

EAGLE'S PROPWASH

JANUARY 2022 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



Mark Baty's RV-9A (see article on page 13).

Member Services

Class I Board of Directors:

President: Dave Steiner	(734) 645-1150	president@eaa113.org
Vice President: John Maxfield	(248) 890-6767	vicepresident@eaa113.org
Secretary: Molly Pyles	(512) 694-8439	secretary@eaa113.org
Treasurer: Dave Buck	(734) 223-2675	treasurer@eaa113.org

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Al Bosonetto	(734) 261-5518	
Jim Brown	(313) 570-6374	
Dan Jones	(248) 820-7901	
Jack McClellan	(734) 748-4378	
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
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Membership Committee:

Al Bosonetto, Dave Buck, John Maxfield

Dues: Dave Buck	(734) 223-2675
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Technical Counselors:

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Dan Jones	(248) 820-7901

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Homebuilders:

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		support@eaa113.org

Aviation Center Management Committee:

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Dave Buck	(734) 223-2675
John Maxfield	(248) 890-6767
Dave Steiner	(734) 645-1150



CHAPTER MISSION STATEMENT:

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

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

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

BOARD OF DIRECTORS:

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



PRESIDENT'S *PODIUM*

Dave "Drano" Steiner (734) 645-1150
president@eaa113.org
January 2022

Happy New Year!!!

New Year's Resolution

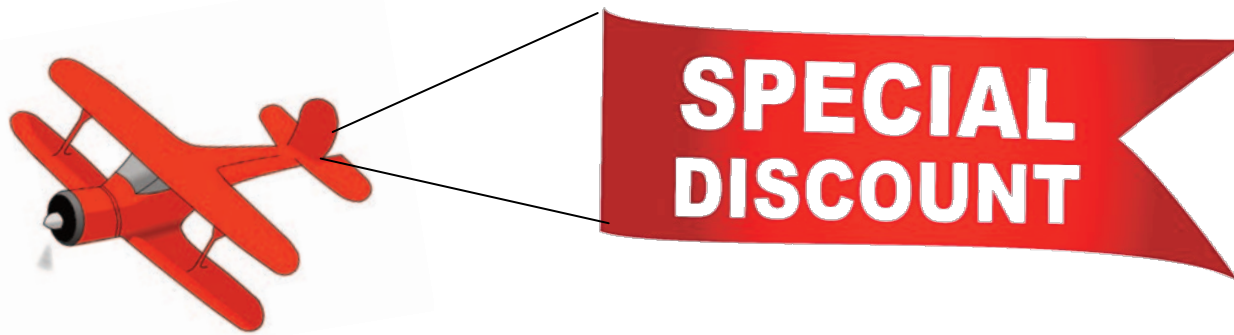
What are your New Year's resolutions? I hope one of them includes getting involved as much as possible in EAA 113. We are only as strong as our membership's commitment to pass along our passion and love of aviation to others, including the next generation, so they can live the dream and pass it along to others. My resolution is to be the best Chapter president I can be, and work with you and your ideas to keep 113 a **GOLD LEVEL** chapter. We know it is not easy with COVID, but we will do the best we can. We are working on and looking forward to "getting back to normal" as much as possible in 2022. Your participation in Chapter activities will help with that effort. We have one open Board seat, if you can make that commitment.

DECISION OVER SCHWEINFURT by Thomas M. Coffey was my holiday reading this year. It described the early days of the 8th USAAF strategic bombing campaign in Europe. I picked it up off the table of duplicate/unneeded EAA 113 Paulson Library items Barb Cook had set up in the meeting room (and left a donation). I found it a great read and learned a lot about the 1943 missions and operations in which the Flying Fortresses and Liberators took unsustainable losses from the Luftwaffe, especially when they penetrated German airspace without the possibility of fighter escort. The August and October Schweinfurt missions were among the bloodiest of the war, but the bombers never turned back, and did significant damage to German ball-bearing production and therefore to the Axis war machine. Bernie Lay, who wrote **TWELVE O'CLOCK HIGH**, was a colonel in the 8th and is mentioned in this book. And Colonel Frank Armstrong, whom Gregory Peck portrayed so memorably in the movie, was a real officer who was twice sent in to sort out problems in different bomb groups. Only the RAF by night and the 8th AF during the day, when weather and losses didn't prevent them, carried the battle to the enemy in Europe in those perilous and uncertain dark days of 1943. In January 1944 when General Doolittle took over command of the Mighty 8th, after General Eaker was transferred to command the 12th and 15th air forces in the Mediterranean, it finally had the men and aircraft to carry the battle to the enemy. Once the 8th was able to launch larger formations of 750 or more bombers with P-51 escorts deep into Germany, the war was over logistically. The Luftwaffe became the hunted rather than the hunter, and by May 1944, a month before D-Day, it had ceased to be any significant threat to Allied air or ground operations. The EAA 113 Paulson Library still has a copy of **DECISION OVER SCHWEINFURT** if you want to check it out. I'm passing mine along to my brother. His favorite AC is the P-51. I prefer the JUG and Zemke's Wolf-Pack.

