

EAGLE'S PROPWASH

MAY 2018 ISSUE

CHAPTER 113 *"The Backyard Eagles"*



Our Web Site:

www.113.eaachapter.org

EAA113@yahoogroups.com

Meetings: 7:30 PM

the 3rd Thursday of each
month at the

**EAA 113 AVIATION
EDUCATION CENTER**

Mettetal Airport (1D2)

8512 Lilley Road, Canton, MI

(734) 392-8113



Haden LeRoy's Cessna 172 flying Young Eagles 4-21-2018

Photo Courtesy of Shunsuke Shibata

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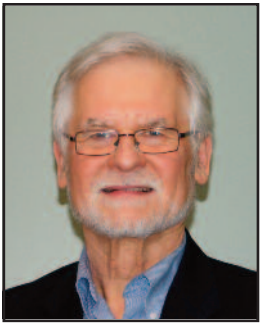
"EAA Chapter 113's major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun."

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
May 2018

Eagles Up!

We had a great kickoff to the 2018 Young Eagles season. Good weather and a great turnout of pilots and ground crew made for a successful YE event on Saturday, April 21. As you know, all of our YE events are now “open” to all, rather than being structured around specific youth groups as we have done in the recent past. The April event proved without a doubt that we have the capability to support a large turnout of first-time youth flyers. Now we can start promoting these events more aggressively to the community. THANK YOU to Debbie Redding and all the great Chapter 113 volunteers who turned out last month. We look forward to seeing you again for the next Young Eagles rally on May 19th!

Pancake Breakfast on the Horizon...

Guess what? Despite the fact that we had an ice storm just a few weeks ago, June is looming! That means our biggest event of the year, the Annual Father's Day Pancake Breakfast, isn't far away. As always, we'll need a strong turnout of volunteers for the June 17 event as well as for setup on the Saturday morning before. This year, Father's Day falls before our June Membership Meeting, NOT after as it usually does. So, the best opportunity to sign up for a work assignment will be at this month's Chapter meeting. We'll have work assignment sheets, so please sign up to get the position you want. This helps with our planning and also reduces the heartburn level at 6:30 a.m. that morning as we anxiously await volunteer arrivals. If you can't make the May 17 meeting to sign up, just drop a note to me, Debbie Redding or John Maxfield to let us know how you would like to assist. We plan for 1,000 guests, so we'll need everyone's help. Thanks in advance for pitching in!

As you know, proceeds from the Pancake Breakfast support our college scholarship program. We had three outstanding applicants this year, so the EAA 113 Board authorized an additional scholarship on top of the two already approved. We hope to have all three winners in attendance at the Pancake Breakfast.

May Chapter Meeting

Our featured speaker this month will be Chapter 113 member Todd Trainor with an update on happening at the Warbirds of Glory Museum in Brighton. Hey – didn't he just speak to us recently? Well, that was a year ago, and a lot has happened there since then. They are making great progress on the B-25. The Center section is being assembled, and they've acquired and installed a bombardier nose. Their youth mentorship program has been expanded into the Kittyhawk Academy, and they're in the process of relocating their facility to the Livingston County Airport.

In the EAA Chapter Video, Charlie Becker discusses International Young Eagles Day and EAA AirVenture Oshkosh 2018 activities such as the One Week Wonder, chapter achievement awards, the Blue Barn, chapter social pavilion (where we had our spaghetti dinner last year), chapter camping and the chapter leaders breakfast. Kyle Voltz talks about EAA's new Flying Start program (Chapter 113 will be one of the 'Beta' testers for the event on August 11). The Feature Video will give us a look at Fantasy of Flight's World War I aircraft. See you then.

Enjoy the (finally!) great flying weather! Joe Kirik



EAA 113's annual
Father's Day Pancake Breakfast

June 17th, 2018

Fly in or Drive in . . .
. . . for breakfast, aircraft rides and static displays!



Mettetal Airport (1D2)
EAA 113 Aviation Center
Canton, MI
7:00 a.m. ~ 11:00 a.m.

