

EAGLE'S PROPWASH

FEBRUARY 2021 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



Murphy Rebel amphibian at KPTK, July 2020

Photo courtesy of Martin Filiatrault

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

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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	
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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) 326-7659
Dan Jones	(248) 820-7901
Dan Valle	(313) 539-9818

Flight Advisors:

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Dan Valle	(313) 539-9818

Scholarships:

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Debbie Redding	(734) 397-3452
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Young Eagles:

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Dave James	(734) 721-4213	

Flying Start: Dan Jones	(248) 310-6018	flyingstart@eaa113.org
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Homebuilders: Mike Scovel	(313) 608-7202	builders@eaa113.org
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IMC/VMC: Herb Schulke	(734) 233-7864	imcvmc@eaa113.org
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Web/Tech Support:

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		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 "Drano" Steiner (734) 645-1150
president@eaa113.org
February 2021

Yes, There Will Be 60th Anniversary Cake

If you weren't able to attend the Zoom membership gathering last month, I made a special announcement: As soon as we're safely able to meet in person, we will be serving 60th anniversary cake at ALL chapter gatherings! Something to look forward to, although likely many months from now, as COVID is brought under control with vaccines.

While we wait for cake, I would like to encourage all members, especially you long-time members, to write and submit your favorite story and/or pictures from EAA 113's past sixty years to newsletter editor, Liz Hebron (see email link below). There have to be a lot of great memories out there.

Progress on the Don Zimmerman Workshop - Permits

Our hard-working committee already has some permits in hand, and by the time you read this, we may have all of them, as well as some inspections completed and signed off. The culmination will be a certificate of occupancy, so we are making good progress toward our goal. This March will mark two years into this project, so we are looking forward not only to having it bring in revenue, but also offering members a nice space to work on their projects. Of course, we also have plans to conduct teaching workshops to show people, young and old, about E-AB aircraft.

EAA 113 financials for 2020 & 2021

The Chapter finished the decade in a very strong financial position. The budget for 2021 looks good for operations funding, even with a 28% reduction in membership fees for those paying by January 31. So, onwards and upwards for this GOLD LEVEL Chapter. Thanks for being part of it.

EAA 113 and EAA are 501(c)3 non-profit corporations – what that means

To qualify as a 501(c)3, "the corporation must devote itself to a charitable, religious, scientific or educational purpose and be recognized by the Internal Revenue Service as tax-exempt". In our case, EAA 113 is dedicated to educating the public about aviation. If the IRS were to rule that we are operating a "flying club" we could lose our nonprofit status. The Chapter funds spent on the addition will facilitate our efforts to educate the public about aviation.

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

Prop Wash Content - Keep that content coming for the newsletter! A few photos with captions and a short paragraph or two about your latest aviation adventure are all that we ask. Send to: newsletter@eaa113.org. Please do share your aviation escapades. No need to be a pilot.

EAA 113 & COVID

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

EAA 113'S 1ST (AND HOPEFULLY ONLY)

FROSTBITE CHILI ZOOM-IN

Saturday, February 13th, 2021

at **Noon**

In year's past, the 2nd Saturday of February has been the EAA 113 Annual Frostbite Chili Fly-In. We are all missing these events but in the spirit of EAA, we will adapt and overcome.

Join us from the comfort of your own home this year for our **Frostbite Chili ZOOM-In!** Make a (small) pot of your favorite chili and pop on Zoom and share what you've been doing.



How Well Do You Know Your Fellow EAA 113 Chapter Members?

Match up your fellow EAA 113 Chapter Members with their first or most unusual job. Answers and stories submitted will be shared in next month's newsletter . . . Oh, and we will also reveal them at the Frostbite Chili ZOOM-In on February 13th!! Good Luck Guessing!



