

EAGLE'S PROPWASH

DECEMBER 2024 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**
Metetal Airport (1D2)
8512 Lilley Road
Canton, MI 48187
(734) 392-8113



Defying frosty winds that blow
I shout to you across the snow -
"A MERRY CHRISTMAS"

Member Services

Class I Board of Directors:

President: John Maxfield (248) 890-6767 president@eaa113.org
Vice President: Rick Karaschin (734) 341-6773 vicepresident@eaa113.org
Secretary: Dan Jones (248) 820-7901 secretary@eaa113.org
Treasurer: Dave Buck (734) 223-2675 treasurer@eaa113.org

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Al Bosonetto (734) 261-5518
Jim Brown (313) 570-6374
David Edmonds (603) 670-8326
Randy Hebron (734) 560-2115
Jack McClellan (734) 748-4378
Library: Barb Cook (734) 277-3469 library@eaa113.org
Newsletter: Elizabeth Hebron (734) 776-9294 newsletter@eaa113.org
Roogey.Batoon@proton.me

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Dave Steiner (734) 645-1150

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Al Bosonetto, Dave Buck, John Maxfield

Dues: Dave Buck (734) 223-2675

Technical Counselors:

Randy Hebron (734) 560-2115
Dan Jones (248) 820-7901

Flight Advisors:

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

Scholarships:

Debbie Redding (734) 397-3452
John Maxfield (248) 890-6767

Young Eagles:

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

Flying Start:

Dan Jones (248) 820-7901 flyingstart@eaa113.org

Homebuilders:

Martin Filiatrault (248) 339-6236 builders@eaa113.org

IMC/VMC:

Herb Schulke (734) 233-7864 imcvmc@eaa113.org

Aviation Center Management Committee:

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

Web Master/Tech Support:

Joe Hood webmaster@eaa113.org
support@eaa113.org



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.”

Presidents Podium December 2024



Greetings Chapter 113 members and friends.

November featured lots of activities in Chapter 113. The monthly Builders Meeting featured the new Flight Test Manual and Cards. This well-organized system of flight testing is designed to be completed with the new FAA performance-based certification, replacing the old 40-hour fly-off time. Thanks to Rick Karaschin, our library now has a copy of this manual set in its collection. Our Fall Chili Fly-In had excellent weather for pilots from all directions to fly in. Member participation was great, with lots of help setting up and cleaning up along with plenty of donations of delicious chili and desserts. As a side benefit, the Chapter turned a small profit from the donations made. At the November gathering, David Edmonds shared experiences, with pictures and videos, from his days as a weather modification pilot. Imagine if you will, flying a thousand feet along the side of a towering thunderstorm shelf cloud while dispensing dry ice and/or having flares burning off the trailing edge of the wing to prevent hail in said storm. Pretty impressive work considering jet pilots are taught to avoid these same storms by 20 or more miles!

You may have received an email recently from EAA containing the yearly Chapter Survey. Please take the few minutes required to fill it out online. Chapter leaders get a report from Oshkosh of the results for our respective Chapter so we can make improvements where needed and continue the programs that are doing well.

December 19th Chapter 113 Gathering will be our Annual Holiday Dinner. The Chapter will supply Turkey, Dressing, and Gravy. Bring a side dish for the buffet or dessert table as you're able and join in a relaxing evening with Chapter members and guests. As in years past, we'll be collecting non-perishable food donations for the Plymouth Salvation Army Food Bank. Likewise, any monetary donations from the evening will also be given to the Salvation Army.

Dinner starts at 6:30, Don't miss it!

Stay up to date with EAA 113 at www.eaa113.org and follow us on Facebook!

Happy Holiday Landings Everyone! - John Maxfield

EAA 113 BOARD MEETING MINUTES - November 14, 2024

Attendance: Al Bosonetto, Debbie Redding, Randy Hebron, Dave Steiner, John Maxfield

Absent: Rick Karaschin, Dave Buck, Jack McClellan, Jim Brown, Dave Edmonds, Liz Hebron

Treasurer's Report: Dave B.

- Financials - emailed separately.
- Expenses? Sewer grinder replacement.
- VSCGX scholarship fund.
- 1 year CD has matured, principal placed back into appropriate Vanguard account

Secretary's Report: Dan – absent

Carryover from last month:

- Simulator feasibility group met on Nov 9 – no report, equipment brought downstairs for the meeting has been returned to upstairs storage.