*Proceeds help fund the
EAA 113 Aviation
Scholarship Program*

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

EAA 113 Scholarship Winners

Father's Day is quickly approaching, bringing with it EAA 113's biggest annual event —our *Father's Day Pancake Breakfast*. This is our opportunity to promote aviation and our airport to the public, as well as to raising funds for the EAA 113 Scholarship Program. This year, due to additional donations to the Scholarship Fund, we were able to offer THREE \$1,000 scholarships to deserving students in the field of aviation. The awarding of these scholarships will occur at 9:30 a.m. during the Pancake Breakfast. **The EAA 113 Scholarship Committee and the Board of Directors are proud to announce the 2018 EAA 113 Scholarship Winners:**

COLIN WEST— Colin is from Berrien Springs, MI where he is a sophomore at Andrews University. He is double majoring in music and aviation. His passion began when he was 12 when he acquired a Flight Simulator program, after that he knew he had to fly. He currently holds a Private Pilot certificate with an Instrument Rating. He is training towards his Commercial Pilot certificate and his CFI. He hopes to be able to begin flight instructing at Andrews University this summer to utilize his passion for both teaching and flying. Upon graduation, he may continue to teach or along with his wife, a nurse, they may serve others through mission flying.

CLAYTON DRYFUSE —Clayton is from Tiffin, OH and currently is a sophomore at Eastern Michigan University majoring in Aviation Flight Technology. He has completed his Private Pilot and is now working towards his Instrument Rating. He works at Eagle Flight Center as a Dispatcher and on the Line Crew. He feels the best office view is in the cockpit of an airplane. EMU has introduced him to new career opportunities of interest other than just airlines which was his ultimate goal. He is anxious to obtain his CFI to make a contribution to others and to focus on flight safety.

TIM BERASLEY — Tim is from Ypsilanti where he attends Eastern Michigan University and is majoring in Computer Science. He has had an interest in aviation since he was 6 when his family first went to the Battle Creek air show. After spending 100's of hours on the Flight Simulator and becoming a Young Eagle, Tim knew he didn't want aviation as a hobby but rather as a career. He began working on the Line Crew at Ann Arbor airport where he is taking all his flight lessons and currently finishing his Private License. At the airport he is making many connections and is looking forward to being a CFI one day soon as he enjoys teaching. His goal is to work through the regionals to his dream of one day flying a 787.





THANK YOU!!

We would like to offer a grateful THANK YOU to everyone that showed up to volunteer at our first Young Eagles event on April 21st. Longtime members and new members alike gained a sense of how fun it is sharing aviation with today's youth! We safely flew 37 kids in almost perfect weather. This was short of our projected goal

as two groups cancelled at the last minute but a couple of kids did participate after seeing our new Young Eagle banners on the fence.

Our next scheduled Young Eagles Day is May 19th. We are excited to have everyone return and help us with this important effort, as well as any interested new volunteers. There are many positions needed to make these events safe and meaningful for the young people. The banners will be back on the fence the Monday prior for added local exposure. Coffee, bagels, and donuts will be available again starting at 7:30 am. for volunteers. Please let Debbie, our Young Eagle Coordinator, know you'll be there by calling 734-397-3452 or email her at events@eaa113.org See you then!

YOUNG EAGLES 4-21-2018



A great turnout of volunteers, Young Eagles, and parents.
Photos Courtesy of Shunsuke Shibata



Pilot Tom Smith buckles in his young passenger.
Photo Courtesy of Joe Freiman



Pilot Mike Scovel signs off while YE and Safety escort Abby Liskow look on.
Photo Courtesy of Joe Freiman



Photo Courtesy of Joe Freiman



Photos Courtesy of Shunsuke Shibata

YOUNG EAGLES EVENT 4-21-2018

By Bob Trumpolt

Hello EAA'rs Debbie suggested I write up my impressions of the Young Eagle event on Saturday, April 21. Back in the day, when I owned a nice Aeronca Champ 7-BCM, I enjoyed flying Young Eagles out of Mettetal too. I arrived at the EAA building a little before 8am-things were humming, with Debbie and the volunteers at the table, getting the paperwork and certificates ready. There were about 20 kids in the meeting room, and the folks who would be walking the Young Eagles to the planes and back were being briefed on the ramp by President Joe, and later, he was back in the meeting room, calling out the names of the first group to fly. The weather gods had finally smiled on this special day, with cool temps, near calm conditions, great visibility and plenty of cloudless air above us. Perfect!

Plenty of pilots and ground volunteers to round out a great event. I had been wanting to contribute in some way to these events, but continuing health issues have thwarted me at every turn. Not today!

