored at 9:30. It's also our opportunity to invite the local community to the airport and show what EAA and General Aviation is all about. We look forward to your participation.

All three days of the recent Memorial Day Weekend were bright, sunny, and warm and it was great to see all the flying activity at Mettetal Airport. Someone even said they saw the Sonex out flying Friday evening and that it was smoking again. Actually it was the first tests of its onboard smoke system that provided just what was intended... Fun! We were also blessed with good weather at our May 17th Young Eagles Day. Twenty-nine new Young Eagles got their first flights and one went up twice! She was one of several kids showing real interest in returning to other Chapter 113 events. All of this activity came out of an Eagle Flight Kurt David, the school's counselor, had with Shahar Golan who then shared it with his students.

For the second year, Debbie Forsman has been asked to take the Young Eagle's Program on the road. Cody Welch, an EAA National Board Member, asked for some EAA 113 pilots and ground volunteers to come to Linden Price Airport on June 21st to give rides during the Airport Open House and Fly-In. Please let Debbie know if you can lend a hand by e-mailing [youngeagles113@wowway.com](mailto:youngeagles113@wowway.com) or by calling 734-397-3452. We're also contemplating a Young Eagle's Day at the Napoleon, MI Airport sometime this fall. Stay tuned for more about that later.

Our Chapter will be hosting EAA's Ford Tri-Motor at the Oakland Pontiac Airport July 10th through 13th. This is another great opportunity to share our enthusiasm for sport aviation and EAA with the general public. The Detroit Model T Club will be bringing out their old cars about 4pm on Friday July 11th. It will be a great opportunity to see both cars and airplane of Henry Ford's era. Dave Buck is coordinating the volunteer schedule and welcomes your call to help at 734-223-2675. Joe Kirik is doing the local advance marketing and public relations and can use your help getting the word out. Small posters and window ads will be available at the next meeting. Joe can be reached at 248-872-3220.

**This Month's meeting will start at 6:30pm with a BBQ at the hangar** to unwind from our Father's Day event. We'll supply the burgers and buns etc., please bring a dish or desert. Doug Keen will present AirBus' and Flying European LSA's. Stay up to date with EAA 113 at [www.113.eeachapter.org](http://www.113.eeachapter.org) and follow us on Facebook!

See You June 14th for set up and June 15th for our Pancake Breakfast Fly-In!

Happy Landings

John Maxfield



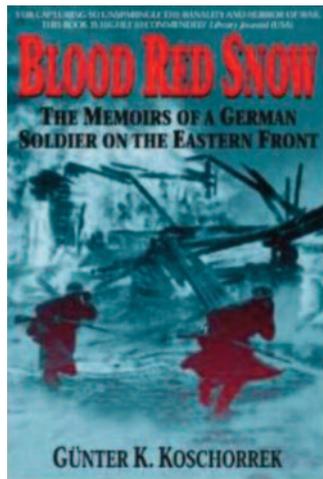
## PAULSON AVIATION & HISTORY LIBRARY

Barb Cook (734) 277-3469

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June 2014

Since I'm still thinking about Memorial Day, here are the field notes of a German infantryman and machine gunner, only recently re-discovered.. *Blood Red Snow; The Memoirs of a German Soldier on the Eastern Front* by Gunter K. Koschorrek, Zenith Press, 2005. Shelf number 940.54 217 KOSC



Koschorrek doesn't make political or ideological statements here, these are just the scraps of paper he stuffed into the lining of his uniform describing the conditions around him. He doesn't think he is a hero, but it is a clear vision of what he saw and had to do in Italy, Austria, and Russia.

After he was wounded and trying to make his way back West away from possible Russian captivity , he says, referring to some other POWs,  
"..unlike me and the many others who have escaped the hellish inferno of the Eastern Front and now stand in front of a heap of shattered remnants. Within me there is a feeling of indescribable disappointment, and I feel hatred for anything which has to do with this war." \*

Yes, I did appreciate this direct look at the battlefield. It was not particularly brutal or spectacular like a movie, but informative observations of a guy on the ground with blisters from digging trenches.

