

EAGLE'S PROPWASH

FEBRUARY 2024 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



Hope to see you all at the Frostbite Chili Fly-in on February 3, 2024!

Member Services

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Vice President: Rick Karaschin (734) 341-6773 vicepresident@eaa113.org
Secretary: Dan Jones (248) 820-7901 secretary@eaa113.org
Treasurer: Dave Buck (734) 223-2675 treasurer@eaa113.org

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Jim Brown (313) 570-6374
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Class III Board Member:

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Al Bosonetto, Dave Buck, John Maxfield

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support@eaa113.org



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."

Presidents Podium February 2024



Greetings Chapter 113 members and friends.

Winter is sure full of weather challenges for us VFR pilots. Fortunately, there are plenty of alternate opportunities to stay engaged with aviation. Our own Frostbite Chili Fly-In is Saturday Feb 3rd, from 11 to 2. **Setup starts at 9:00!** The following Saturday, February 10, the Michigan Aviation Safety Forum, and IA Renewal Seminar is at Eastern Michigan University. Chapter 113 member, Mark Smokovitz, starts the day off at 8 am with his presentation of "The Gotcha's that Gotcha!". The presentations are free and are credited in the FAA Wings and AMT programs.

Our February gathering speaker will be US Navy F-14 Tomcat & USAF pilot Doug "Tug" Burgoyne, a native of Ann Arbor. His sixteen years in the Navy include 700 carrier traps, combat air patrols in Bosnia enforcing the NATO "no-fly zone" and air-to-ground strikes in that conflict. He also flew CAP in Iraq. He concluded his 24-year military career in the USAF with eight years instructing in a T-37 and flying as a C-12 (Super King Air) embassy pilot in Honduras. As he once had to punch out of his Tomcat, he's a member of the Martin-Baker ejection seat tie club (with a bad back to prove it). At one point his CO was famed Navy pilot and airshow performer Dale "Snort" Snodgrass. Doug will talk about his time flying the hottest jet in the Navy, made famous in the first Top Gun movie. He'll tell us why the USAF lost an F-16 flown by Scott O'Grady in Bosnia, but the USN didn't lose any jets. He has some stories to tell!



March 23rd is our Annual Awards Banquet. This is our chance to enjoy a night out and recognize the accomplishments of fellow Chapter members in a fun atmosphere. This year we'll be honoring Rosie the Riveter in theme and program. Banquet Tickets are still only \$30 each and are available online or contact Debbie (734) 751-5871. Look around, do you have any aviation items you might like to donate to our Silent Auction?

We continue to expand our use of the new EAA Chapter management tool at www.OurChapter.org. This website has been developed by the same team that created EAA's Homebuilder Log and Young Eagles online sites. If you have a yeday.org login, the same user id and password work at ourchapter.org. Check it out!

Stay up to date with EAA 113 at www.eaa113.org and follow us on Facebook!

Happy Landing - John Maxfield

EAA 113 BOARD OF DIRECTORS MEETING – JANUARY 11, 2024

Attendance: Dave Steiner, Dave Buck, Al Bosonetto, Joe Kirik, John Maxfield, Jim Brown, Jack McClellan, Randy Hebron, Liz Hebron, Dan Jones, Rick Karaschin, David Edmonds

Treasurer's Report: Dave B.

- Financials – executed purchase of \$30K CD with 1 yr. terms to capture high interest rate.
- Proposal to reinvest VSCGX fund to build it up vs. current status of sending funds to scholarship acct for distribution discussed and tabled.

Secretary's Report: Dan Jones

- Membership dues for 2024 - \$25 if paid by Jan 31 (yielded \$385 to date)

Builder's meeting Report: Rick Karaschin continues to lead effort and work agenda of meeting going forward.

Newsletter Report: Liz Hebron requested that all stive to make the due date for newsletter submission of 28th of each month.

Library Report: Barb Cook – Resource Mate software: Dan following up on Library Software update and install.

Events: Debbie Redding

- Movie night Jan 27th – using new video system
- Chili Fly-in Feb 3 – 11 AM 2 PM setup/take down 1 hr before/after
- Annual Awards Banquet March 23

Youth events: Dan Jones

- Jan 6th – continued wind tunnel and had much fun hands on with engines
- The kids will do a 15 minute presentation on the wind tunnel at the January general gathering.
- Feb event with be a filed trip to Yankee Air Museam

Dec 21st Membership Gathering:

- Youth workshop wind tunnel presentation and Glider flight training a pilot experience in Europe

Future Gathering Speakers/Programs:

Feb – F14 Pilot speaker – working to confrm

Building:

- Dan Jones will create and post check lists for lights off, heat down, doors locked, etc. for individuals who use the facilities.
- The equipment list needs to be updated and posted where members can review – Dan to coordinate volunteers to take action.
- Discussed how to make scales available to builders. Looking to find existing set that was loaned or lost.

