

EAGLE'S PROPWASH

JANUARY 2019 ISSUE

CHAPTER 113 *"The Backyard Eagles"*



Our Web Site:

www.113.eaachapter.org

EAA113@yahogroups.com

Meetings: 7:30 PM

the 3rd Thursday of each
month at the

**EAA 113 AVIATION
EDUCATION CENTER**

Mettetal Airport (1D2)

8512 Lilley Road, Canton, MI

(734) 392-8113



Super Cub on tundra tires landing on Lake Mitchell. See article *"Icy Adventures"* inside.

Photo Courtesy of Mike Fizer

Member Services

Class I Board of Directors:

President: Joe Kirik (248) 872-3220 president@eaa113.org
Vice President: Sanjay Dhall (734) 658-7444 vicepresident@eaa113.org
Secretary: Stefan Rairigh (734) 383-4346 secretary@eaa113.org
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Al Bosonetto, Dave Buck, John Maxfield

Dues: Dave Buck (734) 453-5375

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Dan Jones (248) 310-6018
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John Maxfield (248) 890-6767
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Scholarships:

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

Young Eagles/Eagle Flights:

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

Web: John Maxfield (248) 890-6767 webmaster@eaa113.org

Aviation Center Management Committee:

Al Bosonetto (734) 261-5518
Dave Buck (734) 453-5375
Bill Brown (734) 420-2733
Bruce Breisch (734) 422-2692



CHAPTER MISSION STATEMENT:

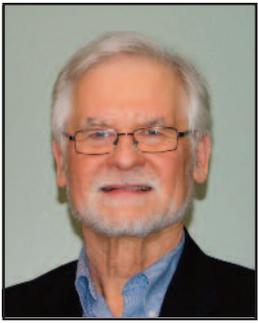
“EAA Chapter 113’s major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun.”

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
January 2019

Holiday Spirit

We had a great Holiday Party on December 20th (see pictures inside). Big thanks to Debbie Redding, John Maxfield and Bob Skingley for setting up and cooking, to Bob for donating the turkeys, to all the 113 members who brought side dishes and desserts, and especially to Santa for making a guest appearance so close to Christmas. It amazes me how well Santa knows everyone in the Chapter. He must have quite a spy network...

Sanjay Dhall's Recovery

Sanjay is feeling better every day as his crash injuries heal and he gains more mobility. He has been home for a couple of weeks now and continues to maintain a very positive outlook. He is expected to make a full recovery, but it will take the better part of a year to come back from the injuries suffered when his flying car unexpectedly went airborne during a high-speed taxi test at Willow Run.

A New Twist on Movie Night

Chapter 113 Movie Night returns in January with a new day and format. This one will be on Saturday, January 12th, and will include dinner before the movie, making it a great date night! See inside the newsletter for details.

January Membership Meeting

One of the great characters in general aviation is Budd Davisson. In addition to being a very prolific and entertaining aviation writer for many years, Budd specializes in tailwheel training. He firmly believes that there is no better tailwheel trainer than a Pitts biplane – even for primary training! Chapter 113 member Martin Filiatrault recently spent a week at Budd's place in Arizona to get some tailwheel time as he preps for the first flight of his RV-8. Apparently it was quite a remarkable experience which Martin will recap at our January meeting, complete with one of his creative and captivating videos. We'll see you there on January 17th.

February Chili Fly-In

Our second Frostbite Chili Fly-In of the season is fast approaching. Saturday, February 2nd is the date and 11 a.m.-2-p.m. is the time. Bring your favorite chili concoctions and fixins so we can warm up all the cold-weather flyers (and drivers).

Other 2019 Events

The 2019 event schedule is out and is posted inside the newsletter. It's similar to last year and includes a repeat of the "Flying Start" event that we held for the first time in August last year. Flying Start is targeted to adults who want to learn more about general aviation and what it takes to become a pilot. Dan Jones will once again take the lead on this great event. Last year's "test" event showed that there is definite interest out there, so we'll do it again with more advance publicity.

Continued...

