

EAGLE'S PROPWASH

MARCH 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



Joe Kirik bids a fond farewell to his Waix, as he congratulates the new owner, Tony.

Photo Courtesy of Joe Kirik

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

Class II Board Members:

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:

Randy Hebron	(734) 560-2115
Dan Jones	(248) 820-7901

Flight Advisors:

John Maxfield	(248) 890-6767
Dan Valle	(313) 539-9818

Scholarships:

Debbie Redding	(734) 397-3452
John Maxfield	(248) 890-6767
Elizabeth Hebron	(734) 776-9294

Young Eagles:

Debbie Redding	(734) 397-3452	events@eaa113.org
Dave James	(734) 721-4213	

Flying Start: Dan Jones	(248) 339-6236	flyingstart@eaa113.org
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Homebuilders:

Martin Filiatrault	(248) 608-7202	builders@eaa113.org
IMC/VMC: Herb Schulke	(734) 233-7864	imcvmc@eaa113.org

Web/Tech Support:

Stefan Rairigh	(734) 383-4346	webmaster@eaa113.org support@eaa113.org
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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 "Drano" Steiner (734) 645-1150
president@eaa113.org
March 2022

Scholarship Opportunities –

EAA 113 Again Qualifies for Ray Scholarship.

Great news! Once again EAA 113 has qualified to submit a Ray Scholar applicant to EAA for consideration to receive money for a young person to get their private certificate. Marissa is in the program right now, well on her way to completing her training and tests. She was a late candidate last year through no fault of her own, not starting her training until well into the summer. And Michigan weather being what it is, she didn't solo until this winter as you read in last month's Propwash. Nathan and Molly Pyles are doing a great job of mentoring her, and we can't thank them enough for that. So if you know a young person who has a real passion for aviation and learning how to fly, make sure they are aware that EAA 113 participates in the Ray program. They will have to submit an application to EAA 113 which our scholarship committee will review, and if accepted will then submit to the Ray Scholarship process. There isn't an immediate deadline for this process, but the earlier the better for making this young person known to us. Up to \$10K is awarded!

EAA 113 Don Zimmermann Scholarship Application Deadline is March 31st.

The other scholarship opportunity is for the EAA 113 Don Zimmermann scholarships for young people pursuing *any sort* of aviation related study, including flight training. The deadline for that is March 31st. Three scholarships (assuming qualified candidates) of up to \$3,000 each will be awarded. These funds are made possible by the Don Zimmermann endowment and your support of this chapter. After a two year COVID break, we also expect to revive the Father's Day Pancake Breakfast this year, with all proceeds going to the EAA 113 scholarship fund. That event is also when we present our scholarships.

EAA 113 visit to M-Flyer Lab March 17th – Off-site Member Gathering.

The Feb 17th snow event postponed last month's planned visit to U of M North Campus to see the three UAV projects the student teams are working on. But not to worry. The lab director and student leader have already given the go ahead to reschedule the visit and tour on March 17th. So that will take the place of the membership gathering at 1D2. We will meet at 6:45 pm near the lab and be escorted in, just as had been arranged last month. So be looking for an email reminder with details about where to meet, etc. The three UAV's will be even farther along in their builds, so we'll have more to see.

The \$100 Maple Syrup Challenge.

Last year I issued a challenge that anyone who flew up to TVC to see how my brother and I produce maple syrup on the Mission Peninsula would get a free 12 oz. bottle of syrup. Well, the challenge is on again! We'll be up there on and off, depending on how the sap flows, in March and April, and also in June for final cleanup and golf. So if you fancy flying to TVC and returning with some "free" pure Michigan maple syrup, get in contact with me via email or phone to see if we'll be there or call 734.645.1150. We'll be glad to pick you up at the TVC FBO and take you out to the sugar shack to show you where we make about 40 gallons of the amber nectar each season. Of course, part of the deal is that you must also submit an article and pictures about your adventure to Liz for the newsletter. For those who know former EAA 113 member Joe Freiman, he'd like to see you too. He now has some acreage and is living on Mission Peninsula.

Continues on next page...

Young Eagles.