EAA 113 Goals for 2024: 1. Be a good chapter 2. Increase membership 3. Member project in workshop

Next meeting: February 8, 2024

Meeting Adjourned: 8:59 pm

You're invited to EAA 113's

FROST BITE CHILI FLY~IN



Saturday, February 3rd, 2024

11:00 a.m. to 2:00 p.m.

EAA 113 Aviation Center

Mettetal Airport

**Come thaw out in a Warm hangar
with hot food and good company!**

Joins us for hot dogs and a wide variety of chili.

For more information visit our website: www.eaa113.org

The Bomber Restaurant Chili

In addition to the many delicious chili selections EAA 113 members will bring to the Feb 3rd Chili Frostbite Fly-in/ Drive-in, we will also be featuring the great chili they serve at **The Bomber Restaurant** in downtown Ypsilanti. If you've been there, you know it's an aviation lovers hangout. If you've not been there, you need to go. Open for breakfast and lunch. The servings sizes are plentiful. Order **The Bomber** omelet and you may not have to eat the rest of the day. Order and eat the entire four-egg **Bomber Breakfast** omelet, with all the sides, as featured on the TV Food Network "top 5 over-indulgences," and you might end up in a food coma.



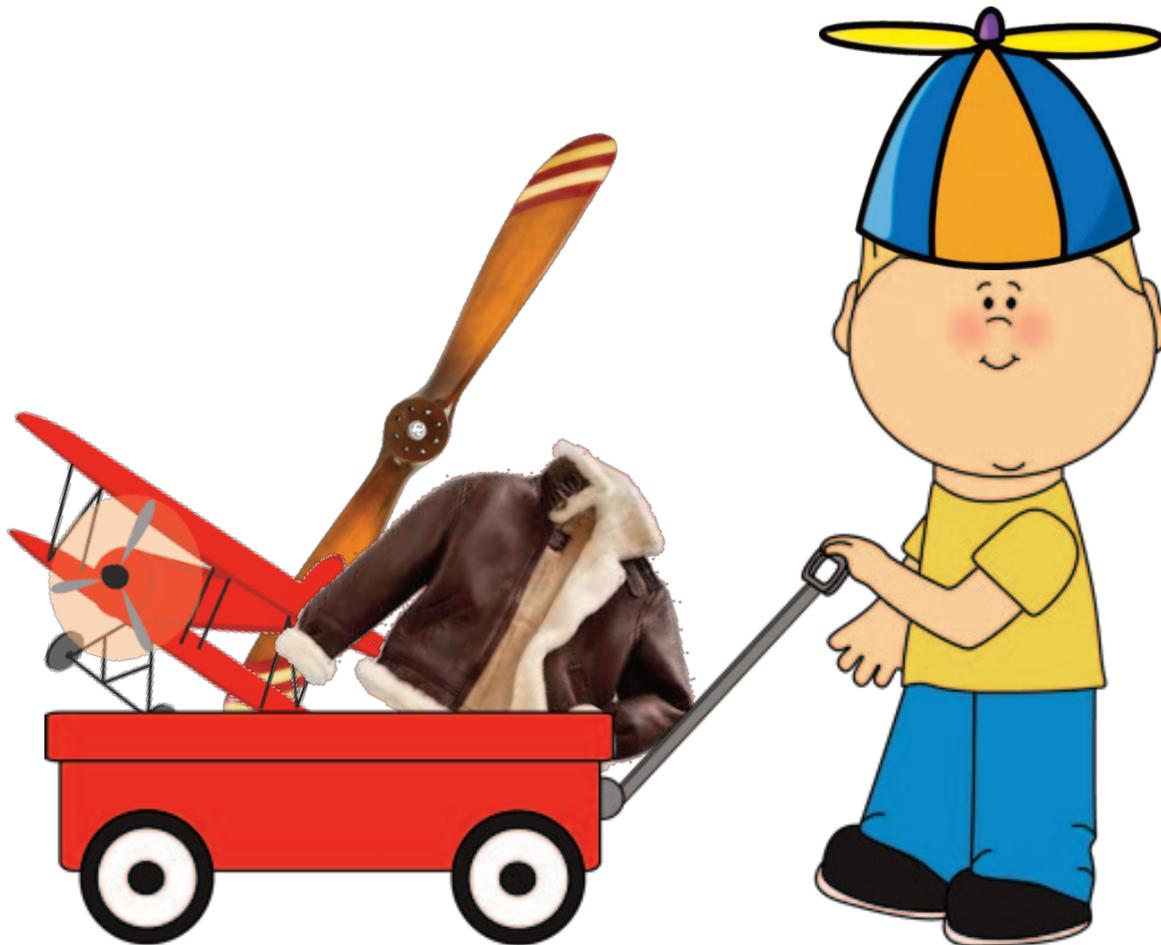
Top: The Bomber Restaurant is easy to find on 306 East Michigan Ave, downtown Ypsilanti. You won't go away hungry. Open 8-1:45 Wednesday thru Sunday

Left: Model aircraft from just about every era of aviation hang from the ceiling of The Bomber. Awesome! The walls are adorned with all sorts of photos and memorabilia, including Rosie the Riveter items. The place can be very busy on weekends. The prices are very reasonable.