Builder's Meeting Report: November 7th meeting – 7 attendees, discussed EAA's Flight Test Manual / Cards version 2. Rick donated a copy of same to the Chapter library.

IMC/VMC Club Report: Herb – Next meeting January 23 (Nov & Dec dates are holidays)

Newsletter Report: Liz – no report

Library Report: Barb – no report

Events: Debbie –

Young Eagles next event will be in the spring of '25

Fall Chili Fly-In Nov 9 – successful, profiting a little bit over \$100.

Frostbite Chili Fly-In Feb 2025

December Meeting – Dinner 6:30 – Chapter will provide turkey & dressing – Pot Luck

January Movie Night?

Youth events: Saturday Youth Workshop December 14th, 9:30 – 12:00.

Ray Scholarship: prospective applicant – Joshua – John will apply for the 2025 Chapter Ray Scholarship participation.

Calendar Updates: December Youth Workshop is moved to December 14th.

November 21st Membership Gathering: David Edmonds, weather Modification flying

Future Gathering Speakers/Programs:

Building: Wifi upgrade?

Furnace (2) inspections – Roger Gehle arranging

IT, web site, Facebook:

Next Board meeting: December 12th

Meeting Adjourned:



Come celebrate the season with
your family and
aviation friends!

Thursday, December 19th, 2024

6:30 p.m.

EAA 113 Aviation Center

Bring your holiday spirit, your family,
a dish to share for our holiday dinner and some
non-perishable food items for the Salvation Army.

EAA 113 will supply the delicious turkey!

You are invited to attend

EAA 113's annual

Holiday Party



Let's help sweeten the holidays for some families
in need in our own community with non-
perishable food donations to the Salvation Army.
Suggestions include:

Canned vegetables

Cereal/Oatmeal

Box Meals (Hamburg Helper)

Pudding/Jello

Canned Fruit

Gravy

Instant Potatoes

Stuffing

Peanut Butter

Jelly

Pasta / Pasta Sauce

Soups

Canned Tuna/Chicken

Rice



MY DISCOVERY FLIGHT: LOGGING HOURS

By Michael Thomas

My discovery flight was indeed one of the most unforgettable moments I've had in a long time. Although the weather wasn't on my side, causing me to reschedule the flight twice, the wait was worth it. Each delay only built up the excitement, and when the day finally arrived, the experience surpassed all expectations. The views from above were breathtaking, and the flight was an incredible learning experience. I gained a deeper understanding of aviation and the mechanics of flight. I'm so grateful to Dave for this generous gift and for making this adventure a reality. It was a reminder of how, sometimes, patience and perseverance lead to the most rewarding experiences—and how much there is to learn when you embrace new opportunities.



NOVEMBER 9th CHILI FLY-IN

Photos Courtesy of Dave Steiner



MARTIN'S DREAMS OF FIRESTAR WINGS

By Martin Filiatrault

Shortly after selling my beloved RV-8 Falsi-Fighter I realized I really didn't want have to live the rest of my life without an airplane. I knew I wasn't up to the task of building another RV and I can't afford to buy or maintain one. I would have to go a much simpler route. I've always wanted to experience flying in an open cockpit aircraft, preferably where I sat right in the nose with the rest of the airplane behind me. A Breezy with a nose fairing would be ideal, but even Breezys are getting expensive nowadays. There are other light-sport experimental aircraft that utilize that design; Kolb, Chinook, Dragonfly, Rans, Quicksilver and M-Squared all have models that would fit the bill. Some more research drew me toward the Kolb Firestar II.



Kolb has been around for many years; the company was recently acquired by new owners based in Kentucky. Searching the internet for Kolb videos, I learned of Ben Kairys. He's a local Michigan pilot who has shared his flight experiences in a Kolb Firestar and Firefly on his YouTube channel. He made modifications to his Firestar that greatly improved the performance and reliability. I watched several of his videos many times, and they really made me want to own a Firestar just like his, including his engine choice and custom modifications.



I checked in with my DAR Matt Tomscheck and learned a lot more about the Ultralight and Light-Sport Experimental aircraft categories and requirements. I wanted a Light-Sport Experimental that I could fly in controlled airspace.

I started shopping for used Firestars and found a few candidates. Most were built as ultralights, which can't legally be converted into light-sport experimental aircraft. They have to be initially built as Light Sport Experimental aircraft and have special documentation from the factory to be licensed as such. The few candidates I found for sale that were licensed were in the western states, presenting some daunting logistics. I even found Ben's own Firestar for sale; he had sold it to a buyer who had transported it to his home field in Oregon. It needed work and was being sold for a low price. I really wanted to buy that airplane but it seemed impractical to try to transport it all the way back to Michigan.