EAA is offering incentives to chapters and volunteers, especially pilots, to get involved. You can do your part by making sure you are registered and current in the Child Protection Program (easy to do on the EAA website and good for two years) and volunteering for the YE events Chapter 113 will be hosting this year. Save the dates as shown on the calendar on the EAA 113 web site. The more volunteers we get, the more YE rides we can do. And the more credits EAA 113 gets for the EAA summer air academy. We don't want to have to turn these young people away!

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.

SUGGESTED GUIDELINES FOR *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 want a specific layout to be kept.
3. The deadline for the newsletter will always be the First of every month.
4. Please send material to: newsletter@eaa113.org or Roogey.Batoon@securepostman.com

Thank you.

Elizabeth Hebron, *Propwash* Editor

P.S. I'm always in need of cover-worthy photos of your aircraft!

MARCH 17TH EAA 113 GATHERING & BUILDER'S MEETING AT M-FLYERS LAB, U OF M NORTH CAMPUS

March 17th at 6:45 pm our tour of the M-Flyers lab is still happening! So, barring another snow storm, everyone who wishes will be able to take a tour of this very large and well-equipped facility and see what the next generation of aerospace engineers is dreaming up. This will be an off-site event, so don't go to 1D2 that night. No one will be there. There is plenty of free parking near the building we will be entering.

More details will follow as we get closer to the event, but expect to see:

- Three, 10-12 ft wingspan UAV projects, designed and build by U of M aerospace engineering students
- Professor Ed Lesher's NOMAD EAB; Lesher was an EAA 113 member and in addition to the scratch-design/built NOMAD he also designed and built the record-setting TEAL that hangs at EAA HQ. Google it for more information.
- Maybe get a peek at the 5 x 7 wind tunnel

So, hope to see you there and stay tuned for more information via email about the event and where we'll meet to be escorted in. Masking will be required.



Ed Lesher's NOMAD.

Don't let your career dreams fly by!!!!



Time is Running Out!

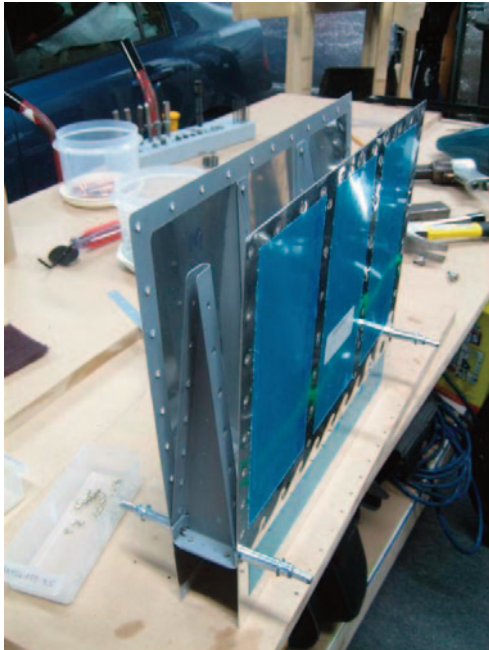
EAA 113 Aviation Scholarship Applications are due March 30th, 2022!



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!

Join Us At The Airframe Construction Training Class



- Held in the new Don Zimmermann EAA 113 workshop for Chapter Members
- Learn riveting and sheet metal construction skills needed to build a kit aircraft
- Chapter 113 provides all the tools, equipment and also the instructors that are required.
- Participants to purchase the Vans RV Control Surface Training Project (kit) for \$37 (includes shipping)

First session planned for Saturday March 12th - schedule adjustments depend on desires of participants and kit availability

Contact Dan Jones at djrv9a@gmail.com if interested or you have any questions

Young Eagles

UPCOMING EVENTS



2022 marks 30 years since the Young Eagles program was launched at EAA Oshkosh 1992. EAA Chapter 113 has flown over 3500 flights since the program began! 🙌 It remains our goal to continue to pass along the opportunity for youth between ages 8 and 17 to experience flight.