By Dave Steiner

SEEKING DONATIONS

We are looking for donations for the Silent Auction at our upcoming EAA 113 Annual Awards Banquet. If you have any items of interest you would like to donate, please contact John or Debbie at events@eaa113.org.



Youth Aviation Workshop



The January workshop was action packed – with a focus on wind tunnel testing and learning about aircraft engines.

The new meeting room TV & PC was put to good use as we began with a video which used animation to explain all about aircraft engines and propellers.

Wind tunnel testing on 4 different airfoil shapes at different angles of attack was accomplished and the data was plotted and discussed

Lexi, one of our very active participants, came to the general membership meeting later in the month and did a great presentation about what they learned on the wind tunnel.



Renew your
EAA 113
Membership Dues Now!

\$35

Online payments can be made at
www.eaa113.org by clicking on the
"Dues button" or mail your check to:
EAA 113 Treasurer; 8512 N. Lilley Road;
Canton, MI 48187

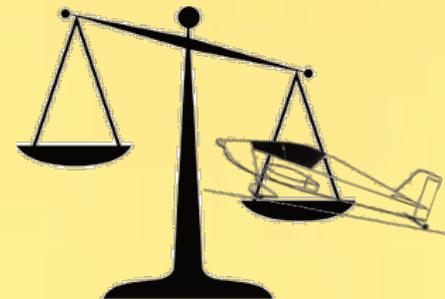
Homebuilder's Gathering

Thursday, February 1st, 2024

7:30 P.M.

Topic:

Airplane Weight and Balance | 01



... we know you can hardly wait for it!

We Can Do It!



Ticket Includes: Entertainment,
Award Presentations,
Silent Auction and Catered Dinner

1940's Era Attire is Welcome

You are invited to EAA 113's

ANNUAL AWARDS BANQUET

Celebrating Rosie the Riveter!

Saturday, March 23, 2024

EAA 113 Aviation Center

6:00 p.m. Gathering

6:30 p.m. Dinner

Tickets \$30.00 per person

Last day to purchase ticket is March 14th, 2024

See Debbie for tickets or information : (734) 751-5871 or email events@eaa113.org

We Can Do It!

Join us at the

EAA 113 ANNUAL AWARDS BANQUET

March 23, 2024



We will celebrate Women's History Month with a special "Rosie the Riveter" themed event!

Step back to the 1940's and learn how Rosie the Riveter became the star of a campaign aimed at recruiting female workers for defense industries during World War II, and became perhaps the most iconic image of working women.

Enjoy a fabulous catered meal by Whisk and Ivy . . . A women operated business that uses fresh ingredients and prepares everything from scratch! A portion of their proceeds goes to their non-profit, The Ivy Table, to help people in need regionally and globally. www.whisk-ivy.com

Feel free to dress in your favorite 1940's style, if you wish!

Tickets \$30.00 each

Rosie the Riveter & Beyond: How Women Helped Win WWII

— Presented by Jeannette Gutierrez

This informative presentation, accompanied by colorful slides, highlights women's important contribution to Allied Victory in World War II. Jeannette goes beyond local factories to delve into the many ways women did their part, including war production work ("Rosie the Riveters"), essential civilian workers (also "Rosies", and she explains why), women in the armed forces, volunteer women, and celebrity influencers. The presentation includes a display of WWII artifacts such as ration books, propaganda pamphlets, and a rivet gun. We owe so much to Rosie & her sisters, and this presentation covers it all. Jeannette, a journalist and retired advertising professional, speaks on behalf of the American Rosie the Riveter Association (ARRA) Michigan Willow Run Chapter. Learn more at www.michiganrosies.org.



The Portfield Story **by Mark Smokovitz**

First, I would like to tell you about my nephews Aaron and Blake Smokovitz. Aaron is 24 and his younger brother Blake, is 20. Aaron graduated about 2 years ago from Oakland University with a mechanical engineering degree pretty much paid for from a full ride scholarship for his talent playing trumpet. In high school, Aaron started building an ultralight Legal Eagle including building the engine from scratch from very used Volkswagen engine parts. He also successfully laminated and carved his own wood propeller. He finished and flew the airplane about halfway through his college years and earned his private pilot certificate all while also playing in many of the required bands that his scholarship program required.

Blake followed close behind Aaron watching (and helping some) on Aaron's Legal Eagle, but also working hard on his own to earn his private pilot certificate with the help of a \$10,000.00 Ray Foundation scholarship through EAA Chapter 113. He completed his private certification in less than one year in Michigan, while working full time at a Chevrolet dealership in Lansing as a mechanic. Blake also can hold his own playing baritone and trombone. Blake is also building a Volkswagen engine to power a Fischer 303 ultralight kit he found for a bargain price. I'm very excited to tell you that Blake is following in my footprints, working towards earning his A & P certificate at the Lansing Community College on the Mason airport. He just recently tested and passed his certification for the airframe rating and later this year should earn his powerplant rating.