Chapter Membership renewal

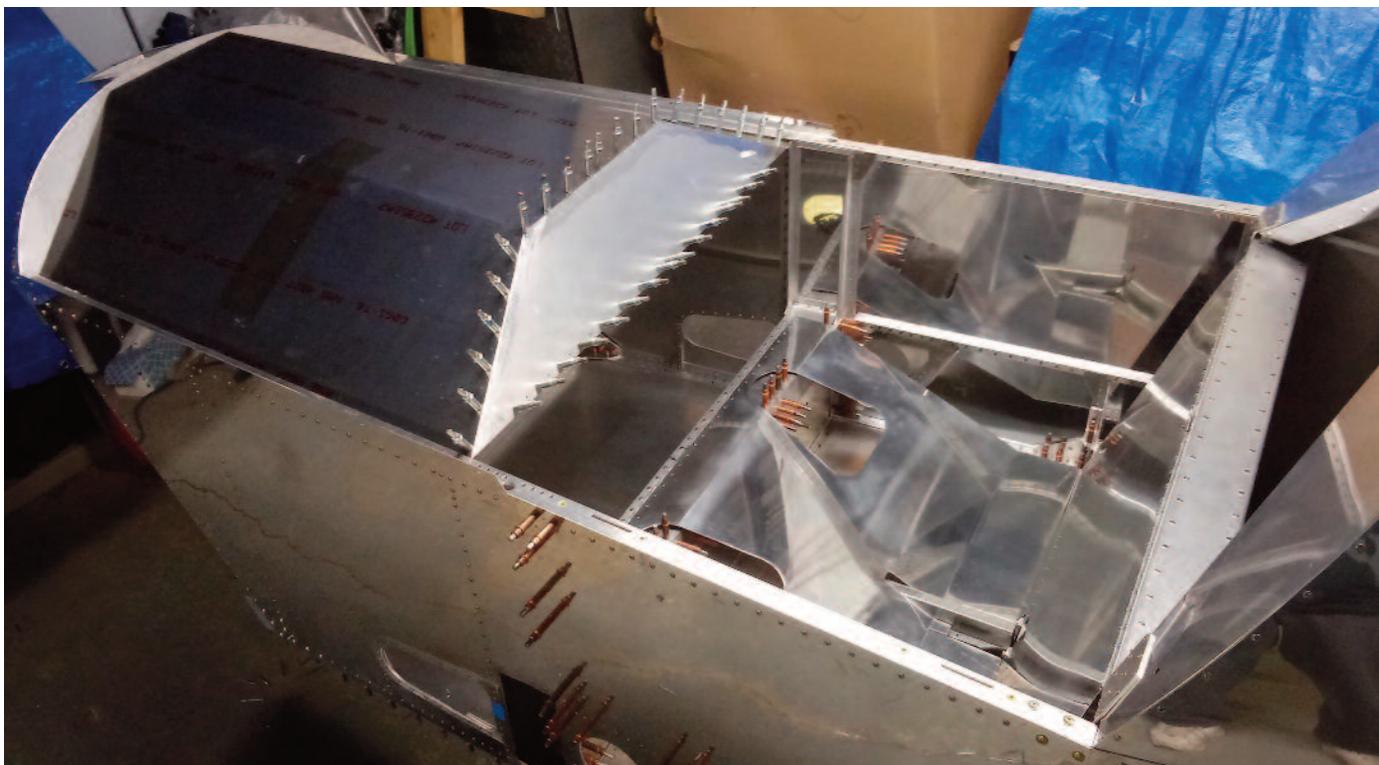
Chapter dues for 2019 are now due. The best and easiest way to pay is via PayPal on the Chapter website, www.eaa113.org. You do not need to have a PayPal account. Otherwise you can see Treasurer Dave Buck to pay with a check or cash, or mail a check for \$35 to EAA Chapter 113, 8512 N Lilley Rd, Canton, MI 48187.

Misc.

- IMC/VMC club meetings resume this month. Next date is January 24th.
- The February 7th Homebuilders Corner will feature a Lycoming factory rep who will give us a look at their Thunderbolt line of experimental aircraft engines.
- If you respond to an email posting from our Yahoo Group email list, keep in mind that your response goes to ALL Chapter members on the list, not just to the person who posted it. If you want to respond only to the author, send a separate email to the address shown in the post.

Best wishes for a Happy -- and Safe! -- New Year!

JOE KIRIK'S WAIEX PROJECT UPDATE



Seat, instrument panel
and glareshield in place.
Photo Courtesy of Joe Kirik



Don't forget:

It is time to pay your Membership Dues!!

