

EAGLE'S PROPWASH

AUGUST 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



Maybury Farm at Maybury State Park.
Photo Courtesy of Joe Kirik

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) 310-6018 | flyingstart@eaa113.org |
|--------------------------------|----------------|------------------------|

| | | |
|----------------------------------|----------------|---------------------|
| Homebuilders: Mike Scovel | (313) 608-7202 | builders@eaa113.org |
|----------------------------------|----------------|---------------------|

| | | |
|---------------------------|----------------|-------------------|
| IMC/VMC: Dave Buck | (734) 223-2675 | 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.

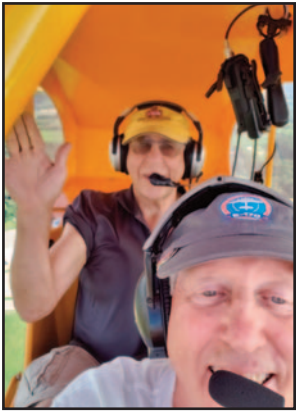
Chapter 113 provides the opportunity for exchange of information, as well as the interaction that leads to friendships that last a lifetime."

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



Nostalgia Bucket List Checkoff

My dad took flying lessons in 1958 at KARB in a PA-18, mostly in N7171D it appears. I was just five at the time, so I don't remember anything about it, but I do have his logbook with 9.6 hours of dual in it. Having a family of four children at the time, including my twin brother, I suspect put the brakes on his flying lessons, but somehow he was able to instill a love of aviation in my brother and me. Or maybe

it was in our genes. So I always wanted a flight in a classic Piper Cub. Who doesn't want to rocket around the skies with 65-90 HP in front of you? Well, last month I got my wish when Peter Deloof, a fellow board member at Yankee Air Museum, took me up in his beautiful 1946 Cub, restored in 2008 that he's been flying low and slow since 2009. It has been "souped up" from the original 65 to closer to the 90 HP that my dad flew. WHAT A HOOT! If you've never been up in a Cub or something similar, I hope you get the chance someday. It was a beautiful day, really smooth, and we flew with the doors open, the way you are supposed to in a Cub.

After Peter checked that the headset batteries were OK, he hand-propped it. No electrical on this yellow bird. The Cub is hangered at Rossetti (75G), the grass strip near Manchester. We cruised over Peter's farm, circled my house in Scio Township west of Ann Arbor, then up to Dexter, Chelsea, the FCA Proving Grounds, farther west to MIS, did a full stop at Shamrock, then watched a Cessna leave Merrillat (34G) in Clinton. Peter demonstrated the stall warning system: the bottom half of the door starts to come up! Pretty basic. We were up for almost two hours (with no electrical, there's no hour meter). The gas gauge is on float; you can see it just over the panel on top of the cowl. In the front seat with all that HP right in front of me, it got a little warm, certainly not uncomfortably so, but just another reason to have the doors open. See more images from my bucket list flight further on in this issue.

BTW, the Cub my dad took his dual in, built in 1957, is still registered and now based out of Anchorage, according to the FAA registry. Pretty cool.

EAA 113 & COVID

The Chapter will continue to follow all State of Michigan and other 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.

Prop Wash Content & Program Speakers for Member Gatherings

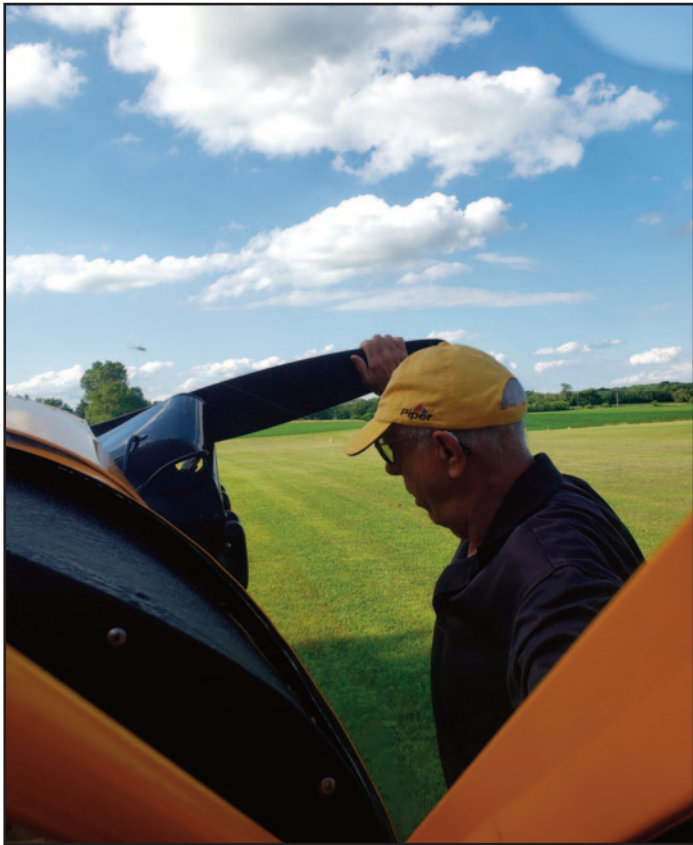
Keep that content coming for the newsletter! A few photos with captions and a short paragraph or two about your latest aviation adventure are all that we ask. Send to: newsletter@eaa113.org. Now that summer is here, it's time to share your aviation escapades. No need to be a pilot.

