

EAGLE'S PROPWASH

NOVEMBER 2021 ISSUE

CHAPTER 113 *"The Backyard Eagles"*



Our Web Site:

www.eaa113.org
group.eaa113.org

Gatherings: 7:30 PM
the 3rd Thursday of each
month at the
**EAA 113 AVIATION
EDUCATION CENTER**
Mettetal Airport (1D2)
8512 Lilley Road
Canton, MI 48187
(734) 392-8113



De Havilland DH.82 Tiger Moth - Old Rhinebeck Aerodrome (see article on pages 10-13).

Photos Courtesy of Shunsuke Shibata

Member Services

Class I Board of Directors:

President: Dave Steiner (734) 645-1150 president@eaa113.org
Vice President: Jack McClellan (734) 748-4378 vicepresident@eaa113.org
Secretary: Molly Pyles (512) 694-8439 secretary@eaa113.org
Treasurer: Dave Buck (734) 223-2675 treasurer@eaa113.org

Class II Board Members:

Al Bosonetto (734) 261-5518
Jim Brown (313) 570-6374
Dan Jones (248) 820-7901
John Maxfield (248) 890-6767
Doug Sytsma (734) 674-3345
Library: Barb Cook (734) 277-3469 library@eaa113.org
Newsletter: Elizabeth Hebron (734) 776-9294 newsletter@eaa113.org

Class III Board Member:

Joe Kirik (248) 872-3220

Membership Committee:

Al Bosonetto, Dave Buck, John Maxfield

Dues: Dave Buck (734) 223-2675

Technical Counselors:

Randy Hebron (734) 326-7659
Dan Jones (248) 820-7901
Dan Valle (313) 539-9818

Flight Advisors:

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

Scholarships:

Elizabeth Hebron (734) 776-9294
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: Mike Scovel (313) 608-7202 builders@eaa113.org

IMC/VMC: Herb Schulke (734) 233-7864 imcvmc@eaa113.org

Web/Tech Support:

Stefan Rairigh (734) 383-4346 webmaster@eaa113.org
support@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



CHAPTER MISSION STATEMENT:

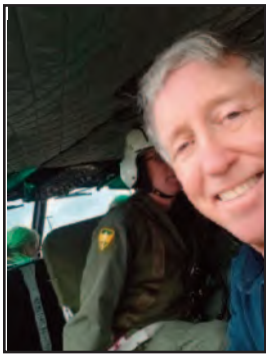
“EAA Chapter 113’s major focus is on the relationships with people who have diverse aviation interests, centered around their love of flight, fellowship, learning, and fun.

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

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

BOARD OF DIRECTORS:

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



PRESIDENT'S *PODIUM*

Dave "Drano" Steiner (734) 645-1150
president@eaa113.org
November 2021

Huey spin

My aviation adventure last month was a quick hop in the Yankee Air Museum Huey. What a FUN way to turn Jet A into noise and vibration! See the story and photos later.

EAA 113 Don Zimmermann Workshop Open House with Cake

Those at the October *Gathering* enjoyed a tour of the EAA 113 Don Zimmermann Workshop. Every week it is being outfitted with more tools of all sorts which will facilitate AC construction, demonstrations and educational opportunities for our members. It was my pleasure to provide a cake decorated with our logo and appropriately served from a workbench in the workshop. The bench was donated by Solo Aviation and refinished by Dan Jones. Don Zimmermann's friend, Steve Zelle, was there to see the facility. Steve was instrumental in encouraging Don to donate to EAA 113 as a way to fulfill his dual passions of aviation and mentoring young people about aviation.

Jim Brown, who spent countless hours working on the facility, presented a PowerPoint at the *Gathering* about Don and his legacy at EAA 113. The Workshop and the EAA 113 Don Zimmermann Scholarship Fund will help Chapter 113 mentor **plane crazy folks**, young and old, to pursue their aviation dreams. We were and are Don's family, and we welcome the opportunity to carry on and share his love of aviation with others with the workshop and scholarships.

EAA 113 in the Movies ... well sort of

Need an aviation-based video for your wedding celebration? No problem, just contact EAA 113. Well, that's what one couple did recently! They shared a few stills from the video they put together with me. See the write-up later in this edition of *Prop Wash*.

Program Speakers for Member Gatherings - VP Jack McClellan has a virtual tour of the WACO facility lined up for this month, so don't miss the third Thursday membership gathering. The meeting will be via Zoom, as the speaker will be coming to us from the WACO factory near Kalamazoo, **BUT, we'll still meet in the Hangar and have it on the big screen.** If you can't make the gathering, contact Molly secretary@eaa113.org for how to connect.

Prop Wash Content - Keep that content coming for the newsletter! A few photos with captions and a short paragraph or two about **your** latest aviation adventure are all that we ask. Send to: newsletter@eaa113.org. Please do share your aviation escapades. No need to be a pilot.

Don't forget - Builder's Meeting the first Thursday of the month and **IMC/VMC the fourth Thursday.**

COVID update - As per EAA HQ directive, EAA 113 will continue to follow all local health authority and CDC guidelines to keep members safe and help prevent the spread of COVID 19 and the new Delta variant. Be careful and be safe out there.