Your \$35 Cash or Check made out to "EAA 113" can be
given or mailed to

Dave Buck at 8512 N. Lilley Road, Canton, MI 48187

or use Paypal with the

convenient "Dues" button on the website:

www.113.eaachapter.org.

Dinner and Movie Night

Saturday, January 12th, 2019

FEATURE FILM PRESENTATION:



Dinner will be at 6:00 p.m.
Menu includes: Lasagna and Salad
Donations for the meal are expected.
Movie showing will begin at 7:30 p.m.

Must RSVP for the dinner portion, to ensure enough food!

Please respond via phone or text to Debbie at 734-751-5871 or email to events@eaa113.org
or notify John Maxfield at 248-890-6767

Saturday, February 2nd, 2019

11:00 a.m. to 2:00 p.m.

EAA 113 Aviation Center

Mettetal Airport

EAA 113 FROSTBITE CHILI FLY-IN

“Come On, Kathryn...

We need to get to the

before it starts snowing!!”

“Brrrrr... It's
cold, Eddie!”

Warm hangar, hot food and good company!

Joins us for hot dogs and a wide variety of chili.

For more information visit our website: www.113.eaaChapter.org

ICY ADVENTURES – ULTIMATE GETAWAY FOR AN ECLECTIC GROUP OF FRIENDS

By Alyssa J. Cobb

Reprinted with permission from author and AOPA Magazine, January 1, 2019



Photos Courtesy of Mike Fizer.

Ice fishermen, winter sports enthusiasts, and snowmobiles dart back and forth between the shore and ice shelters dotting northern Michigan's Lake Mitchell and Lake Cadillac. Setting up over the shore, a Piper Super Cub approaches Lake Mitchell into the wind, using two ice shanties as runway edge markers. The 150-horsepower Cub touches down softly on its tundra tires in the three-point attitude, rolls along the ice, and then lifts off, headed to a frozen cove for another romp. A group of two dozen pilots from all over the country, of all skill levels and ages, have gathered at Cadillac's Wexford County Airport for a weekend of ski-plane flying adventures, despite one missing key ingredient—snow.



The group has been gathering twice a year for the past two decades at Northwoods Aviation to fly the fixed-base operator's Piper J-3 Cub and Super Cub on skis in the winter and on floats in the summer. "It's a bad habit of throwing two parties a year to fly airplanes on water of varying consistency," explains Rick Durden. He's a flight instructor, aviation attorney, and writer who started getting together with a few family members and friends and continued expanding the invite over the years to include a retired four-mission astronaut, a rocket scientist, airline pilots, a mountain flying expert, a police officer, doctors, and other lawyers, among others. These pilots have two things in common: They are all close friends of Durden or of someone else in the group and have a "love of adventurous aviation, something a little bit out of the ordinary," Durden says, perched on the amphibious floats of a red-and-white Aviat Husky. "Some of my best friends in the world are here. And getting together with them through this is great; I just love it."

Politics and religion are taboo for the weekend—bringing up anything remotely controversial is a sure way to get bounced off this exclusive invite. The pilots and their families reminisce and share stories about their children and parents, their work, and latest flying adventures—on the clock or off. "Half of it is true, you just have to figure out which half it is," pilot and photographer Nigel Thompson quips about the flying tales.

Good flying, good friends, good food, good drinks, and bad jokes are the key ingredients each summer and winter, and maybe that's why no one seems bothered by the lack of snow and bitter cold winds gusting to the mid-20s. Tucked inside a cozy 1930s-era restored Works Progress Administration lounge heated by a pellet stove, the pilots chat; snooze; munch on chili, chicken chowder, chips, brownies, and other sweets; and spoil Maverick, a yellow lab whose big brown eyes help nail his begging face.



Nigel Thompson chats with friends while they watch from the warmth of the Northwoods Aviation.

All-season Super Cub

AOPA's Sweepstakes Super Cub will be the perfect vehicle for enjoying the winter season, with or without snow. The fully restored PA-18 will be given away with amphibious floats, tundra tires, and hydraulic skis.