\*p. 310 of Blood Red Snow.

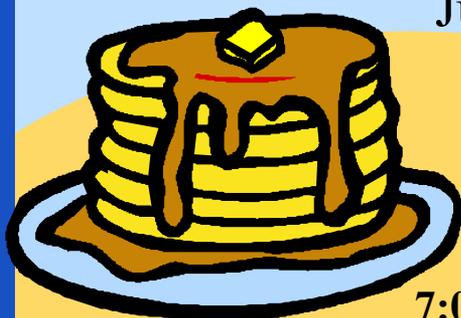
EAA Chapter 113's Annual



# Father's Day

## Pancake Breakfast

June 15th, 2014



Mettetal Airport (1D2)  
EAA 113 Aviation Center  
Canton, MI

7:00 a.m. - 11:00 a.m.

### Fly in or Drive in . . .

. . . for breakfast, helicopter rides and static displays!

(Proceeds help fund the EAA 113 Aviation Scholarship Program)

For more information visit our website: [www.113.eaachapter.org](http://www.113.eaachapter.org)

## BBQ and General Meeting

Thursday, June 19, 2014

6:30 p.m.

EAA 113 Aviation Center

Come and relax after all the hard work at the Pancake Breakfast!

The Chapter will supply the Hot Dogs, Hamburgers and condiments.  
Please bring a dish to share.

A brief meeting will follow dinner.



## **WE ARE PROUD TO PRESENT THE 2014EAA 113 SCHOLARSHIP WINNERS!**

The Scholarship Committee had a very tough assignment this year. We received an overwhelming twenty-three applications for the EAA 113 Aviation Studies Scholarship. Every applicant was evaluated on their involvement in aviation, GPA, community service, references, presentation and most importantly their passion for aviation. After much evaluation, investigation, deliberation, and consideration, we were able to confidently decide upon two applicants to each receive \$1,000 scholarship awards.

Katherine Vena graduated from Salem High School in 2013 and currently attends Western Michigan University studying Aviation Flight Science where she currently holds a GPA of 3.68. She grew up in an aviation family but her interest began at an EAA Fly-In at Tecumseh when she was young. The day after Katherine graduated high school, she began working on her Private Pilot License. Two weeks later she soloed and in less than two months she had her license. Currently, she is completing her Instrument Rating. During high school, Katherine was named Captain of both the Varsity Golf team and Tennis team. She mentored at-risk students and was also involved in an outreach youth group that fed the homeless. Katherine aims to become an airline or corporate pilot however, she will remain open to all opportunities that present themselves. She is a member of Women in Aviation and her wish is to inspire other young people to get into aviation.

Brett Benham graduated from Sparta High School in 2013 where he was the President of the National Honor Society for three years. He also organized blood drives and mentored at-risk students. Currently, Brett attends Northwestern Michigan College in Traverse City in Aviation Flight Science with a GPA of 3.67. He currently works at the college in the flight department. Brett's interest in aviation began when he was very young and he spent his free time at airport viewing areas. Once he was old enough to work, Brett got a job at Paul C. Miller Airport on the line crew to pay for his flying. He learned about the aviation business while making many pilot friends. He obtained his private license prior to high school graduation and now is working on his commercial license. Once Brett obtains his Associate Degree from NMC, he plans to transfer to Davenport University to finish his Bachelor's Degree in Aviation Business Administration. Brett has many options available to him, but his main ambition is to become a professional pilot.

Jessie Pienta is our 2014 Air Academy Scholarship winner. She is currently in the 6th grade and lives in Greenville, South Carolina. She plays piano, is a member of a children's choir at her church, and participates in 4-H and Little Women Girls Club. Jessie is the granddaughter of Randy and Liz Hebron. She loves to fly with her Pop in his Cessna 180 and Volmer. She also loves to read *Vintage Aircraft* magazine so much that her Granny and Pop bought her a subscription of her own so she wouldn't take and hide Randy's copies! Jessie is excited to participate in a variety of activities at Air Academy and to go see Oshkosh. Her future goals are to earn her pilot's license when she is old enough and also to restore or build an airplane.