Our first two Young Eagle events this year are scheduled for March 26th and April 23rd from 8:00 to 11:00 a.m. We **NEED** your help for these events to happen. Sadly, to date, no one has made the commitment to volunteer. 😞 Please notify Debbie at once so we know we can count on you . . . Otherwise, we may need to cancel and thus, disappoint the children that have already signed up. 😓

Feel free to reach out to Debbie if you have questions about what is involved. The enthusiasm from the youth is contagious and well worth the few hours of your time. 😊 Volunteerism is the basic foundation upon which Paul Poberezny built EAA over sixty years ago and remains as such today at both the national and local levels. Please think about offering your time this year for this wonderful program. Help a young person experience flight!



Contact Debbie at: events@eaa113.org or 734-751-5871



FAREWELL AND BLUE SKIES!

By Joe Kirik

I just gained a bunch of extra space in my T-hangar. Actually it's more like a void, the empty space where my Sonex Waix project used to be.

A few days ago it rolled away on a trailer, on its way to western Pennsylvania where a very enthusiastic (and younger!) builder will dive in to finish it, and I'm very happy about that. I hadn't touched it in well over a year. New owner Tony has homebuilding experience and figures he can have it flying later this year. And I have no reason not to believe him – he is very determined!

So what happened? I've wanted to build a Sonex ever since my son and I wandered into the Sonex display at AirVenture 2001. Building wasn't on the agenda then, but around 2014 the stars aligned and John Maxfield tipped me off to a Waix taildragger project for sale in Baltimore. A couple of weeks later it was sitting in my garage. Soon after that I decided to sell my house, so the project went into storage until my living situation settled out.

I hadn't flown since my student pilot days almost 40 years before so I needed to get back into flying. In 2016 I got my Sport Pilot rating in a Champ and bought a 1946 Taylorcraft to fly (same age as me!) while building the Sonex.

That's where the trouble started.

It turned out I really liked flying the Tcraft with its 90 hp up front. Low and slow flying and out-of-the-way grass strips became really appealing. I was hard at work on the Waix, but there were many beautiful weather days when I wanted to be flying instead of building. More and more often, flying won. And after working through two winters in my drafty, unheated Mettetal hangar I became a warm-weather-only builder.

Soon it became clear that I wasn't going to make my self-imposed deadline of 2022, which is when my wife Sharon would be retiring and we wanted to start traveling with the goal of eventually finding a dream spot somewhere out west. There's a lot of great flying out there, and much of it doesn't really suit a Sonex. We're both blessed to be healthy but we're getting up there, and the clock never stops ticking. At this stage we'd rather be camping and flying instead of building.

So it comes down to what "they" always say about picking an airplane: "Define your mission!" And if your mission changes, maybe you need a different airplane. Just in case, I'm upgrading to Private Pilot and we may be in the market for a plane that can carry the two of us plus a back seat full of gear for backcountry adventures.

How's that for a mission?

Farewell and blue skies, Waix 181. See you in the air sometime.