"The Super Cub is probably an ideal airplane for being able to operate all year round," according to Northwoods Aviation operator Derek DeRuiter, who flies a 150-horsepower Super Cub on all three landing gear configurations. DeRuiter said the PA-18 is one of the simplest airplanes to swap the gear on. "It's probably one of my most favorite airplanes to fly—just feels so natural, just light on the controls, a real good-performing airplane on floats, skis, and tundra tires."

The Northwoods Aviation Super Cub stays on 26-inch tundra tires during the winter until at least six inches of snow is on the ground. DeRuiter said the airplane lands fine with those tires in up to six inches of powder. The AOPA Sweepstakes winner can test out that claim: It has 26-inch Alaskan Bushwheels from Airframes Alaska.

"When you have the right conditions, ski flying is a lot of fun," says DeRuiter, whose more than 10,000 hours includes 3,400 hours in Super Cubs on the different gear configurations. "If you get a fresh snowfall and you can go out and have a nice smooth lake to operate on, I don't think it really gets any better than that."—AJC

Continued...

“Super Cub’s back,” Durden’s daughter Amelia exclaims periodically, breaking through a dozen side conversations to alert the pilots of their opportunity to be the next to fly. Amelia has grown up with the group, bringing friends for the weekend to go for a flight, and to play at the hotel or lake, from the time she was about 8 years old. “They’re all extended family,” says the 28-year-old, who came in from Iowa for the weekend. Her Uncle Tom, Tom Tann of Toledo, Ohio—who remembers feeding Amelia in her high chair—worked in the pit crew at the Indy 500 and instructed in Citation Xs at FlightSafety. “I’m here for the people,” says the 73-year-old, taking a break from sharing tales of the edge-of-the-seat flights he had throughout his professional career.

While Tann skips the flying, other pilots take turns bundling up to head out into the cold and the bright yellow-and-blue Super Cub. Durden lives in Idaho but always comes back to Cadillac to orchestrate the two weekends and provide free instruction, so his friends pay only \$100 an hour for the airplane rental. The Super Cub, still on its 26-inch tundra tires because of the lack of snow, is perfect for landing on the rough frozen lakes.

David Gell, who has a Ph.D. in orbital mechanics, flies remote controlled airplanes most of the year while he works on getting back his medical certificate, so the weekend get-togethers with Durden in the summer and winter are his “semiannual aviation fix.” Gell was flight instructing during his graduate studies at the University of Michigan when he met Durden, who was working as a CFI while enrolled in the university’s law school. Gell had reached out to Durden and his wife in 2011 to invite them to watch the launch of one of the satellites he had worked on, and Durden in turn invited him to the weekend aviation gatherings. “We did the gray hair check afterward and neither Rick nor I had any more gray hair,” Gell says, deeming his flight and lake landings a success.

The Super Cub has a way of bringing a frozen smile to each of its occupants, regardless of their experience level. “It’s been a while since I’ve flown on tundra tires—I’ve still got it,” says Rob Ericson, whose ride these days is a CRJ 900.

After three trips around the pattern, Airbus A330 Captain Steven Crone exclaims, “That’s my fix! Back to the gate.”

Family physician and private pilot Dori Tamagne attended her first seaplane weekend just five days after earning her private pilot certificate. This skiplane weekend is her first, and she uses it to gather advice from more experienced pilots for a VFR cross-country she’s planning from Ann Arbor, Michigan, to Wilmington, North Carolina, in the spring. But it doesn’t take her long to put away her planning materials and leave the comfortable recliner next to the pellet stove to head out to the Super Cub. Flying the taildragger with a control stick in high winds and landing on the icy lake was “a little terrifying and fun,” she says, eager to help her nonpilot husband, Dave, into the tandem-seat aircraft for a video flight. “It really is an adrenaline rush, isn’t it?”

On those high notes, after each of their last flights for the weekend, the pilots start heading home one by one, either to catch their airline flights out of Grand Rapids or to fire up their own airplanes. They’ve had their fix—not just their aviation fix from landing the Super Cub on a frozen lake, but their social fix with lighter hearts and spirits that can only come from building new memories over late nights of laughter, food, and fellowship with friends they often only see twice a year. “See you at seaplane?” one pilot inquires during the goodbyes, already looking forward to that next fix.



JIM MORENCY'S METTETAL AIRPORT HOLIDAY PARTY, DECEMBER 15, 2018



There was much good food and comradery at this annual event!