Also, VP Jack McClellan is looking for speakers/programs for the third Thursday membership gatherings. Help him out: vicepresident@eaa113.org





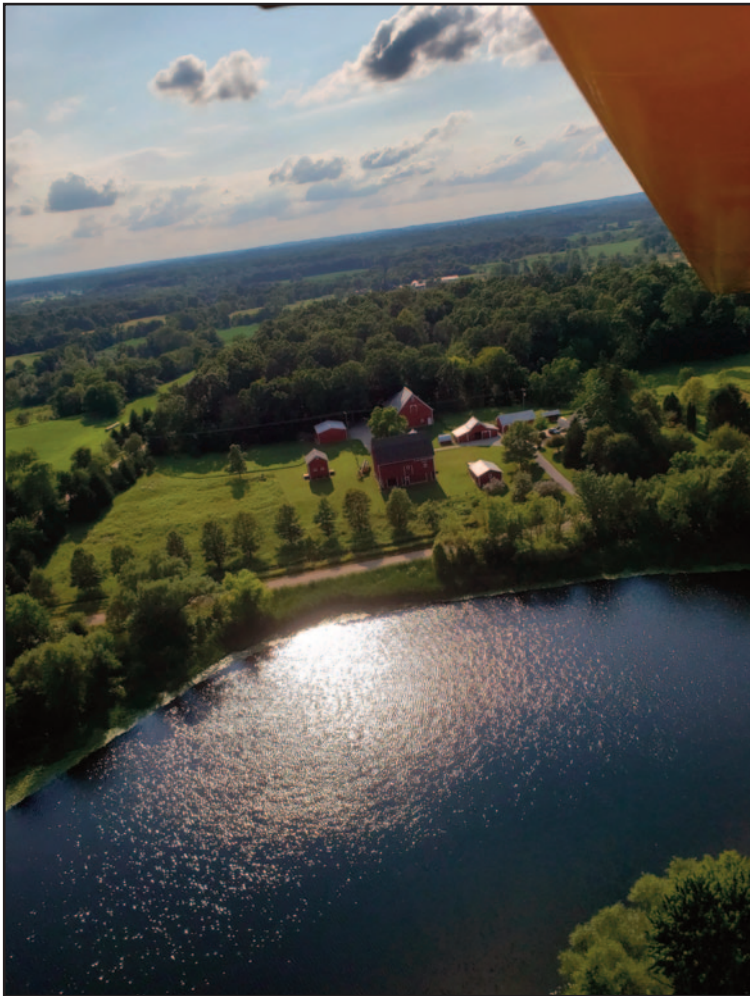
Classic Cub
Photos Courtesy of Dave Steiner



Starting
Mechanism



Rossettie Departure



Peter's Farm



Ripping up the skies at 45 kts ground on AVARE.

Final to Rossettie 75G.



Fly Safe Be Safe!!



SAT, AUGUST 8, 2020 — 11:00 A.M. — 3:00 P.M.



AT MICHIGAN'S FRIENDLIEST PILOT-OWNED AIRPORT

WWW.BRIGHTONAIRPORT.ORG



Lunch Available:

Burgers, Brats, Hot Dogs, Chips,
Soft Drinks, Treats & Desserts –
\$7 donation – 11 AM to 3 PM

A Day of Family Fun!

Vintage Airplanes, Warbirds!
Custom & Vintage Car Show!
Helicopter Rides Available!