It was looking more like I would end up building my own, so I planned a journey down to the Kolb facility in London, Kentucky to do some in-person research. On Monday 9/9/24 I drove most of the way down and stayed overnight in Richmond KY before heading to the Corbin-London Airport (LOZ) the next morning to meet up with Tom Cooper. He gave me a tour of the main hangar that served as their manufacturing, assembly and maintenance facility. We talked as we walked and I went over a list of questions I had prepared.



Tom showed me a customer's Firestar II that was being restored. They also had a quickbuild kit in one of their transport trailers. The frame was powder-coated in the same yellow I would choose. It was all I could do to resist buying on the spot... not that I had the cash available.



Tom offered to take me up to his home field to show me his airworthy Firestar II. They had recently purchased it from a customer who had to sell it for medical reasons; they use it as the factory demonstrator. He also had a Yamaha Phazer engine in his hangar with the reduction gear adapter installed that Ben Kairys designed. Tom offered to show me a flight demonstration and I wished I'd had the time to witness that, but I needed to depart by noon to make it home that evening. I hope to return next spring and take him up on the offer before making my purchase.

We returned to the factory hangar where I met his shop manager Charles May. We talked briefly before Tom showed me around their storage hangars that held other factory mules and kits in various forms of assembly or repair. I said my goodbyes and as I drove home I was making plans on how to best move forward with the project. I made two videos of the experience and shared them on my YouTube channel. The first describes the journey to Richmond and the factory tour the next day. The second one is the time lapse journey home on county roads. Not really Kolb-related, but a decent road trip that included a wonderful sunset.

https://youtu.be/Jdes3TQUikg?si=MDR_eRomUtpSlpIM

<https://youtu.be/4PTJA8Xw3KA?si=1cM3wpDDOHeUWb3y>

Upon my return I continued my planning. I captured screenshots of the Kolb website wishlists and created my own custom build sheet. Kolb does not offer blueprints or build manuals in digital form; hard copies are usually supplied with the first kit ordered. I requested to buy them separately and they agreed to back the cost out of the first kit when I ordered it. After I received the blueprints and manual, I had the blueprints scanned and digitally archived for my own use. I contacted Kolb and sent them a thumb drive with the digitized blueprints and they granted me single-use copyright permission with the agreement that I would never sell them myself. If you want blueprints or the builder's manual in any form, you must contact Kolb directly.

I also played with digitizing their logo for future use. Their website doesn't support any forms of e-commerce and they don't seem to sell any brand merchandise aside from the kits and plans. I made a pitch to provide free consultation for development of brand merch to sell; hats, T-shirts, stickers, etc. I also shared the link to my Kolb-related videos and asked for their opinions. When I talked to Charles May at the factory he expressed interest in generating some online promotional content. Initially I got no response, but a recent phone call to Charles revealed that he had received the blueprints but hadn't reviewed them yet. He was pleased with the YouTube video and we discussed doing a proper factory tour video in the future that would be a much more effective promotional tool for the company. He was also enthusiastic about the possibilities of selling merch and encouraged me to create samples for them to review. I'm definitely going to follow up on this; it could lead to something big.



Further research into various aspects of the build led me to visit Grand Rapids Technologies, located in Podunk, Slovakia. That's a lie. They're actually located in Wyoming, MI. That's the truth. Wyoming is within the greater Grand Rapids area. GRT is an avionics company that is producing their own EFIS systems as well as working with other manufacturers to sell integrated avionics suites. Although not as big as Garmin, their reputation is growing and they put out good products at competitive prices. I visited their facility and met with their sales manager, Jon Francois. We discussed what I had in mind for my Firestar and he generated a quote on the spot. Avionics are never cheap, especially if you want to be able to fly in any airspace. The package we designed gave me almost the same capabilities I had in the RV-8 at about 1/3 of what it cost me to have Aerotrionics build the RV-8 panel. We'll have to see what the actual cost will be when I'm ready to buy and install it, but I really want to have the capability it will provide.

