EAGLE'S PROPWASH

FEBRUARY 2019 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

EAA
THE SPIRIT OF AVIATION

Doug Koons' stunning GlaStar Sportsman that he flew from Chapter 55 in Mason, MI for Saturday's Frostbite Chili Fly-in.
Photo Courtesy of Shunsuke Shibata

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
Treasurer: Dave Buck	(734) 223-2675	treasurer@eaa113.org
Class II Board Members:		
Al Bosonetto	(734) 261-5518	
Dan Jones	(248) 310-6018	
Tom Smith	(734) 748-7940	
Dave Steiner	(734) 645-1150	
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:		
John Maxfield	(248) 890-6767	
Membership Committee:		
Al Bosonetto, Dave Buck, John Maxfield		
Dues: Dave Buck	(734) 453-5375	
Technical Counselors:		
Randy Hebron	(734) 326-7659	
Dan Jones	(248) 310-6018	
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/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
February 2019

Frostbite Chili Fly-In
Who would have thought that after days of below-zero temperatures and wind chills in the minus 40s, we'd have actual flyable weather for Saturday's Frostbite Chili Fly-In! We had four planes make it in, including Doug Koons' stunning yellow GlaStar Sportsman, which he was kind enough to park close to our hangar. Doug and a couple of pals from Chapter 55 made the short flight in from Mason. They're regulars at our fly-ins, often driving in as many of our guests did. We had a good crowd and lots of tasty chili and deserts. Thanks to Debbie Redding and John Maxfield for organizing, and to all who brought food and helped make it a success.

Dinner & Movie Night
That was fun! Lasagna dinner, followed by the Tom Cruise movie "American Made" -- great flying scenes! We had a nice turnout, so let's hope we can do it again sometime.

Awards Banquet
Tickets are on sale for the March 30th EAA 113 Annual Awards Banquet. Guest speaker Randy Mills will regale us with tales and photos of his Alaska bush flying adventures. Ever since I got a taste of Alaska flying last September, I can't get enough of it, so I'm really looking forward to this one. See Debbie Redding or go to the Chapter website (www.eaa113.org) for tickets – still a bargain at $30 each including catered dinner. Get yours before it's too late!

Building Expansion
We had planned a special board meeting for Jan. 31st to review proposals for the expanded workshop/education center, but the sub-zero weather forced a cancellation. We'll take it up at the next board meeting on Tuesday, Feb. 14th. Dan Jones has been hard at work to bring the cost in line with our budget. If you'd like to have your views heard, please join us at the meeting.

Homebuilders Corner February 7th
This will be a good one! Mike Scovel and Leo Knowlden have lined up a Lycoming factory rep to give us an in-depth look at their Thunderbolt line of experimental aircraft engines.

February Membership Meeting
The speaker we had in mind for this month's membership meeting on Feb. 21st isn't able to make it, so we're working on Plan B. If you have any ideas for a program, please let Sanjay Dhall or me know. Speaking of Sanjay, here's his update for us:

"I've come a long way from where I started mid-December. I am gradually regaining mobility. While most injuries are continuing to heal at their pace, the upper body brace/turtle shell should be completely off in a couple more weeks. I'm able to sit, stand and walk, though bending is not yet possible. I hope to make our February meeting and see old friends. While still many months away, I hope to get back to aviation and my projects in near future. For now, I freely dream of it."

Continued....

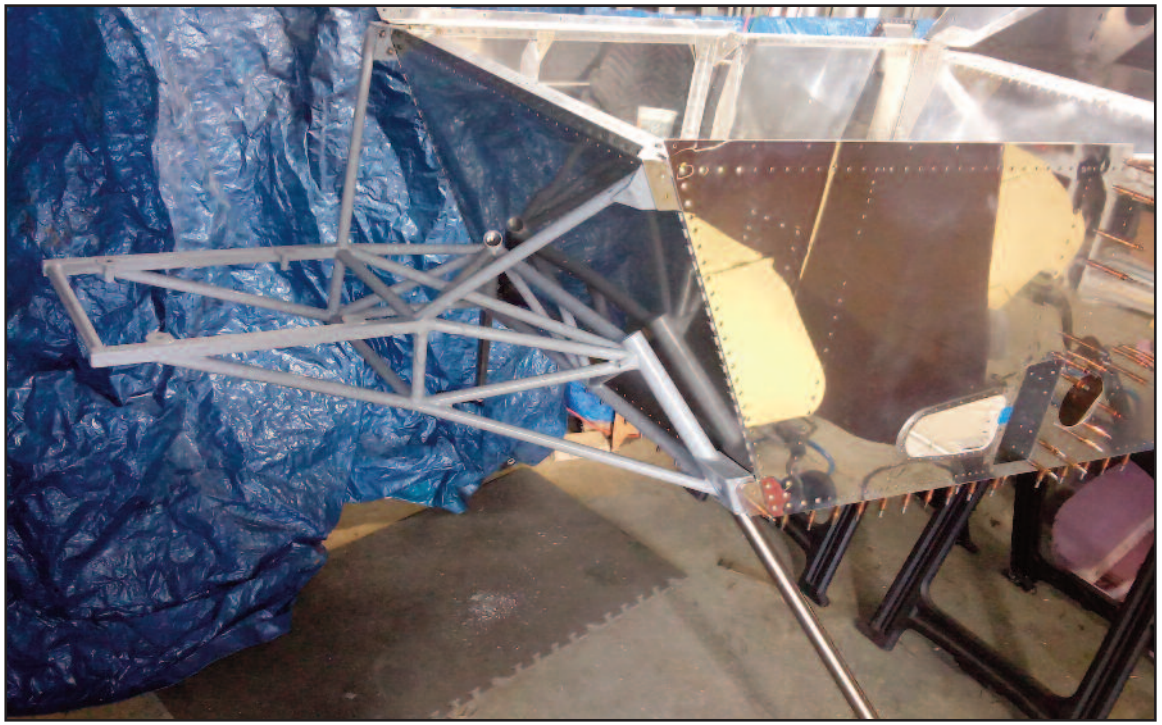
Chapter Membership Renewal
Chapter dues for 2019 are now past due, so please pay at your earliest convenience. The best and easiest way to pay is via PayPal on the Chapter website, www.eaa113.org. You do not need to have a PayPal account. Otherwise you can see Treasurer Dave Buck to pay with a check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

