

EAGLE'S PROPWASH

JUNE 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



Martin Filiatrault after his first solo flight in his RV8 "Falsi-Fighter."

Member Services

Class I Board of Directors:

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Al Bosonetto, Dave Buck, John Maxfield

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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

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
June 2022

Happy Memorial Day, remember those who have sacrificed so much for us.

Countdown to Pancakes June 19th

After a two-year hiatus due to COVID, the famous and very popular EAA 113 Father's Day Pancake Breakfast is back. So start your Father's Day off right by volunteering for the event, and having your family, friends and neighbors come and support this effort. All proceeds go to the EAA 113 Scholarship Fund. Jim Brown has agreed to be the *Director of Pancakes*, so he'll be able to find you something to do when you volunteer to help. Or just let him know what you've done in the past and can't wait to do again! Email Jim at: jb.fly@att.net or email me and I'll pass it along. Thanks, Jim!

Ray Scholars

Marissa will have her ticket sometime this summer and with some good weather, hard work and a little luck, our 2022 Ray Scholar, Blake Smokovitz, who starts his flight training this month, might even get his ticket in the fall, although he has until next June to do so. But in any event we'll be welcoming two Ray Scholar pilots to EAA 113 in the next twelve months. How cool is that! I'm sure they'll come back whenever possible and give rides to other Young Eagles to pay it forward.

The \$100 Maple Syrup Challenge

It was a strange season. We thought we'd be lucky to get 30 gallons, but a late (near mid-April) weekend of sap run, collection, boiling and bottling had us end the season with 42.9 gallons of the golden nectar. But the fly to TVC challenge is still on for this season! We expect to be there June 13-17 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 double check we'll be there: dranodavec47@gmail.com or 734.645.1150. We'll be glad to pick you up at the TVC FBO and take you out to the sugar shack OPS. 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, as he has some acreage and is living on Mission Peninsula. Or pop up to Charlevoix and visit Tony England. Heck, even without the syrup it is a great area to fly to. **Besides TVC, show me your bumps into mystery airports, 7Y2, 5D5, Y87 or 59M for extra bottles of syrup.**

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. Pilot or not.



PAULSON LIBRARY

Barb Cook (734) 2773469
library@eaa113.org
June 2022

Greetings aviation enthusiasts. Good news from our chapter library: we have received hundreds of donated books from several of our members and their families. Slowly we are getting them sorted, cataloged, and processed. Due to limited shelf space, books that were duplicates have been made available to members and will be found on a table in our chapter meeting room. More will be appearing there.

I am most excited to receive many biographies of famous pilots, aircraft designers, and developers. Most of these are biographies and will be on the 629.130 924 shelf. Donations are from Don Kleinschmidt (Chapter 333), member Robert Trumpolt, and deceased member Dave McKenzie.

Lincoln Beachley; Man who owned the sky ("Daredevil of the air") by Frank Marrero

Howard Hughes and his Fling Boat by Charles Barton

That's My Story by Douglas Corrigan ("Wrong Way Corrigan") 620.130 973 (famous flights shelf)

Pancho; Biography of Frances Lowe Barnes by Barbara Hunter Schultz Pancho was a (flying buddy of Chuck Yeager)

Fateful Rendezvous; Life of Butch O'Hare by Steve Ewing and John B. Lundstrom. (940.54 2609 2 Ewing)

China Pilot; Flying for Chennault during the cold war (American Flying Tigers in China) by Felix Smith.

Whittle; True Story (Inventor of the jet engine) by John Golley (629.133 3490 WHIT)

Curtiss Aviation Book by Glenn Hammond Curtis (338.7 CURT)

Unbroken; Olympian's journey from airman to castaway to captive by Laura Hillenbrand. (940.54 7252 HILL)

Wright Brothers; Invention of the aerial age. by Tom Crouch and Peter Jakab.

Wright Company; From invention to industry. by Edward Roach

The sky my kingdom; Memoirs of the famous German WWII Test-Pilot. autobiography by Hanna Reitsch (940.54 4943 000 REIT)

Fire and Air; Life on the edge Patty Wagstaff (aerobatic champion) by Ann Cooper

Planes, Pilots and Progress by Duane Cole (629.130 973 COLE)

Special Announcement:

The EAA 113 Annual Banquet that was scheduled for June 4th has been cancelled. Sadly, due to a lack of participation, we could no longer go forward with this event.



The Events Team will continue to try to plan events that Chapter members will want to attend in an effort to regain the vibrant participation our Chapter is known for. Any event requires considerable planning and need to often book outside businesses. Thus, we will cautiously plan events going forward and appreciate your participation to make them a success. Please let us know your concerns or possible suggestions.

~Debbie

2022 CALENDAR OF EVENTS FOR EAA 113



June	
19	Father's Day Pancake Breakfast
July	
24-30	Oshkosh AirVenture



Eaa 113's Annual Father's Day

PANCAKE BREAKFAST



*The return of the
Good 'ole Days!*

JUNE 19TH, 2022



**METTETAL AIRPORT (1D2)
EAA 113 AVIATION CENTER
CANTON, MI**

7:00 A.M. ~ 11:00 A.M.