Editor's Note: A long-time former Chapter 113 member, Howard Ebersole flew B-24s in WWII, F-51s in Korea, and F-84s jets, and trained pilots in both the F-51 and F-84. Other aircraft he flew included a Twin Comanche, two C-45s, an AT-11, Cessna Agwagon, Cessna O-1, Super-Cub, 450 HP Stearman, an Anderson-Greenwood AG-14, Bonanza H-35, Flieseler Storch, and 25 different types of gliders. Of all the aircraft he flew, the F-86 Sabrejet was his all time favorite aircraft. He was our eldest daughter's flight instructor in both gliders and a Cessna L-19 "Birdog." He was enshrined in the Michigan Aviation Hall of Fame in 1997.

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.

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



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



\$25

Make your payment **BEFORE** January 31, 2022 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

LEARN. BUILD. FLY. Homebuilders Week

Sponsored by



Join us on January 24-28, 2022, during the second-annual EAA Homebuilders Week online event. Experts from every corner of the homebuilt aircraft community will bring their knowledge and information to builders everywhere through free and interactive webinars. Topics covered include workshops on sheet metal, welding, and wood; aircraft designs from a variety of industry leaders; part selection when building; buying secondhand; and more.

Register for the free online live presentations at:

<https://www.eaa.org/ea/aircraft-building/homebuilders-week>

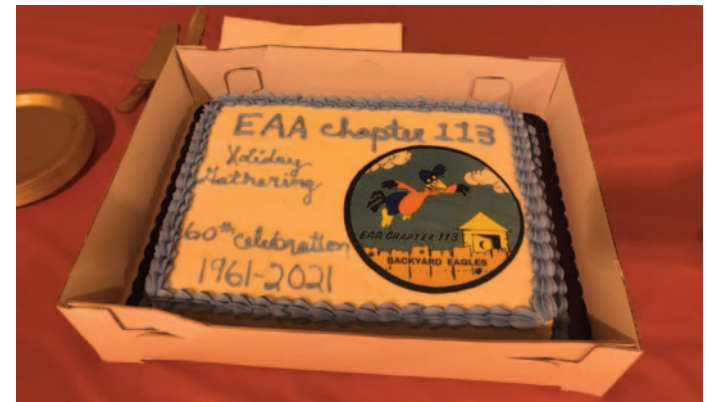
This five-day event coincides with the 69th anniversary of the first Experimental Aircraft Association meeting on January 26, 1953. Homebuilders Week will be a tremendous learning opportunity that celebrates our legacy of, as EAA founder Paul Poberezny often said, using hand and mind to create aircraft that allow us to enjoy the personal freedom of flight!

HAPPY HOLIDAYS!



In the true spirit of EAA, several Chapter 113 members endured the weather to celebrate the Holidays with aviation friends. The Hangar even gave a "candlelight glow" as members were able to spread out and enjoy dinner together. Thanks to President Dave, we enjoyed the last of the anniversary cakes as we said good bye to our 60th year.

*Wishing everyone a very Happy New Year full of good health, joy and peace
.....and lots of flying!*



SENATE CONFIRMS SULLENBERGER AS U.S. REP TO ICAO

by

December 6, 2021, *AINonline*

The U.S. Senate confirmed C.B. “Sully” Sullenberger III as the U.S. ambassador and representative of the U.S. before the Council of the International Civil Aviation Organization. Senate approval by voice vote on Thursday came almost six months after the White House announced its for the role.

Famed for his role in the successful “Miracle on the Hudson” emergency landing, Sullenberger has been serving as a safety advocate, author, and keynote speaker, and is a former U.S. Air Force fighter pilot and retired airline pilot who has amassed more than 20,000 flight hours.

General aviation groups widely lauded the appointment of Sullenberger to the position.

“ICAO plays an essential role in advancing international aviation safety and cooperation, environmental sustainability, and global interoperability of aviation products that will shape the future of the industry,” said General Aviation Manufacturers Association (GAMA) president and CEO Pete Bunce. “We are confident that Ambassador Sullenberger will be a very effective representative on these critical issues and will be a strong addition to ICAO.”