PAULSON LIBRARY

Barb Cook (734) 277-3469

library@eaa113.org

November 2021

For those of you that enjoyed the old TV series about ‘Pappy’ Greg Boyington, the BLACK SHEEP SQUADRON, here’s the book for you.

FLYING TIGERS; Claire Chennault and his American Volunteers, 1941-1942 by Daniel Ford. Smithsonian Press, 2007.

Topics covered:

World War, 1939-1945-Aerial Operations-American

Chennault, Claire Lee, 1893-1958

China, K’ung Chun. American Volunteer Group

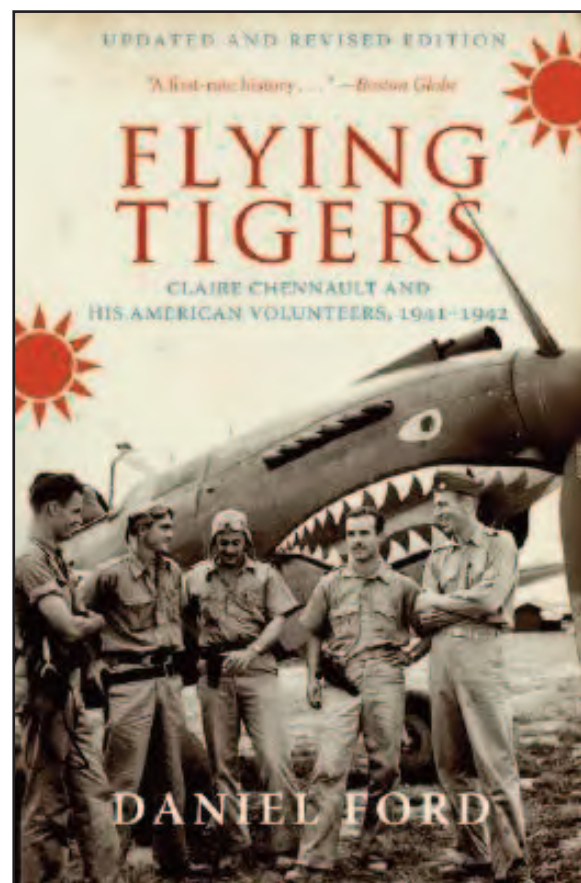
Self: 940.54 5973 FO

The cover proclaims this to be “the definitive history of the Flying Tigers” and originally published in 1991. It is a large format trade paperback, allowing us good views of the maps and black/white photos of the pilot crews. Its 18 chapters and 384 pages contain listings of Japanese aircraft, American Volunteer Group pilots and victories, and an index.

I browsed thru chapter 11, GET THE HECK OUT OF HERE. Bob Neale was “a man who fights because he must.” Having caught my interest in this pilot, I checked the index and found about 20 references to other mentions of him in the book.

There are 384 pages, enough to get me through a winter’s worth of evening chapter readings. It will soon be on our shelves, through the generous donation from the family of the late Don Kleinschmidt (Ann Arbor Chapter EAA.) We have this and many other new arrivals to our library.

Shelf: 940.54 5973 FO





HINTS AND KINKS

Pete Waters (248) 424-0223

petewaters@charter.net

November 2021

Building or servicing our planes produces wires, cables, tubes etc., to run distances from A to B.

When run further than a few inches, it is good practice to support them, and running them alongside a structure piece is often a very handy support.

However, simply lashing with the usual plastic tie wrap is not a good method.

Whenever I get around a project, particularly at Randy & Scott Hebron's workshop, I look for ideas, and Randy displayed a great one. He did run wires alongside a tube, but added a stand-off between the wire bundle and the structure tube. This is an excellent idea, and with vibration, can get chaffing of the wire's plastic insulation, and if it happens to be a Teflon coated one, then as Teflon "cold flows" under pressure, the stand-off will be a perfect insulator.

Randy uses a standard plastic tie wrap with a short length of Tygon tubing as a distance piece. I used similar and also dug into my rubber grommet box as another source. Notice how neat it looks, and as I also have a tie wrap with a label, it allows me to mark the ignition cables on the VW, and the run of 12 volt too.





YOUNG EAGLES

SATURDAY, NOVEMBER 6TH, 2021

9:00 A.M.—11:30 A.M.

METTETAL AIRPORT

HOSTS: EAA CHAPTER 113



This will be our final Young Eagle event for this year. The time is a little later to allow for both the sun and the temperature to rise!

Please help it be a safe and successful one by volunteering to assist. We need additional pilots and especially more ground support to keep guests safe and within a determined area. Volunteers are asked to arrive at 8:30 a.m. for a safety briefing and assignments.

We provide youth between the ages of 8 & 17 a free introductory flight. *This event is Open to the Public so feel free to invite your friends' and neighbors' children.* Tell them to sign up at www.yeday.org. Pass along your passion for aviation!

**still
Volunteers are [^] needed as pilots and ground support.**

Contact Debbie at events@eaa113.org if we can count on you!



EAA Chapter 113 Elections

In accordance with the bylaws of EAA Chapter 113, the Election of Chapter Officers and Board of Directors shall occur at the November Chapter gathering. These elected positions are for a two-year term and are open to any Chapter member in good standing. Chapter officers are typically active members or members wishing to be more active by taking on a leadership role. Chapter by-laws require attendance at 75% or more of the twelve Board meetings held in-person on the second Thursday each month.

