

EAGLE'S PROPWASH

DECEMBER 2020 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



Cockpit of Martin Filiatrault's RV-8 N657AR

Photo Courtesy of Shunsuke Shibata

Member Services

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Al Bosonetto, Dave Buck, John Maxfield

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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 Steiner (734) 645-1150
president@eaa113.org
December 2020

A Look Back At 2020 as a Far Less Than 20/20 Optics Year

Wow, what a year; one we'll all be mostly glad to forget. In spite of it all, EAA 113 has survived and in some areas, even thrived. That's due to an incredible membership. You are all to be congratulated! I have certainly missed seeing you at the monthly membership gatherings, but we have had some great Zoom sessions. Thanks to all who tuned in, and to Chapter Secretary, Molly Pyles, for facilitating them.

Joe Kirik, Jim Brown and Mike Scovel graciously hosted in-person Saturday morning open-air hangar flying sessions at 1D2 and KYIP until the wx got too cold. The hands on efforts of Dan Jones, Joe Kirik and Jim Brown have gotten us ever closer to moving into the new Don Zimmerman Aviation Center addition. Its grand opening in 2021 will add just that much more to our 60th anniversary celebrations. Thankfully we are strong both membership-wise and financially. So we have weathered the COVID storm in quite good fashion, and with a vaccine on the horizon there is every expectation that next year will return to normal at some point, and EAA 113 members will once again be able to do all the things that make us a GOLD LEVEL Chapter.

As I complete my first year as President, in spite of all the turmoil and lack of in person events, I hope my leadership efforts have been acceptable, but I certainly welcome your input on what could have been done better, and any ideas for the future. In person meetings would have given me a better chance to interact with you and get your feedback, so let's hope for those to occur sometime in 2021. I want to thank the Board members for their support and dedication in making 113 such a great Chapter. They certainly make my life as President stress-free.

Due to COVID restrictions we won't be able to have our normal holiday gathering and feast, and I'm sure we'll all miss that. But we did sponsor a child in Operation Good Cheer as we always have. Thanks to Debbie Redding for all her efforts on that and a myriad of other things. I hope Santa is good to you, and I'll see you on Zoom on December 17th. Be safe, be well and keep your aviation activities and dreams alive.

Here's to a 2021 that has to be better. Just for starters, EAA 113 will be celebrating its 60th year!

Tax tip for 2020: Even if you don't itemize, you can give and deduct \$300 to charity, \$600 if married. So if you are able, maybe EAA 113 is one of your charity choices. Any money given will go to the Scholarship Fund.

Merry Christmas and Happy Holidays everyone! Wishing we won't see another holiday season like this ... ever!

Program Speakers for Member Gatherings - VP Jack McClellan is looking for speakers/programs for the third Thursday membership gatherings. Help him out: vicepresident@eaa1133.org. What topic would you like to see covered? Or maybe give a talk about your own aviation adventure.

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.

EAA 113 & COVID

The Chapter will continue to follow all State of Michigan and local health guidelines with regard to protecting people from the spread of the COVID virus. We urge all to follow precautions for your own and other people's safety. We are all in this together. Please be safe.



PAULSON LIBRARY

Barb Cook (734) 277-3469
library@eaa113.org
December 2020

Hello flying enthusiasts. Hope you all are well and have found a way to get along safely in this Covid Pandemic.

I realize that our meeting room and library are not currently open for meetings or really even meet-ups. I have suspended my usual Tuesday afternoon library hours.

But when we are able to open up again, please come and visit our chapter library of over 3,000 books and materials on aviation, history, and aviation fiction.

I am assuming at some date in the Spring of 2021, I will be open for most Tuesday afternoons 12 -4 pm. My hours and contact information are posted on the outside door nearest the library (the Southernmost East facing door of our building.)

At that time, you will once again be welcome to knock on the outside door nearest the library on a Tuesday, or - if that doesn't work for you, give me a call (734) 277-3469. Please leave a message. We will try to arrange a special visiting time for you. If I cannot be available, you can also call Joe Kirik or any board member to open the building and library for you.

When we resume normal activities, books and materials can be "self-checked-out" (by any member in good standing) by signing your complete name and phone number on the card in the back of each book, AND BY PUTTING THAT CARD INTO THE check-out BASKET UNDER THE WINDOW. With the sticky notes provided, put your complete name and phone number on paper and place in the book's pocket. When returning an item, please simply place the book in that same basket. Please do no attempt to reshelve any returned books. (I like to keep track of how many come in and out.)