You can pull up pilot listings by name on the FAA website, and when you do that by typing in Smokovitz, you will see about 25 Smokovitz's listed as pilots, and we are all related. You can do the same for a certificated mechanic, and till Blake earned his mechanic certificate with the airframe rating, I was the only Smokovitz mechanic. Finally, we have another certificated mechanic to carry the torch. So, you can see I am a proud uncle of these two boys knowing how hard they worked to accomplish so much at such an early age.

Now, to the Porterfield. Aaron and Blake have always dreamed (like all of us) of the day they could afford an airplane upgrade, not simply an ultralight. So around last fall time, they found on Barnstormers.com an ad for a 1940 Porterfield, LP-65. From the pictures, it looked flyable, was in Missouri, and had the asking price of \$10,000.00. They asked me for my help to investigate and see if this was a 'real deal' or not. Upon initial study, the airplane itself was good and easily worth the asking price. The reason for the very low price was because the airplane's paperwork was a disaster. The data plate was missing, it had not had an annual for the last four years, and the airplane was de-registered from the FAA database. Also recorded and on FAA record was information of the aircraft had damage and was totaled by insurance. On our continued investigation there was nowhere that the airplane was 'destroyed' on FAA record. Because once 'destroyed' is on record, I think it is impossible to bring that back to life. The owner/seller tried to correct all of

Continues...

this in the years past but gave up trying to fight the FAA. He did continue to fly the airplane from his farm strip during this entire time, telling us of how well it runs and great it flies.

I checked with some very helpful Detroit FAA FSDO maintenance airworthiness staff who have helped me many times over my many years in maintenance about this Porterfield nightmare. They told me to continue with the deal and gave me assurance we could make everything correct and legal. So, Aaron and Blake became the owners of all the flyable parts that looked like a Porterfield aircraft, and all those parts flew from Missouri to Michigan after the money changed hands.

I am working with the boys, jumping through many hoops for the data plate and registration paperwork issues. Also, we found some items like a propeller that is not legal for that airplane and a few other not so big items needing to get ironed out. We have experienced some FAA people in Oklahoma City that were claiming that we cannot do what we are trying to do. They said we could only hope to register all those parts in the Experimental Exhibition category. But with the Detroit FSDO help and not giving up, we are winning the battle. We have just recently got word from Oklahoma City they are going to approve our work and efforts giving us registration in the standard category. So, all these flyable parts will again be a genuine 1940 Porterfield with its original soul.

Porterfield Story From the pictures you can see that it is a very nice old airplane. It would have been horrible to have let this airplane get chopped up and parted out and not have put forth the effort to keep it registered properly, maintaining its historical value and significance. As we have gone through a very thorough annual and servicing, she is far from an award winner just yet, but the all-wood wings look great, the steel tube is very good, and the fabric is very airworthy and good for many years.

Now the only thing I've got left to do with these two nephews is see that they become official members of the Michigan EAA & AAA Chapter and fly their airplane to our events. Thanks for listening.....Mark.....



Blake & Aaron Smokovitz



Porterfield LP-65

FRIENDS, FLYERS, COMPATRIOTS... I HAVE RETURNED! (KINDA)

By Martin J. Filiatrault

This will be a quick update with good news!

We had our grandson for about a month and he went back to live with his mom again January 6. They're doing well; we not only survived the ordeal but were actually encouraged by it. He and his mom both made good progress during his stay here and things are looking positive all around. PHEW!

Ok, now back to aviation content.

I'm missing my RV-8 like crazy. I've been sharing more videos on my YouTube channel and it's making me realize that I'm not done with flying yet. After consulting with the FAA and my Aeromedical Physician, it's looking like I'll be able to regain my 3rd Class Medical Certificate, although it may take a while. That's fine; I have plenty to do while that gets done. I've given a lot of thought to where I want to go in aviation next and I'm drawn to the Ultralight/Light Sport/Experimental area. I want a plane like a Breezy, where I'm sitting in the nose and the rest of the airplane is behind me. I also want a plane that I can fly out of my hangar at PTK to Chapter events as well as Ultralight events. After doing a lot of research, I've found that the Kolb Firestar checks all my boxes.



It can be set up as a 1 or 2 seater and can be registered as either an ultralight or an experimental aircraft. I'd like to have one equipped and registered as Experimental. To that end, I've explored the Kolb website and begun searching for a used one that is good enough to be considered for my needs. I will document this process and share it with you here. I'm also looking for any other Chapter members who might be interested in getting involved with this project, whether it be buying and modifying a used aircraft or building a new one. If anyone is interested in pursuing this goal with me, please get in touch. I'd really like to make this happen and this time I'm willing to share the fun with other co-owners!

In Memory of Robert H. Trumpolt

November 13, 1934 to November 14, 2023



With his first plane ride at age twelve, Bob's lifelong love affair with aviation began. As a C.A.P. cadet and airport line boy at age 15, trading seven month's work for five and a half hours of flight instruction, soloing a Taylor Craft in 1950, having just turned sixteen. Age seventeen, he scraped together one hundred fifty dollars and bought a 40 hp J-2 Taylor Cub and purchased a 1933 Chevy for fifty dollars; this teenager had wings and wheels. Great fun for a kid with little money, but big dreams and unlimited ambition.