Photos Courtesy of Liz Hebron



CHAPTER 113's HOLIDAY PARTY, DECEMBER 20, 2018

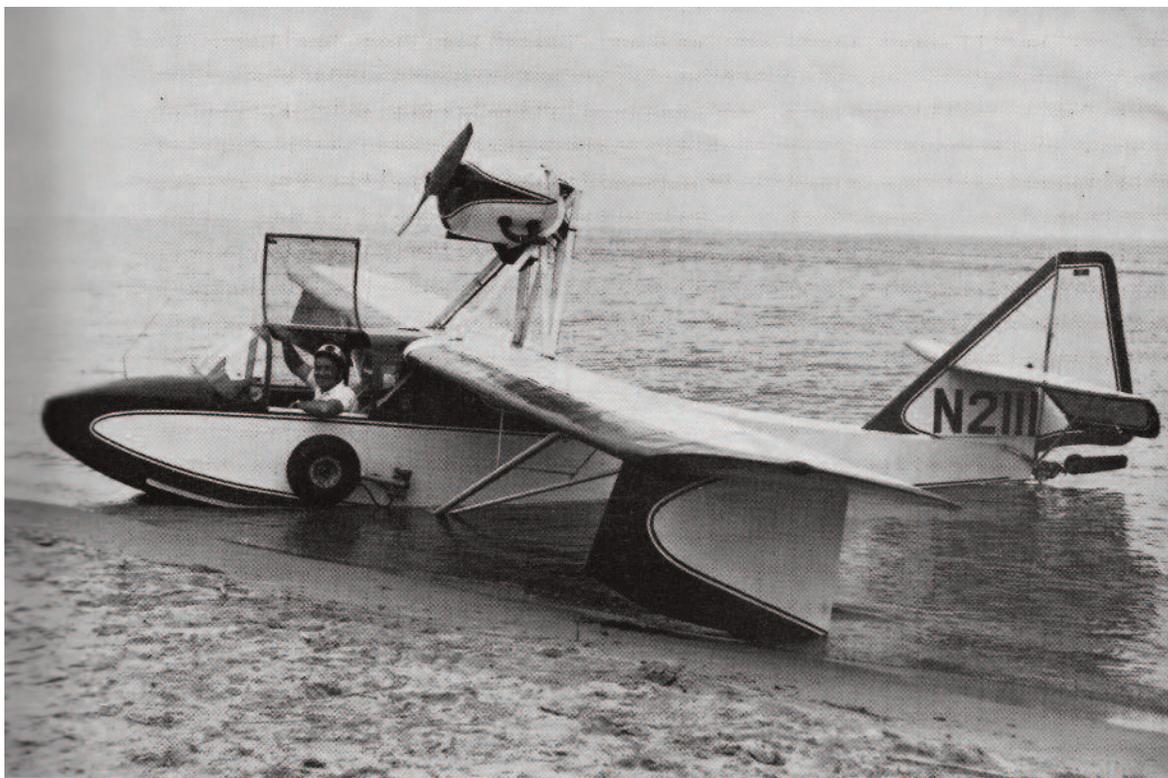


This Photo Courtesy of Dirk Wolf.



All Other Photos Courtesy of Shunsuke Shibata





(Robert F. Pauley Photo)

“WATERSPORT”

By Robert F. Pauley

(Reprinted from Detroit, Mich. Chapter 13 “Dope Sheet”)

BY THE fall of 1961, Nick Seraphinoff, EAA 9936, had been flying his Stits “Playboy” for one year and started to think about building another airplane. Around the same time, Joe Benich, EAA 5211, and Larry Spiewak, EAA 5215, marked one year of “Baby Ace” flying and they, too, were talking about starting another home-built. In discussing just what type of plane they wanted to build, all three unanimously agreed that an amphibian would offer the most enjoyment. Consequently, in November, 1961, the trio decided to pool their money and talents to build a Volmer “Sportsman.” Because they already owned a 125 hp Lycoming O-290-D2, they planned to use it instead of the 85 hp engine specified on the plans.

In July, 1963, Frank Hamlin tested and flew a Volmer with many modifications, the most notable being the switch to a tractor engine instead of a pusher. This arrangement gave such improved performance over the pusher versions that the Spiewak-Benich-Seraphinoff trio decided that theirs, too, should be built as a tractor, and so they bought a set of drawings from Hamlin showing the new engine mount.