Since I sold my plane due to these issues, I have nominated myself as “chief schmoozer” for today, with as many parents and kids as I could, just to make them welcome and maybe disburse a few aviation tidbits along the way. During my time on the ramp, I was directed to speak to a youngster about 8 years old and told “you should talk to him, he’s very bright” and bright he was... for about 20 minutes, this kid peppered me with aviation oriented questions-as soon as I got through an explanation to his question, he immediately popped up with another one; I had shown him photos of my previous airplanes, one of which was an L-19 Birddog, not mine, but one I had logged several hundred hours in, on wheels and floats. He asked if the Army Birddogs were used in Korea; I replied yes, and even more so in Viet Nam, the pilots flying forward air controller (FAC) missions. His questions kept me on my toes! It was rewarding for me to engage such a young mind in such a concentrated manor. When the Young Eagle flying ended, I was offered a ride in a C-172. I hadn’t been able to take flight invitations for several months, due to my pesky health issues. But today, I feel great; I’m ready. What a great day!

Blue Skies and Tailwinds to all,
Bob Trumpolt

BEECH SNB-5 'NAVAGATOR' WASH AT SELFRIDGE ANG MUSEUM

Editor's Note: As many of you know, Chapter 113 sponsors this fine aircraft by our commitment to come out and wash her and make her pretty every May. Despite some scheduling problems this year, four dedicated chapter members turned out to honor this commitment. Great PR for Chapter 113!



Chapter Members Stefan Rairigh, Mike Timko, Joe Kirik, and Randy Hebron
All Photos Courtesy of Randy Hebron



SANJAY DHALL'S WING SPAR LOADING TESTING

Chapter 113 members assist in the wing spar loading testing on Sanjay's project.

The photo below shows testing to 1.8G.

Photos Courtesy of Sanjay Dhall





Sanjay's instrument panel will rival a 747 when completed!
Photo Courtesy of Sanjay Dhall

REMEMBERING THE GREAT ACCOMPLISHMENTS OF BETTY SKELTON (June 28, 1926 - August 31, 2011)

By Robert Tate, Automotive Historian and Researcher (Images from the worldwide web) Submitted by Robert Skingley

Betty Skelton was a remarkable and talented trailblazer, accomplishing so many firsts for women in the aviation and automotive worlds.



Skelton's journey started when she was eight years old and convinced her parents to let her begin flying planes. During her childhood, she would watch the N3N Stearman's aviation team soaring overhead from the Pensacola Naval Air Station, an experience that she would never forget. Skelton made aviation history when she made her first solo flight at the age of 12. Kenneth Wright, a young Navy Ensign who was teaching the family how to fly, let her take over the controls. On her sixteenth birthday, Skelton received her pilot license; she would add her commercial rating at 18, along with her flight instructor and multi-engine ratings.



As her career continued, Skelton became very frustrated about the barring of women from military aviation and commercial airline jobs in the mid-1940s. However, she would soon find her identity and a challenging career in aviation. In 1948, she won her first international aerobatics championship. Jerry Burton, who wrote "Ceiling Breaker" for *Automobile Quarterly*, said, "Betty Skelton never let being a women stand in the way of flying high or going fast."

During six years as a competitive pilot, she set a series of women's records for light planes, among them reaching an altitude of 29,050 feet in a Piper Cub at an airfield in Tampa Florida during the early 1950s. One of the most daring moments in Skelton's aviation career was when she flew her single-engine, open cockpit plane upside down at 150 miles per hour through a ribbon stretched between two poles in a maneuver called the "Inverted Ribbon Cut." When asked about her flying, she was quoted as saying, "I considered it an art, and I spent a great deal of time trying to convince people that it was not simply driving to thrill a crowd, to make a lot of noise and to put out a lot of smoke. It was an art that took many thousands of hours to perfect."

Skelton also had a great passion for automobiles. She enjoyed sitting behind the wheel of a new vehicle and driving it to speed records. As her career continued, Skelton would take the wheel of a stock car during Speed Week at Daytona Beach. She went on to set a series of women's land-speed records. It should also be noted that she became one of the first women to be hired as a test driver in the automotive industry and as an advertising spokeswoman for Chevrolet. The legendary Harley Earl, along with Bill Mitchell of General Motors' design staff, commissioned for Skelton a special pearlescent gold 1957 Corvette for an advertising tour. As a spokeswoman, she worked on the Corvette account as a test driver and became the first woman to drive a pace car at the annual Daytona 500. In 1956, Skelton broke a transcontinental speed record, driving from New York to Los Angeles covering 2,913 miles in 56 hours and 58 minutes.