Info - (734) 223-1927 E-Mail - Brighton-Airport@comcast.net

BRIGHTON * MICHIGAN

8664 HYNE ROAD BETWEEN HUNTER AND HACKER ROADS

QUICKIE FLY-IN, DECORAH, IOWA

By Sanjay Dhall

I attended a Quickie fly in at Decorah, Iowa the weekend of July 17-19. It was a first long-ish cross country for me in several years. Just over 400 NM. There were 5 quickies in attendance, and about a dozen people in all, some who were building quickie type airplanes including a Dragonfly builder. A couple people flew in on other airplanes including a Thorp T-18 homebuilt.

The outbound flight was in good weather, though hot, with slight head winds.

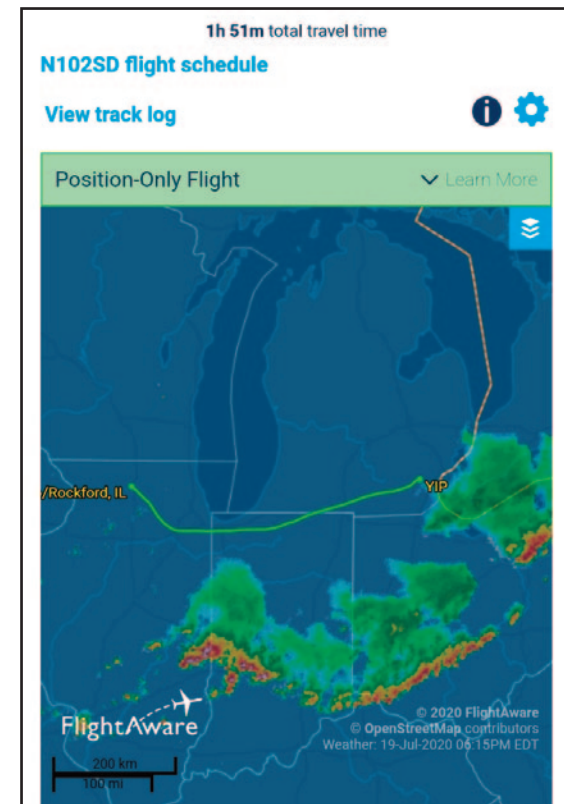
The return flight on Sunday was a different story and I gained valuable experience in dealing with interesting weather behavior. On Sunday morning an East-West front was building across the entire Midwest from Kansas through southern Iowa, Illinois, Indiana, Michigan, and Ohio, right across my path. The question was whether I could get through it before it built up, or wait it out, and perhaps depart the following day. After consulting many wx apps and discussing with seasoned pilots I decided to fly and approach the wx and decide based on what I saw. If it looked passable I would continue; if not I would land and wait.

An hour into the flight and approaching Illinois, I observed a solid wall of thunderstorms out in the distance across the horizon. Landed at Rockford, IL to wait it out. ATC had me park in the vicinity of the "Patriot" ship. (See picture below of Patriot, the Q and wx in the background.) After 7 hours on the ground, as the front was moving East, and in anticipation of the front clearing YIP departed RFD (which on the map showed 2 luxurious 10000 ft runways), but at departure time I learned that the favoring runway was closed. Picked rwy 19 to avoid a 2 mile taxi in hot conditions. My first takeoff with rear quartering crosswinds of 14 knots in the Q. The flight back to YIP was smooth with tailwinds of ~35 knots with ground speeds of 190+, and for a few minutes on the good side of 200 mph!

After landing at home base, and pulling up to the hangar I learned of the destruction caused on the ground by the thunderstorms, with sizable damage at the airport with the fire station building badly damaged, and a flipped over a semi-trailer truck at the airport. No wonder the ATIS was not broadcasting. And no power to open the hangar doors! Spent many hours manually cranking (in place of the motor) to raise the hangar door enough to push the Q into the hangar.

It was a fine weekend in Decorah. It was wonderful to spend some time with old friends, and meet new ones. Got to spend some time with a homebuilder who had just completed a beautiful Titan Mustang (60% scale) in the hangar next door. It was a special treat to see a new beautiful Tri-Q2 (Quickie Q2 with tricycle gear), a wonderful addition to the Q family. This builder's implementation was so chock-full of innovative and clever mods and personalizations, including split fwd swinging canopy, the blended exit air vent on top of turtle deck, the non-naca cabin air inlets in the fuselage Canard joints, the radiator air inlets, a Jabiru engine with liquid cooled Rotec heads, the elevator trim, and many more...and the hand painted Tweety Birds on the tail and on all six valve covers of the Jabiru.

Buried amidst the banter and kidding were gems of aviation and life wisdom, hard to discover any other way.