Eight years as charter pilot, Flight Instructor, including seven years as an ATC Tower Operator, led to joining TWA in 1964. Connie F/E, Instructor, and check Airman, transitioning into the F/O seat on the B-707. Qualifying as Captain on 707 in 1977, he finished his twenty-seven year career, twenty on International, flying the last nine as F/O and Captain on the L-1011. Bob was always "giving back" to the public through many hours of "nearly free" flight instruction, volunteering with his Cessna 172 to environmental groups, EAA Young Eagles program, C.A.P. Search and rescue in L-19 Bird Dogs, and promoting aviation anyway he could, such as his presentation at Michigan's Yankee Air Museum titled "I'm in LOVE with Connie." This can be viewed on YouTube; enter Robert Trumpolt. He was an AOPA member since 1952, and long-time member of EAA. Bob was presented the FAA's Master Pilot Award in 2014 with a surprise final landing in another 1936 J-2 Taylor Cub finishing his sixty-two year aviation adventure.

Bob was very active in EAA Chapter 113 until his health began to fail. He participated and volunteered at Chapter events and flew many Young Eagles in his green and white Aeronca Champ. My fondest memory was his sharing a video of a Lockheed Constellation making a low pass over the crowd at some airshow. Amongst all the airplane noise, there's our kind, old, gentleman Bob yelling at the top of his lungs...

"YAH BABY!!!"

We'll miss you, Bob.
Happy Landings

GOODBYE DEAR FRIEND

By Randy Hebron

I have so many fond memories of Bob Trumpolt. His enthusiasm for all aviation activities was a gift he generously shared with everyone he met. In his later years, I took him flying with me whenever his health permitted, and it was always a joy to share his passion for flying. With his over 800 hours in a Cessna L-19, much of it on floats, he was always thrilled to be back in the controls our L-19. And, I had the pleasure of initiating him in the *Birddog's* STOL farm field capabilities. After landing the L-19 in a country field at a friend's property, Bob was amazed that "any aircraft could land and take off in that size field!" Thank you, Bob. You are sorely missed.



JESSE BROWN / THOMAS HUDNER

By Howard Rundell

My “contribution” to the docent body of work does not involve an airplane with which I have experience or information gleaned from research but a personal encounter I had with Thomas Hudner presented here almost as a quote from my tour in front of the F-4U “Corsair.” After commenting to the tour’s guests about the qualities of the “Corsair,” its period precedent setting long manufacturing and operational “life,” its performance and record with the Marines, flying into Korea as a ground attack aircraft I begin;

“It’s December 4th, 1950, four “Corsairs” are on a combat sweep over north east North Korea during the battle of the Chosin Reservoir. One of the “Corsairs” is being flown by Jesse Brown, the Navy’s first black combat pilot. Brown is often misidentified as the first black Naval Aviator but that distinction belongs to Oscar Holmes. Holmes never flew in combat, Brown was the first. I mention Holmes’ name to correctly honor him as the first black Naval Aviator. As they are flying along something happens to Brown’s “Corsair,” most likely hit by ground fire but in any case he decides it is not going to fly much longer so instead of bailing out as he probably should have in retrospect, he decides to crash land his “Corsair” on the rough terrain, in enemy territory, which he does. When the plane skitters to a stop it buckles right at the cockpit trapping Brown in the plane. Brown’s wingman, Thomas Hudner from Massachusetts flies by the downed “Corsair” as we like to say “right above the weeds” and he sees Brown sitting in the cockpit with the canopy open as you see it here weakly waving but Hudner knows there is a problem as Brown is making no attempt to get away from the airplane and oh by the way, it is on fire! Hudner comes back around and crash lands his “Corsair” alongside Brown’s airplane; he was able to get out of his airplane and runs over to render aid to Jesse Brown. The first thing he did was to throw snow on the fire, obviously it was not a raging inferno and tries to get Brown out of the airplane.