I look forward to being with all of you once again, Sincerely, Barb Cook

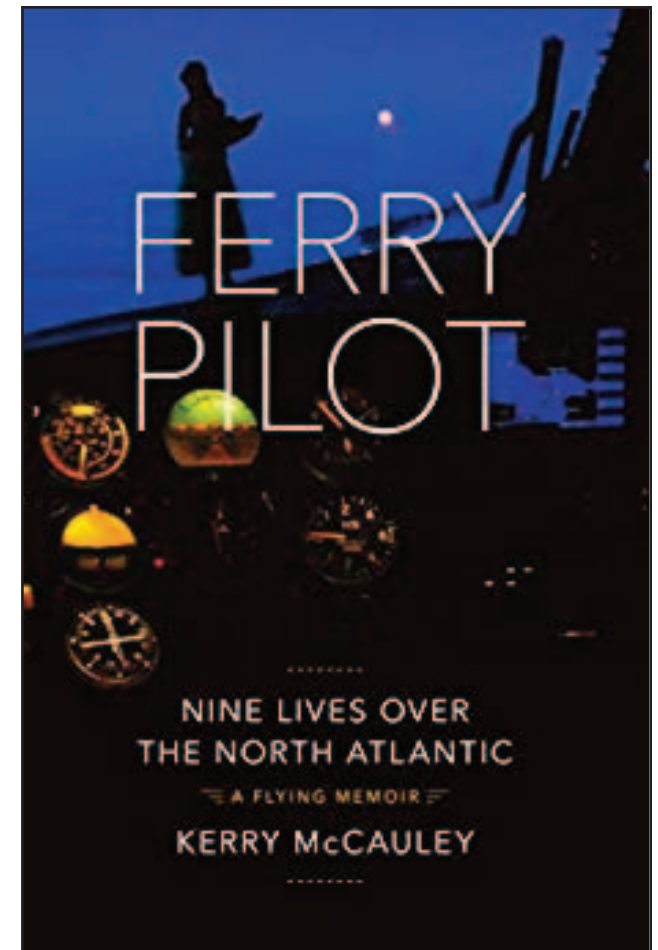
December 17, 2020 Guest Speaker

Kerry McCauley Author and Speaker

- International ferry pilot with over 100 ocean crossings
- Professional skydiver with over 20,000 jumps
- Engaging speaker and storyteller
- Author of #1 Bestseller *Ferry Pilot*



Kerry McCauley's life of adventure started out in the Minnesota National Guard as a UH-1H "Huey" crew chief and winter survival instructor. His taste for aviation led him to be an international ferry pilot, professional skydiver and corporate jet pilot. As a ferry pilot, he delivered planes to 60 countries, crossing three oceans and six continents. He's flown about 50 different types of aircraft, has 9,000 hours of flight time and 20,000 skydives.



Kerry is an engaging and entertaining speaker, whose retelling of his adventures as a ferry pilot and his starring role in two seasons of the Discovery Channel's *Dangerous Flights* puts people on the edge of their seats. Kerry lives in Wisconsin with his wife Cathy, where they own and operate a skydiving school along with their children, Claire and Connor.

**NEW
YEAR
SALE**

**Renew your
EAA 113 Membership Dues Now!**



\$25

Make your payment **BEFORE** January 31, 2021 to receive this special rate of \$25.

After this date, the price will return to \$35.00.

Online payments can be made at eaa113.org by clicking on the “Dues button” or mail your check to:

EAA 113 Treasurer; 8512 N. Lilley Road; Canton, MI 48187

MY AMERICA, BY AIR - PART 3

By Sanjay Dhall

It was summer of 2003. I had acquired the Falcon Ultralight almost 2 years earlier. After doing a few repairs to the fuselage over the winter of that year it was ready to fly in 2002. I had located a grass airfield in Dexter, Mi where I had it tied down. Cackleberry was home to another ultralight and a Piper Cherokee 140. But before I had a chance to fly, a massive storm came along that damaged the plane and dashed my hopes of flight that summer. I spent the entire summer and part of winter rebuilding the Falcon wings.