Fly safe & stay warm! Joe Kirik

Winter Flying
Here's how it goes for me: "I always fall for the gag of pulling the decorative cabin heat knob. The engine doesn't produce enough heat to warm its own oil, let alone transmit excess through serpentine SCAT tubing to the uninsulated cabin. Anyone who's driven a 1966 VW bus in winter knows the futility of gleaning heat from an air-cooled engine." (Plagiarized from Paul Berge, AvWeb)

JOE KIRIK'S WAIEX PROJECT UPDATE

The engine mount is bolted on. It fits perfectly and was pretty easy to locate by leveling it with the fuselage in both directions and centering it on the fuselage centerline. I measured & checked it countless times before taking a deep breath and drilling the holes, checking after each one to make sure things were staying in place. It's amazing how things that are "securely" clamped can move around when you're not looking! The two large, angled tubes on the bottom are sockets for the round titanium landing gear legs, which you can see poking out the bottom.



This mount looks different from most other aircraft engine mounts in that it's a "bed"-style mount for the Corvair engine. It's a beautiful piece of work by Dan Weseman of Sport Performance Aviation in Florida. Dan created one of the first Corvair-powered Sonexes (the "Cleanex") almost 15 years ago. He and "Corvair Authority" William Wynne developed a full firewall-forward Corvair package for the Sonex, including engine mount, intake and exhaust manifolds, engine baffling, nosebowl, aluminum cowling, and custom oil filter and oil cooler mounts. There are upwards of 30 Corvair-powered Sonexes flying, plus a number of others under construction.

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.

CHAPTER 113's FROSTBITE CHILI FLY-IN, FEBRUARY 2, 2019

Photos Courtesy of Shunsuke Shibata

Photos Courtesy of Shunsuke Shibata

There was a plethera of chili, a couple pots of homemade soup, cornbread, hot dogs, and a good selection of desserts.
Photo Courtesy of Elizabeth MacKenzie Hebron

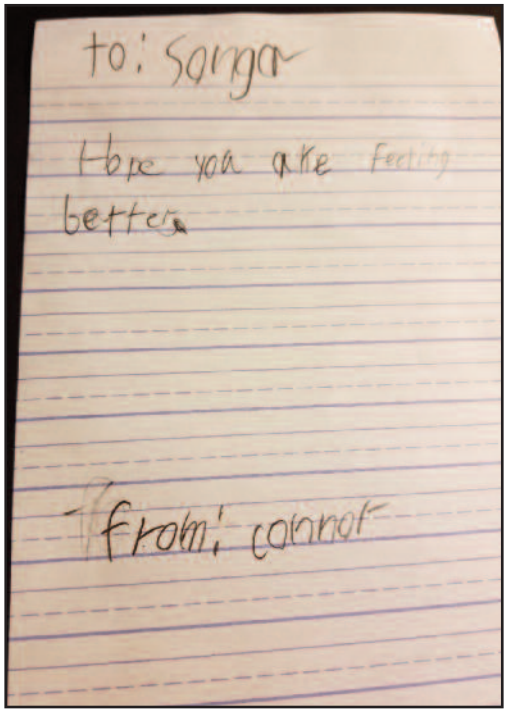
A BIG THANK YOU TO EAA 113

I want to express my deeply felt thanks to the members of EAA 113, who have helped me through my ongoing recovery, with their get well cards, visits, text messages, and phone calls. My deep appreciation for Mike and Doreen who were by my side in a moment of critical need and seeing me safely into the competent hands of University of Michigan Hospital surgeons and nurses.

Two days after the incident, and while I was probably in surgery, a group of friends from our chapter, led by Sean, Mike, Ron, Chris, Joe, and Tom, and equipped with trucks, trailer, hi-lo, and other paraphernalia, had the machine released from the airport authorities in hangar 2, and hauled across Willow Run airport, and deposited safely in my hangar.