Now, ratchet the calendar ahead sixty years. Sixty years. It is Veterans Day, November 11th, 2010. We are dedicating Hangar Bay One, a very formal affair. Many of us are in our mess dress uniforms others are in tuxedos. I see an older gentleman in a tuxedo, he has the Medal of Honor around his neck. I asked one of the Tour Guides (Head Docent Lew Humphrey) “Who is that guy?” “Thomas Hudner” was his reply. “Thomas Hudner, I can’t believe it!” I went over and introduced myself telling Hudner “I tell your story to every one of my tour groups but more importantly, on occasion we have the opportunity to take young men and women who are fresh from boot camp, just two or three days aboard the Naval Air Station; they are here for their first technical school, “A” School. We are supposed to give them an “aviation indoctrination; we have them for one hour.” What can I tell them in just one hour? I decided I was going to try to pass on to them what I believe is the most important thing they need to understand about serving in the military, pretty presumptuous on my part but serving in the military is not about all the politics and “B.S.,” it’s about taking care of your shipmates, your fellow Marine, your fellow Airman, your fellow Army or Coast Guard guy; that’s what serving in the military is all about and I said to Hudner, “Your story is the best object lesson I could ever hope to pass on to them.” He thanked me and then I told him “Sir, I do have a couple of questions for you.” “Okay,” he answered. “First of all, what were you thinking when you crash landed your “Corsair” alongside Jesse Brown’s, now you have two “Corsairs” down in enemy territory?” “Well, we knew a helicopter was coming” he replied. Okay, that makes sense. Now I don’t have any idea what type of helo showed up, probably something like what you see at the beginning of the “M.A.S.H.” TV show or pointing to the helo suspended above the Cabot’s flight deck, “a minimal helicopter with one pilot, next to no tools.” The combined efforts of Hudner and the helo driver could not get Brown out of the airplane. It is late afternoon, the sun is beginning to set, the helo is not equipped to fly at night, they are going to have to leave; Brown is lapsing in and out of consciousness. Now, I read in one account, not confirmed but you have heard of people doing this to themselves in extreme situation; Hudner and the helo guy contemplated amputating Brown’s leg to get him away from the airplane. Whether they actually discussed that or not, Brown falls into a deep unconscious state, it grows darker; Hudner reluctantly gets in the helo and they fly away as Brown passes away. The next day or so they send a strike out to destroy the crash site as they did not want the North Korean’s to get access to Brown’s body or to those two airplanes. For that, Thomas Hudner was awarded the Medal of Honor; well-deserved I would say.

Continues...

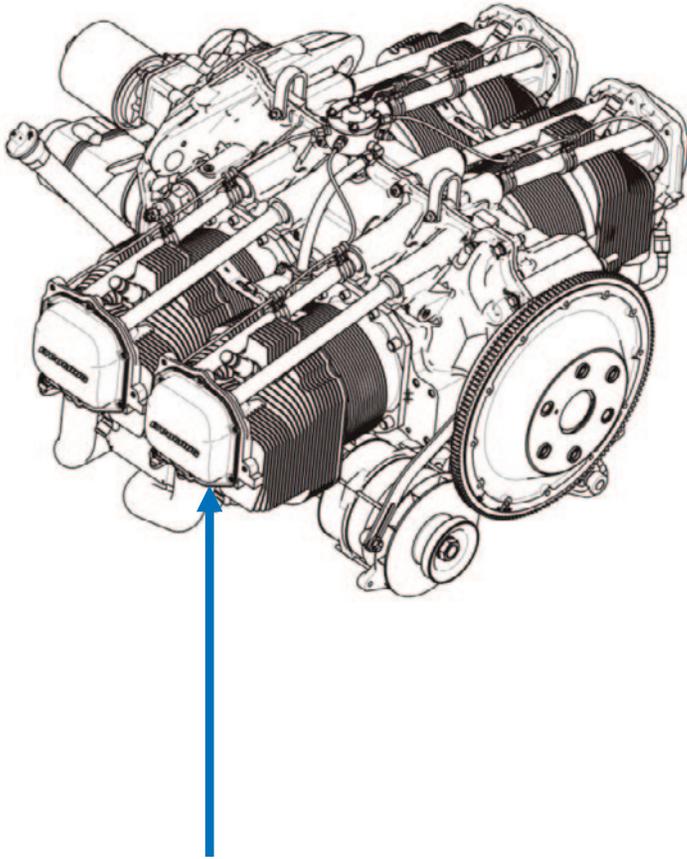
I did however have one more question for Hudner as I was very curious about his relationship with Jesse Brown before any of this happened. Let's face it, you would do almost anything to save a close friend. Now, you can go on-line and read how Hudner and Brown were the best of friends and had done all these things together but in my cynical mind it just did not compute. You have to put it in the proper time context; it's 1950, the Navy was the last of the uniformed services to integrate their pilots, Brown was the first black combat pilot so word for word I asked Hudner a simple question, "Sir, was Jesse Brown a particular close friend of yours?" Now, you can go to those same unimpeachable on-line sources and read responses attributed to Hudner when asked similar questions, all I can say is they are way more politically correct than what Hudner said directly to me when he replied again word for word, "No, he was just another guy in the squadron." (A pause) "Perfect answer" I thought. That's the best any of us can hope to be "just another guy in the squadron."

Thomas Hudner, a true American hero. He died in November, 2017 at age ninety-three after living a full life. It was a privilege just to lay eyes on him let alone have a chance to speak with him.