- _____ 1. Market Stock boy
- _____ 2. Paper Route
- _____ 3. Sewing Machine Sales and Service
- _____ 4. Caddie at Country Club
- _____ 5. Road Commission
- _____ 6. Door-to-Door Fuller Brush Salesperson
- _____ 7. Working Avionics and Electrical on OA-4M Skyhawks
- _____ 8. Pitching Watermelons
- _____ 9. Grave Digger-by hand
- _____ 10. Concessions at a Minor League Baseball Park
- _____ 11. Waiter
- _____ 12. Life Guard
- _____ 13. Apollo Scientist Astronaut
- _____ 14. Garbage Man
- _____ 15. Egg Packaging
- _____ 16. Dishwasher
- _____ 17. Busboy
- _____ 18. Swimming Pool Installer
- _____ 19. Mowing Runway Grass
- _____ 20. Truck Shop Steward
- _____ 21. Making Straw Brooms at Greenfield Village
- _____ 22. Line Crew
- _____ 23. Weeding Crops
- _____ 24. Quality Control at a Petrochemical Blender
- _____ 25. Bakery Worker
- _____ 26. Data Programmer at a Sewage Treatment Plant
- _____ 27. Bag Boy and Shelf Stocker
- _____ 28. Line Boy for Flight School

- a. Rick Karaschin
- b. Jessica Ziegler
- c. Fritz Ziegler
- d. Dan Jones
- e. Al Bosonetto
- f. Dan Valle
- g. Sean Crooks
- h. Mike Scovel
- i. James Crane
- j. Charlie Becker
- k. Al Fuller
- l. Dave Steiner
- m. Don Moore
- n. Jim Dresbach
- o. Dave Buck
- p. Martin Filiatrault
- q. Molly Pyles
- r. Nathan Pyles
- s. John Maxfield
- t. Debbie Redding
- u. Tony England
- v. Tom Smith
- w. Joe Hood
- x. Jim Brown
- y. Bob Trumpolt
- z. Liz Hebron
- aa. Chris Gordon
- bb. Alan Baumgartner



*Thank you to all those that
dared to share!*



A NOTE FROM A RUSTY PILOT

By Anthony English

Dear EAA 113 Colleagues,

Please consider this as an update of my two “Confessions of a Rusty Pilot” articles in EAA113 Newsletters last spring and summer. I will also use this opportunity to endorse Paul Shuch’s recommendation that we pilots who fly Light Sport aircraft practice glider landings with each pattern, a useful skill to have if a true loss of power were ever to force a landing.

The “confessions” articles were a friendly challenge to the [Flight Test](#) safety article in the March issue of EAA’s Sport Aviation, “When the Engine Goes Quiet” by Charlie Precourt (a retired NASA Chief Astronaut). Charlie cited the awful statistics of pilots entering stall-spins while trying to turn back to their airports following engine failures on takeoff as reason to plan to land nearly straight ahead. For me, the scarcity of open areas off either end of Mettetal’s runway warranted a second look at his advice. A Return to Launch Site (RTL), as I refer to it, is demonstrably possible for those of us flying slow, highly maneuverable Light Sport aircraft like the Rans Courier. In a subsequent article, Chris Glaeser (a former Air Force Test Pilot) joined Charlie with “Engine Out by the Numbers” in the April issue of Sport Aviation. This second article was slightly more accepting of an RTL, but it was also cognizant of its being a demanding maneuver requiring practice.

The bottom line of my “confessions” articles was that I could reliably simulate, over a straight road as my runway, an engine out during a takeoff beginning at 3,000’ MSL, climbing at takeoff power to 3,300’, pulling power to idle, allowing 4 seconds to pitch down to maintain v_{glide} , rolling into a 45° bank toward any crosswind, turning through 225°, and reversing the roll to align with the road while remaining above 3,000’ MSL. That is, these flight tests allowed me to set my RTL altitude as any height above 300’ AGL. The key to this maneuver’s success is pitching down reliably to a power-off v_{glide} . Scatter in my earlier attempts was caused by pitching down too steeply and forcing the more conservative 300’. I report here that further practice now allows me an RTL from 250’ AGL and a 180° turn to runway vicinity from 150’ AGL. I must emphasize, at least for this Rusty Pilot, the maneuver must be practiced often if this level of performance is to be relied upon, but such practice is fun at a safe altitude.