Nominations may be made by oneself or of another person up to the time of the elections. Please consider your level of interest and send your nomination to the nominating committee at: events@eaa113.org

This year, our Vice-President and two Class II board members have decided to vacate their present posts so there is room for You to be more active in EAA 113!

Tools and equipment still needed to run education programs

Your contributions are appreciated!

Contact John Maxfield or Dan Jones

Qty Bal	Req <input type="checkbox"/>	Description
1		Slip Roll Macine (24" minimum)
2		Air Hose Reel
2		<i>Air compressor water trap & oiler</i>
1		Heavy Duty Shevling (approx 8 ft)
9		Saftey Goggles
9		Ear Muffs
9		Cut proof gloves
3		Air drill and chuck key
24		#40 Jobber Drill Bits (for 3/32" rivets) **
24		#30 Jobber Drill Bits (for 1/8" rivets) **
12		#30 Drill Bit (12")
9		3M hand pads
120		Cleco Fasteners – 3/32
30		Cleco Fasteners – 1/8
2		10" Curved "Vixen" tool File
1		Mill File - Flat - 8" - Fine
3		Back Rivet Plate
3		Hand Seamer Pliers
1		Aviation Snips - RH, LH, Straight
3		Pop Rivet Puller (Hand style)
2		Rubber Mallet

Qty Bal	Req <input type="checkbox"/>	Description
3		3/4 - 1" Pipe - 48" length
2		Digital Calipers (or Vernier)
3		Rivet Measuring Gauge
2		3/32" Pin Punch
2		1/8" Pin Punch
1		Utility Knife
2		Boelube
1		Back-rivet tape
12		Sharpie Markers - Blue
2		Carpenter Square - small
2		Electrical multi meter
1		wire cutter / crimper / stripper
3		Xacto hand saw
3		miter box
3		Staple gun (T-50 staples)
3		Rollaway Tool Storage Boxes
3		25 ft air hoses with quick disconnect

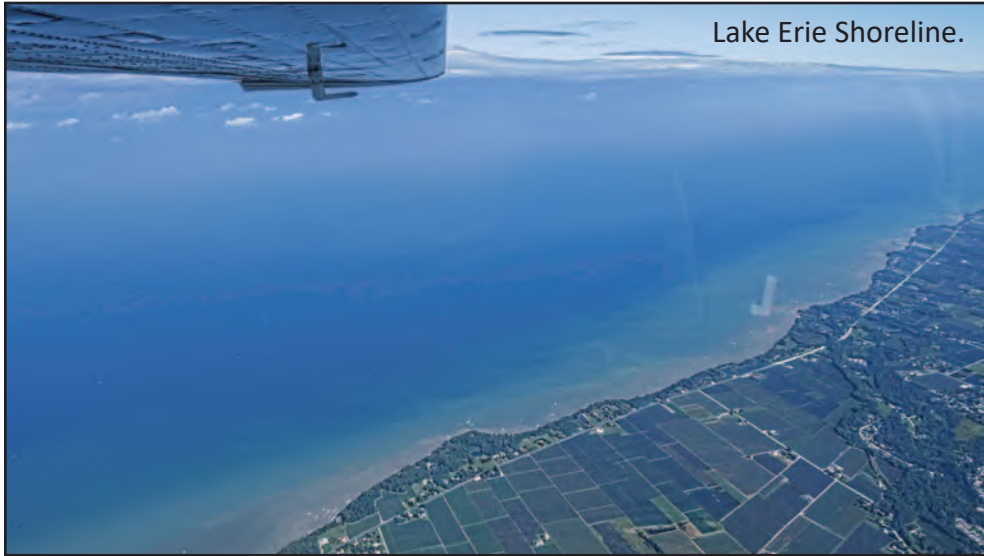
BUCKET LIST ITEM NUMBER 5 AND 6 CHECKED!

Story and Photos by Shunsuke Shibata

I have planned this New York trip several times in the past and weather was always a problem... but finally mother nature smiled on the last weekend of September 2021.

Day 1: Flying to Kingston, New York (Total Flight Time: 3:43).

We flew over Lake Erie, made a fuel stop at Elmira (KELM) and landed at Kingston-Ulster (20N)



At a Thai restaurant in the Village of Rheinbeck, NY.

Days 2 and 3: Old Rhinebeck Aerodrome and Hudson River Sunset Cruise.

The Old Rhinebeck org sets up two airshows during June-October weekends (Sat: History of Flight / Sun: WWI Air Show). Unfortunately, none of the pre-WWI airplanes, such as Bleriot or Hanriot, flew on Saturday but we enjoyed watching old bi-planes flying and listening to the sound of rotary engines.



Sopwith Pup



Spad S.VIII



Hudson River Cruise

Hudson River Cruise Sunset



Day 4: Fly over Hudson River and back to Michigan (Total Flight Time: 6:47)

FAA has set up a special flight rule area (SFRA) under NY Class B. I took an online class for it before the trip. It was early in the morning, so the light wasn't very good but the silhouette of the dozens of skyscrapers towering over that narrow island was spectacular.

Due to the strong and unstable headwind, I continued to wrestle with the control yoke on our way back to KYIP.



Central Park.



Empire State Building, Pier 57 and Little Island in the foreground.



A beautiful sunset was waiting for us to return.