I am deeply touched by the warmth, care, friendship and humanity demonstrated by this wonderful group of people. I'm grateful that despite the gravity of my error, which led to the accidental takeoff of the machine, that I was spared, and have had the comfort and support of my family and so many friends who have helped me pull through with, hopefully, only marginal long term damage!

Thank you all.
With much love and appreciation,
Sanjay



An original hand made flying car get well card by young Connor Crooks.
So touched!

Keeping warm under the wonderful
quilt made by Barb, (and Liz).

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

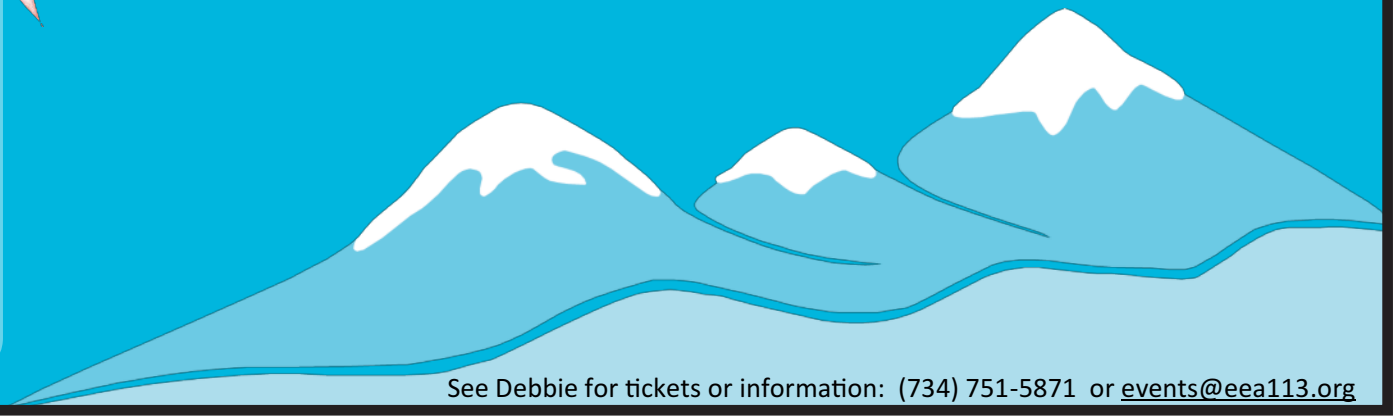
Price Includes: Entertainment,

Award Presentations and

Catered Meal, Dessert,

Coffee and Soda

Feel free to dress in cozy Flannel and fleece!

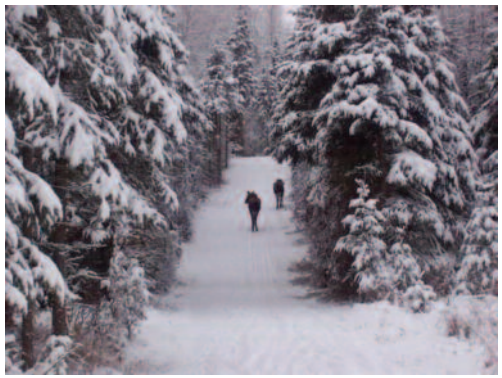


See Debbie for tickets or information: (734) 751-5871 or events@eea113.org

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!

STORIES OF OSHKOSH — JOHN MAXFIELD

by Christina Basken

To celebrate 50 consecutive years of fly-in conventions in Oshkosh, we're featuring Stories of Oshkosh told by attendees remembering their special moments at EAA's long-standing home. If you or someone you know would like to share your own Story of Oshkosh, email editorial@eaa.org.

Some people attend EAA AirVenture Oshkosh once and they buy into it for life, some get the EAA bug later on in life, and others are born into it. John Maxfield, EAA 63682, grew up in an EAA family just down the street from where Ford Tri-Motors were built at the old Ford Airport in Dearborn, Michigan. John's father was a member of EAA Chapter 113 and he played in the sand piles with his EAA friends as the adults built their first chapter hangar. John soloed in his 1948 family Funk airplane on his 16th birthday and got his private pilot certificate when he was 17 years old. He eventually worked his way through college as an A&P mechanic and started flying corporate for Chrysler after graduation. Since then, life has come full circle for John, as he is now one of EAA's volunteer pilots that fly the Ford Tri-Motor on tour and at Oshkosh.

John was six years old in 1964 when his father took him to the EAA fly-in convention in Rockford, Illinois. He went again in '65, but missed '66 due to illness and was heartbroken when his dad left without him. John went again with his father in '67 and hasn't missed a convention since.

John said he keeps coming back each year because of the common bond he has formed with the people he has met at AirVenture. The love of flight is such a special bond that he wouldn't miss for the world.