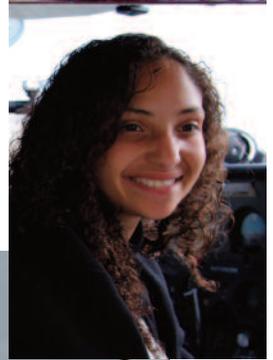
We are very proud of the accomplishments of all the scholarship winners and wish them all the best as they set out to realize their dreams that are well within reach.

All the Best to Katherine, Brett and Jessie!!

YOUNG EAGLES MAY 17, 2014



Photos  
Courtesy of  
Ken Mosley



# TINIAN ISLAND, PACIFIC OCEAN

By Meri Jo Geyer,

Submitted by Pete Waters

It's a small island, less than 40 square miles; a flat green dot in the vastness of Pacific blue.

Fly over it and you notice a slash across its north end of uninhabited bush, a long thin line that looks like an overgrown dirt runway. If you didn't know what it was, you wouldn't give it a second glance out your airplane window.



This is Runway Able:



loading pit, then after lengthy preparations, taxied to the east end of North Field's main runway, Runway Able, and at 2:45am in the early morning darkness of August 6, took off.

The B-29 was piloted by Col. Paul Tibbets of the US Army Air Force, who had named the plane after his mother, Enola Gay. The crew named the bomb they were carrying Little Boy. Six hours later at 8:15am, Japan time, the first atomic bomb was dropped on Hiroshima.

Three days later, in the pre-dawn hours of August 9, a B-29 named Bockscar (a pun on "boxcar" after its flight commander Capt. Fred Bock), piloted by Major Charles



On the ground, you see the runway isn't dirt but tarmac and crushed limestone, abandoned with weeds sticking out of it. Yet this is arguably the most historical airstrip on earth. This is where World War II was won.

On July 24, 1944, 30,000 US Marines landed on the beaches of Tinian ... Eight days later, over 8,000 of the 8,800 Japanese soldiers on the island were dead (vs. 328 Marines), and four months later the Seabees had built the busiest airfield of WWII - dubbed North Field - enabling B-29 Superfortresses to launch air attacks on the Philippines, Okinawa, and mainland Japan.

Late in the afternoon of August 5, 1945, a B-29 was maneuvered over a bomb

Sweeney took off from Runway Able. Finding its primary target of Kokura obscured by clouds, Sweeney proceeded to the secondary target of Nagasaki, over which, at 11:01am, bombardier Kermit Beahan released the atomic bomb dubbed Fat Man.

*"Atomic Bomb Pit #1" where Little Boy was loaded onto Enola Gay:*



The commemorative plaque records that 16 hours after the nuking of Nagasaki, "On August 10, 1945 at 0300, the Japanese Emperor, without his cabinet's consent, decided to end the Pacific War."

Take a good look at these pictures. This is where World War II ended with total victory of America over Japan. I was there all alone. There were no other visitors and no one lives anywhere near for miles. Visiting the Bomb Pits, walking along deserted Runway Able in solitude, was a moment of extraordinarily powerful solemnity.

It was a moment of deep reflection. Most people, when they think of Hiroshima and Nagasaki, reflect on the numbers of lives killed in the nuclear blasts - at least 70,000 and 50,000 respectively. Being here caused me to reflect on the number of lives saved - how many more Japanese and Americans would have died in a continuation of the war had the nukes not been dropped.

Yet that was not all. It's not just that the nukes obviated the US invasion of Japan, Operation Downfall, that would have caused upwards of a million American and Japanese deaths or more. It's that nuking Hiroshima and Nagasaki were of extraordinary humanitarian benefit to the nation and people of Japan.

Let's go to this cliff on the nearby island of Saipan to learn why:

Saipan is less than a mile north of Tinian ... The month before the Marines took Tinian, on June 15, 1944, 71,000 Marines landed on Saipan ... They faced 31,000 Japanese soldiers determined not to surrender.



Japan had colonized Saipan after World War I and turned the island into a giant sugar cane plantation. By the time of the Marine invasion, in addition to the 31,000 entrenched soldiers, some 25,000 Japanese settlers were living on Saipan, plus thousands more Okinawans, Koreans, and native islanders brutalized as slaves to cut the sugar cane.