EAA’s Webinar Archives are a treasure of aviation wisdom. While I watch most of the live weekly webinars, I will substitute a webinar from the archive if a live webinar promises to rival watching paint dry. Many of my favorites from the archives are by Prof. Paul Such, who is a Light Sport guru located at the William T Piper Memorial Airport, Lock Haven, PA. On July 9th, 2015, he offered a webinar entitled “Tips for Making Great Landings in a Light Sport Airplane.” One of his recommendations was to fly our entire landing patterns up to short final at v_{glide} and make every landing a glider landing meaning power to idle at Low Key, the point on downwind opposite our intended touchdown, and managing our energy with flaps and side-slips to place ourselves on short final ready to begin the flair to threshold speed. For the Courier, this means flying the entire pattern to short final at 64 MPH (sorry, all of the Courier’s performance numbers and displays are in MPH rather than Kn), crossing the runway threshold at 60 MPH, and executing a wheel landing at idle power if landing on a runway or a full-stall three-point landing if landing off airport. His recommendation reminded me that I consistently flew such glider landings in the Cessna Skyhawk we owned during the 1970s. Doing so increased my confidence in being able to make safe landings after losing power. I now practice this with the Courier whenever traffic permits. It does require a tighter pattern than many of us fly, but is an excellent skill builder and much fun to fly.

Fly wisely and Stay Safe,
Tony England, EAA 1139885

Dream Big!!!!

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



Bill Rundell, 2000 Chapter 113 Scholarship winner, c. 1989 at Oshkosh.
Bill is now Commanding Officer of the 107th Fighter Squadron (A-10) MANG Selfridge.

HINTS and KINKS

By Pete Waters

I found a new type of drill bit that has been designed to combine the drill bit size for thread tapping hole, plus the actual tap and finally a countersink which can also deburr the tapped hole.

These are short drill bits, overall length being 3.125", and available in SAE and Metric, but the sets I bought had 6 pieces from 6-32 to 1/4x20, and metric the same number.

My photos show the 1/4x20 being used in an extrusion of aluminum 1/8" thick.