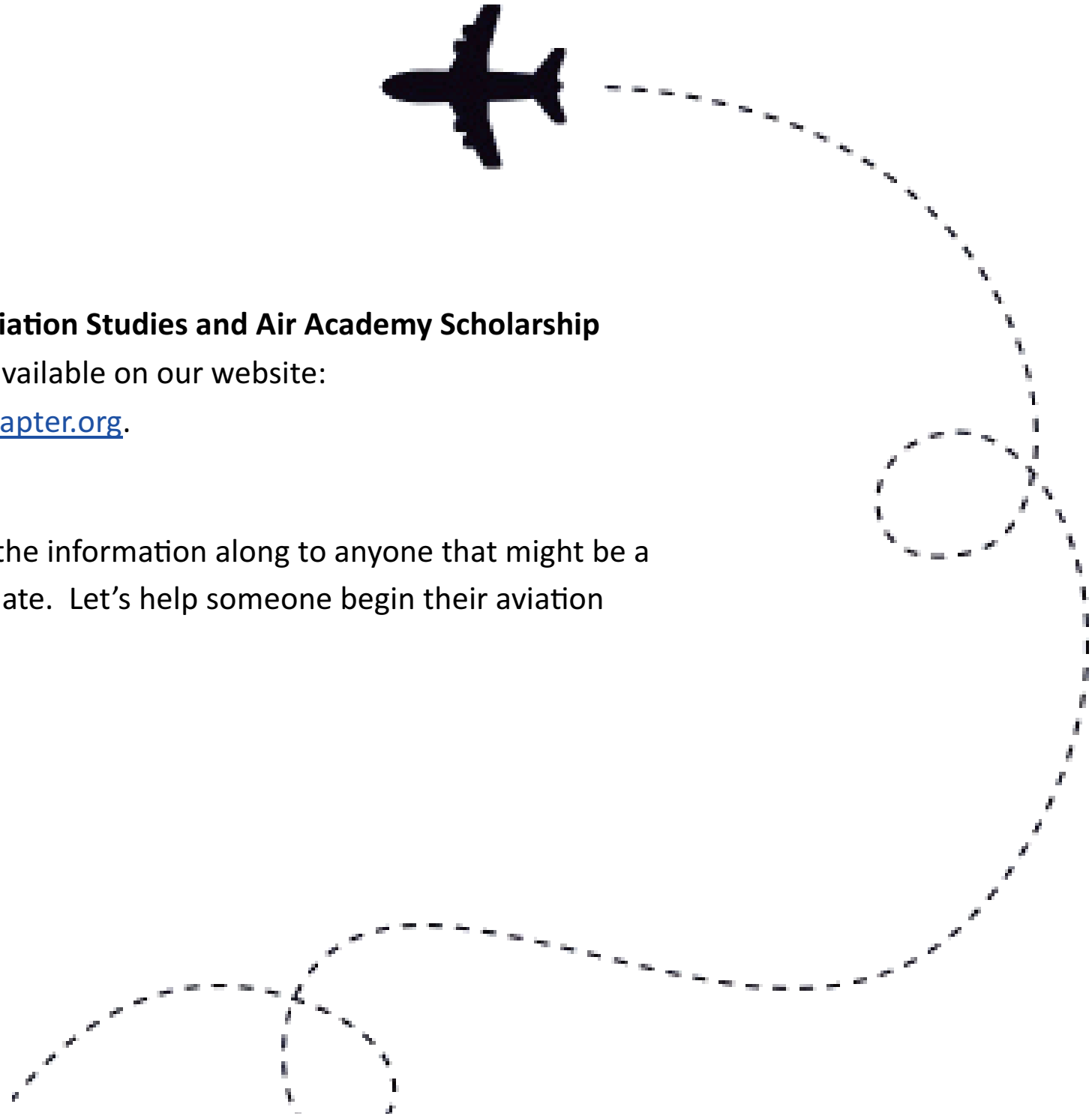
"EAA's founder, Paul Poberezny probably said it best when he said that we come the first time to see the airplanes but we return each year for the people," John said.

Continued...

John started volunteering in 1970, EAA's first permanent year at Wittman Regional Airport. He rode around the fly-in grounds on a flatbed farm trailer, using a megaphone, asking people around them to pick up the field stone in the grass and toss it into the trailer. Since his days of helping EAA keep the grounds free of rocks, he went on to volunteer as the assistant to the chairman of flightline safety, he worked with the south maintenance department and volunteered as a host in the forums area. Most recently, John has been volunteering his time by serving on EAA's Chapter Advisory Committee.

John said he can't put his finger on one particular moment that he would call the most memorable, as there are so many, but one experience that never gets old year after year is simply flying in.

"Nothing beats the view of Wittman Field out my windshield, and the tower controllers say 'Welcome to Oshkosh!'" John said. "It gives me goose bumps every time."



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!

Young Eagles News

There are four Young Eagle Rallies scheduled for 2019. Please save the following dates: **April 13th, May 11th*, September 21st** and **October 19th**. Please mark these dates on your calendar now so you can be available to assist with this worthwhile program.