*Photos Courtesy of
Sanjay Dhall*

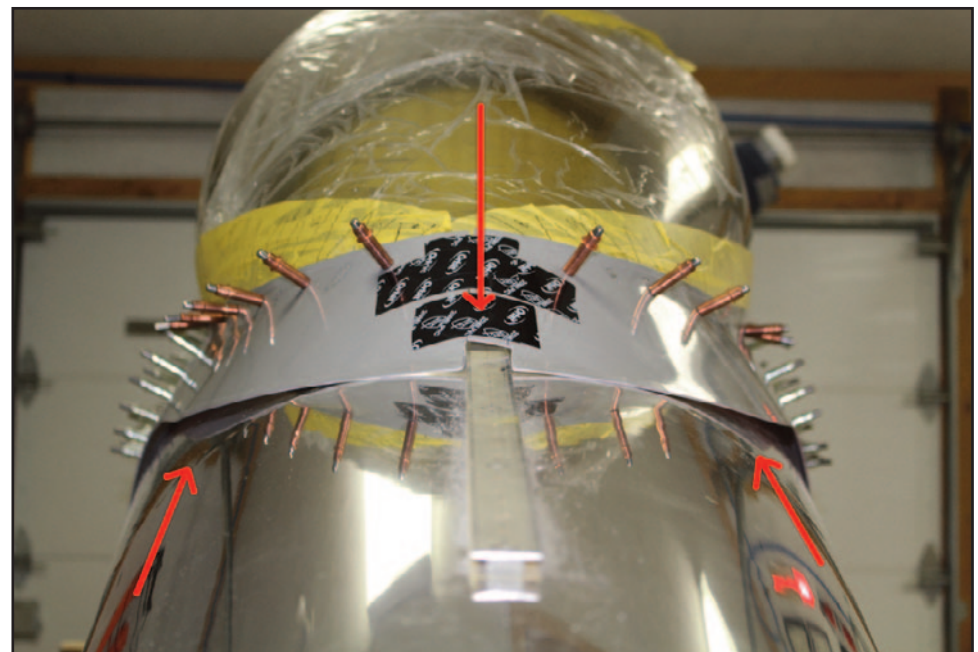


Patriot, the Q and weather
in the background.



MARTIN FILIATRAULT PROJECT UPDATE

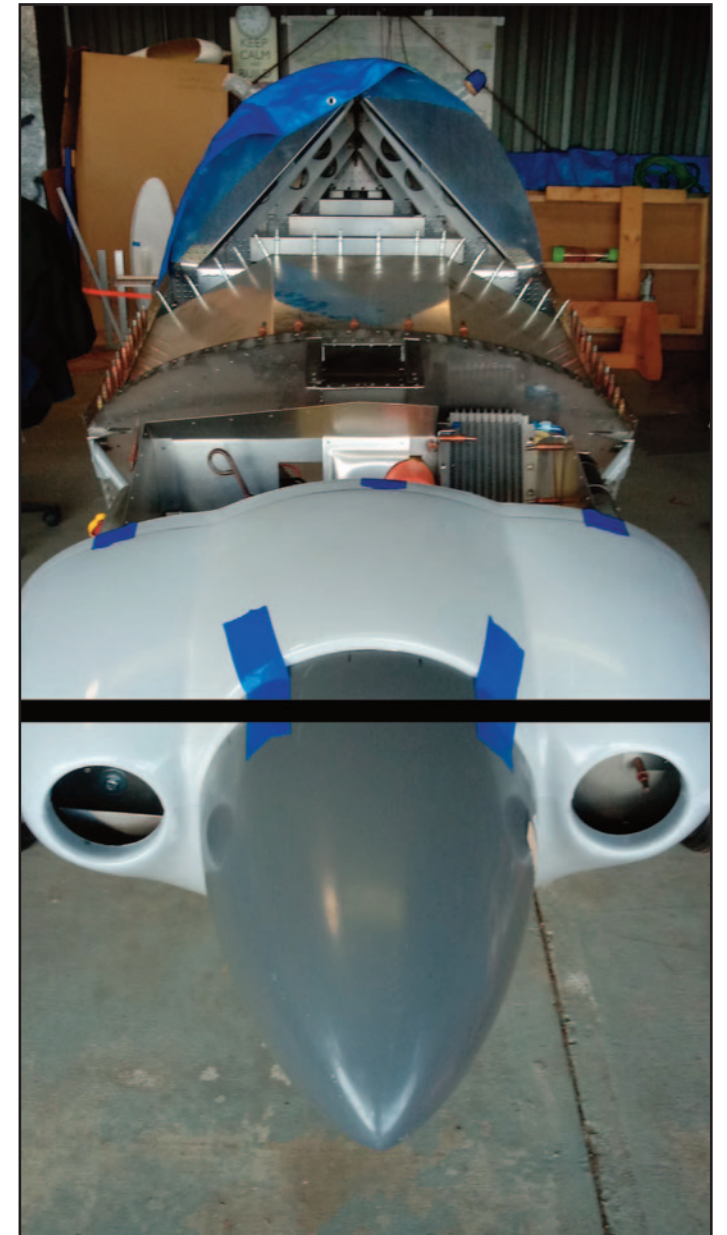
A few current photos. Working on the canopy skirts. Not happy with the results so far. Kinda hating this part of the build, and that's slowing me down.