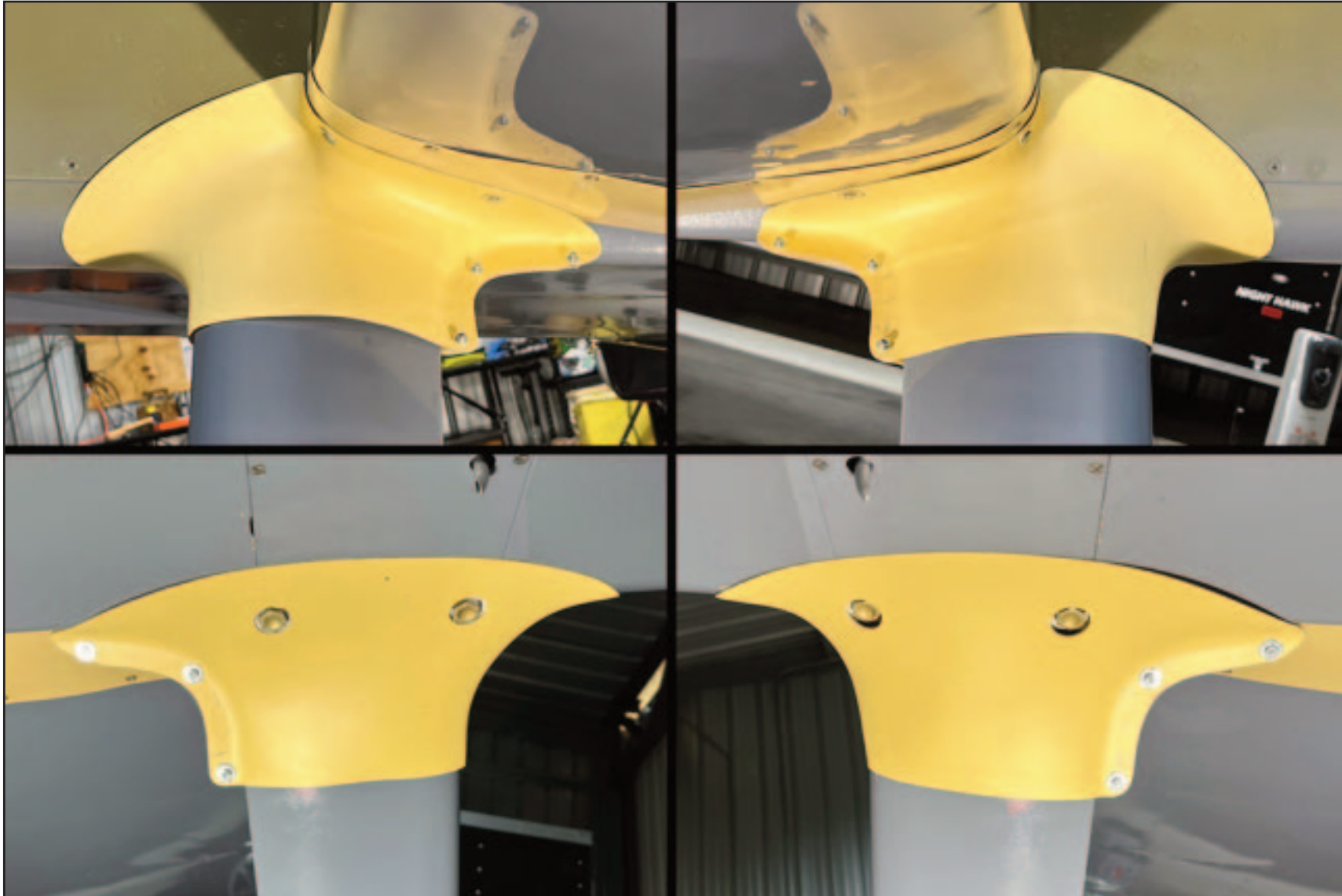
Bye-Bye Waiaex
Photo Courtesy of Joe Kirik