All volunteers must complete the Youth Protection Training through EAA; in addition, pilots must have a background check. Many of the long time volunteers will need to renew their training this year, as it is only good for three years. To take the brief 15 minute course, simply log into your account at www.eaa.org. Click on your account information and near the bottom you will see the training section. This will tell you when you need to do it and direct to the course. Anyone that hasn't taken the training but wishes to volunteer needs to follow the same procedure to begin.

We are again using the great new Young Eagle registration website: www.yeday.org. If you have already registered on this site, do NOT do it again. Instead, please let me know if you are available to volunteer for these dates and I will register your availability. These events are open to the public; therefore, we will need several volunteers and pilots to make them successful.

Let's encourage those young people who have the dream to fly!

~Debbie

**This date is one week earlier than originally published.*

BOB SMITH INDUSTRIES

UPDATED FOR 1997-98

USING CYANOACRYLATE AND EPOXY ADHESIVES

Cyanoacrylates (CA's) have become the adhesive of choice for most hobby and household applications. High quality CA's such as INSTA-CURE™, when used properly, form bonds that in many cases are stronger than the material that is being adhered. INSTA-CURE™ is a highly refined CA which, combined with its freshness, gives a guaranteed 2 year shelf life.

CA's are reactive monomers that chemically link (polymerize) when pressed into a thin film. The very thin layer of water moisture present on most surfaces acts as an alkali, or weak base, which is the catalyst that results in bonding; however, the presence of detectable amounts of water usually degrades the performance of CA's.

INSTA-CURE™ has a water-thin viscosity that wicks deep into joints by capillary action and cures in a matter of a few seconds. Surfaces to be bonded must be tight fitting and should be held together while you apply the CA around the edges of the seam. At the moment CA's cure, they give off a vapor that can irritate the nose and eyes, so be prepared. Thin CA's work very well on balsa since they penetrate into the wood and form more than just a surface bond.

INSTA-CURE+™ is a higher viscosity CA for loose fitting joints in which the adhesive must bridge gaps. Normally, the thicker CA is applied to one surface and then the parts are held tightly together for about 5 to 15 seconds. For large surface areas, including those with close fitting joints such as laminations, INSTA-CURE+™ should also be used. To prevent premature curing, *don't* spread the glue into a thin film. Lay down a serpentine bead with about 1″ separations on one surface, then assemble the parts, letting the pressure spread the CA out.

INSTA-SET™ is a catalyst which acts as an accelerator that allows CA's to quickly cure in thick layers by enhancing the alkaline conditions during polymerization. INSTA-SET™ in a spray bottle is normally used to cure the CA that flows from joints when parts are pressed together. Applying an additional bead of thick CA along a seam and then curing it with INSTA-SET™ significantly enhances a joint's strength. For difficult to bond materials, INSTA-SET™ can be applied to one surface and CA to the opposite surface. When brought together, they will bond instantly. INSTA-SET™ is formulated with a strawberry scent and activates CA in 6 to 8 seconds without any degrading of the CA's strength, which can occur with many other accelerators. It is compatible with all surfaces, even clear plastic and white foam.

CYANOACRYLATES

MAXI-CURE™ extra thick CA is the best CA for most plastics, including GE's Lexan®. MAXI-CURE™ is the best choice for plastic model assembly. When used with INSTA-SET™, it works better than any putty for modifying or filling voids. It can be carved with a knife or razor blade and sanded and feathered to form a finish indistinguishable from plastic.

MAXI-CURE™ bonds fiberglass, hardwood, metal and rubber better than any other hobby adhesive. For gluing to the inside, cloth textured surface of fiberglass, scrape the area to be bonded with a razor blade or coarse sandpaper before using MAXI-CURE™ or any other adhesive. It also is best for bonding the tires for R/C cars.

SUPER-GOLD™ and **SUPER-GOLD+™** are our odorless INSTA-CURE™ CA's They are non-frosting and take only 2 or 3 seconds longer to bond. There are no fumes that irritate the nose and eyes. The SUPER-GOLD™'s do not attack white foam; therefore, they can be used in the building of foam core wings and the assembly and repair of plastic and foam ARF's. They will not fog clear plastic. SUPER-GOLD+™ is ideal for attaching clear canopies in plastic model kits; however, MAXI-CURE™ is still recommended for assembling the rest of plastic kits. Wood can be bonded to white foam with SUPER-GOLD+™ in less than fifteen seconds. For bonding foam to foam, spray a very light fog of INSTA-SET™ to one piece and apply SUPER-GOLD+™ to the other before joining. Excess INSTA-Set™ may create too much heat, which can melt the foam. Both SUPER-GOLD™'s cure to a more flexible consistency for better shock absorbtion. Whenever a large amount of CA is to be used in such applications as saturating fiberglass or Kevlar, SUPER-GOLD™ eliminates the irritating fumes from the evaporating monomer that make repeated use of CA unpleasant at times.

UN-CURE™ debonder will soften cured CA. If parts are bonded incorrectly or your fingers are stuck together, a few drops of UN-CURE™ will dissolve the CA in about a minute. Apply on bonded skin and roll apart fingers, Once unstuck, use acetone to clean off softened CA, then wash off with soap and water.