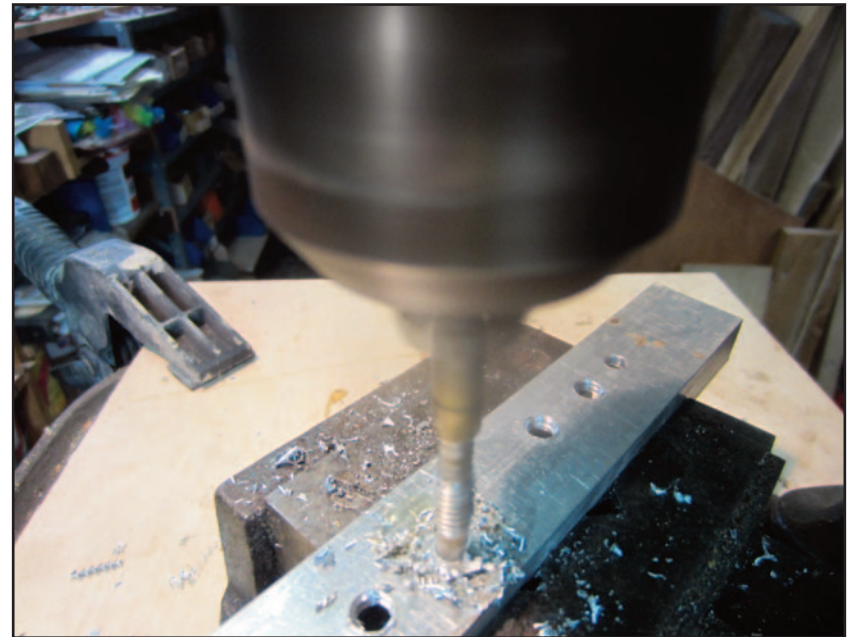
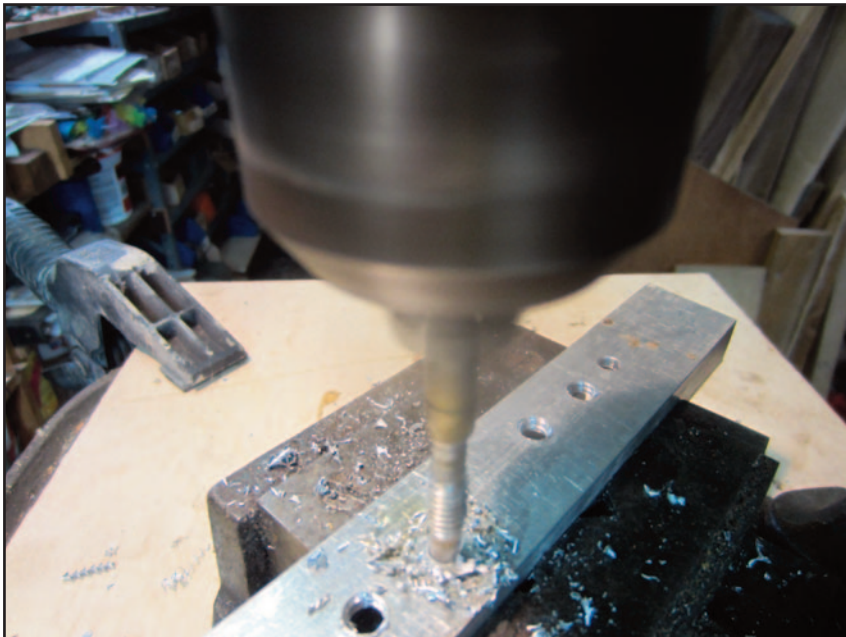
The first section is the tap sized drill, followed with the tap section, each being about 5/16" long. Next, there is a plain section of about the same length, followed with the counter-sinking/deburr section. The shank is the standard 1/4" hex with the locking groove.

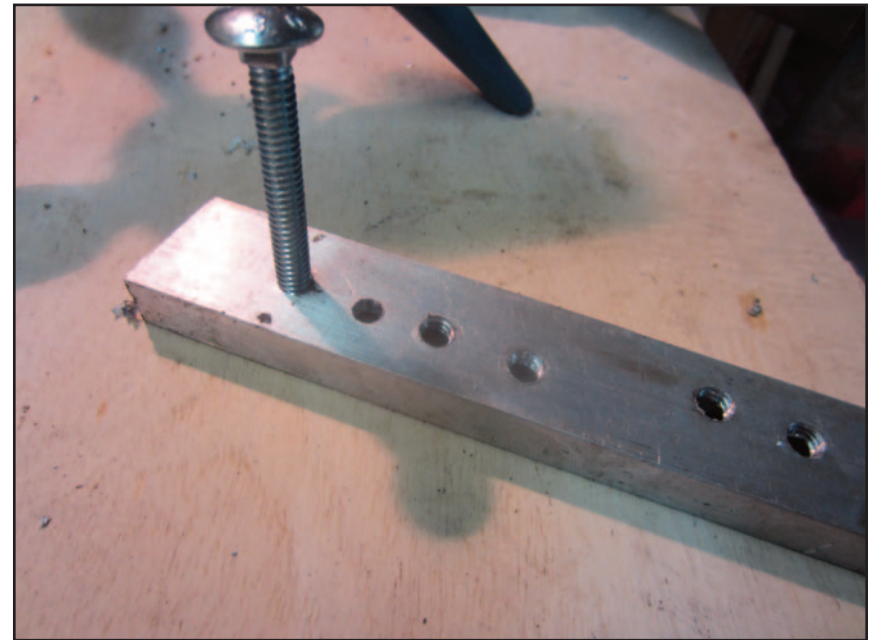
So, after completing the thread cutting, you can pause and stop the press, to remove the work piece or continue to deburr.