New York Class B Airspace Hudson River and East River Exclusion Special Flight Rules Area (SFRA)



Preflight Planning

- Be familiar with SFRA rules, procedures, and current charts

In BOTH Exclusions

- Airspeed - Not more than 140 knots
- Anti-collision lights - ON
- Aircraft position/navigation lights -ON
- Landing lights - ON (recommended)
- New York TAC or Helicopter Route Chart – Onboard (current edition)

SKYLINE ROUTE (Class B VFR Transition Route)

- Obtain clearance prior to:
 - Verrazano Bridge, Northbound – 127.85 (Newark Tower)
 - Alpine Tower, Southbound – 126.05 (LaGuardia Tower)

HUDSON RIVER EXCLUSION (CTAF 123.05)

- Fly in proper altitude range
 - Transient operation* [1,000 ft up to, not including, 1,300 ft MSL]
 - Local operation** [Surface up to, not including, 1,000 ft MSL]
- Fly within the boundaries of the exclusion along the:
 - Southbound - West shoreline
 - Northbound - East shoreline
- Self-announce at mandatory reporting points (CTAF 123.05)
 - You must include: aircraft type, current position, direction of flight, and altitude

Example
"Cessna, GWB, 900 feet, southbound."

* Transient operation: Aircraft transiting the Hudson River Exclusion from end to end without intending to significantly change heading, altitude, or airspeed.

** Local operation: Any aircraft within the Hudson River Exclusion that is conducting an operation other than overflying.

EAST RIVER EXCLUSION (CTAF 123.075; LGA 126.05/263.00)

- Fixed wing aircraft are prohibited unless authorized by ATC
 - Contact LaGuardia Airport Traffic Control Tower prior to Governors Island on 126.05 or 263.00
- ALSO, monitor and report on CTAF 123.075

New York Class B Airspace Hudson River and East River Exclusion Special Flight Rules Area (SFRA)



Mandatory reporting points shown.
Note: Not for navigational purposes.

Important Frequencies

East River operations	123.075
LGA Tower Authorization	126.05 or 263.00
Hudson River Operations	123.05
Skyline Route Southbound	126.05 (LGA)
Skyline Route Northbound	127.85 (EWR)

Circling the Statue of Liberty



- Do so at the highest practical altitude below 1,000 feet MSL
- Circle in a counter-clockwise direction
- Be aware that local helicopter tour operators fly an irregular pattern near the Statue of Liberty at approximately 500 feet
- Remain especially vigilant for other traffic in the vicinity of the Statue of Liberty

NY Special Flight Rules Area.

NY SFTA Online Course Certificate.
Congratulations, Shunsuke!!

FAA
Aviation Safety

Certificate of Achievement

This is to certify that
Shunsuke Shibata
has successfully completed the
FAA Safety Team Aviation Learning Center Online Course

New York City Special Flight Rules Area (Sfra)

Course Number ALC-79
Presented by AFS-850 National FAAS Team
September 5, 2021
Certificate Number 0470080-20210905-00079

Patricia Mathes, Manager, National FAA Safety Team

RV-8 UPDATE

By Martin Filiatrault

On the training front: big news. On September 18 I was finally able to return to the Canadian Historical Aircraft Association in Windsor for their Annual General Meeting. While I was there I got in an hour of recurrency pattern work in the Chipmunk with Chief Pilot Dave Carrick. I was also treated to an hour in the famous FlightChops RV-14 with Steve Thorne. A very fun day. I made a YouTube video of my experience; I'll share it along with these photos.

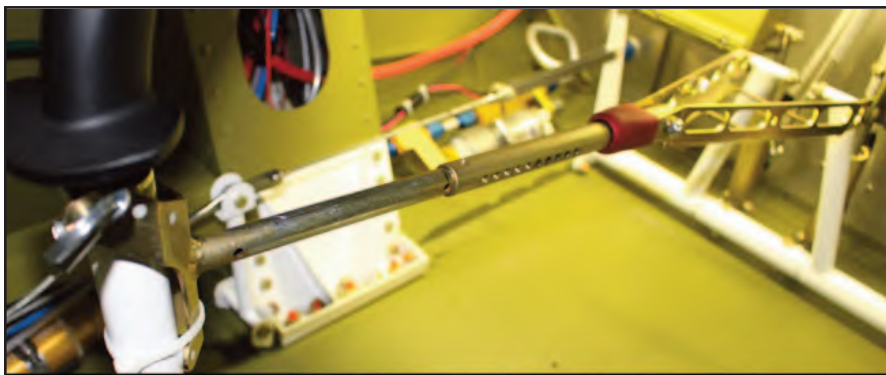
https://www.youtube.com/watch?v=ZGC_GFeKHya



On October 3 I went to Houston, TX for my RV-8 transition training with aviation legend Bruce Bohannon at his home field Flyin' Tiger Airport (81D). I spent five days with Bruce and it was probably the best flight training experience I've ever had. Bruce was very complimentary of my initial skill level; I guess I was more prepared than either of us expected. My recent Chipmunk and Decathlon time probably helped. After four days he pronounced me a qualified RV-8 pilot, but we agreed that once my airplane is airworthy and test flown by a qualified test pilot, I should return to TX for a quick recurrency flight before I fly my own aircraft. I give a detailed account of both these training adventures in the latest entry of my Blogspot blog; I'll include the link below.