With all CA's, the closer the parts fit together, the stronger the bond. Always hold the bonding surfaces together as tightly as possible. Any rough spots on the mating surfaces should be smoothed out. Although CA's will hold objects together with considerable strength within seconds, the full strength of the bond is not reached for several hours. Allow for this before subjecting parts to maximum stress. Also, CA's are generally a little less brittle and have higher strength when they are allowed to cure on their own.

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EPOXIES

If CA's are the cure-all for just about all bonding problems, you may be wondering, "Why do I need epoxy?" One primary reason is price. Epoxy costs are about one fourth that of CA. When large objects are being bonded, economics can be a deciding factor on choice of adhesive. The specific characteristics of epoxies also give them advantages in some applications.

All our epoxies are mixed with a 50-50 ratio. Any scrap material or paper scratch pad can be used as a mixing surface. We have found, however, that the plastic tops to coffee cans work best due to their outer border and their flexibility, which allows the unused cured epoxy to be released and thrown away. Squeeze out equal length beads of the desired amount of epoxy, then mix together thoroughly with a popsicle stick or scrap piece of material.

In cold weather, epoxy takes longer to cure (too cold and usually they never fully cure) and becomes more difficult to get out of the bottle, expecially if it's less than ½ full. The epoxies can be heated in a microwave oven for about 10 seconds so that they flow easier. The heating process, with the caps off, also releases any moisture that can be absorbed by epoxies. Their shelf life, therefore, is virtually unlimited.

Acetone works as the best solvent for cleaning epoxy from brushes and unwanted surfaces before it cures. If epoxy gets on surfaces that acetone will attack, use isopropyl alcohol. Isopropyl alcohol that is 90-99% jpure can be used to thin epoxy, but by no more than 15-20%. Most rubbing alcohols are only 70% pure. Heat will also cause epoxy to be less viscous. FINISH-CURE™ is thin enough to be brushed.

Epoxies bond best to clean, textured surfaces. Smooth, non-porous surfaces should be roughened with coarse sandpaper to improve adhesion. A small amount of CA can be used in strategic locations to hold parts in place while the epoxies cure. The minute designations for epoxies refer to the working time, i.e., the time one has before the epoxies begin to set up after being mixed in a large mass. When spread into thinner layers, the working time in increased significantly (except QUIK-CURE™). Working time decreases approximately 25% at temperatures above 90 degrees F.

Don't panic if your skin comes in contact with either epoxy or CA. While contact should be avoided, uncured epoxy can be washed from your skin with soap and water. Allergic reactions are rare. Cured epoxy and CA can be peeled off the skin and usually are gone after a full day of normal activity. UN-CURE™ will debond any body parts that get stuck together if a peeling action (never pulling) doesn't part them.

QUIK-CURE™ 5 min. epoxy cures to a slightly flexible consistency. This lack of brittleness allows it to form a lasting bond in areas subjected to high vibration or stress. QUIK-CURE™ shouldn't be used in areas that are subject to long-term immersion in water; however, it works fine for the internal structure of wood framed boats. QUIK-CURE™ is our only epoxy on which you can apply polyester resins. It can be mixed with microballoons to form a quick setting putty. Items bonded with QUIK-CURE™ can be handled after 15 minutes. Full strength is reached in 1 hour.

MID-CURE™ 15 min. epoxy is used in larger areas where more working time is needed. It is more water resistant and can be used as a substitute for QUIK-CURE™ in most applications. MID-CURE™ is our most flexible epoxy and is ideal for gluing to fiberglass surfaces. Allow 45 minutes before handling parts and 2 hours for full strength.

SLOW-CURE™ 30 min. epoxy works best for forming reinforcing fillets on joints. It has the highest strength of our epoxies. It is waterproof and more heat resistant. SLOW-CURE™ can be used for bonding if you're willing to wait overnight. Fillers such as microballoons can be mixed with SLOW- and FINISH-CURE™ to form a putty-like consistency. Such fillers will usually decrease the working time by about 25%. Bonded objects can be handled after 8 hours and the cured epoxy reaches full strength within 24 hours.

EX-SLOW-CURE™ 2 hr. works as an excellent coating epoxy. It is thinner than the other epoxies and spreads out into smooth layers much easier. It will cure to a clear, hard finish that shouldn't be sanded. It works well for creating lakes in model R.R. landscapes and for decoupage. You should allow 24 hours before handling. Don't cure in temperatures below 70 degrees F.