** "This was written in response to the Museum's request we submit a written highlight from our tour at the Naval Aviation Museum. The Museum's tours are not scripted, each is unique reflecting strictly the research and interest of the individual docent. The Jesse Brown / Thomas Hudner story has always been of interest to me long before Hollywood "found" it. While the movie was "good" there was a fair amount of dramatization for whatever motivation. What I've written is the product of a direct though admittedly short conversation with Hudner himself. The message he conveyed to me in a few words was in my estimation more powerful than that of the movie." ~ Howard Rundell*



Oil Leak History – Lycoming Engine

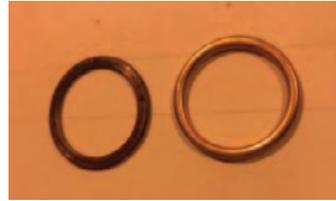


There's a need to stay on top of oil leaks with any aircraft engine. I thought it would be helpful to point out leaks I have discovered over 12 years on my particular engine so you can keep an eye on your engine. As always: notify you're A&P to properly address any that occur!

I have found that most of my problems are at gaskets and seals that become brittle over time due to high temperature exposure and aging or being disturbed during maintenance. Elastomers are a weak link as compared to the metallic components on your engine!

Valve cover gaskets are a common example of this. These "paper" gaskets don't often last the life of the engine. Look for leak stains below the valve covers. Problems are often caused during maintenance when over-torquing the screws that hold the covers in place distorting the sealing face on the metal covers themselves. Many times a high temp red silicone type gasket is used as a replacement after correcting the distortion. Always use approved parts during maintenance!

Plug fittings in the sump are removed during oil changes. The gaskets are brass and are “crushed” during torquing of the plug when re-installed. These are one time use gaskets that cost less than a dollar. Make sure you replace them every time!



Used New

Engine timing checks are done at annual maintenance. If the timing requires adjustment, one or both magnetos must be loosened slightly and rotated. This can cause a leak at the paper gaskets where the mags mount to the engine. The resulting oil leak can cause a real mess on the back of your engine and aircraft belly over time.

Removal and re-install of the mags to replace the gasket is truly a A&P task that requires special tooling and knowledge!

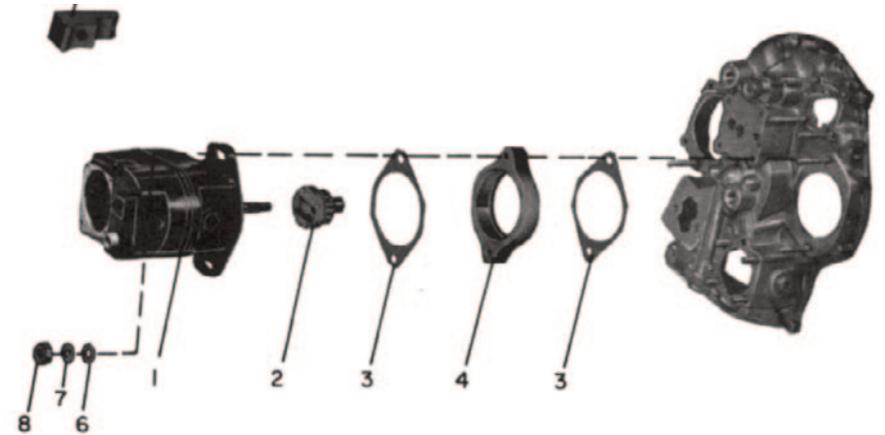
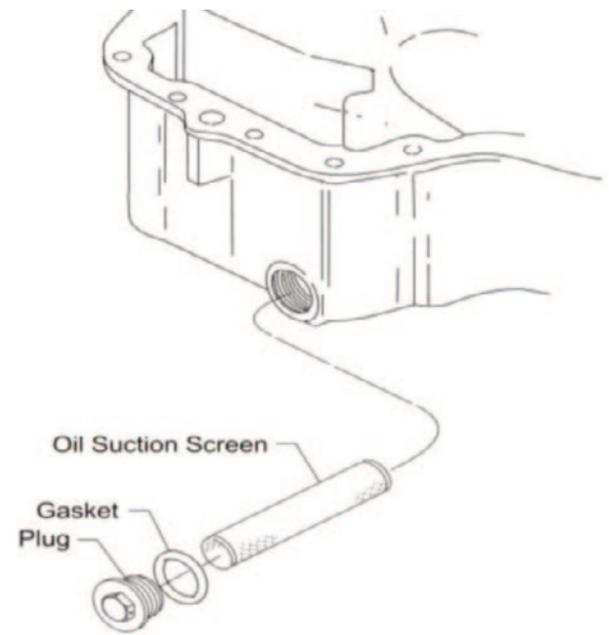
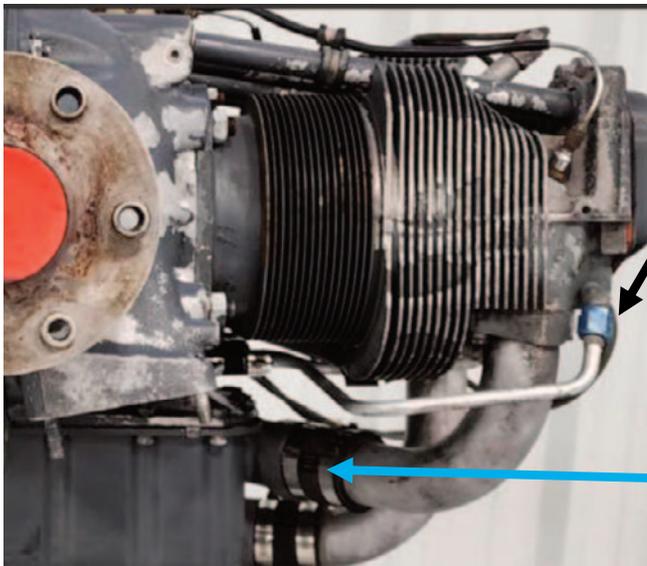