<http://goatflieg.blogspot.com/>





After returning from Texas, I got back to work on the RV-8 and faced a few disappointments. I test fit the Ultimate Gust Lock I had ordered from Anti-Splat Aero, only to find that it didn't fit my airplane correctly. They had built it to fit the newer adjustable rudder pedals; my aircraft was built with the older style ground-adjustable pedals that were positioned differently. Allan Nimmo is building me a longer stick brace that will work with my aircraft.

I also fabricated some struts to hold the front baggage door open. I wanted to use two struts to hold the baggage door firmly and be unaffected by wind gusts. Figuring out the geometry for two folding struts was complicated by different lengths, different actuation angles and impossible access for measurements when closed. I elected to use the latch and receptacle holes as mounting points. St. Pierre machined custom pins for me to fit the top holes and I fabricated the lower pins. Two linked springs pull and hold the top pins in place; a length of flared aluminum tubing is flexed into place to push and hold the bottom pins in place. A bit crude, but they work as intended; the support is very rigid.

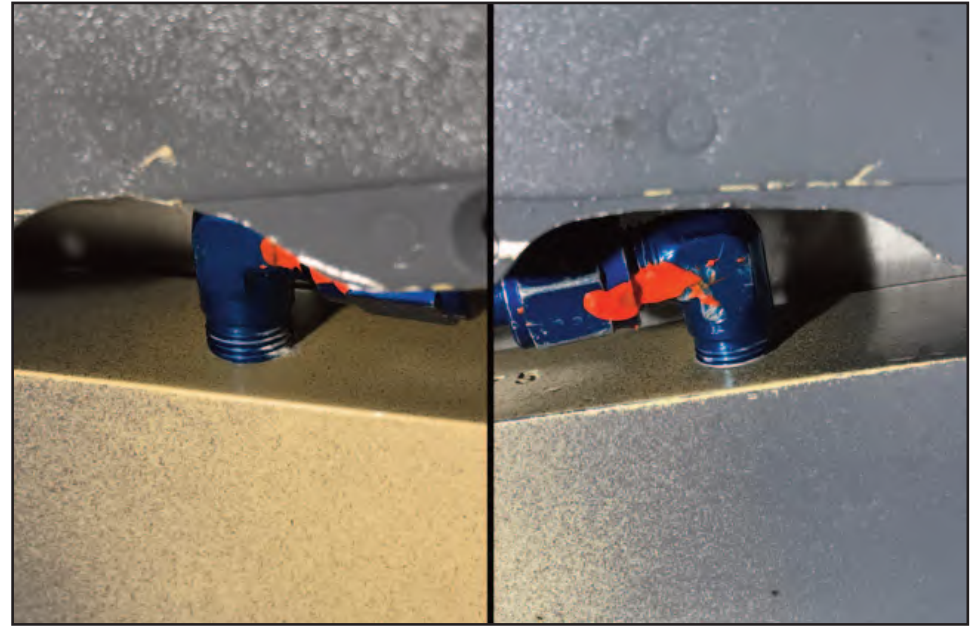
I tested the latest fix of the brake system, and it failed again on the right side. Another gut punch. I captured the test on video.

https://www.youtube.com/watch?v=_vTm7Bqe2Jo



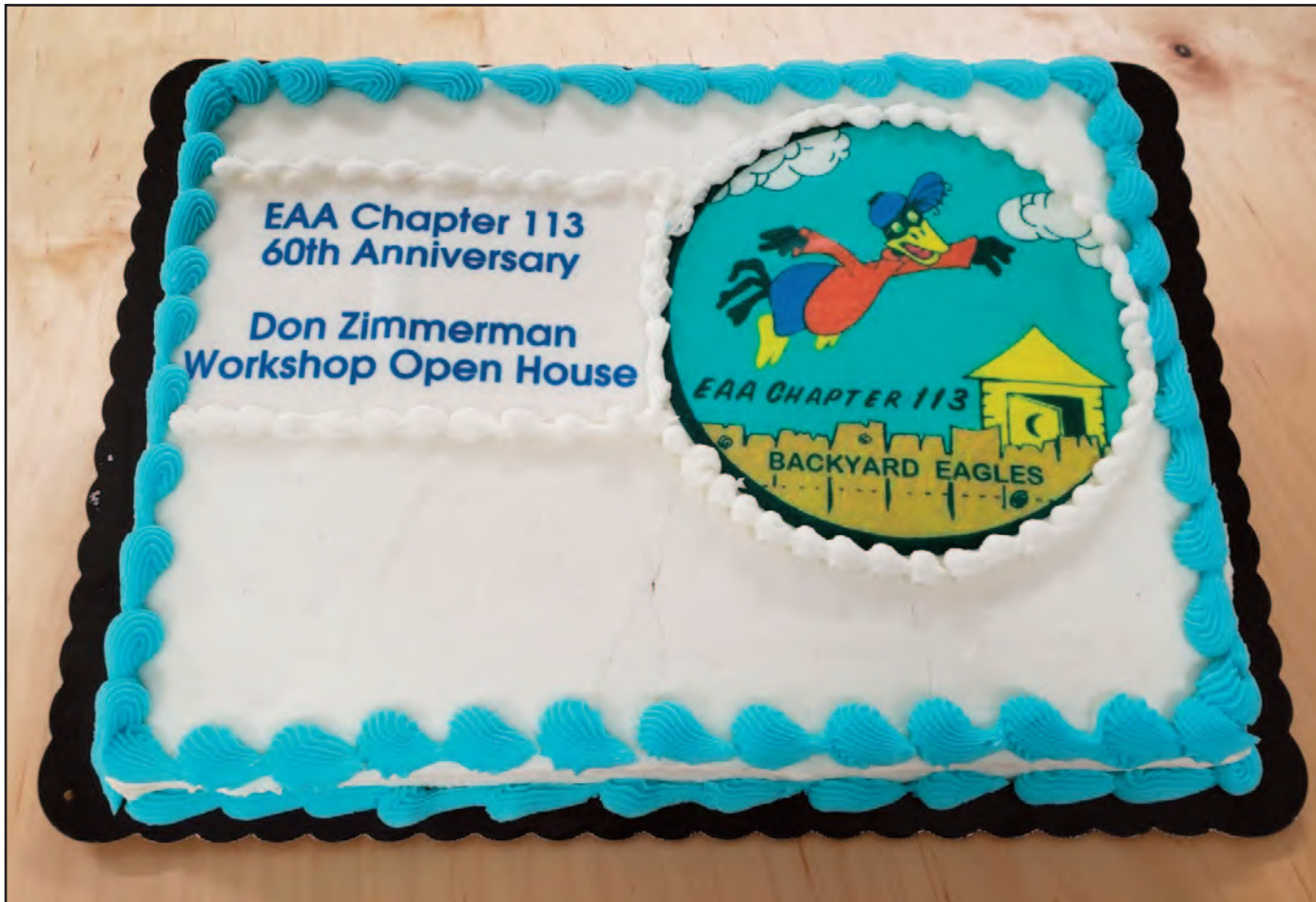
The system was drained and retapped again. Much better results this time. After several brake-bleeding sessions I now have fully functional brakes... I think. Successful test video link shared.