FEBRUARY UPDATE ON MARTIN FILIATRAULT'S RV-8

By Martin Filiatrault

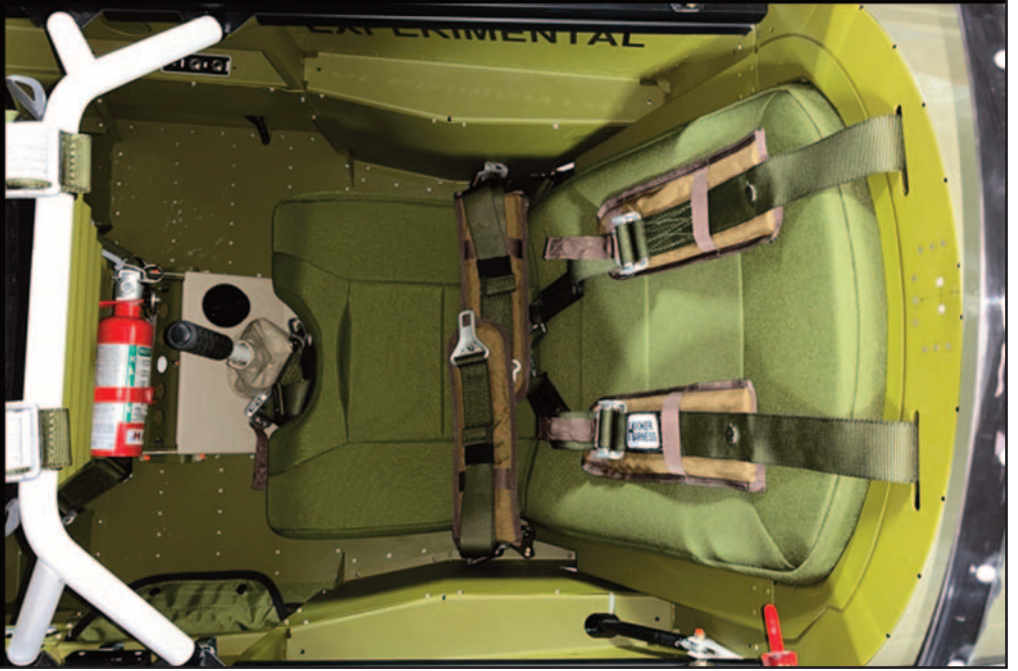
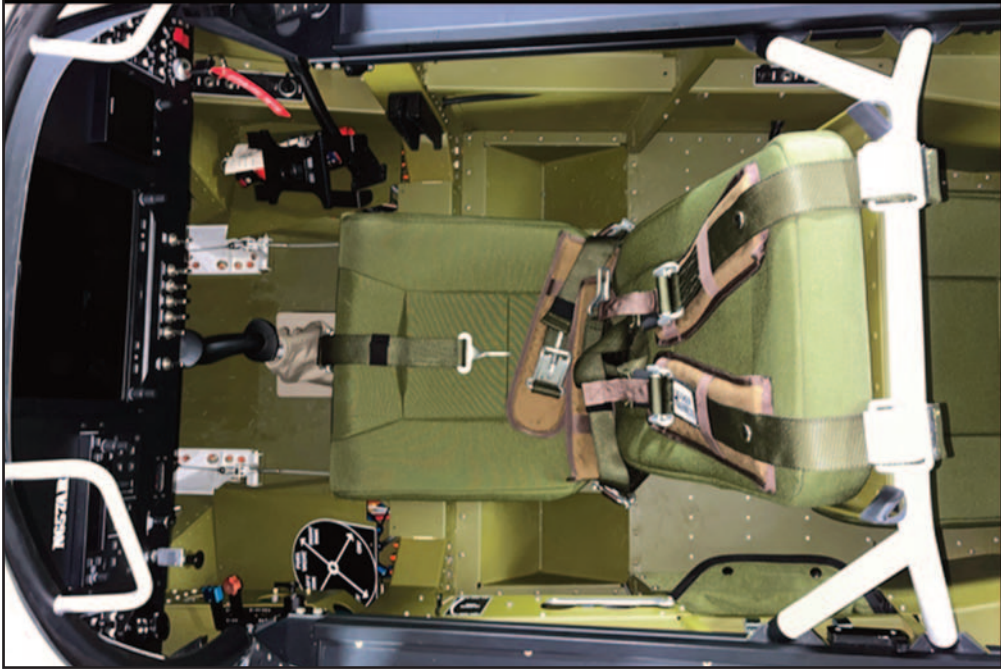
It seemed like another slow month, waiting out the weather. But there were some milestones met and progress made. I'll give you a brief synopsis; the events pictured are not necessarily in chronological order.

The upper intersection fairings were completed well enough for flight. I may opt to modify or replace them in the future, but they're good enough for now.