JOE KIRIK PROJECT UPDATE



Here are a few new ones of my project. The Corvair engine is hung for test fitting, and the nose bowl and spinner were taped on to get a sense of what the front will look like.



FLYING WITH POP (NAMES HAVE BEEN OMITTED TO PROTECT THE INNOCENT.)

Pop took the grandchildren flying last weekend. The 11 year old granddaughter was in the front with Pop, the 18 year old granddaughter and six year old grandson were in the back seat. Midway through the flight, the boy started feeling sick so Pop dragged him into the front seat and on his lap, where he had said boy “fly” the airplane for about 10 minutes.

All seemed well, until the boy proceeded to toss his cookies in Pop’s lap. Pop yelled to the 11 year old granddaughter in the front seat, “Take the controls!”

Meanwhile, the 18 year old granddaughter, who has some flying experience, was alone in the back seat trying her best not to yell at her sister to “level the wings...level the wings...” as Pop was shouting “give me one of those towels in the back... No! Not that one! The other one!”

Appropriate towels were handed up, and the mess contained, but the airsick boy’s flailing knees and Pop’s containing methods jostled the controls making it even harder for said 11 year old to keep the plane level. The result was an even more wobbly ride and the increased desire of the 18 year old to shout at her sister to level out! At this point, having emptied his stomach, the boy stated that “he was feeling better now,” and was thus unceremoniously tossed back to his oldest sister in the rear, whereupon he grinned and asked her, “Do you want to know what color it was?”

The turbulence subsided, and the rest of the flight was thoroughly enjoyed by all.



For your viewing enjoyment, from Dave James:

<https://www.youtube.com/watch?v=pPP5ayMKti8>

JENNIFER (HEBRON) PIENTA - BEFORE AND AFTER



Jennifer with her Grandfather Robert's Cessna L-19 that she soloed in and flew while working on her Private Pilot's License. She earned her Private Glider License in the Schleicher K-7 sailplane. (Photo circa 1988.)



After her flight last weekend in the Hebron Cessna 150.

"SHIFTY" BY: CHUCK YEAGER

Submitted by Pete Waters

Shifty volunteered for the airborne in WWII and served with Easy Company of the 506th Parachute Infantry Regiment, part of the 101st Airborne Infantry. If you've seen Band of Brothers on HBO or the History Channel, you know Shifty. His character appears in all 10 episodes, and Shifty himself is interviewed in several of them.

I met Shifty in the Philadelphia airport several years ago. I didn't know who he was at the time. I just saw an elderly gentleman having trouble reading his ticket. I offered to help, assured him that he was at the right gate, and noticed the "Screaming Eagle," the symbol of the 101st Airborne, on his hat. Making conversation, I asked him if he'd been in the 101st Airborne or if his son was serving. He said quietly that he had been in the 101st. I thanked him for his service, then asked him when he served, and how many jumps he made. Quietly and humbly, he said, "Well, I guess I signed up in 1941 or so, and was in until sometime in 1945 .." at which point my heart skipped. At that point, again, very humbly, he said, "I made the 5 training jumps at Toccoa, and then jumped into Normandy . . . do you know where Normandy is?" At this point my heart stopped. I told him, "yes, I know exactly where Normandy is, and I know what D-Day was." At that point he said, "I also made a second jump into Holland, into Arnhem."

I was standing with a genuine war hero .. and then I realized that it was June, just after the anniversary of D-Day. I asked Shifty if he was on his way back from France, and he said, "Yes... And it's real sad because, these days, so few of the guys are left, and those that are, lots of them can't make the trip." My heart was in my throat and I didn't know what to say.