https://www.youtube.com/watch?v=_27Gnq_pMSg



Continued work on the empennage fairing, but cold weather may slow down progress there.

No further news on my engine... and that's very disheartening. If the AMOC was submitted when I was told it was, it should have been approved by now. I have lost all faith in Superior Air Parts. They continue to spout the company line that "we're very close"; they have been saying that for over nine months and their word can no longer be trusted. I've submitted inquiries to the FAA and so far I've received nothing. I can't afford another crankshaft; I barely have funds available for the engine rebuild. I hate the thought of this, but I may have to sell shares in the aircraft just to get it finished. As always, pray for my sanity.



With the 60th Anniversary year winding down and the new Don Zimmerman Workshop opening, the members of Chapter 113 have a lot for which to be thankful.

Photo Courtesy of Dave Steiner

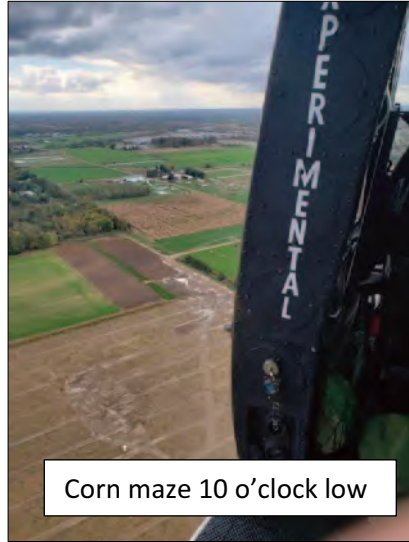


Turning Jet A into Noise and Vibration – not to mention FUN! Dave Steiner

Late last month I had a chance to go up in the Yankee Air Museum Huey. I'd been on one before, but this was my first time on this AC. It was just a short spin down to the corn maze south of the airport a few miles. But what a hoot. Looking at a corn maze from 1500 AGL is cool, doing it out the OPEN door of a Huey while in a 30° bank (seems like 90) is a real adrenaline rush. I was sitting in the left door seat, nothing but air next to me. When the pilot banked it hard right, the guy to my right almost had his head in my lap compensating for the angle. He wasn't expecting anything like that!



There's nothing quite as distinctive as the rapid whomp, whomp, whomp of an approaching Huey



Corn maze 10 o'clock low



Ceiling not a problem



Left: 30 degrees seems like 90 when the doors are open. It freaked out the guy to my right. Below left: A full lift is 10 + crew. Below right: There's plenty of air immediately to my left and below with the door open!





Left: Willow Run from over Belleville Lake

Below: Heading into the pattern



Far left: Mt Willow Run... the toxic landfill at Willow Run. It is so high the USAF Thunderbirds couldn't fly over it on their low-level passes, so 23L/5R had to become the center-line for THUNDER OVER MICHIGAN the first time the T-Birds flew at YIP.

Left: Not a sunny day, but there was some color showing on our base leg. I got a nice video of the approach.