The hull of the new Volmer was constructed from marine plywood and covered with fiberglass. Due to the larger powerplant being used, they beefed up the two bulkheads that support the engine mount. Another deviation from the Volmer plans was the use of a cut-down Cessna 172 windshield to give better air flow over the canopy. Standard Aeronca “Champion” wings and empennage were used and covered with Eonnex. The total cost of the new plane came to \$2,047.00, excluding the cost of the engine.

The SBS-1 “Watersport” was assembled at McKinley Airport in June, 1966, wearing a sporty red and white color scheme similar to that used on the Spiewak-Benich “Baby Ace.” The first flight of N-2111 was made by Nick on June 25, 1966, followed by Larry and then Joe. Hours were accumulated rapidly both off the land and water and, in August, Nick flew the plane to the 1966 Rockford Convention. Several changes were later made to the original fin/rudder shape to improve a yawing condition during cruise, apparently caused by insufficient air flow over the tail surfaces. The final shape resulted in a taller fin

(Continued on bottom of page 21)

"WATERSPORT" . . .

(Continued from page 19)

and rudder, plus raising the engine thrust line by two degrees which cured the yaw problem and also shortened the take-off run on the water.

During the summer of 1967, Joe and Nick bought out Larry Spiewak's share in the plane and now there are only two owners. Nick plans to fly to northern Canada and, to prepare for that trip this summer, has made a number of changes during the winter months. The 26 gal. fuel tank originally located in the hull has been removed and two 13 gal. tanks will be installed in the wing roots.

This will allow more room behind the seats for luggage and permit installation of a soundproof bulkhead behind the seats. Also, the manual landing gear retraction handle between the seats will be replaced by a hydraulic retraction system using a cylinder from an automobile convertible top. This will allow use of a more comfortable and roomier bench-type seat.

If you get the chance, beg, borrow or steal a ride in the "Watersport." It's a fun plane! A recent trip over Lake St. Clair, cruising 100 ft. above the water, returning the boaters' waves and landing at one of the many islands in the lake revealed the true "fun use" a builder can have with an amphibian. Ⓜ

SPORT AVIATION 21



AMAZON SMILE REMINDER

Chapter 113 is a member of the Amazon Smile Foundation

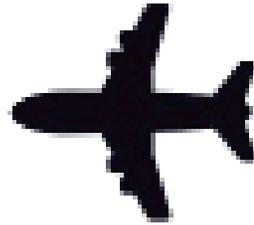
Amazon Smile is a website operated by Amazon that lets customers enjoy the same wide selection of products, low prices, and convenient shopping features as on Amazon.com.

The difference is that when customers shop on AmazonSmile (smile.amazon.com), the AmazonSmile Foundation will donate 0.5% of the price of eligible purchases to Chapter 113. This is at no additional cost to you as a purchaser and it helps to support the chapter.

The chapter login to Amazon Smile is: <https://smile.amazon.com/ch/38-3173711>

There is also a banner on the chapter website to connect directly to Amazon Smile.