I helped Shifty get onto the plane and then realized he was back in coach while I was in First Class. I sent the flight attendant back to get him and said that I wanted to switch seats. When Shifty came forward, I got up out of the seat and told him I wanted him to have it, that I'd take his in coach. He said, "No, son, you enjoy that seat. Just knowing that there are still some who remember what we did and who still care is enough to make an old man very happy." His eyes were filling up as he said it. And mine are brimming up now as I write this.


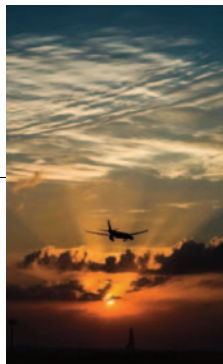

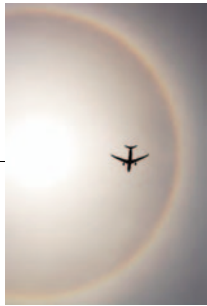
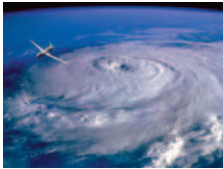

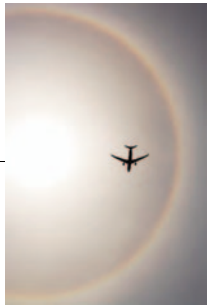
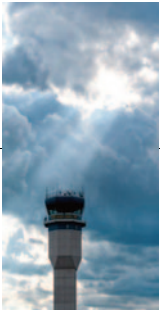
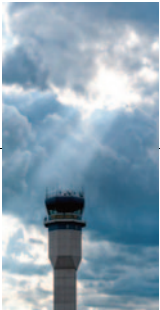

Shifty died on Jan. 17 after fighting cancer. There was no parade. No big event in Staples Center. No wall-to-wall, back-to-back 24x7 news coverage. No weeping fans on television. And that's not right! Let's give Shifty his own memorial service, on line, in our own quiet way. Please forward this email to everyone you know. Especially to the veterans. Rest in peace, Shifty.

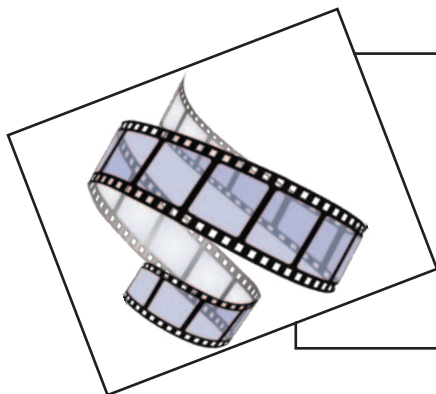
Chuck Yeager, Maj. General [ret.] P.S. I think that it is amazing how the "media" chooses our "heroes" these days...Elvis, Michael Jackson, Whitney Houston & the like. "SHIFTY" - an incredible American hero. Please do me a favor and pass this on so that untold thousands can read it. We owe no less to our REAL heroes.



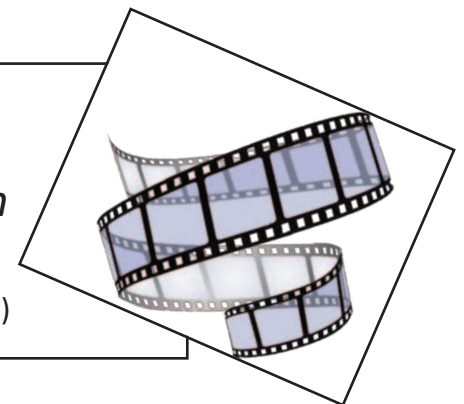
August 2020



| Sun | Mon | Tue | Wed | Thu | Fri | Sat |
|---|---|---|--|---|---|---|
| | |  | | |  | 1 |
| 2 | 3 <i>Full Moon</i>  | 4 | 5 | 6 | 7 | 8 |
| 9 | 10 | 11 | 12 | 13 <i>EAA 113 Virtual Board Meeting 7:30 pm</i> | 14 | 15 |
| 16  | 17 | 18 | 19  | 20 <i>EAA 113 Virtual General Meeting 7:30 p.m.</i> | 21 | 22  |
| 23  | 24 | 25  334 Days Until Oshkosh 2021 | 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:

August 20, 2020

7:30 PM

Virtual Gathering via Zoom

Check your email for details.



Saturday morning "breakfast" at Joe Kirik's hangar - with proper social distancing.

Photo Courtesy of Elizabeth Hebron