There were also one or two thousand Korean "comfort women" (kanjiin Japanese), abducted young women from Japan's colony of Korea to service the Japanese soldiers as sex slaves. (See The Comfort Women: Japan's Brutal Regime of Enforced

Prostitution in the Second World War, by George Hicks.)

Within a week of their landing, the Marines set up a civilian prisoner encampment that quickly attracted a couple thousand Japanese and others wanting US food and protection. When word of this reached Emperor Hirohito - who contrary to the myth was in full charge of the war - he became alarmed that radio interviews of the well-treated prisoners broadcast to Japan would subvert his people's will to fight.

As meticulously documented by historian Herbert Bix in "Hirohito and the Making of Modern Japan", the Emperor issued an order for all Japanese civilians on Saipan to commit suicide. The order included the promise that, although the civilians were of low caste, their suicide would grant them a status in heaven equal to those honored soldiers who died in combat for their Emperor.

And that is why the precipice in the picture above is known as Suicide Cliff, off which over 20,000 Japanese civilians jumped to their deaths to comply with their fascist emperor's desire - mothers flinging their babies off the cliff first or in their arms as they jumped.

Anyone reluctant or refused, such as the Okinawan or Korean slaves, were shoved off at gunpoint by the Japanese soldiers. Then the soldiers themselves proceeded to hurl themselves into the ocean to drown off a sea cliff afterwards called Banzai Cliff. Of the 31,000 Japanese soldiers on Saipan, the Marines killed 25,000, 5,000 jumped off Banzai Cliff, and only the remaining thousand were taken prisoner.

The extent of this demented fanaticism is very hard for any civilized mind to fathom - especially when it is devoted not to anything noble but barbarian evil instead. The vast brutalities inflicted by the Japanese on their conquered and colonized peoples of China, Korea, the Philippines, and throughout their "Greater East Asia Co-Prosperity Sphere" was a hideously depraved horror.

And they were willing to fight to the death to defend it. So they had to be nuked. The only way to put an end to the Japanese barbarian horror was unimaginably colossal destruction against which they had no defense whatever. Nuking Japan was not a matter of justice, revenge, or it getting what it deserved. It was the only way to end the Japanese dementia.

And it worked - for the Japanese. They stopped being barbarians and started being civilized. They achieved more prosperity - and peace - than they ever knew, or could have achieved had they continued fighting and not been nuked. The shock of their getting nuked is responsible.

We achieved this because we were determined to achieve victory. Victory without apologies. Despite perennial liberal demands we do so, America and its government has never apologized for nuking Japan...

Oh, yes...Guinness lists Saipan as having the best, most equitable, weather in the world. And the beaches? Well, take a look:





John Maxfield's Sonex: At least the smoke is outside this time!  
*Photo Courtesy of Debbie Forsman*

## MEMBER'S CLASSIFIED ADS

Dave McKenzie is looking for a set of plans for the Dyke JD1 Delta.  
Dave McKenzie, 517-545-8888

Piper Cub for Sale:  
1946 J3c-65, 1715TT, 261 SMOH, N87965,  
complete restoration by Chapter 77 EAA chapter In 2006, New Poly fabric.  
Please call for more Information on the plane. Thanks, Andy Folgmann.  
Home # 734 453 3213, folgmann101@comcast.net

## YOUNG EAGLES



I want to thank all the members who came out to help with our first two Young Eagle events for 2014. Both events have been safe and full of smiles, thus making them very successful. We are off to a great start with nearly 50 Young Eagle flights already for the year.

It is because of the reputation of EAA 113's program, we have been asked to provide Young Eagle flights at the Linden Price Airport Pancake Breakfast on June 21st. We need members to help escort families and load planes. It is also a great opportunity to promote EAA, as Linden does not have a local Chapter. With some advance notice, we may be able to arrange "plane pools" up to Linden. If you are interested in helping with this event, please let me know.