FINISH-CURE™ 20 min. epoxy is an excellent, low odor substitute for polyester resins. It can be used for applying fiberglass cloth to wood or by itself to give wood a surface ready for primer and paint. FINISH-CURE™ can be sanded the easiest of all our epoxies and is excellent for the sheeting of foam core wings. Allow 8 hours for full curing. For best results, FINISH-CURE™ should be heated to a temperature above 85°. For applying light weight fiberglass, lay cloth on balsa first, then brush on FINISH-CURE™. When fully saturated, go over the surface with a heat gun, and then squeegee off excess epoxy with a playing card from an old deck. Heat and remove excess several times for a light weight finish. If room temperature is below 70° use a heat gun on the surface several times for the next 2 hrs. When dry, use 180 grit sandpaper on a hard backed sanding block to achieve a smooth finish ready for primer. A second coat of FINISH-CURE™ isn't usually necessary. For heavy weight fiberglass, apply the epoxy before and after laying down the cloth. FINISH-CURE™ is best mixed in a disposable cup in quantities of 1 oz. or less

HINTS AND TIPS

- INSTA-CURE™ works very well with ¾ oz. to 6 oz. fiberglass cloth for reinforcing joints. Lay the cloth on the surface and apply drops of the thin CA until capillary action saturates the fiberglass.

- INSTA-CURE+™ is the quickest way to repair bicycle inner tubes. Locate the puncture by immersing the inflated tube in water, mark it with a pen or pencil, and then deflate and dry off the tube. Pinch the rubber to open up the puncture, then put a very small drop of gap-filling CA on the hole. Release the tube to return it to its normal shape and then spray the drop with INSTA-SET™. Any drop larger than 1/8" *doesn't* improve the seal and with use will crack as the rubber flexes. Reinflate the tube and double check for holes you may have missed.

- Hobby paints that are alcohol based (acrylic) can be used to add color to epoxies with little effect on the epoxy's characteristics.

- Saturate the end of rope or string with thin CA to prevent it from becoming frayed.

- Cured CA is actually acrylic plastic. Thick CA with an accelerator can be used to quickly build-up layers to replace or modify plastic parts. Unfortunately, neither CA nor epoxy works well on most polyethylene or polypropylene, i.e., the flexible, waxy plastics.

- QUIK-CURE™ epoxy is the best choice for bonding clear plastics. It will not fog the plastic and if the epoxy gets on the wrong spot, it can be carefully removed with a razor blade without leaving a mark.

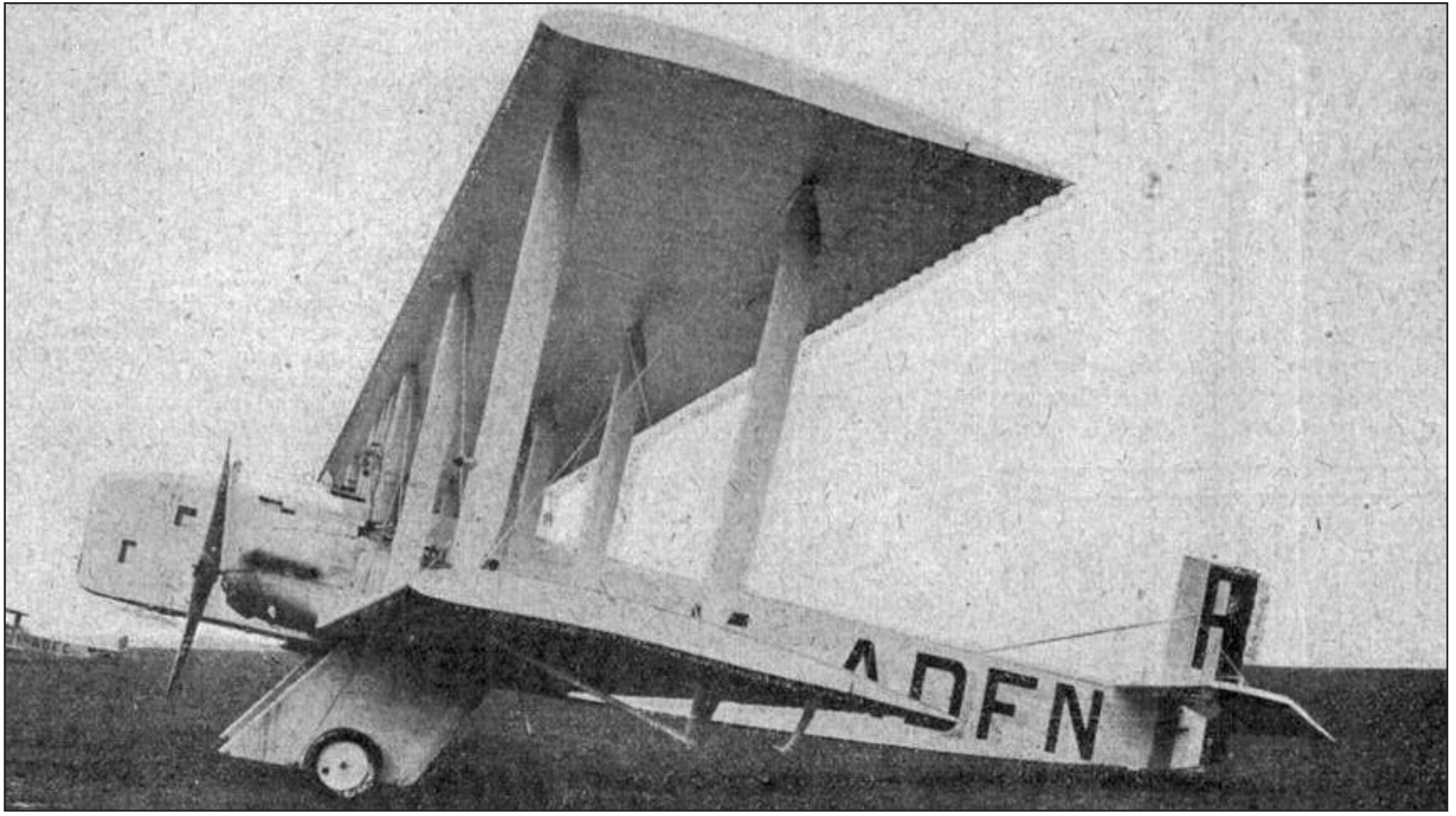
- Small bits and shavings of plastics can be mixed with INSTA-CURE+™ to repair nicks and other damage to large plastic parts. Once cured, it can be sanded smooth to create a surface indistinguishable from the main part. This technique is used for the repair of vinyl automotive bumpers and allows the recycling of existing parts.