Who Ya Gonna Call? EAA 113 of course - by Dave Steiner

When Ann and Jay decided they wanted a unique aviation-themed video for their wedding reception (well actually it was mostly Jay) they contacted a friend who had a friend at Solo Aviation in ARB. That person suggested they call EAA 113. After I talked to Jay, I told him we might be able to arrange something, but as it was on really short notice I couldn't guarantee anything. Fortunately, the WX was perfect and Tom Smith was available to pull his light sport out onto the ramp for the videographer to get some good angles and action shots of the couple approaching the airplane. Then he got more shots of them walking to and from the hangar and finally driving their Mercedes convertible up to the hangar. After about 90 minutes, they were done. Jay flies a lot with Delta for his business, says his favorite ride is currently the A350.

Having executively produced a number of videos for where I worked, I was very impressed with the how the videographer made it up on-the-fly and I think he got some really good footage. The video is too large to download, but here is a still pulled off it. Jay says he'll get me a link to the video when it is posted to the web at a reasonable size.

Thanks Tom for making your AC available so this couple could make a wedding wish come true. We told Jay that if he is really passionate about aviation he should join EAA. So maybe we'll get a new member.



ENDURANCE TEST, CIRCA 1958 - 150,000 MILES WITHOUT LANDING IN A CESSNA 172

Written by Steve Ells, AOPA, March 1, 2008 (Submitted by Stefan Rairigh)\

During the months of December 1958 and January and February 1959, two young men flew a mission-modified Cessna 172 around and around over the desert Southwest for 64 days, 22 hours, and 19 minutes. The world endurance record in a propeller-driven airplane was set in that little Cessna almost 50 years ago.

Remember 1958? Arnold Palmer had just won his first of three Masters titles. Baltimore Colts fullback Alan Ameche had plunged across the goal line to beat the New York Giants in overtime in professional football, and gasoline was 24 cents a gallon. *TIME* magazine predicted that the electronic eyes of satellites would help forecast the weather, and President Eisenhower deployed the U.S. Marines to Lebanon.

In the 1920s, endurance records were recorded in hours—the first record time aloft of 35 hours, 18 minutes, and 30 seconds was established by Lt. John Macready and Lt. Oakley Kelly on October 5 and 6, 1922, in a Fokker T-2. In June and July 1935, aerial refueling permitted Fred and Al Key to stay aloft above Meridian, Mississippi, for 653 hours, 34 minutes (over 27 days) in Ole Miss, a Curtiss J-1 Robin. Both the Fokker T-2 and the Curtiss J-1 were large cabin-class airplanes. They were much larger than the Cessna 172 that still holds the record. In 1949 the light plane aloft record jumped to 721 hours, then to 1,124 hours, where it held for nine years until Jim Heth and Bill Burkhart flew their Cessna 172, The Old Scotchman, for 1,200 hours and 16 minutes over Dallas, Texas, during August and September 1958. That record stood for only 123 days before Bob Timm and John Cook broke it once and forever on January 23, 1959.

Then they flew on for an additional 15 days before landing on Saturday, February 7. Oddly enough, this record also ended the record-setting flight fever. Were these intrepid aviators risking life and limb for a noble cause? Nope—without exception they were trying to garner media attention for their sponsors.

Judy and Warren “Doc” Bailey built the 265-room Hacienda, which was the first family-oriented hotel-casino in Las Vegas in 1956 at the far southern end of the Las Vegas Strip. Since the Hacienda catered to families, locals, and “low-rollers” it was nicknamed “Hayseed Heaven,” by the Strip’s more class-conscious players. Locals joked about the location, saying, “You can either go to Las Vegas or to the Hacienda.” The Hacienda is gone now, imploded in 1996 to make room for the Mandalay Bay.

Doc Bailey was convinced of the importance of publicity and was known for taking ideas from maids, valets, and even the cooks at the Hacienda. Bob Timm, an employee working as a slot machine mechanic at the Hacienda, suggested that Bailey sponsor an endurance flight. Timm was a big bear of a man—he reportedly weighed 240 pounds before the flight—who had flown bombers during World War II and was a highly experienced pilot who loved to fly.

Before long, Timm had convinced Bailey to commit \$100,000 to the project. His plan was simple. The record-setting flight of a prosaic Cessna 172—with Hacienda Hotel prominently painted on the side—would draw nationwide attention to the hotel. It would surely be prominently featured on national news broadcasts.

But one serious roadblock loomed. Would the average law-abiding, church-going citizen be open-minded about a headline-grabbing flight that was being sponsored by a hotel located in Las Vegas, a town known for gambling and even gangster activity? In a flash of inspiration, Doc Bailey announced that the casino’s flight was a fundraiser for the Damon Runyon Cancer Research Foundation.

To add credibility to the effort, he enlisted Preston Foster, noted commentator and radio personality, to act as ground operations manager for the flight. And any average law-abiding, church-going citizen—or anyone else for that matter—wanting to guess how long the flight would stay aloft could send their guess with a cash contribution to this distinctly humanitarian cause and would automatically be entered to win \$10,000 if their guess was closest to the actual time spent aloft. The logic is irrefutable. Two intrepid airmen take to the air to raise money for a humanitarian cause, and America is nudged into the idea that it's OK to gamble when it backs a worthy cause.

“He told me about this project he was going to get involved in and wanted to know if I'd be interested in helping him. I told him ‘sure.’” —Irv Kuenzi, lead mechanic for the record-setting flight Kuenzi was a mechanic at Alamo Aviation and had already worked on N9217B before Timm bought it—with 1,500 hours total airframe time—for the attempt. Avionics included a Narco Omnigator Mk II and a Mitchell autopilot. Modifications took nearly a year. A 95-gallon Sorenson belly tank was installed on the airplane's belly. An electric pump was rigged to transfer fuel to the airplane wing tanks. Through-firewall plumbing was installed so that the engine oil and oil filters could be changed without shutting off the engine. The interior was removed, and a folding accordion-style door replaced the co-pilot's side door.