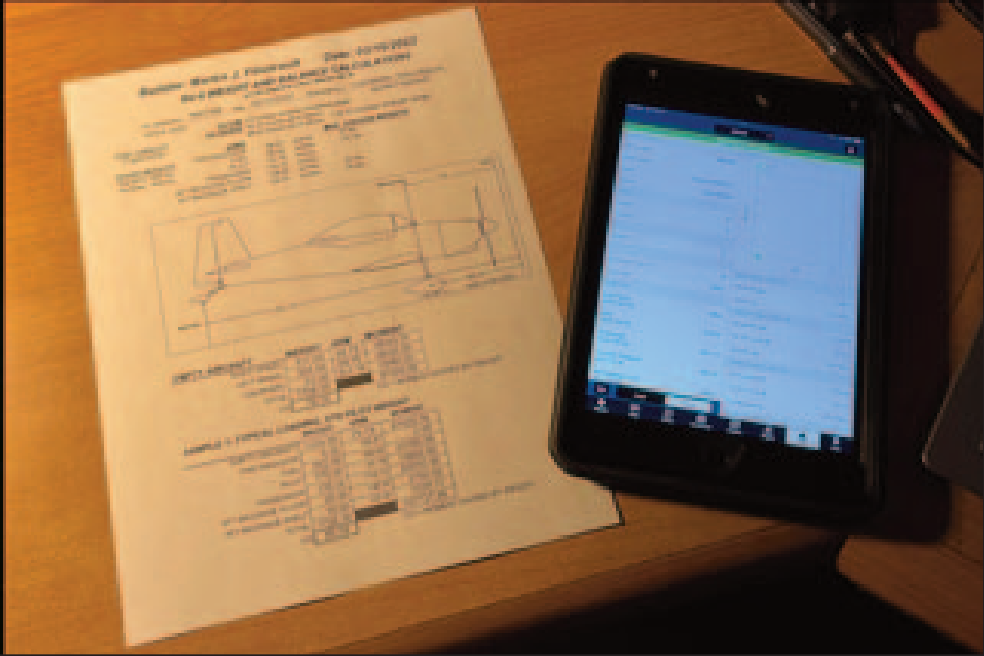
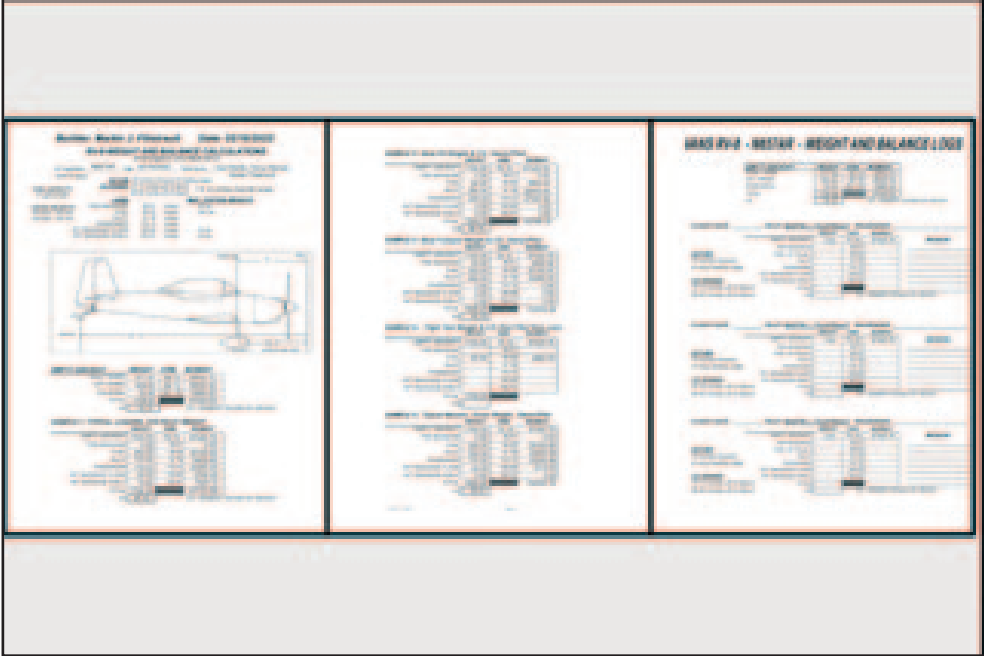
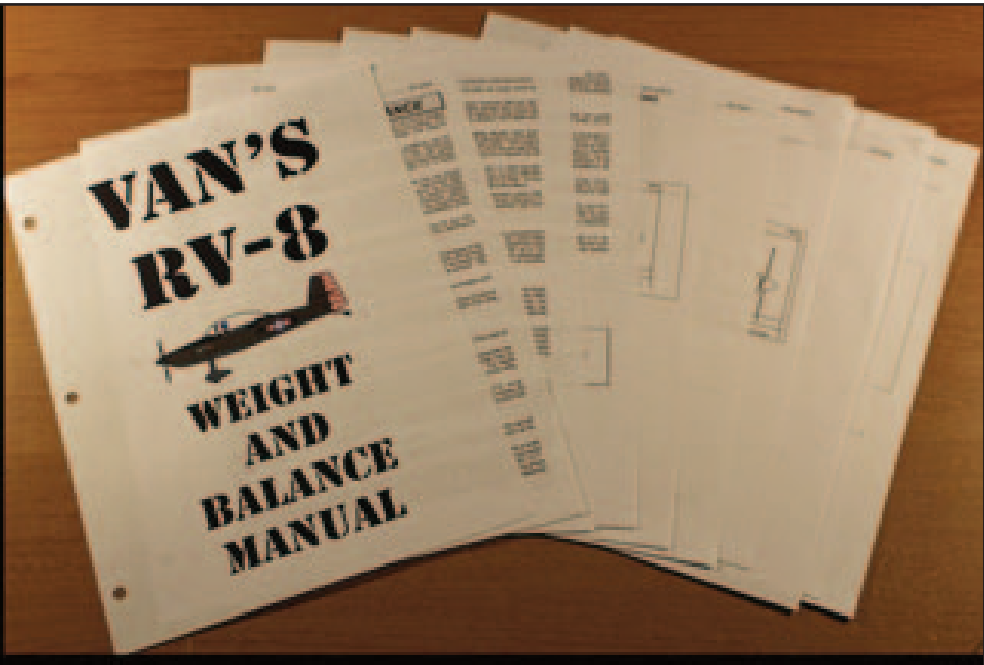