Earlier in the spring I built a shed to house the Falcon. Over the next few weeks, mostly on the weekends, I started to become familiar with the airplane. And began taxiing it. Then one fine day I decided to go further. I took it out to the grass runway and added full power. The plane gently lifted a few feet over the grass. After a 100 yards over the runway I put it back down on the grass. It was controllable, and felt good. The next flight was full power and climbed several hundred feet in the air. Circled the field and landed. Over the course of the next few days I made several flights staying over and circling around the field.

Then on the following Sunday morning, Bruce, who owned the other ultralight was at the field getting ready to fly. "I'm heading over to Richmond field in Gregory. Do you want to tag along in your plane?" he asked. "Sure" I said. So there I was taking off on my first flight away from the airport, to discover the new land of Michigan. I was following Bruce on a northwest heading. I was a bit nervous to be away from the airport, always wondering about the engine. It was a beautiful sunny day late in August or early September. I was looking down at the Michigan landscape I had never seen before. Gorgeous green fields and woods, and scattering of lakes and ponds in every direction. About 20 minutes into the flight the glider field was in sight, I followed Bruce down to ground.

After a short visit at Richmond field, where we watched a glider winch launch, we decided to head back. I followed Bruce into the sky. I was a short distance behind Bruce, heading back to Cackleberry. Somewhere along the way, I climbed a little higher. Next as I looked below I couldn't locate Bruce's plane. I had lost sight of the plane. I continued in the direction I thought I needed to head. I thought I could locate noteworthy shapes and landscapes below, there were lakes everywhere I looked. I thought I saw a lake ahead that I had seen on the outbound leg. I tried to triangulate my location and the direction to Cackleberry but could not spot it. I looked for guidance from the compass, but it was spinning wildly, useless. I was lost in the sky. I continued flying in the direction I thought was right. On this first cross-country flight I had no map. In my past flying a decade ago I flew in familiar terrain, and did not carry maps. Based on my earlier ultralight flying, I did not consider I needed a map. But on this very first stint of flying in Michigan, a half hour flight out and I was lost. I continued flying looking for anything familiar below that could point me to the airfield. I started wondering about my fuel level. I descended and tried to read the sign on a water tower. Without success. I began looking for an open field without many features, to land. I saw an open field, looked mostly cleared, planned and landed so I would roll to a stop near the fence of the field. Within minutes of landing someone, presumably the owner of the field, came charging in his truck, sensing that my plane on his field would attract trouble, asked me to get off his field. I apologized for the intrusion but explained I was low on gas and wasn't able to leave till I got some gas. He left me to my devices. There I was looking around, looking at the field, looking at the airplane, wondering what I should do. Where am I, I wondered. Beyond the fence was a road. I tried to figure out the name of the road to see where I was. About 5 minutes later, a conversion van pulled up on the side of the road near the fence to see the plane. A couple stepped out, waved and yelled a cheerful 'Hello!' I replied with a nervous Hello myself. "That's a fine looking airplane!" the man said, as we started talking across the fence. The couple were friendly, introduced themselves. Earl and Bonnie explained they were from Flint and just casually driving around on this weekend morning. Flint! My first question to them was "Where am I? Where are we?" I think we are in Hartland, and that's Fenton Road, pointing to the road. Don't you have a map? "Nope" I said, looking really dumb. So Earl went to his van and brought back a road map he had, showed me where we were on it. And handed it to me to keep. "Can we be of any help" they asked. I explained I was low on gas and wouldn't be able to make it back. I also did not have my wallet and no money! Earl offered to drive over and bring back some gas. I explained that the Rotax was a 2-cycle engine so also needed 2-cycle oil mixed in the gas. Off they went, Earl and Bonnie, to a nearby gas station to get gas. About 20 minutes later they were back with a gallon of gas had stopped at a cider mill and bought a gallon of apple cider. When they got to the gas station, they both had as much apple cider as they could. They then threw away the rest of the apple cider, washed the container, filled it with gas, and there they were. I mixed the 2 cycle oil into the gallon of gas and poured into the airplane's gas tank. On the map I could see I had wandered about 20 miles off course. Cackleberry airfield was to my southwest. I thanked Earl and Bonnie profusely, they wished me good luck. I taxied the Falcon over the somewhat bumpy trenches of the field and took off climbing over the fence, waving at Earl and and a quart of 2-cycle oil, and handed it to me. So I asked about where they found the empty gallon container. Bonnie explained that earlier that morning they had stopped at a cider mill and bought