The photos show it in my drill press, which does not have reverse, so I had to stop and unscrew the work piece by hand. I also used my hand drill with its speed control and reverse. This needs some practice, but works great, and do not forget the lube!

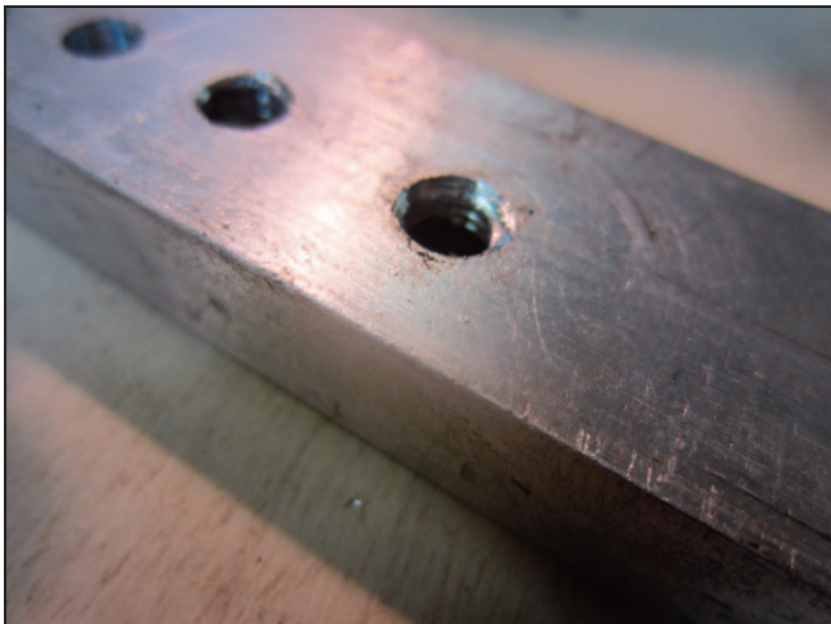
I suggest using a stop after the thread cutting, either on the press or a collar on the bit. This allows the drill to stop in the "clean" section after tapping, or set the stop to deburr / countersink.

I have not looked at a toll catalog for other sizes, and these sets cost \$19.95 each plus shipping.