A small platform could be lowered out of the co-pilot's door to provide additional footing during refueling operations. A single four-inch-thick foam pad measuring four feet by four feet was installed on the co-pilot's side of the cabin after the seat was removed. There was even a small stainless steel sink installed to enable the two-man crew to wash up and shave. Timm also was a certificated airplane mechanic. He instructed Kuenzi to install a primer-like system so that alcohol could be squirted into the combustion chamber of each cylinder of the engine. Timm believed that his alcohol-injection system would prevent the buildup of carbon in the combustion chambers. Kuenzi disagreed but reluctantly installed the system.

Timm contacted Continental Motors Corp. (CMC) of Muskegon, Michigan, the manufacturer of the airplane's six-cylinder 145-horsepower engine, explained his cause, and got the sales manager at CMC to agree to supply a new engine for the flight. Timm asked for a special engine, but the sales manager quickly realized that the publicity generated for CMC by this attempt could easily backfire if a specially built engine successfully powered the Hacienda attempt into the record books. Pretty soon everyone would be asking for special engines.



*The Hacienda Cessna 172 refuelling during its record flight.
Source: McCarran Airport*



Editor's Note: This is the link for the rest of the article:

<https://www.aopa.org/news-and-media/all-news/2008/march/01/endurance-test-circa-1958>



November 2021



Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1 	2	3 	4 EAA 113 Home Builders Gathering 7:30 pm	5	6 Young Eagles 1D2 9-11 a.m. 
	8	9	10	VETERANS DAY 11 NOV HONORING ALL WHO SERVED EAA 113 Board Meeting 7:30 pm	12	13 Breakfast @ 3 Brothers 8:15am
14	15	16 	17	18 EAA 113 General Gathering 7:30 pm	19 	20 Breakfast @ 3 Brothers 8:15am
21	22	23	24		26	27 Breakfast @ 3 Brothers 8:15am 
28 	29 	30				



DONATE A PORTION OF YOUR AMAZON PURCHASES TO EAA CHAPTER 113

Want to help make a difference while you shop in the Amazon app, at no extra cost to you? Simply follow the instructions below to select "Chapter 113 Experimental Aircraft Association" as your charity and activate AmazonSmile in the app. They'll donate a portion of your eligible mobile app purchases to Chapter 113.

How it works:

1. Open the Amazon app on your phone
2. Select the main menu (=) & tap on "AmazonSmile" within Programs & Features
3. Select "Chapter 113 Experimental Aircraft Association" as your charity
4. Follow the on-screen instructions to activate AmazonSmile in the mobile app

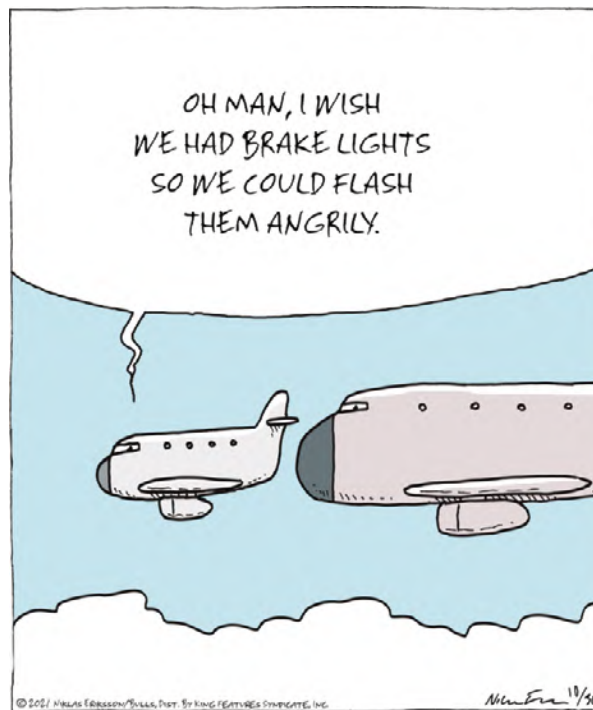


THE ZIMMERMAN WORKSHOP IS IN NEED OF YOUR SUPPORT!

Do you have some tools sitting around that you no longer use? Are you looking to declutter your shop? EAA Chapter 113 can help. The Zimmerman Workshop is open for business but is still in need of a few select tools. The following tools are needed to complete the shop: Chop Saw, shrinker / stretcher, roller, air reels, dust pans, brooms, bench brushes, trash cans, tin snips, air drills, rivet guns, and shop vacs. (See page 9 in this newsletter.)

If you have any of these items that you would like to donate or know someone who does, please contact John Maxfield at johnmaxfield@gmail.com who is overseeing the outfitting of the new shop area, or contact Jim Brown or Doug Sytsma with any questions.

Thank you for your support.



Next Chapter Gathering:

November 18, 2021

7:30 PM at the

EAA Chapter 113 Aviation Education Center

8512 N. Lilley Road

Canton, MI 48187

(734) 392-8113