Fly in or Drive in . . .

. . . for breakfast, helicopter rides and static displays!



Proceeds help fund the EAA 113 Youth Education
and Aviation Scholarship Programs

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

LIGHT SPORT REPAIRMAN INSPECTION COURSE AT EAA 113

On April 30 and May 1 we had arranged with Rainbow Aviation Services, one of the main providers of this FAA approved training to run this course at the EAA 113 hangar. We had, I believe, four local chapter attendees, and then Rainbow filled up the rest to their maximum for one instructor of 18 students. We had several attendees from elsewhere in Michigan, and the farthest afield was from Dallas, TX. Jim Scott was the instructor, a very experienced A&P IA, especially as related to Rotax engines, and he provided a lot of stories to add context to the materials.

The course ran from 8:00 to 5:00 each day, although we didn't need all that time on Sunday afternoon, and culminated in a written exam...everyone passed!

Topics covered included the regulatory environment under which these certificates are provided, as well as the limitations; you can use this certificate only to perform the required annual condition inspections on Experimental Light Sport Airplanes that *you* own (you do not have to have built it). If you want to perform maintenance and condition inspections on any Light Sport Airplane (S-LSA or E-LSA), then there is a three week course for that, Tom Smith did that several years ago with the same company.

Mandatory use of inspection checklists was also explained, use of all the relevant manuals from the engine and airframe (kit) supplier, reference to Part 43, and particularly AC 43.13 for acceptable methods etc.

Sections on flight controls, engine installations, electrical systems, fuel systems were also part of the content. We were not allowed to copy the training materials, so I'm afraid I can't include examples of the actual materials.

The week after the course, I completed my application for the Repairman (Light Sport Aircraft) Inspection Airplane (also known as RLSA-I) in IACRA and then called the FSDO to complete the process. They were very helpful. I had to send copies of the aircraft registration and Airworthiness documentation, as well as the course completion certificate, and then a few days later went to the office at Willow Run, and they completed the formalities with me and issued a temporary certificate, good for 120 days. The certificate is specific to our airplane (Bushcat), and carries the registration and serial number. I should get the permanent one in the mail sometime in the next few months. He told me that if I did a condition inspection on the Bushcat before I get the permanent one, I have to write my repairman's certificate number as "pending" in the logs!

If anyone wants more specific details of the course or process, let me know.

Nigel nigel.thompson@att.net



2022 EAA Chapter 113 Ray Scholar

For the second year in a row, EAA Chapter 113 has been approved by the National EAA organization to select and sponsor a Ray Scholar. Ray Scholars receive up to \$10,000 to obtain their private pilot license and have one calendar year to do so.

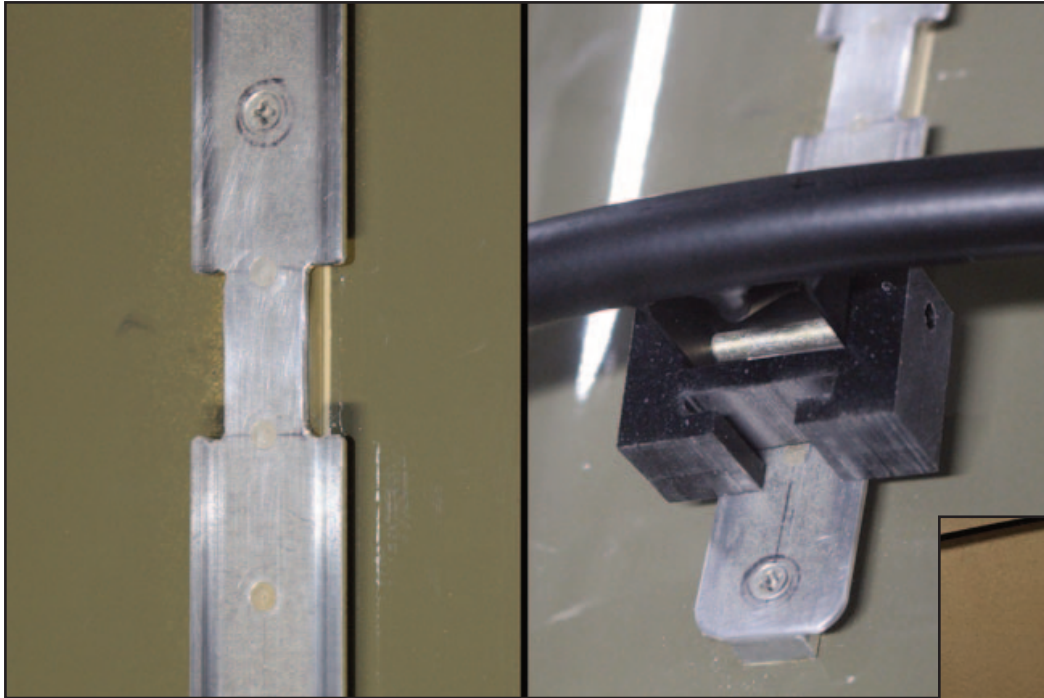
We find the most likely Ray Scholarship candidates come from the applicant pool of our own scholarship program. This year, our successful Ray Scholar applicant is Blake Smokovitz. Blake is a graduating High School senior who is deeply involved in aviation. He and his older brother Aaron recently built a single seat Legal Eagle and Blake is planning to start a Fisher Flying Products plane soon. Having more time and talent than money, Blake carved his own propeller as well as built the half VW engines for both Aaron's Eagle and Blake's project.