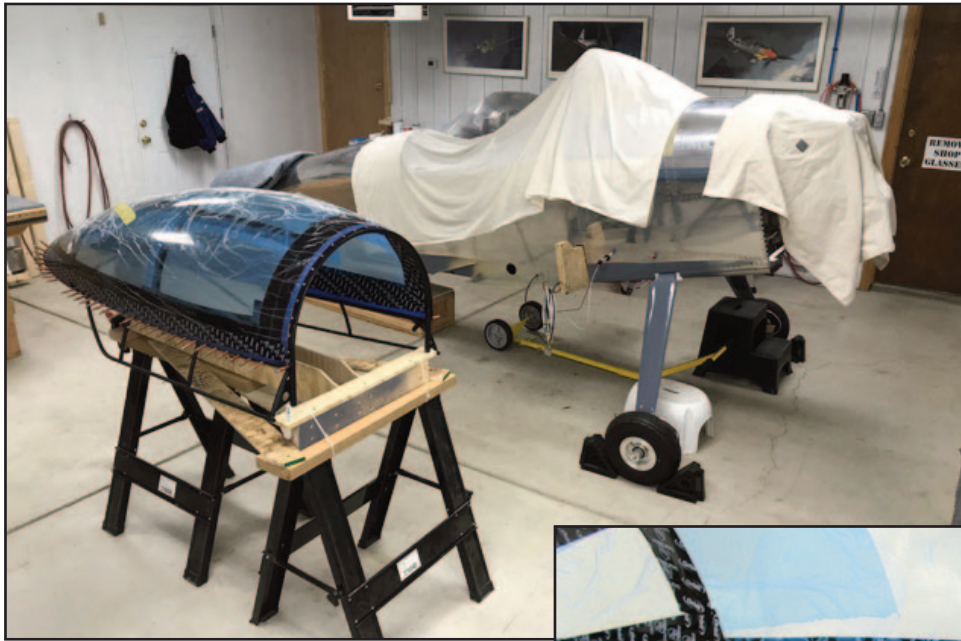
Photos Courtesy of Pete Waters



UPDATE on MARTIN FILIATRAUL'S RV-8

By Martin Filiatrault

January followed December's path through drama and distraction, but I managed to keep working on the airplane. The canopy frame support was modified into a complete stand that would allow interior canopy work. The interior surfaces of the skirts were finished off before being riveted to the canopy frame. The two skirt halves were joined at the aft end and the canopy rail notch was formed in fiberglass and floc. The front windscreen was attached to the support hoop and forward top fuselage skin with adhesive and screws. Work continues on finishing off the canopy and skirts. The canopy will be placed back on the fuselage to help form the fiberglass bezel that will surround the windscreen. Still awaiting final word on the engine rebuild, but I remain in close contact with both Superior Air Parts and Barrett Precision Engines. When I know... you'll know.



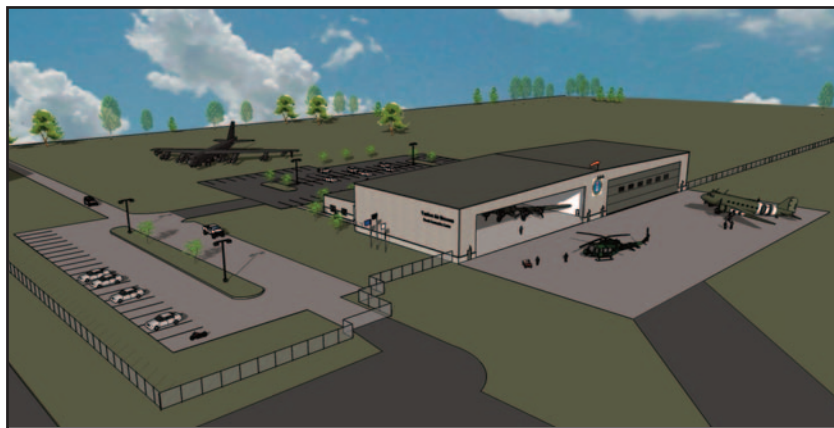


Photos Courtesy of Martin Filiatrault

YANKEE AIR MUSEUM HAPPENINGS

By Dave Steiner

The Yankee Air Museum's B-25D-35 returned to KYIP on Jan 23rd after an authentic paint project by Kalitta Air at its Oscoda, MI maintenance facility. The new paint job reflects the combat markings it would have had when it was in the 489th Bomb Squadron, 340th Bomb Group, 57th Bomb Wing in the Mediterranean Theater of Operations (MTO) Corsica in WWII. You can see a full report of the project on Warbird Digest online. There is no record of nose art on the AC, but the museum plans to apply something appropriate.



Ground has been broken and foundation work was scheduled for completion in January for the Yankee Air Museum's Roush Aeronautics Center. The architect's rendering shows the facility (doors facing west) as it is to be located at the south end of the east ramp at KYIP. The building will consist of two 15,000 sq ft bays for Yankee flyable AC, with offices and workshop in between. The B-17, B-25 (see repainting article), Huey, C-47 and Ford TriMotor are currently in Hangar 1 on the west side, but this facility will be their new home in fall 2021. The B-52 was moved in September from the north end of the east ramp to its present location on Tyler Rd, east of the new hangar. Funds are still being raised for the museum to eventually move into the old Ford B-24 Bomber Plant on the northwest side of the airfield, but as Hangar 1 must be vacated in the fall, all efforts now are on getting this new aviation center ready so the flyable AC have a home for the foreseeable future.