MY FIRESTAR

ITEM	DESCRIPTION	QTY	UNIT PRICE	TOTAL
1	Kit (includes all 800+ parts and manual)	1	7,187.00	7,187.00
2	Firestar II-2	1	7,187.00	7,187.00
3	Firestar Quick Build	1	2,000.00	2,000.00
4	Wing and Tail	1	20,790.00	20,790.00
5	Wing and Tail	1	800.00	800.00
6	Wing and Tail	1	200.00	200.00
7	Wing and Tail	1	800.00	800.00
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98	Wing and Tail	1	200.00	200.00
99	Wing and Tail	1	800.00	800.00
100	Wing and Tail	1	200.00	200.00

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KOLB AIRCRAFT FIRESTAR BUILDER'S MANUAL

1991 1142 Rogers Drive
London, Kentucky 40341
Phone: 406-862-9692
Fax: 406-862-9622
Web: www.kolbaircraft.com

NUMBERS INDICATE PAGE NUMBER WHERE THE PART MAY BE FOUND - NUMBERS ARE THE SAME AS IN THE PLANS CONTENTS.

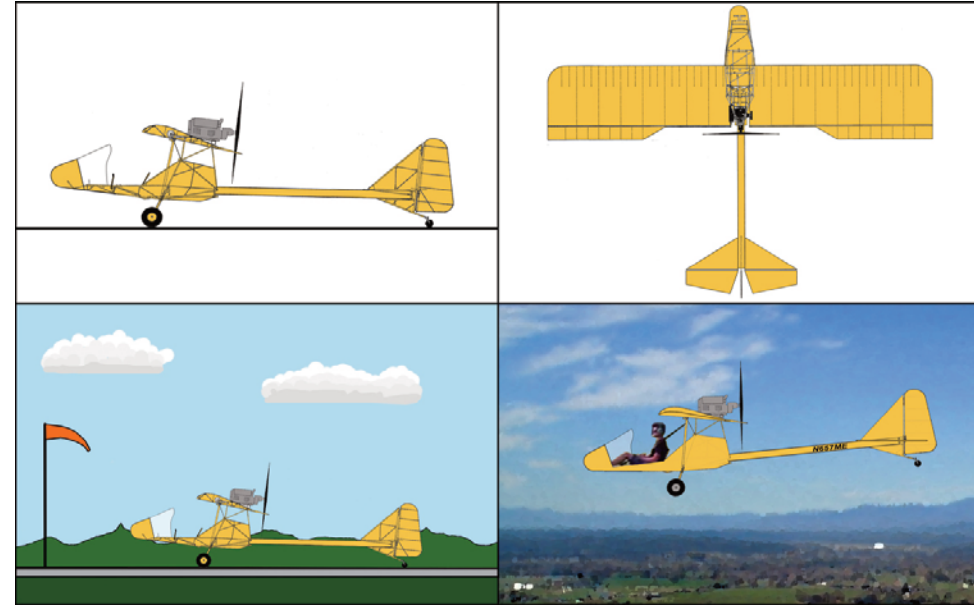
Kolb FIRESTAR
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KOLB AIRCRAFT, INC. Rev. B-10

I won't be able to make any firm decisions on any of this until I know what the verdict will be on regaining my 3rd Class Medical Certificate next February. But there are still a lot of things I can do to prepare for whatever the future holds. I retrieved all my tools, the C-frame table and the engine table from the hangar and brought them back to the shop. I lengthened the engine table to create a proper build table that would also store the blueprints flat on the table underneath. The shop was cleared of all storage items (except the lawn tractor) and prepared for use as a proper shop again.





As I did with the RV-8, I couldn't resist toying with Photoshop and creating paintings of my future bird.



In other news, you may have noticed in the shop photos that I created a shrine to my beloved RV-8.



And in an attempt to try and keep the mountains of life's weirdness at bay, I created this weird sculpture out of an old tea kettle, a blob of epoxy resin and some wood scraps.



Until I'm actually building my own Kolb Firestar, to paraphrase the Doobie Brothers: "Gotta Keep Making Or I'll Lose My Mind!"



The Michigan Aviation Education Foundation is offering scholarships/grants, to eligible Michigan residents. You have until January 31, 2025 to apply for any of four opportunities to advance your flying careers. For details and to find the applications, look on the Michigan Aviation Education Foundation's Facebook page.

Chet Uncapher Grant - \$1000 <https://form.jotform.com/232895002419153>

Hecksel-Sutherland Memorial Scholarship - \$2000 <https://form.jotform.com/232895186111155>

Mary Rawlinson Creason Scholarship - \$4000 <https://form.jotform.com/232883468656169>

Mary von Mach Scholarship - up to \$1000 <https://form.jotform.com/91407066190151>

CHAPTER 113 BUILDERS
















This is a new newsletter feature, listing who is building or has built what aircraft. So if you're new to the chapter, or looking for someone who has experience in building/flying the type of homebuilt you're thinking of building, this is the place to start. For contact information for these individuals, please contact either Martin Filiatrault at ajfmjf@aol.com or Rick Karaschin at rckk61_too@yahoo.com. If you are not on the list, and would like to be included, please contact Martin or Rick.