a gallon of apple cider. When they got to the gas station, they both had as much apple cider as they could. They then threw away the rest of the apple cider, washed the container, filled it with gas, and there they were. I mixed the 2 cycle oil into the gallon of gas and poured into the airplane's gas tank. On the map I could see I had wandered about 20 miles off course. Cackleberry airfield was to my southwest. I thanked Earl and Bonnie profusely, they wished me good luck. I taxied the Falcon over the somewhat bumpy trenches of the field and took off climbing over the fence, waving at Earl and Bonnie. I climbed really high and made a straight line course for home base, paying close attention to the landmarks below. Every high school, highway, soccer field. I landed and rolled back to my hangar, breathing a sigh of relief. Bruce was waiting there sitting on a log with the biggest grin on his face. "What took you so long?" he asked chuckling at my navigation skills.

A few days later I mailed a check for \$20 and a note of thanks to Earl and Bonnie. A few weeks later I received a letter back from Earl and Bonnie. It said

"Dear Sanjay, thank you for the check. We decided not to cash it. Instead we have framed it, and hung it on our wall. It will forever serve as a memory of a wonderful Sunday morning, when we came upon a pleasant young man, who just needed a little help.

We wish you well, and a lifetime of happy flying!

*Sincerely
Earl and Bonnie"*

Since that flight I have never flown without a map or a wallet! The day after that flight I also ordered my first GPS navigation device, a Garmin V. That flight taught me the best lesson in navigation one could hope for. I also now carry redundant navigation tools on every flight.

Earl, who was born in 1926 passed away a few months ago, Bonnie a few year before him. I will forever treasure the memory of that day, my first cross country flight in Michigan. While I got lost, it helped me discover the generosity and kindness of Earl and Bonnie.

Merry Christmas!





Gamin GPSv

All Photos Courtesy of Sanjay Dhall



MARTIN FILIATRAULT'S RV-8 PROJECT UPDATE

By Martin Filiatrault and Shunsuke Shibata

Martin has finished wing skinning and needed some help to put the wings back into the wing stand to make it easier to work on the wing tips. Joe Kirik, Tom Smith and myself showed up at Martin's house on a nice calm day in November. After the work Martin gave us a brief workshop tour then a hangar tour at PTK.

Lots of progress lately:

11/9 Dan Jones revisited the shop for my fourth EAA Tech Counselor Visit. Suggestions were made; praise was given; all is well. Next visit will be for first engine start.

11/10 Another project-related was published on my YouTube channel. Fellow CH2A member Steve Thorne asked for permission to use some of my content for one of his recent "Flight Chops" YouTube episodes. At least the fourth time I've been involved with or appeared in a FlightChops video; always an honor.

Links below:

Useless Projects Show 01: <https://www.youtube.com/watch?v=Mtj79ulEdEY&feature=youtu.be>

Lesser-Known Costs VLOG 11: <https://youtu.be/8xajoWfom20>

11/11 Fuel tank cover plates were fitted with the fuel pick up tubes and fuel senders and sealed to the tanks.

11/12 - 11/13 Wing bottom skins were riveted on with the help of fellow Chapter 194 member and RV-9A builder Dave Pohl. I thank Dave for his invaluable 15 hours of assistance.

11/18 Shunsuke, Joe and Tom help me relocate wings and tour hangar. (Shunsuke's submission)

11/20 Latest blogspot blog posted; link below:

Crawling Continues Toward Completion: <http://goatflieg.blogspot.com/>

11/20 - present: Work begins/continues on finishing the wing tips.



*Photos
Courtesy
of
Martin
Filiatrault*





Photos Courtesy of Shunsuke Shibata



WHY I FLY...

I have been around aviation all my life. My father was a member of EAA long as I can remember. In fact, some of my friends today are those I played with in sand piles next to the first EAA Quonset hangar at Mettetal shortly after Chapter 113 was formed.