Debbie

# FIRST FLIGHT OF THE R-H-2 VJ-22 FLYING BOAT: AS VIEWED BY THE PILOT'S WIFE

(Reprinted from an ancient Chapter 113 newsletter)

By Elizabeth MacKenzie Hebron

The mildly nervous pilot/builder taxied the R-H-2, Volmer Sportsman (a.k.a. Jenny Puddlejumper) to runway 18, Mettetal, at 6:30 pm on Monday, September 16, 1985.

The Lycoming 0235-C1 was run up smoothly, and the pilot (after fumbling with the motorcycle helmet before successfully strapping it on) was ready for the first flight.

The R-H-2 lifted gracefully of the ground at 6:42 pm, taking to the air (if you will excuse the pun) like a duck to water!

As pilot and plane soared up and past her vantage point at the runway intersection, the pilot's wife swiftly snapped photos of the momentous event. She was so busy woman-handling the camera she had no time to be apprehensive. The pilot's father, on the other hand, was so excitable he forgot to turn on the video camera as he shot the take-off! As luck would have it, a dear friend captured the event on video, preserving the occasion for posterity.

The R-H-2 slowly circled the field for 15 minutes, as the pilot ceased to hyperventilate and began to get the feel of his latest creation. On the ground, his wife's heart swelled with pride as she watched the flawless aerial performance – the culmination of all those years of his hard work and her lonely evenings and weekends.

The R-H-2 made a perfect landing – which his wife failed to photograph – having just run out of film! Again, this time thanks to the pilot's sister-in-law and her camera, there was a photographic record of the first landing.

As the R-H-2 rolled to a stop at its tie-down on the south end of the field, the admiring crowd gathered around and cheered exuberantly as the overheated, triumphant pilot threw open the canopy and climbed out with a huge grin, accompanied by the sound of snapping shutters.

In all ways, the first flight of the R-H-2 was a great success, and all wished the pilot many, many more safe and happy flights in his flying boat. (Spell-check didn't exist back then, and the pilot's wife couldn't spell amphibian.)

Fast forward 29 years: both pilot and amphibian are still going strong after 1430 hours total flight time together! The R-H-2 has undergone several engine and prop configurations over the years, but the pilot is still performing flawlessly with all his original equipment!



## COMPETITION IN A MAN'S SPORT: TOP SIX WOMEN IN EARLY US FLIGHT (Part 2)

By Walt Wick (Published in Air Facts Journal, March 2014)

*"There is no reason why the aeroplane should not open up a fruitful occupation for women. I see no reason they cannot realize handsome incomes by carrying passengers between adjacent towns, from parcel delivery, taking photographs or conducting schools of flying. Any of these things it is now possible to do." –Harriet Quimby, 1912*

The challenge of this article is to identify the six most significant women and their contributions to the art of flying as a sport and as a science in the early years. These women pilots were built of courage, conviction, passion and vision.

Women not only contributed to aviation, but changed the style of dress to fit the physical demands of flying. Victorian style dresses, cut just above the ankle, were transformed into pants, jumpsuits and manly attire, unheard of in the early 1900s. These were women test pilots of the rarest kind in the early years as they would break altitude and distance records on every flight. With this desire and passion they continued to set records until the present day.

### **Katherine Stinson – The Flying Schoolgirl**

Katherine Stinson was the fourth woman in the United States to obtain a pilot's certificate, which she earned on July 24, 1912, at the age of 21 while residing in Pine Bluff, Arkansas. Initially, she planned to get her certificate and use money she earned from exhibition flying to pay for her music lessons in Europe. However, she found she liked flying so much that she gave up her piano career and decided to become an aviatrix.

After she received her certificate, Stinson and her family moved to San Antonio, Texas, an area with an ideal climate for flying. She was a stunt flier, and the loop-the-loop stunt was considered particularly dangerous. In a plane she had built herself, she became the first woman and fourth pilot in the United States to master it, on July 18, 1915, at Cicero Field in Chicago. She went on to perform this feat some 500 times without a single accident.