In 1959, Look magazine asked Skelton to train with the Mercury 7 astronauts and featured her on the cover the next year for an article titled “Should a Girl Be First in Space?” The story brought Skelton worldwide admiration.



In conclusion, Betty Skelton became known as “The First Lady of Firsts.” During her career, she set 17 aviation and race car records, while paving the way for many women to enjoy equal opportunities in the aviation, sports and the automotive industries. For more information, please check out the following: the Smithsonian National Air and Space Museum, the Motorsports Hall of Fame of America, an oral history interview conducted at the Johnson Space Center in 1999 and an article by Ann Cooper entitled “Woman in Aviation -- Betty Skelton.”

Bibliography

Burton, Jerry. “Ceiling Breaker.” *Automobile Quarterly*, Vol. 51, No. 4 Fourth Quarter, 2011.

Hevesi, Dennis. “Betty Skelton, Air and Land Daredevil, Dies at 85.” *The New York Times*, September 10, 2011.

The National Aviation Hall of Fame

MICHIGAN AIR TOUR September 21-23 2018

Frankenmuth
Canadian Lakes
Bois Blanc Island
Sugar Springs
Gladwin



For more details and to register go to
www.MichiganAirTour.org

Please Register by May 15, 2018 at www.MichiganAirTour.org

Editor's Note: Randy and I did the Michigan Air Tour years ago and it was a blast! We met some great people; saw phenomnal sights in the UP; had meals in a few really nice restaurants; and overnighted in comfortable lodgings. Everyone should do this at least once!!

OLD DETROIT CITY AIRPORT CRUMBLES AS CITY REJECTS OFFERS OF MILLIONS

By John Gallagher, *Detroit Free Press*, Submitted by Joe Kirik

The City of Detroit recently turned down a \$4-million offer from private investors to build a modern terminal and hangars at the long-neglected Coleman A. Young International Airport as Mayor Mike Duggan's team raised the idea of closing the airfield permanently.

The rejection of the offer from Avflight, the fixed-base operator at the east-side airfield still best known as Detroit City Airport, came amid complaints from airport advocates that the city is needlessly letting a potential asset deteriorate.

Old Detroit City Airport crumbles as city rejects offers of millions

Duggan team weighs closing City Airport even as investors hope to see it revitalized.



SOURCE Google Maps, City of Detroit
Brian McNamara, Detroit Free Press

Among other signs of neglect, the city hasn't staffed a Detroit Fire Department station on airport grounds for many years, which prevents some business aircraft from landing there because of insurance concerns. Nor has the city applied for a variety of multimillion-dollar federal and state grants that could help pay for needed upgrades to runways.

The airport doesn't even have its own website, and the city does little or no marketing of the airfield.

Carl Muhs, president of Avflight, an Ann Arbor-based firm that operates multiple airports in the U.S. and Britain, said he offered in 2016 to spend up to \$4 million at City Airport to build a new terminal and hangars to accommodate larger corporate jets, but only if the city granted Avflight the security of a multiyear lease.

The city for many years had not offered leases to tenant firms at the airport, keeping them on month-to-month status that could be revoked at any time.

"We had been working on a lease for quite a while and then got to the very end where it was due to be signed and it was pulled off the table," Muhs said. "(The city) said, 'We're going to take another look at the airport and decide what direction we want to go in.' So we've been on hold for quite a while out there."

Such moves fuel concerns for the airport's future. For against the hope and promise of a revitalized City Airport stands the allure of freeing up the airfield's 264 acres for other uses, such as an industrial park, which Duggan has suggested might bring many more jobs to the city.

That possibility is now under study, and Duggan's team maintains that until a formal decision on the site's future is made, it made no sense to move ahead with the Avflight offer or other improvements.

Jed Howbert, Duggan's group executive for Planning, Housing and Development, said the administration at this point is trying to gather facts for further discussion.

"It's a big assembled piece of property in a city that doesn't have a lot of them," Howbert said in an interview. "The basic question we're asking is, 'how do you maximize the benefit of the airport to the people of Detroit?'"