Of course, Dad was my first aviation mentor. Weekend mornings, we would push the car out the drive and down the street a couple houses so as not to wake the rest of the family by starting it up next to the house. The neighbor lady would watch our departure and could not imagine what adventure we were off to, yet somehow mom already knew. Other early mentors include my first flight instructor who had barnstormed the countryside in a Curtiss Robin. Another, a kind FBO owner that hired me at a much too young age to pump gas and learn aircraft maintenance. Hearing their aviation tales, seeing pictures of their “new” aircraft, and learning the art of aviation mechanics, all heightened my enthusiasm. As I met more pilots and enthusiasts, I discovered there were so many paths in an aviation life. Having an open mind and using the best tools available, led me to a life flying professionally with a personal touch and personally with that professional outlook. Being at the right place at the right time, allowed me the opportunity to fly CEOs, a President, Morris the Cat, and thousands of others in between.

Life is clear for me up there in the sky, free of earthly bonds. Each flight, regardless of what airplane I am in, is an endless sensory spectacle. In the sky, everything is in order, even as it changes moment to moment. Lift overcoming gravity while thrust acts against drag all throughout a flight. The ride is never the same, nor are the scents, the sounds, nor the views. Imagine climbing through the clouds, the full moon shining, welcoming me “on top” during a night departure, or vintage flying, seeing America slowly pass beneath the wings, one mile at a time. However, the best for me will always be hearing ATC say, “Welcome to Oshkosh” and the tingling youthful giddiness I feel every time.

Happy Landings,
John Maxfield



"Moonglow on top"

EAA 113 Events

2020 was a disappointing year for EAA 113 events. We had to cancel many of the social events that are special to our Chapter: Young Eagles, Pancake Breakfast, Awards Banquet, Chili Fly-In, Backyard Adventure, Flying Start and not to mention our meetings. The important thing to remember is that by canceling these events, we kept our members and visitors safe.

We will continue to HOPE for a brighter year in 2021. Plans are already being made for these events to return, once we know that can safely happen. Next year marks the 60th anniversary of EAA 113 and we are looking forward to many special events.

We won't be at a Holiday Party on December 17, but we hope you can join us on Zoom for a great meeting. Since everyone will be safe in your homes, have your favorite beverage handy as we raise a glass to EAA 113!

We miss you all! Stay safe and know that we will be together again soon!

Happy Holidays!



*"Making your way in the world today
Takes everything you've got
Taking a break from all your worries
Sure would help a lot
Wouldn't you like to get away?"*

*Sometimes you wanna go
Where everybody knows your name
And they're always glad you came
You wanna be where you can see
Our troubles are all the same
You wanna be where everybody knows your name...."*



REMEMBERING LOU LAMBERT

Lou was a welcome addition to the Canton Plymouth Mettetal Airport community since the mid 1970's. His unselfish dedication to the airport and expert knowledge of anything with moving parts have resulted in the airport benefitting from routine maintenance jobs that normally tax an airport's operating budget. Here's a sampling of airport tasks completed by Lou:

1. When the airport needed to relocate the windsock from the east side of the runway to the west, instead of the airport paying close to \$15,000, Lou volunteered not only to move the windcone assembly, with post and all, but to do the electric work to have the obstruction light and windsock lit.
2. T-hangar building 9 and 10, being two of the oldest still standing buildings on the airport did not have any electric power until Lou volunteered to do the wiring. When this same building needed to be painted, Lou was the one that volunteered to do the painting.
3. When EAA chapter 113 finally raised funds to build their own chapter building, Lou volunteered to do the electric wiring of this building.

As a Cass Tech graduate of the class of 1945, Lou was drafted to work on the "super-secret" atomic program at the Los Alamos Laboratory. After the war, Lou completed his engineering degree and spent his career working for Chrysler, Shatter Proof Glass Company and for Ford. Two of Lou's major accomplishments with Ford included working on the presidential Limo projects and working on the development of the first electric vehicle.

Lou's love of aviation began as a child with model airplanes. He started flying in 1963 and got his private pilot certificate at Detroit Wayne Airport, now known as DTW, in 1964. Soon after becoming a member of the Safety Flying Club, Lou joined the EAA chapter 113. In 1980, Lou built his first aircraft, a Zenair CH-100. He completed building an RV-4 in 1990, and enjoyed a Savannah aircraft since completing it in 2008. Lou could be found every morning preparing the coffee at the terminal building while he prepared to go fly his Savannah.

Lou was married to Rose in 1945, and enjoyed the company of his children, grandchildren and great-grandchildren.