Stinson also became the first woman to fly in the Orient. Fan clubs developed all over Japan to honor the "Air Queen." In 1917 she set a long-distance record of 610 miles by flying alone from San Diego to San Francisco, over the mountains of Southern California. She broke her own flying record while carrying air mail with a 783-mile flight from Chicago to New York.

After the war, Katherine went back to flying air mail, but she came down with tuberculosis in 1920. After a long recovery, she married a former World War I pilot.



*Katherine Stinson was the first woman to perform a loop.*

## Ruth Law

Ruth Law, born on May 21, 1887, was a very competitive individual, likely to try anything just because someone told her she couldn't do it. Just such a dare was responsible for her being the second woman to perform a loop in 1915.

Law enrolled in the Burgess Flying School in June 1912, made her first flight on July 5, and soloed on August 12. She was possibly the first woman to make her living in the profession of pilot. Ruth was reported to have earned annually \$50,000, a tremendous sum at the time. After the United States entered World War I in April 1917, Law campaigned unsuccessfully for women to be allowed to fly military aircraft. Stung by her rejection, she wrote an article entitled "Let Women Fly!" where she argued that success in aviation should prove a woman's fitness for work in that field.

During World War I, she wore a regulation army aviation uniform and was billed as "Uncle Sam's only woman aviator" as she promoted the war effort by dropping Liberty Loan "bombs" from her plane. By early 1918, the Army Aviation Service had more volunteers than its training equipment could handle.



*Ruth Law may have been the first female professional pilot.*

## Marjorie Stinson

On August 12, 1914, Marjorie Stinson became the ninth American woman licensed to fly, following her sister Katherine, the fourth to gain her license. With her mother's permission, at the age of 18 she enrolled in the Wright School at Dayton, soloing on August 4. Flying was the life blood of the whole family. The Stinsons moved to San Antonio, Texas, and opened a flying school with their brother as chief mechanic and mother as business manager.

Marjorie's strict teaching style earned her the nickname "The Flying Schoolmarm." In 1915, she became the only woman in the U.S. Aviation Reserve Corps, and the only woman to whom a pilot's license had been granted by the Army and Navy Committee of Aeronautics. In 1918, the US Postmaster General approved the appointment of Marjorie Stinson as the first female air mail pilot.



*Marjorie Stinson learned to fly, like her sister.*

*Each of these women blazed a trail for future aviators, most of them overcoming long odds. And remember: women couldn't vote until 1920.*



# June 2014



Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3 	4	5	6	7 Breakfast @ Coney 8:30 am
8 EAA 333 Pancake Breakfast at Ann Arbor Airport 	9	10	11	12 EAA 113 Board Meeting 7:30 pm	13	14 Breakfast @ Coney 8:30 am
15 Father's Day  EAA 113 Annual Pancake Breakfast	16	17	18	19 EAA 113 BBQ and General Meeting 6:30 pm 	20	21 Breakfast @ Coney 8:30 am EAA 113 Young Eagles Event at Linden Price Airport 
22 EAA 77 Pancake Breakfast at Dalton Airport Flushing 	23	24	25	26 Flying Safety Meeting 7:30 pm	27 Howell Balloon Fest 27th—29th 	28 Breakfast @ Coney 8:30 am
29	30					



# July 2014



Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4 Happy 4th of July 	5 Breakfast @ Coney 8:30 am
6  Battle Creek Air Show	7 	8	9	10 EAA 113 Board Meeting 7:30 pm	11 EAA Trimotor @ Pontiac 10h-13th 	12 Breakfast @ Coney 8:30 am
13	14	15 	16	17 EAA 113 General Meeting 7:30 pm	18 	19 Breakfast @ Coney 8:30 am Jackson Hot Air Jubilee
20	21	22	23 	24	25	26 Breakfast @ Coney 8:30 am
27 	28 Oshkosh AirVenture	29 Oshkosh AirVenture	30 Oshkosh AirVenture	31 Oshkosh AirVenture 	EAA AIRVENTURE OSHKOSH 2014	

**EAA Chapter 113**

Mark Freeland

1480 Oakwood

Sylvan Lake, MI 48320

**Next Meeting : Thursday, June 19, 2014  
6:30 PM at the EAA Aviation Education Center**