Dave Buck, Treasurer

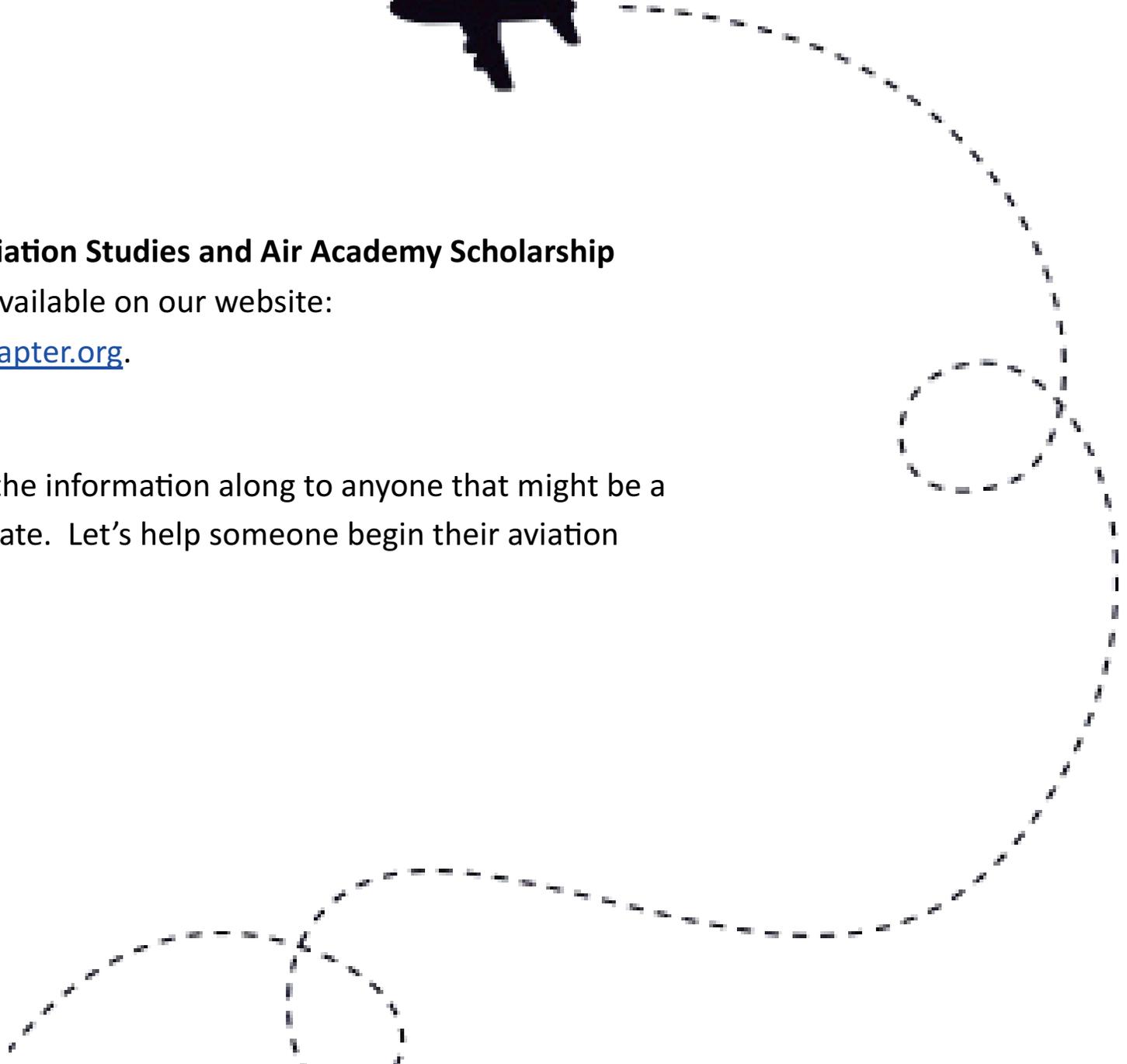


The EAA 113 Aviation Studies and Air Academy Scholarship

forms are now available on our website:

www.113.eaachapter.org.

Be sure to pass the information along to anyone that might be a potential candidate. Let's help someone begin their aviation journey!



EAA 113's Annual Awards Banquet

ALASKA FLYING ADVENTURES

Guest Speaker:

RANDY MILLS

You are invited to an evening with Randy, local EAA member, as he shares some of his bush flying adventures through stories and photos of beautiful Alaska.

Saturday, March 30th, 2019

EAA 113 Aviation Center

6:00 p.m. Gathering

7:00 p.m. Dinner

Tickets \$30.00 per person

Price Includes: Entertainment,

Award Presentations and

Catered Meal, Dessert,

Coffee and Soda

Feel free to dress in cozy Flannel and fleece!

See Debbie for tickets or information: (734) 751-5871 or events@eea113.org

ALASKA FLYING ADVENTURES

Randy Mill is one of several sons of EAA 113 founding member, Jack Mills. Randy and his brothers have a long history of building and restoring airplanes. Currently, he works as an automotive prototype engineer and enjoys flying his de Havilland Beaver and the family's original design biplane, the Hustler. His aviation passion has called him to spend his summers flying tourists and hunters into the wilds of Alaska in his Super Cub on floats.

Come join an evening with Randy as he shares some of his flying adventures through stories and photos of beautiful Alaska.



EAA 113 ANNUAL AWARDS BANQUET

- ~March 30th, 2019
- ~Held in the EAA 113 Aviation Center
- ~Doors will open at 6:00 p.m.
- ~Dinner to begin at 7:00 p.m.
- ~Tickets for this event are \$30 per person
- ~Silent Auction with many great items!