US Navy Blue Angel Jet at Yankee Air Museum

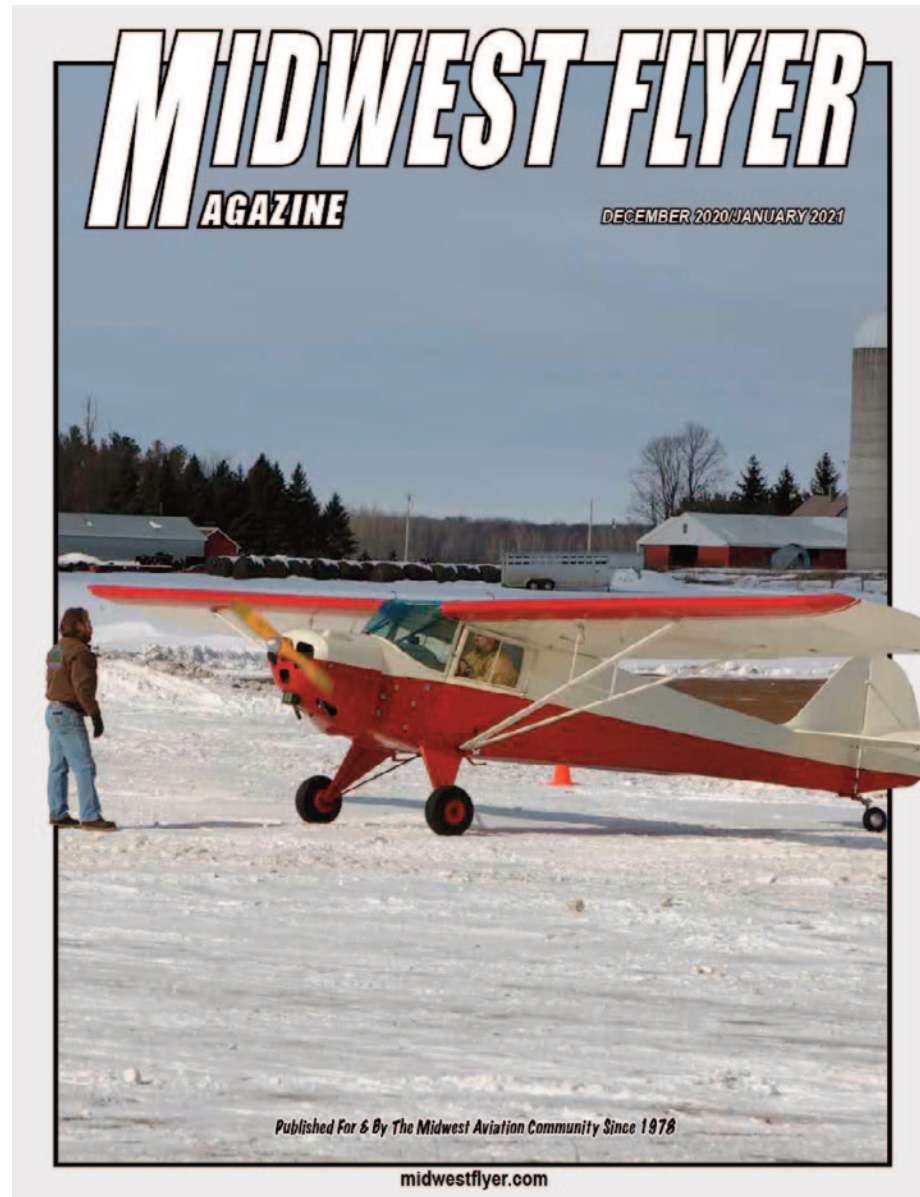
In case you didn't see it on the news, a Blue Angel F/A-18C Hornet is now on display at Yankee Air Museum. The Hornet is BuNo 163485 and performed as Blue Angel #1 at the 2017 THUNDER OVER MICHIGAN Air Show weekend. It flew in 2020 as #4 and retired from the team as such just a few months ago.