Howbert said there are several options, including spending money to restore the airport in whole or part; closing the shorter of the airport's two runways and using that land for other economic development; and closing the airport altogether and redeveloping the land.

"We want to get to a point where we have a common fact-based discussion on how those various scenarios compare to each other in terms of jobs, other benefits to the city, neighborhood impact, cost to execute them," Howbert said. "It should be something you can summarize on one sheet of paper and then go talk about them."

But Howbert sounded skeptical of the airport's future.

"The reality is that it loses money, there's not many jobs on-site, and it's not very actively used by planes that are based there," he said. "So it's hard to make an argument that, as an asset today, that's it's delivering commensurate with what it should be, given how much land it is in the city."

Because of City Airport's problems, flight operations have steadily declined in recent years, from 45,233 takeoffs and landings in 2014 to 37,264 last year, Federal Aviation Administration data reports show.

The city says the airport loses about \$1 million a year, though about half of that loss stems from a water drainage fee that the city charges. Advocates for

the airport point out that many types of public infrastructure lose money but deliver broader economic benefits.

Federal complications

Yet given how difficult it is to actually close an airport — the Federal Aviation Authority can take years, if not decades, to approve a closure — advocates say the city ought to move ahead with a vigorous airport revitalization plan now.

Among others, the Detroit City Council has expressed its support for revitalizing the airport many times in recent years.

"I can say that I have made it clear I DO NOT SUPPORT CLOSING THE AIRPORT!!!," Council Member Scott Benson told the Free Press in an e-mail. "I will also continue to advocate for investment in this City asset, as it can and will become a huge economic development engine for the City and region once we (the City) start to make even the basic investments to keep it in a state of good repair."

The nonprofit Coleman A. Young International Airport Education Association, consisting of community advocates, corporate executives, recreational flyers and other fans of the airport, believes significant new business for City Airport is just waiting on some signal from Duggan's team that the city will prioritize airport revitalization.

"The thing is, we know we are 100% certain that at the end of the day this airport will be saved because there will not be a better choice," said Dave Tarrant, the group's executive director. "We just have to get the political forces to reach that conclusion."

The airport was a pioneer in big-city airfields when it opened in 1927, and it remained thronged with commercial airline passengers as recently as about 20 years ago. But today it remains badly underused, its landscape dotted with derelict structures.

Its main hangars date to the 1940s and remain too small to house today's largest corporate jets. Of about 130 smaller so-called T-hangers — garage-like structures that house small private aircraft — fewer than half are in use and dozens have fallen into such disrepair as to be unusable.

Needed maintenance has been neglected for years. At one spot on the perimeter of the airfield, a broken-down airplane has settled in place for so many years that trees have grown up within inches of it. The airport's two runways remain in active use but are overdue for maintenance work.

Quick fixes available

Advocates of revitalizing City Airport point to low-cost fixes that could almost instantly unlock the airport's hidden value. Some of the most helpful of the changes would cost the city almost nothing. One is to offer long-term leases to airport tenants who rent hangars and other facilities.

Longer leases: Detroit refuses to give any of the private firms operating at the airport anything but month-to-month status. Firms like Avflight, which fuels planes, cuts grass, plows snow and does other operational chores, say they are willing to pump new investment into facilities but cannot as long as the city denies them the stability of a long-term lease.

Air Eagle, a firm that operates two business-class planes from the airport, also expresses frustration over the city's lack of willingness to consider longer leases. Michael Zabkiewicz, general manager and chief pilot of Air Eagle, said it's not possible to risk spending millions of dollars on facilities that they could

be told to vacate on short notice.

“You know, it’s to the point now where it’s almost a joke,” Zabkiewicz said. “There’s no point to even bother to ask because we already know what the answer is going to be. ... It’s one of those things where, why put the effort into something that will never happen?”

By comparison, the Jackson County Airport in Jackson grants firms up to 40-year leases at the airport, as well as the right to sublease their space.

“You just have to make yourself attractive to people,” said Kent Maurer, the airport manager there.

Detroit’s City Council passed a resolution earlier this year asking the Duggan administration to consider granting longer term leases to operators like Avflight and Air Eagle. So far, the administration hasn’t done so.

Tarrant of the nonprofit airport educational association said the lack of longer term leases reflects the city's lack of commitment to the airport's future.