Tickets available to purchase on our website:
www.113.eaachapter.org or see Debbie at meetings
The deadline to purchase tickets is March 15th, 2019
Feel free to dress in cozy Flannel and fleece!



2019 CALENDAR OF EVENTS FOR EAA 113

Regular Monthly Meetings 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 Meeting on the 3rd Thursday

IMC/VMC on the 4th Thursday



January	
12	Dinner and Movie
February	
2	Frost Bite Chili Fly-In
March	
30	Annual Awards Banquet
April	
13	Young Eagle Rally
May	
18	Young Eagle Rally
June	
16	Father's Day Pancake Breakfast

July	
22-28	Oshkosh AirVenture
August	
10	Flying Start
17	Family Picnic
September	
21	Young Eagle Rally
October	
19	Young Eagle Rally
November	
9	Chili Fly-In
December	
19	Holiday Party



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



January 2019



Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 Nappanee IN Hangar Over Fly-In 10-1 	2	3 EAA 113 Home-builder's Meeting 7:30 p.m	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 DINNER & MOVIE NIGHT 6.00 pm
13	14	15 	16	17 EAA 113 General Meeting 7:30 p.m	18	19 Breakfast @ 3 Brothers 8:15am
20	21 	22	23	24 EAA 113 IMC Club Meeting 7:30 p.m	25	26 Breakfast @ 3 Brothers 8:15am @EMU 7:30 am—6
27	28	29 	30	31		



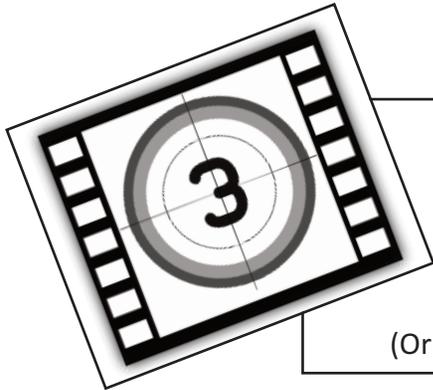
February 2019



Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 Breakfast @ 3 Brothers 8:15am EAA 113 Frostbite Chili Fly-In 11:00-2:00 
3 	4 <i>Buy your banquet tickets NOW!</i>	5	6	7 EAA 113 Homebuilder's Meeting 7:30 pm	8 	9 Breakfast @ 3 Brothers 8:15am EAA Ski Plane Fly-In - OSH 
10	11	12 	13	14 EAA 113 Board Meeting 7:30 pm <i>Happy Valentine's Day!</i> 	15	16 Breakfast @ 3 Brothers 8:15am
17 	18	19 	20	21 EAA 113 General Meeting 7:30 pm	22	23 Breakfast @ 3 Brothers 8:15am
24	25	26	27 	28 EAA 113 IMC / VMC Meeting 7:30 pm 		



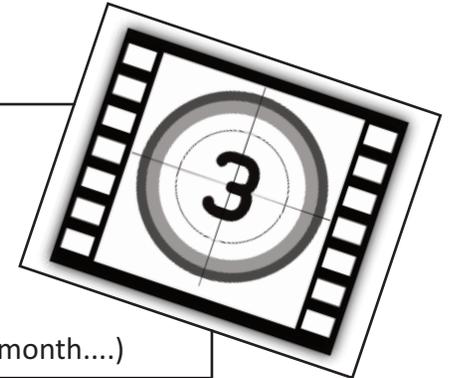
EAA Chapter 113 member Mark French, FAA parachute rigger, offers his services to all members of the chapter at a special rate; *FREE* for any of their parachute needs. If anyone is in need of a pilot rig for testing or acrobatics, a number of pilot emergency parachutes are available for loan. Any questions 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....)



FOR SALE

Home Acres Sky Ranch, Lake City Michigan

2 lots that total 240'x200'

Taxiway Golf

Lots have underground electric and not developed.

Y91

3800' E-W and a 2500' N-S.

Contact Robert Skingley 734-634-0632

\$14,900.

Next Meeting:

Thursday, January 17, 2019
7:30 PM at the
EAA Aviation Education Center



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



Bring on
the
NEW YEAR!