Figure 4-1. Magnetos

The oil filler tube in my engine would often become slightly loose where it screws into the top of the sump. This is often another case of a gasket that loses its flexibility due to high temperature over time. The problem is even worse when over-tightening the dip stick after checking the oil level – resulting in high twisting torque unscrewing it to check the oil again later. A new gasket and lessening dip stick tightening can fix the problem.



These tubes beneath each cylinder return oil from the valve covers to the sump area. They have a short section of rubber tubing where they are band clamped to a fitting at the sump. This elastomer tubing hardens over time due to high temp exposure and can begin leaking near the ends.

While you're at it check these rubber tubes on your inlet tubes. They also harden up and can cause induction system air leaks!

RV 7, 8 & 9 Storage Jigs



RV7, 8 or 9 Wing Stand

These items have been donated to our chapter and are available to chapter for long term loan as they work towards first flight!



RV7, 8 or 9 Mobile Empennage Storage



RV8 Canopy Cradle

Just give John Maxfield or Dan Jones a call to coordinate on putting them to use at your build location.

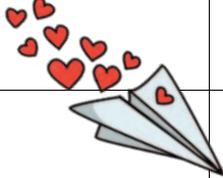
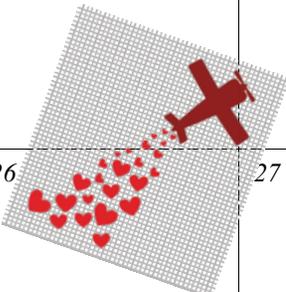


RV7, 8 or 9 Empennage Storage



February 2♥24



Sun	Mon	Tue	Wed	Thu	Fri	Sat
				<p>1</p> <p>EAA 113 Homebuilder's Gathering 7:30 pm</p>	<p>2</p>	<p>3 EAA 113 Frostbite Chili Fly-In 11:00-2:00</p> 
<p>4</p> 	<p>5</p>	<p>6</p> 	<p>7</p>	<p>8</p> <p>EAA 113 Board Meeting 7:30 pm</p> 	<p>9</p>	<p>10 Breakfast @ 3 Brothers 9:00 am</p> <p>FAA Aviation Safety Forum at EMU</p> 
<p>11</p>	<p>12</p>	<p>13</p>	<p>14 Happy Valentine's Day</p> 	<p>15</p> <p>EAA 113 General Gathering 7:30 pm</p>	<p>16</p>	<p>17 Breakfast @ 3 Brothers 9:00 am</p> <p>EAA 113 Youth Workshop 9:30-12:00</p> 
<p>18</p>		<p>20</p>	<p>21</p>	<p>22</p>  <p>EAA 113 IMC Club Gathering 7:00 pm</p>	<p>23</p>	<p>24 Breakfast @ 3 Brothers 9:00 am</p>
<p>25</p>	<p>26</p>	<p>27</p>	<p>28</p>	<p>29</p>	 	

IMC Club

Please note new time — 7:00 PM

For details, please contact Herb Schulke

(734)233-7864 (M)

(734)495-1410 (H)



The Zimmerman Shop is in need of 3 bench vices. Please contact Dan Jones or John Maxfield if you have a donation to make.

The EAA113 Workshop is available to EAA members for the construction or refurbishment of their aircraft. Contact Dan Jones or John Maxfield for details to see if your project is a good fit.



SUGGESTED GUIDELINES FOR *EAGLE'S PROPWASH* NEWSLETTER

1. Please send all PDFs in LANDSCAPE orientation.
2. Please DO NOT format text. Send it as plain text in MicroSoft Word or as a PDF landscape file (if you wish your specific layout must be kept). **PLEASE PROOF READ YOUR PDF DOCUMENT CAREFULLY!**
3. The deadline for the newsletter will now always be the 28th of every month.
4. Please send material to: newsletter@eaa113.org or Roogey.Batoon@gmail.com.

Thank you, Elizabeth Hebron, *Eagle's Propwash* Editor

P.S. I'm always in need of photos for the newsletter cover!

Next Chapter Gathering:

FEBRUARY 15, 2024

7:30 PM

at the EAA Chapter 113 Aviation Education Center

8512 N. Lilley Road

Canton, MI 48187

(734) 392-8113

AVIATION SCHOLARSHIP APPLICATIONS



Dream Big!!!

The EAA 113 Aviation Studies and Air Academy Scholarship forms are now available on our website:

www.eaa113.org.

Be sure to pass the information along to anyone that might be a potential candidate. Let's help someone follow their dream and begin their aviation journey!