“Just by telling the world it’s open for business and will be sustained, by itself, plus the long-term leases, those two acts would turn everything around right now,” Tarrant said. “It’s just management will and commitment. That’s what’s so frustrating about this. We know how to fix it, it can be fixed, the resources are there to fix it. It’s just management will and commitment.”

Federal grants: The highest cost estimate for revitalizing the airport is \$83 million for restoring commercial airline service — the price tag for upgrading runways, building new terminal and parking facilities and other improvements. But even if the city went that far, almost none of that cost would be borne by the City of Detroit itself.

The FAA, as part of its role in maintaining a national airport network, would pay most of the cost through grants. The State of Michigan would pay part of the remainder.

The Jackson County Airport last year completed rebuilding its runways for \$49 million. But the federal government paid \$39 million of that and Michigan paid another \$2.6 million. Of the roughly \$7.7 million Jackson County had to contribute, almost all of that went to relocate a landfill to make room for the new runway.

Duggan’s office recently released a report from an aviation consultant called GRA Inc., based near Philadelphia, on the likely cost of revitalizing City Airport. Even that GRA report noted that almost all the cost of upgrades would be borne by federal or state agencies.

One scenario outlined in the GRA report looked at spending up to \$50 million on new facilities; it estimated that Detroit would have to cover just \$2.8 million of that.

The FAA and state grants are competitive and not always awarded when first applied for. But Maurer of the Jackson Airport said that good plans will be funded eventually. Detroit has not aggressively pursued such grants for City Airport, angering supporters.

Marketing: City Airport doesn’t even have its own website, nor does the city market the airport as a gateway.

By contrast, the Jackson County Airport operates a website that offers a wealth of easy-to-find information, including phone numbers and e-mails for airport personnel, consumer tips about car rentals, technical data for pilots such as radio frequencies in use by the airport, postings of job openings, photographs of award winners and volunteers, calendar of events, financial information and more.

Maurer said Jackson County leaders understand the value of the airport near the city's center and support it.

"They're not building any new airports almost anywhere, and if you're going to build them you're not going to build them anywhere close to a populated area," he said.

Muhs of the Avflight operation echoed that.

"Years ago, train stations were the front door to a community. Now, it's airports," he said. And in the future, as drone delivery and other airborne mobility options flourish, "it's going to be that much more important that those airports exist."

Another possible model is Lunken Field in Cincinnati, which, like City Airport, first operated in the 1920s and for many years served as Cincinnati's main airport. Today, commercial airline traffic flies from the much larger Cincinnati/Northern Kentucky International Airport, but private and corporate aircraft still use Lunken.

In 2009, the Ultimate Air Shuttle began flying from Lunken with a flight to Chicago's Midway Airport, and has since added shuttle flights to New York, Charlotte and Cleveland.

Firefighting and education

The Detroit Fire Department used to operate a small station on airport grounds with two trucks to deal with runway crashes. But the city pulled firefighters out of that station many years ago, electing to depend on fire equipment coming from nearby stations in case of a runway emergency.

But that arrangement has more than safety implications. Some business fliers who may otherwise use City Airport are prevented from doing so by their insurers, who insist the planes be based at a field with on-site fire and rescue protection.

"The guys with the big corporate planes, they may want to land there, but they're not allowed to," said Keith Newell, director of business planning for the Coleman A. Young International Airport Educational Association.

Deputy Fire Commissioner Dave Fornell said plans are under way to restaff the station on airport grounds later this year, but only for an eight-hour shift each day. Even now, he said, adequate protection is provided by the off-site fire units based at the nearby Fire Academy.

But Michael Nevin, president of the Detroit Fire Fighters Association, said an eight-hour shift doesn't go nearly far enough to ensure safety at an airport that could be used around the clock.

"That place should be manned 24/7," he said. "It ridiculous that they closed it. But now that we're seeing a spike in air traffic and the city coming back, they need to reinvest in that fire house and train people and reboot the airport division."

From the 1940s until 2013, Detroit Public Schools operated the Benjamin Davis Aerospace Technical High School immediately adjacent to the airport. Training courses at the school once gave graduating seniors an FAA certificate as an aircraft technician — a ticket to a high-paying career.

But DPS abandoned the school in 2013, transferring classes to the Golightly Career and Technical Center off East Jefferson Avenue on the far east side. In the process of transferring classes, DPS lost much of the equipment and material needed for the curriculum. Unable to offer the FAA-required courses, the school voluntarily surrendered its FAA certificate in 2014.