Ken Burger	RV-10	
Sanjay Dhall	Flying car	
Paul Draper	RV-8	
Dave Edmonds	Bearhawk	
Martin Filiatrault	RV-8	
Randy Hebron	Volmer Sportsman, Wittman Tailwind	(technical counselor)
Ben Herrick	RV-10	
Dan Jones	RV9A	(technical counselor)
Rick Karaschin	Rans S-7S	
Joe Kirik	Sonex Waix	
John Maxfield	Sonex Waix	
Lyle Mead	RV-8	
Mike Scovel	EZ	
Ron Stonewall	Wagabond	
Bob Sultzbach	RV-8	
Ken Sutton	Titan P-51	
Jessica & Fritz Ziegler	Cozy	



December 2024



	Mon	Tue	Wed	Thu	Fri	Sat
	<p>2</p> 	<p>3</p> 	<p>4</p>	<p>5</p> <p>EAA 113 Home Builders Corner 7:30 pm</p>	<p>6</p> 	<p>7 Breakfast @ 3 9:00 am</p> <p>Operation Good Cheer Flights—PTK</p> 
<p>8</p>	<p>9</p> 	<p>10</p>	<p>11</p>	<p>12</p> <p>EAA 113 Board Meeting 7:30 pm</p>	<p>13</p> 	<p>14 Breakfast @ 3 Brothers 9:00 am</p> <p>Youth Workshop 9:30-12:00</p> 
<p>15</p> 	<p>16</p>	<p>17</p> 	<p>18</p>	<p>19</p>  <p>EAA 113 Holiday Party 6:30 p.m</p>	<p>20</p>	<p>21 Breakfast @ 3 Brothers 9:00 am</p>
<p>22</p>	<p>23</p> 	<p>24</p>	<p>25</p> <p><i>Merry Christmas</i></p> 	<p>26</p>	<p>27</p> 	<p>28 Breakfast @ 3 Brothers 9:00 am</p>
<p>29</p> 	<p>30</p>	<p>31</p> <p><i>Happy New Year</i></p>				

FOR SALE

SONEX A MODEL • \$33,000 • FOR SALE BY OWNER / BUILDER • 2012 A Model Tailwheel Sonex, 56 HRS TT A&E. Center Stick with Acro Ailerons. YX Tailwheel Faring. AeroVee with Sensenich Prop, Factory Smoke and B Model Cowl Side Vents. LED Lights, 720 Comm, Transponder w/mode C, UAvionix ADS-B out. Reply to John Maxfield: Avey8rrr@yahoo.com

FOR SALE

Continental C85-12F taken off an Aeronca Chief and was rebuilt in 2017. Zero time SMOH. Includes Chief Motor Mount, SensenichM76A K-2 propeller, and new Slick mags. Old logbooks missing. Current logbook reflects work done, along with AD List. Pictures of Engine and logs available on request. Selling for a friend, so call and I'll try to answer any questions. Asking \$27,500 OBO. Thanks. Doug Conciatu 586-491-0286.

SUGGESTED GUIDELINES FOR *EAGLE'S PROPWASH* NEWSLETTER

1. Please send all PDFs in LANDSCAPE orientation.
2. Please DO NOT format text. Send it as plain text in MicroSoft Word or as a PDF landscape file if you wish your specific layout be kept. No PowerPoint, please. **PLEASE PROOF READ YOUR PDF DOCUMENT CAREFULLY!**
3. The deadline for the newsletter will now always be the 28th of every month.
4. Please send material to: newsletter@eaa113.org or **Roogey.Batoon@proton.me** (new email address)

Thank you, Elizabeth Hebron, *Eagle's Propwash* Editor
P.S. I'm always in need of photos for the newsletter cover!

PLEASE NOTE:

Beginning October 15th, the new email address for Liz Hebron is:
Roogey.Batoon@proton.me

Newsletter@eaa113.org will forward to this new email address.

Chapter Gathering:

December 19, 2024

6:30 PM

at the **EAA Chapter 113 Aviation Education Center**

8512 N. Lilley Road

Canton, MI 48187

(734) 392-8113