After many, many years at the airport, Lou became an assistant airport manager. We can never say enough Thank You's to Lou for all the years of hard work and dedication to aviation and to the Mettetal Airport.

As an airport volunteer, Lou was an integral part of the "save the airport" group in 1993. He was the primary builder of the current EAA structure; he rebuilt the electrical system for Hangars 9 and 10. He has flipped pancakes, cleared snow from parking lots and runways, painted buildings, replaced lights, and in general, has been a constant caretaker for Mettetal Airport. In 2013, at the age of 86, he became an assistant Airport Manager.



Lou and his Zenair CH-100



Lou is not gone, he's only flying higher.



Lou and the love of his life, Rose (with Jim Morency) at the 2013 Chili Fly-in.

FROM EAA'S CANADIAN E-NEWS LETTER *BITS AND PIECES*

Submitted by John Maxfield

November 2020 – It's unclear to me whether this is a clear Canadian vs U.S. variation or not. When I learned to fly my instructor taught me that "overshooting" was a good thing if it looked like the runway was busy. I was taught to move over to the right of the runway, add power and rejoin the circuit. In the U.S. this would be called "going around."

It's good practice for the pilot to tell the traffic that the intention is to "overshoot and rejoin the circuit" in Canada. In the U.S. this would be called "going around and rejoining the pattern." The Aeronautical Information Manual published by Transport Canada certainly refers to "overshoot maneuvers" specifically.

Overshooting in the U.S. means landing beyond the end of the runway. "Going around and rejoining the pattern" is fairly obvious to a Canadian pilot so there is unlikely to be any confusion, but U.S. pilots flying in Canadian airspace might be a bit bemused to hear that someone actually plans to overshoot.

If you really want to confuse yourself, check out our word of the month on the internet. Apparently Canadians' "Overshoot Day" was March 18 in 2019. Overshoot Day marks the day that humanity has used more resources than it can replace in a year. Globally July 29 was Overshoot Day in the same year so Canadians aren't doing that well at conserving resources. Only Kuwait, UAE, Luxembourg, Qatar, and the USA had an earlier Overshoot Day.

THINGS TO PONDER

It's weird being the same age as old people.

When I was a kid I wanted to be older...this is not what I expected.

Chocolate is God's way of telling us he likes us a little bit chubby.

It's probably my age that tricks people into thinking I'm an adult.

You don't realize how old you are until you sit on the floor and then try to get back up.

We all get heavier as we get older, because there's a lot more information in our heads. That's my story and I'm sticking to it.

If you can't think of a word say "I forgot the English word for it." That way people will think you're bilingual instead of an idiot.

Don't be worried about your smartphone or TV spying on you. Your vacuum cleaner has been collecting dirt on you for years.

I don't always go the extra mile, but when I do it's because I missed my exit.

Having plans sounds like a good idea until you have to put on clothes and leave the house.

If 2020 was a math word-problem: If you're going down a river at 2 MPH and your canoe loses a wheel, how much pancake mix would you need to re-shingle your roof?

We can all agree that in 2015 not a single person got the answer correct to, 'Where do you see yourself 5 years from now?'

During the middle ages they celebrated the end of the plague with wine and orgies. Does anyone know if there is anything planned when this COVID pandemic ends?

FAA CLEARS 737 MAX FOR FLIGHT

By Paul Bertorelli



Boeing's troubled 737 MAX has been cleared to fly after a tortured 20-month recertification process that saw more than 400 aircraft parked. The approval announcement was expected from the FAA Wednesday morning, according to Bloomberg News. However, the aircraft won't be returned to service immediately and airlines that own them will relaunch them into a pandemic-battered travel market suffering the lowest airline revenues in decades.

The FAA will require modifications to the MAX's controversial MCAS flight control enhancement system and correction of numerous other flaws found during the recertification effort. It will also require type-specific training related to the two accidents that prompted the grounding and recert. The first was a Lion Air crash off Jakarta in October 2018 that killed all 189 aboard. A second crash of an Ethiopian Airlines MAX near Addis Ababa in March 2019 killed all 157 people aboard. In both crashes, faulty sensors in the MAX's Maneuvering Characteristics Augmentation System (MCAS) were implicated for having caused full nose-down trim that the crews were unable to counter. MCAS was designed to enhance control feel at high angles of attack and rearward CG.