Lawrence Millben, the first African-American youth to graduate from the high school and a retired colonel in the Air Force, is among many who want to see the school returned to its former site adjacent to the airport and FAA certification to train technicians returned.

"We are working diligently to get it back to the airport," he said. "Kids coming out of Davis Aerospace (could) come out with an FAA certification that would allow them to make \$80,000 a year to start. Why are we taking that away from the kids of Detroit when we know we can make them productive, tax-paying citizens? Skills in that area are nationally needed."

Private-public partnership?

Perhaps the biggest potential change would come if Duggan spins off direct control of the airport from the city's small Department of Aviation to a non-profit public authority or conservancy. In similar ways, Cobo Center, Eastern Market and other entities owned by the city are now operated by nonprofit boards and professional management.

Such spin-offs often prove controversial, such as the state's takeover of Belle Isle during the city's bankruptcy period. But they often prove effective.

The once-failing Cobo, Eastern Market and other spin-offs saw immediate improvements once they were put into new management structures. Cobo, owned by the city but run since 2009 by a regional authority, completed a nearly \$300-million expansion and upgrade that thoroughly updated the aging facility.

And Eastern Market likewise pumped millions of philanthropic dollars into renovating its market sheds and added a host of new vendors and programs once spun off from direct city control in 2006. Even Belle Isle, now operated as a state park, showed marked improvements in maintenance and recreational offerings under its new management.

Such public authorities offer access to funding sources unavailable to the city itself. And management devoted solely to that one operation can often focus attention and efforts, not get lost in the larger municipal bureaucracy.

Duggan has spoken against such spin-offs, arguing that he cannot control outcomes without having direct control of a function. But numerous airports in the U.S., including Detroit Metro and Jackson County Airport, are managed by some type of airport authority. Many advocates for City Airport said a new management structure is needed to turn around the airport's declining fortunes

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Job opportunities?

When Duggan's staffers talk about possibly closing the airport, they cite the recent success of the city's I-94 Industrial Park. That roughly 200-acre site, a

a former east-side residential neighborhood cleared out in the 1990s, recently filled up with new industrial users, including the Flex-N-Gate auto supplier, which is bringing hundreds of jobs to the city. Duggan's team believes City Airport land would find new users quickly.

"If we can deliver large site-ready sites that have infrastructure, there's been proven demand over the last couple of years to build that, and the jobs numbers are pretty attractive," Howbert said.

Against that possibility lies the value that a revitalized City Airport might bring. As Detroit's comeback plans advance and as downtown grows as a hub serving the corporate, sports and entertainment fields, an airfield just minutes away could prove valuable.

Corporate executives like John Nicholson, son of PVS Chemicals President and CEO James Nicholson, supports revitalizing the airport.

"We feel like it's an underutilized asset with such potential being 6 miles from downtown," he said. "It'd just be a shame to see it disappear and turn into factory sites when it has such potential."

And the airport already looms large for Macomb County and other east-side communities. Muhs of the Avflight fixed-base operation said at least a quarter of the air traffic using City Airport today carries business travelers heading to Warren for the General Motors Tech Center or the U.S. Army Tank-automotive and Armaments Command, or TACOM.

Without City Airport, those business travelers would have to use another airport more distant.

If Duggan were to declare his intention to keep the airport open and restore it, that "would be the best thing we could hear," Muhs said.

What's next?

If Duggan and his team do decide to close the airport and convert the 260 acres to an industrial park, they may find that easier said than done. The federal government, through the FAA, takes years to study potential airport closings and is reluctant to approve them. Each airfield represents a link in the nationwide network of safety, and, once gone, often cannot be replaced.

The FAA recently agreed to close the Santa Monica, Calif., airport in 2028 — but only after about 30 years of debate and discord. In 1994, Chicago Mayor Richard M. Daley announced he would close the lakefront Meigs Field downtown; almost 10 years later, Daley, frustrated by seemingly endless delays, ordered city crews to destroy the runway by bulldozing large gouges in it in the middle of the night.

Duggan aide Howbert said he expects to have the next phase of the fact-finding report done by fall, with a discussion to follow.

"We'll look at any good idea that maximizes the benefit to Detroiters," he said. "Airports get handled in a whole lot of different ways in other cities and states. If someone has a great idea that unlocks one of these scenarios, we are absolutely going to look at and listen to that idea."