- QUIK-CURE™, like all other fast setting epoxies, is not resistant to long term exposure of raw model aircraft fuel. It can be used to tack glue firewalls into place but should be coated over with SLOW-CURE™ 30 MINUTE EPOXY for permanent installation.

- R/C car tires that have been bonded to wheels using INSTA-CURE™ can be removed by putting them into boiling water.

- For the application of very small amounts of INSTA-SET™ accelerator, use our fine tip CA applicator for dispensing one drop at a time.

CAN YOU IDENTIFY THIS AIRCRAFT?



LOOK FOR THE ANSWER LATER IN THE NEWSLETTER.

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 RESULTS ARE IN - AND IT'S A TIE!

Punxsutawney Phil says: SPRING!

Wiarton Willie says: SPRING!

Shubenacadie Sam says: WINTER!

Fred la Marmotte says: WINTER!

Which one do you believe?

Editor's Note: I'm not putting my woolies away just yet.

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

March	
30	Annual Awards Banquet
April	
13	Young Eagle Rally
May	
11	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.

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 *Buy your banquet tickets NOW!*	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*** Happy Valentine's Day!	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***		

March 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
					1 	2 ***Breakfast @ 3 Brothers 8:15am***
3	4	5	6	7 **EAA 113 Homebuilder's Meeting 7:30 pm**	8	9 ***Breakfast @ 3 Brothers 8:15am***
10 *Daylight Savings Time* 	11 ***HURRY...GET YOUR BANQUET TICKETS!!***	12	13	14 ***EAA 113 Board Meeting 7:30 pm***	15	16 ***Breakfast @ 3 Brothers 8:15am***
17 	18	19	20 	21 ***EAA 113 General Meeting 7:30 pm*** *Last Day to purchase Banquet Tickets!!!*	22 	23 ***Breakfast @ 3 Brothers 8:15am***
24	25	26	27	28 ***EAA 113 IMC / VMC Meeting 7:30 pm*** 	29 *The EAA 113 Aviation Center will be closed from 3:00 p.m. tonight until 6:00 p.m. tomorrow.* 	30 ***Breakfast @ 3 Brothers 8:15am*** ***EAA 113 AWARDS BANQUET 6:00 P.M.***
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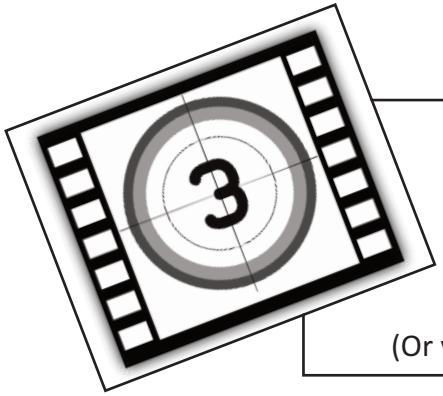
EAA Chapter 113 member Mark French, FAA parachute rigger, offers his services to all members of the chapter at a special rate; *FREE* for any of their parachute needs. If anyone is in need of a pilot rig for testing or acrobatics, a number of pilot emergency parachutes are available for loan. Any questions related to parachutes and parachuting can be answered by contacting him at: mark.r.french1@gmail.com or by calling 734.260.7342.

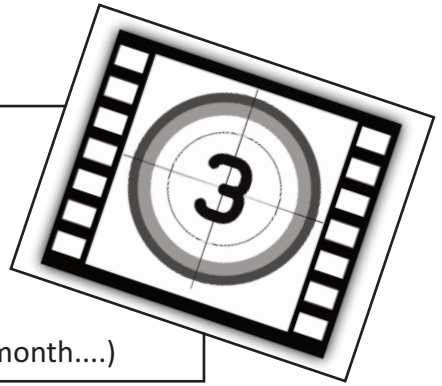
The aircraft on page 18 is a Farman F.65 Goliath.



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....)



Lake City Y91

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, February 21, 2019
7:30 PM at the
EAA Aviation Education Center

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

Photo Courtesy of Shunsuke Shibata