The Blue Angels have now transitioned to the F/A-18E&F Super Hornets.

The aircraft will be on permanent loan from the U.S. Navy to the Yankee Air Museum and completes a multi-year opportunity with the U.S. Navy for saving the EC-121. Word is that the big jet, even without its engines and fully demilitarized makes the high-bay of the museum smell like Jet A. Don't you just LOVE the Smell of Jet Fuel in the morning? See the jet at this link <https://tinyurl.com/BA-Jet-at-YAM> or the Yankee FaceBook page.

Midwest Flyer- free subscription










If you are interested in a free subscription to this publication that is now published digitally every other month, with the April/May edition mailed as well, contact dave@midwestflyer.com. They offered to add the whole chapter, but we declined as that would have required sharing of member information and is against our policy.





February 2021



Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1		3	4 <i>Virtual EAA 113 Homebuilder's Gathering 7:30 pm</i>	5	6
7	8	9	10	11 <i>Virtual EAA 113 Board Meeting 7:30 pm</i>	12	13 <i>EAA 113 Frostbite Chili ZOOM-In @ Noon</i> 
14 <i>Happy Valentine's Day</i>  	15	16 	17	18 <i>Virtual EAA 113 General Gathering 7:30 pm</i>	19	20
21	22	23	24	25 <i>Virtual EAA 113 IMC Club Gathering 7:30 pm</i> 	26	27 <i>Virtual MI Aviation Safety Forum</i>
28						

Happy Groundhog Day



The Friendly Skies of...

After a particularly rough flight, the airline pilot addressed his passengers: "The turbulence we just encountered was rough, but we are through it now and everything is just fine." Unaware that his PA switch was still on, he leaned over to the co-pilot and said, "Boy, that was rougher than a gravel road. What I could use right now is a hot woman and a cold beer!"

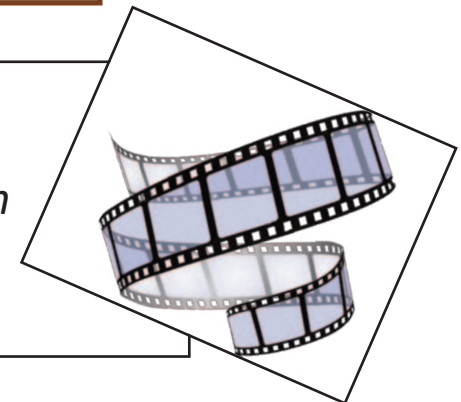
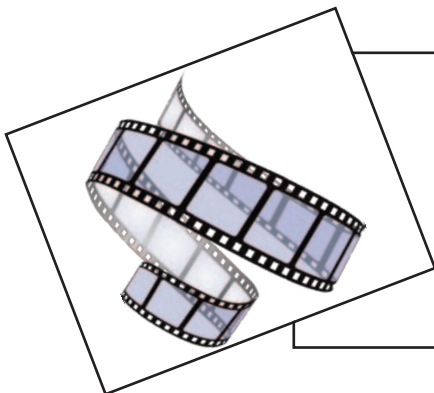
The passengers were amused, but a flight attendant was horrified. She ran forward to warn the pilot.

As she neared the cabin door, an elderly woman passenger stopped her and said, "Don't forget the cold beer, deary."

Calling all video enthusiasts!

*Submit your video of the month to Jack McClellan
at vicepresident@eaa113.org*

(Or you might be watching quilting how to videos next month....)



Next Virtual Gathering:

February 18, 2021

7:30 PM

Virtual Gathering via Zoom

Check your email for details.



Happy
Valentine's
Day