NBAA president and CEO Ed Bolen called Sullenberger “one of the preeminent aviation figures of our time, someone whose name is synonymous with aviation safety and leadership. He will be an exceptional U.S. representative to ICAO.” Sullenberger was presented with NBAA's American Spirit Award in 2017 and that keynoted the association's 2015 convention.

A lifetime member of the Experimental Aircraft Association (EAA), Sullenberger had co-chaired the association’s Young Eagles program from 2009 until 2013. “Captain Sullenberger has used the spotlight that was thrust upon him in 2009 to advocate vigorously for aviation safety, as well as using his role to encourage young people to discover aviation through his work with Young Eagles,” said EAA chairman and CEO Jack Pelton.



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!

2022 Calendar of Events

As we ring in the New Year, we look forward to the promise of brighter days ahead. We know EAA 113 members want nothing more than to return to the fun activities we previously enjoyed. It is the Board's decision to continue to go forward planning events that bring members together in aviation camaraderie. That being said, we do however, understand there is still a cloud lingering above us which is preventing a rapid return of large gatherings.

Reports seem to indicate our Chapter members have faired through most of the COVID weather but with the new OMICRON storm upon us, we will continue to operate with caution for the next month. Our Monthly gatherings **will** be held in person and everyone is asked to wear a mask, regardless of vaccination status, as per the recommendations of health officials. Saturday morning breakfast notices will be sent out weekly as they occur with all pertinent information. Please understand all events are fluid due to the ever changing conditions of both guidelines and individuals planning events. Participate as you feel comfortable and are able.

We are hoping to schedule actual dates for larger special events starting next month. Please let Debbie know of any suggestions you may have. Your participation is appreciated as we work together to weather this storm still lingering over us. Planning events takes time and effort and can't be done without volunteers and participants. We know that EAA 113 members are resilient and we will all once again RISE above the clouds that currently hold us down.

Some upcoming events to look forward to include:

Young Eagles Rallies

Father's Day Pancake Breakfast

Family Picnic

Youth Workshop

Hints for Homebuilder's Workshops

Annual Awards Banquet

Chili Fly-In

Movie Night

Flying Start

Backyard Adventure

Oshkosh Air Venture

Fly-Outs

*Please return and join us!
We miss you and can't wait to see you!*

"EAA 113 will again rise above to bring aviation enthusiasts together!"



RV-8 PROJECT UPDATE

By Martin J. Filiatrault

Lots of significant progress made this month. The firewall-forward assembly was completed and the prop remounted with the help of Curt Martin and Harry Manvel.



More fiberglass work was done on the wheel fairings and intersection fairings.



Engine oil was added in preparation for first start. The cowling was refit and the airplane got a little time in the sun.



A few more problems were discovered and fixed. This is the final photo of the year; getting so close now!



I posted my year-end wrap up on my RV-8 Blogspot blog; here's a link for more details: <http://goatflieg.blogspot.com/>

Next year is going to be exciting! Wishing all my friends at Chapter 113 a Happy New Year!

FORMER 113 MEMBER MARK BATY'S RV-9A

By Mark Baty

Hello Chapter 113, I'm a past member of your chapter. I built a Van's RV-9A and Dan Jones asked if I could write an article for the newsletter about my build, so here it goes!

My first trip to Oshkosh was with my dad in 1982, and I returned many times throughout the years, always admiring the homebuilt planes with the thought that I would someday build my own. When the time came, I chose the Van's RV-9A. I knew I wanted a tricycle gear plane and had no desire to do aerobatics, so the -9A with its slightly better efficiency fit my mission nicely.

I finally started building my RV-9A in August of 2014 shortly after I retired from Ford Motor Company.

I completed the empennage, both wings, and a fair amount of the fuselage assembly in Michigan. I had EAA Chapter 113 Technical Advisors Dan Jones and Randy Hebron review my project while I completed these early stages. I also shared details at different points at your builders group meetings as I progressed.

In 2016, we decided to move to warmer weather and settled on central Kentucky. We ended up a little north of Lexington in the heart of thoroughbred horse and bourbon country. My project stalled for a year and a half while we built a new home in Kentucky. A priority for the new house was a shop for me and my project. In the fall of 2017, I was able to transport the project to the new shop.