The milestones were preparing for and obtaining the aircraft weight and balance data. First, the fuel was drained from the tanks down to unusable levels with the assistance of Curt Martin. Additional fuel flow data was compiled and the aircraft was completely reassembled. Curt Martin and Harry Manvel supplied the scales, we briefed the procedures, the aircraft was weighed and datum arm point measurements confirmed.

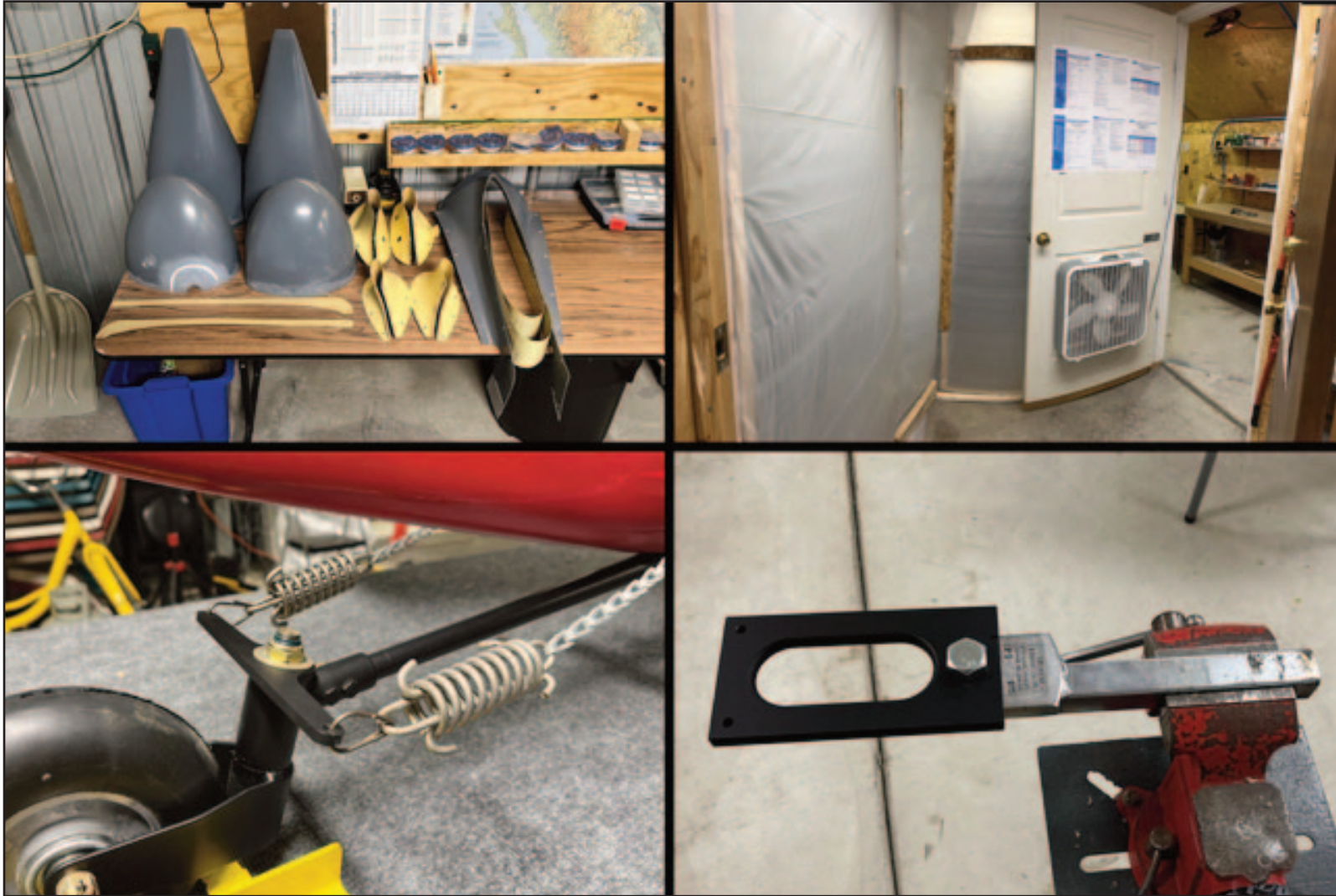




Once the data was obtained, the number crunching began. An RV-8 Weight and Balance manual was compiled that included sample problems and blank forms for future use. The data was also plugged into an RV-8 specific Excel spreadsheet and the Foreflight weight and balance app.



Now it was time to prepare for first engine start. The aft baggage panels and all empennage, intersection, wheel and wing fairings were removed. While I waited for a good weather window, some parts were taken home for painting. I made an enclosed tunnel between the main shop and the wood shop so that I could send shop heat into the wood shop paint booth. I cleaned and painted the tailwheel steering arm, which had accumulated some rust over the years since installation. I also designed a tailwheel pocket jig that could be bolted to a spare tow hitch receptacle. I made a wood mock up which broke in half during testing; St. Pierre Machine Shop made the finished version out of plate steel; it was painted and bolted together. This will allow me to tow the aircraft with my Ford Explorer.



I've planned to calibrate my fuel gauges next week as the tanks are refilled for the engine run, which is currently scheduled for March 3. Hoping the weather cooperates.