Fixes for MCAS include redundant angle-of-attack sensors, dual computers and a limitation that MCAS can only activate once, rather than continuously as it did on the accident aircraft. Additionally, the system will activate only if the dual sensors agree that it's needed. MCAS was intended to mimic the same control feel found in previous 737 models by automatically rolling in nose-down trim at high angles of attack and rearward CGs. After the crashes, pilots complained that they weren't given any details about how the system worked or even that it existed. The recertification calls for simulator training focusing on the MAX crash scenarios.

With more than 400 airline-owned MAXes parked and another 450 built by Boeing but not delivered, market uptake of the revised model is likely to be anemic. Thus far, only American Airlines has put the MAX back on its schedule, on a single Miami to New York route on Dec. 29, Bloomberg reports. Southwest and United expect to put the airplanes back in service sometime in 2021.

They'll return to dismal market conditions. "It's Boeing's most important program and the United States' most important manufactured product, but you couldn't ask for a worse market right now," Richard Aboulafia, aerospace analyst with , told Bloomberg in an interview. "It's not a question of opening the floodgates and watching the cash pour in the way it would've been a year ago," he added.

Other regulators throughout the world haven't acted yet. The European Aviation Safety Agency says it's satisfied with the MAX modifications but official approval is still pending. EASA and Canada have asked Boeing for additional changes. China, which represents a significant growth market for Boeing, has not yet announced MAX approval.

Boeing's stock, which sagged to five-year lows last spring, recovered slightly, rising 5.8 percent to a \$222.40 opening-bell expectation, off from a five-year high of \$440.62 set just before the Ethiopian crash last year.

FROM MIKE SCOVEL

Hi Gang, I have been giving a lot of thought of what to present this Thursday, I would like to do is several things; first, get a feeling for what everyone would be interested in getting presented, secondly, start to put a schedule together for 2021. If anyone is interested I could use and would greatly appreciate a little help. As far as subjects for the meetings are concerned, I do not want to limit to just hangar visits, looking for presentations on; "How To", "What is needed for the different styles of construction", "Avionics", "Engines", "Wiring", "Weight & Balance" more on first flights and detailed prep for first flights. Any other ideas would be welcome including inviting suppliers to our meetings. Did I mention it would be nice if someone(s) would like to step up and help. Looking forward to hearing from everyone.










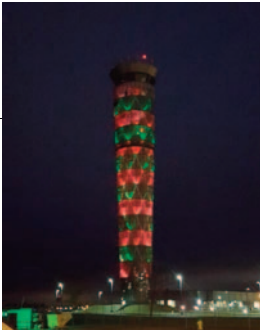
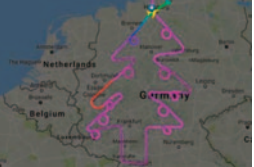


Jim and Tina Weymouth with their Waco Classic YMF
Photo Courtesy of Randy Hebron



December 2020



Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3 EAA 113 <i>Virtual</i> Homebuilder's Gathering 7:30 pm	4	5 
6	7 	8 	9	10 EAA 113 <i>Virtual</i> Board Meeting 7:30 pm	11 	12
13	14	15	16	17 EAA 113 <i>Virtual</i> General Gathering 7:30 pm	18	19
20	21 <i>Frist Day of Winter</i> 	22	23 	24 	25 	26 
27 	28	29	30 	31		

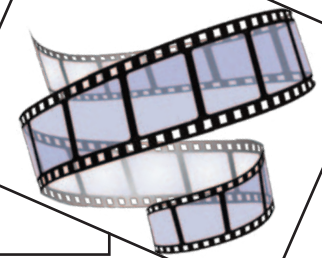
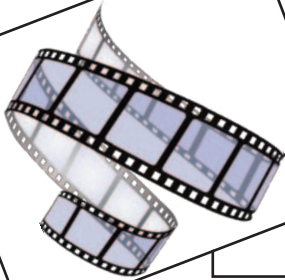


Calling all video enthusiasts!

Submit your video of the month to Jack McClellan

at vicepresident@eaa113.org

(Or you might be watching videos of puppies and kittens next month....)



Next Virtual Gathering:

December 17, 2020

7:30 PM

Virtual Gathering via Zoom

Check your email for details.