Not long after restarting, I ordered my finish kit. Since relocating, I joined two EAA Chapters – 169 in Frankfort and 1522 in Cynthiana – because our new home was between the two. I then had another Tech Advisor conduct a review as I was nearing completion of the fuselage and a full chapter review before I closed-up all wiring areas. I wanted as many eyes on my project prior to finishing as possible.

In 2018, I went to Oshkosh Airventure to select and purchase my engine, prop, and avionics. The engine was a new Lycoming 160 hp IO-320. A Sensenich carbon fiber ground adjustable prop using Van's show special. And for avionics, the Dynon System was chosen - dual 10" HDX displays, EMS, com radio, autopilot control panel, transponder/ADSB-out, ADSB-in module, intercom and knob control panel.

My build philosophy was to do as much of the work as I could on my own, I ordered a standard (non-quick) build kit from Van's that included, a slider canopy, pitch & roll electric trim, locking fuel caps and dual toe brakes. However, I added several personal touches that of course added more build time. The project spanned 6 years to complete including 1-1/2 years off for our move. More significantly, it took a little over 3300 hours. I also tried to work on it every day, and it became my retirement job.

I designed and fabricated many unique features that include the paint scheme that I did using a PPG base/clear coat process with Ford colors: Blazing Copper Metallic, Sunset Gold Metallic, Golden Bronze Metallic, and Frozen White with an interior paint color of Medium Brown Metallic.

Some have asked what the hardest part of the project was. For me, without a doubt it was the exterior paint job. There's a reason professional paint jobs are so expensive, it's one heck of a lot of work to paint an airplane! Painting it myself added a little over 300 hours to the project. I've joked with my wife that if I ever build another airplane, do not let me paint it myself! Having said that, it's also one of the most rewarding things I did on the plane. My paint scheme is unique, and it certainly draws a lot of attention. One of the best comments I've had is that it looks like the Phoenix, and that seems like a great description.



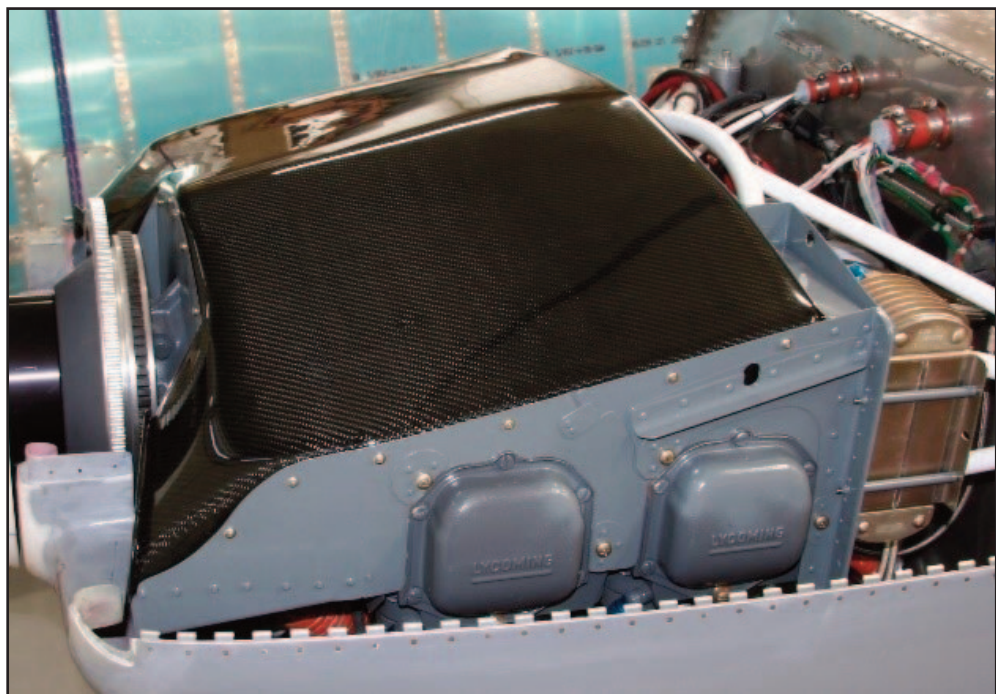
The second largest task was designing and fabricating the complete interior and it added about 200 hours to the build. I didn't find it that hard, but it did take time compared to simply purchasing a "ready-made" interior. I was shooting for a luxury sports car type look with the darker floors and side walls and the tan leather seating and trim.

The interior includes leather seats with memory foam, adjustable lumbar support, and storage pockets; matching leather eyebrow pad, arm rests, stick boots and side panel trim. I molded fiberglass side panels and covered them with upholstery vinyl and added pockets, molded fiberglass gear leg weldment covers and carpeted them, cut and trimmed floor carpets and added pilot & co-pilot heel pads.