A more detailed account of the month's activities can be found here: <http://goatflieg.blogspot.com/>

SELLING MY PLANE

By Jack Groat

Several years ago I completed a RV-10, but this is not my first airplane project. My first project was a Smyth Sidewinder. It was not a kit. You made everything from scratch. I met with other builders at Oshkosh and we exchanged names and who had molds, patterns, fixtures we could pass around from builder to builder.







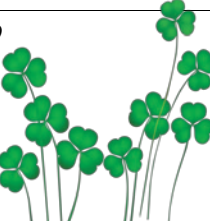









But the real reason I did not complete the project was I ran out of room. The project sat in my 2 car garage somewhat diagonally. The tubular fuselage was pretty much done. It was sitting on its landing gear with wheels and brakes and there was a Lycoming O-320 engine mounted up front that came from a wrecked Cherokee.



March 2022



Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1 	2	3 EAA 113 Home Builders Gathering 7:30 pm	4	5  <i>Chili Fly-In Grosse Isle (KONZ)</i>
6	7	8	9	10 EAA 113 Board Meeting 7:30 pm	11 	12 <i>EAA 113's Members Workshop</i>
13 <i>Daylight Savings Time</i> 	14	15 	16	17 EAA 113 General Gathering 7:00 pm at U of M Engineering Lab in Ann Arbor	18	19 
20 	21 	22	23	24  EAA 113 IMC Club Gathering 7:30 pm	25	 <i>EAA 113's Young Eagles 8:00-11:00 am</i>
27		29	30	31 		



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 johnomaxfield@gmail.com 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.



Next Chapter Gathering:

MARCH 17, 2022

6:45 PM at the
U of M North Campus
M-Flyers Lab