Contact John Gallagher: 313-222-5173 or gallagher@freepress.com.

2018 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



May	
5	Selfridge Plane Wash--must pre-register
19	Young Eagle Rally 8:00-11:00 a.m.
June	
17	Pancake Breakfast 7:00-11:00 a.m.

July	
19	Picnic prior to General Meeting
23-29	Oshkosh AirVenture
August	
25	EAA 113 Family Picnic 4:00 p.m.
September	
22	Young Eagle Rally 8:00-11:00 a.m.
October	
20	Young Eagle Rally 8:00-11:00 a.m.
November	
2	Movie Night 7:30 p.m.
10	Chili Fly-In 11:00-2:00 p.m.
December	
7	Movie Night 7:30 p.m.
20	Christmas Party 6:30 p.m.



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

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May 2018




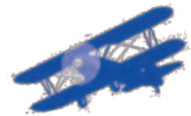















Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3 EAA 113 Homebuilder's Meeting 7:30 pm	4 	5 Breakfast @ 3 Brothers 8:15am  Selfridge Plane Wash
6	7	8 	9	10 EAA 113 Board Meeting 7:30 pm	11 	12 Breakfast @ 3 Brothers 8:15am
13 <i>Fly-In at Napoleon</i> 	14	15	16	17 EAA 113 General Meeting 7:30 pm	18	19 <u>EAA 113's Young Eagles 8:-11 a.m</u> 
20 	21	22	23	24 EAA 113 IMC Meeting 7:30 pm	25	26 Breakfast @ 3 Brothers 8:15am
27 Jackson pancake breakfast (JXN) 7-Noon 	28 MEMORIAL DAY 	29	30 	31 		

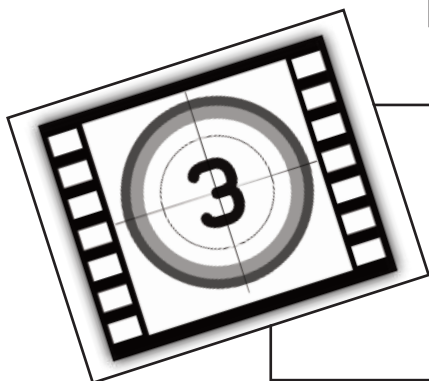


June 2018



Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1	2 Breakfast @ 3 Brothers 8:15am
3 Pancake Breakfasts at: ~Coldwater (OEB) 	4	5	6	7 EAA 113 Homebuilder's Meeting 7:30 pm	8 	9 Breakfast @ 3 Brothers 8:15am Pancake Breakfasts at: ~Wausen OH 
10 Pancake Breakfasts at: ~Ann Arbor (KARB) ~Mason (TEW) 	11 	12	13	14 EAA 113 Board Meeting 7:30 pm	15  Remember Father's Day is coming!! 	16 Breakfast @ 3 Brothers 8:15am Pancake Breakfast Set-Up 9-11 a.m. 
17 EAA 113's Father's Day pancake 7-11am breakfast 	18	19	20  in 33 Days	21 EAA 113 General Meeting 7:30 pm	22	23 Breakfast @ 3 Brothers 8:15am Pancake Breakfasts at: ~Greenville (6D6) 
24 Pancake Breakfasts at: ~Sandusky (Y83) ~Owosso (RNP) ~Flushing (3DA) 	25	26 	27	28 EAA 113 Safety Meeting 7:30 pm 	29	30 Breakfast @ 3 Brothers 8:15am Pancake Breakfasts at: ~Ray (57D) 

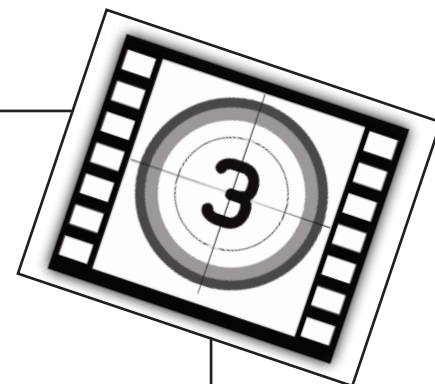
When the engine won't restart. What NOT to do!



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....)



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:
Thursday, May 17, 2018
7:30 PM at the
EAA Aviation Education Center

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