Next, I determined my avionics layout, then cut, painted and silkscreened the instrument panel. I also did all the wiring, incorporating a hidden flip-down fuse panel. The backside of the firewall was insulated with ceramic sheet; and the floors, side panels and baggage bulkhead used foil backed insulation. I made rollbar egress handles and pilot/co-pilot headset hangers. And the canopy was glued using the Sitka-Flex process to avoid drilling rivet holes through the plexiglass.

To improve the engine baffle structure, prevent cracking and improve cooling, I designed and molded a carbon fiber composite cooling plenum. Another area of concern was the filtered air box which I modified with Kevlar reinforcement and then redesigned the inlet air to cowl interface. Finally, I designed and made a hidden hinge and latching cowl oil door as well as made all my gear leg fairings.



After years of effort, I got my airworthiness certificate at the end of August 2020. My wife requested that I hire a test pilot for the maiden flight on September 7, 2020; and I hired Kyle Voltz (former EAA employee) to do my transition training and first flight. He also flew with me for the first 10 test phase hours as a second pilot under the FAA Additional Pilot Program. Kyle was fantastic. He has hundreds of hours in RV's and many hours using the Dynon Skyview System avionics. After the flight time with Kyle, I became extremely comfortable with my plane and avionics system. I highly recommend Kyle to anyone looking for a test pilot and/or transition training.

Since flying off my test phase, I've been able to give about a dozen young eagles flights, my wife and I have taken several day trips getting to know our local area and she writes trip articles she calls "Happy Landings" that are published in our chapter newsletters. The longest trip I've made so far was to Oshkosh Airventure in July 2021, and I passed the 100 hour mark on the way home. While there I had my plane judged and was honored with an Outstanding Workmanship Award!



I would be difficult to list all those that helped, inspired, and motivated me along the way, but I am truly thankful to all of you.

Mark Baty 502-642-5566

Many project photos on my EAA Builder Log Website: <https://eaabuilderslog.org/?s=mbaty>

Additional purchased features that I incorporated into my plane:

Koger "Super Slider" Sunshade

Extension

ACK E-04 ELT

TCW Electronic Flap Controller w/Speed Limiter

Tosten CS-8 Stick Grips

AeroLED Pulsar Nav/Strobe & Suntain Strobe lights

Baja Design Squadron Pro LED landing lights w/Wig Wag

Carling Technologies (LED lighted) IP Rocker Switches

Crow 5-point Seat Belt Harnesses

Panel USB Power Plug

Gizmo iPad Mini Panel Mount and USB Power

LED Eyebrow Panel and Cabin Lighting

Andair Fuel Valve, Boost Pump, and Wing Root Mounted Fuel Filters

Anti-Splat Aero – Nose Job, EZ Cool Cowl Flap & Oil Cooler Air Shutter

ShutterStainless Steel Heater Valve

Fire Extinguisher

Oil Pan Heater

Defroster Fans

Parking Brake

Battery-minder Charger Connection



January 2022



Sun	Mon	Tue	Wed	Thu	Fri	Sat
						1 Nappanee, IN EAA 938 New Year Fly-In 10:00-12:00
2	3	4 	5	6 EAA 113 Homebuilder's Gathering 7:30 pm	7	8
9 	10 	11	12	13 EAA 113 Board Meeting 7:30 pm	14	15
16 	17 	18	19 	20 EAA 113 General Gathering 7:30 pm	21 	22
23	24 EAA Homebuilder's Week 24th-28th	25	26	27 EAA 113 IMC Club Gathering 7:30 pm	28 	29
30 	31	LEARN. BUILD. FLY. Homebuilders Week				



DONATE A PORTION OF YOUR AMAZON PURCHASES TO EAA CHAPTER 113

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

How it works:

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



THE ZIMMERMAN WORKSHOP IS IN NEED OF YOUR SUPPORT!

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

If you have any of these items that you would like to donate or know someone who does, please contact John Maxfield at vicepresident@eaa113.org who is overseeing the outfitting of the new shop area, or contact Jim Brown or Doug Sytsma with any questions.

Thank you for your support.

****BREAKING NEWS****

First picture received from the James Webb Space Telescope!

REMOVE BEFORE FLIGHT



Next Chapter Gathering:

January 20, 2022

7:30 PM at the

EAA Chapter 113 Aviation Education Center

8512 N. Lilley Road

Canton, MI 48187

(734) 392-8113