Blake is enrolled for the fall semester at Lansing Community College. He will be studying aviation maintenance and will graduate with his A& P license. He epitomizes the passion of aviation and exhibits the determination to make his aviation dreams come true.

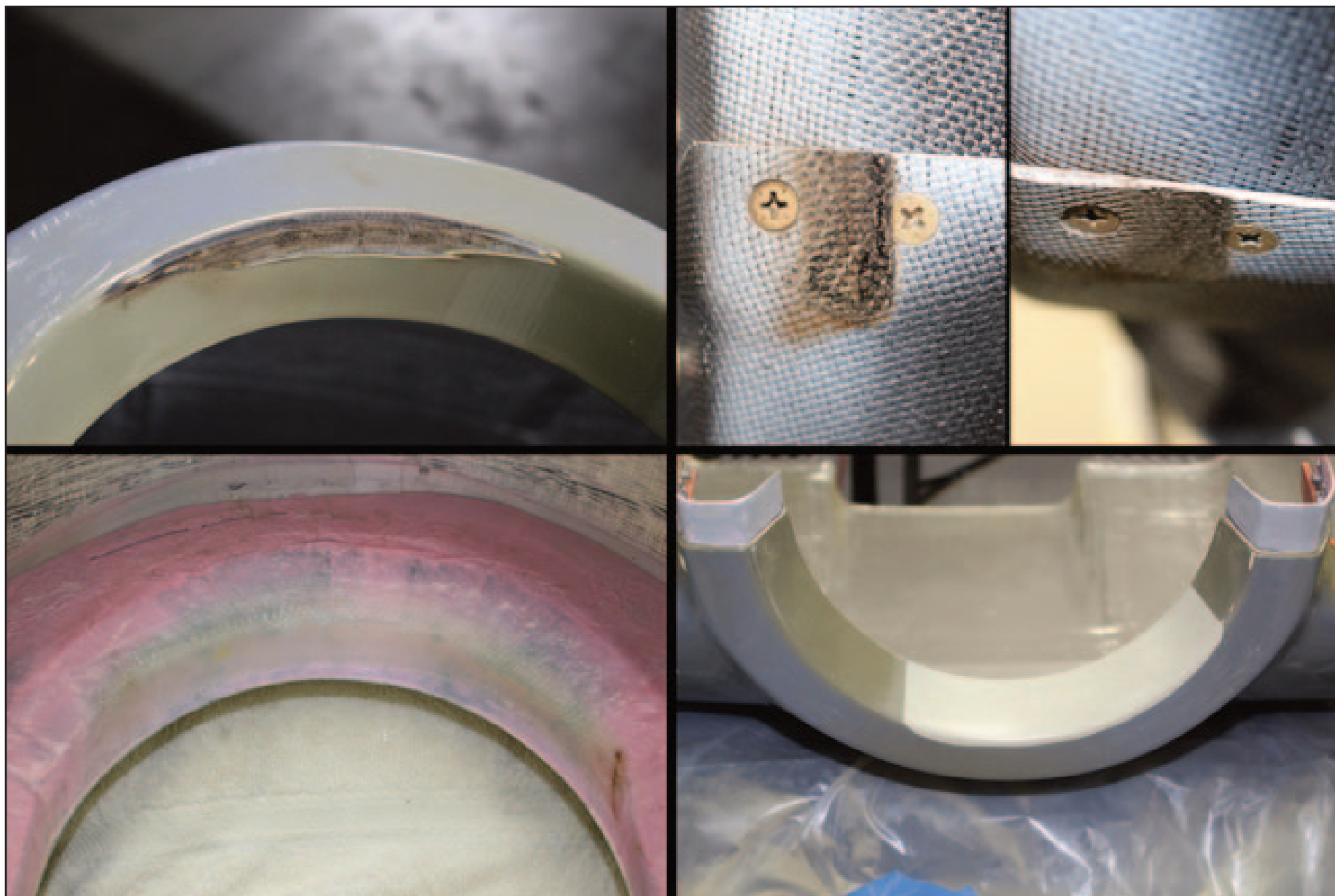
Good Luck Blake, we know you will make us proud!!

PROJECT UPDATE: MARTIN FILIATRAULT'S RV8

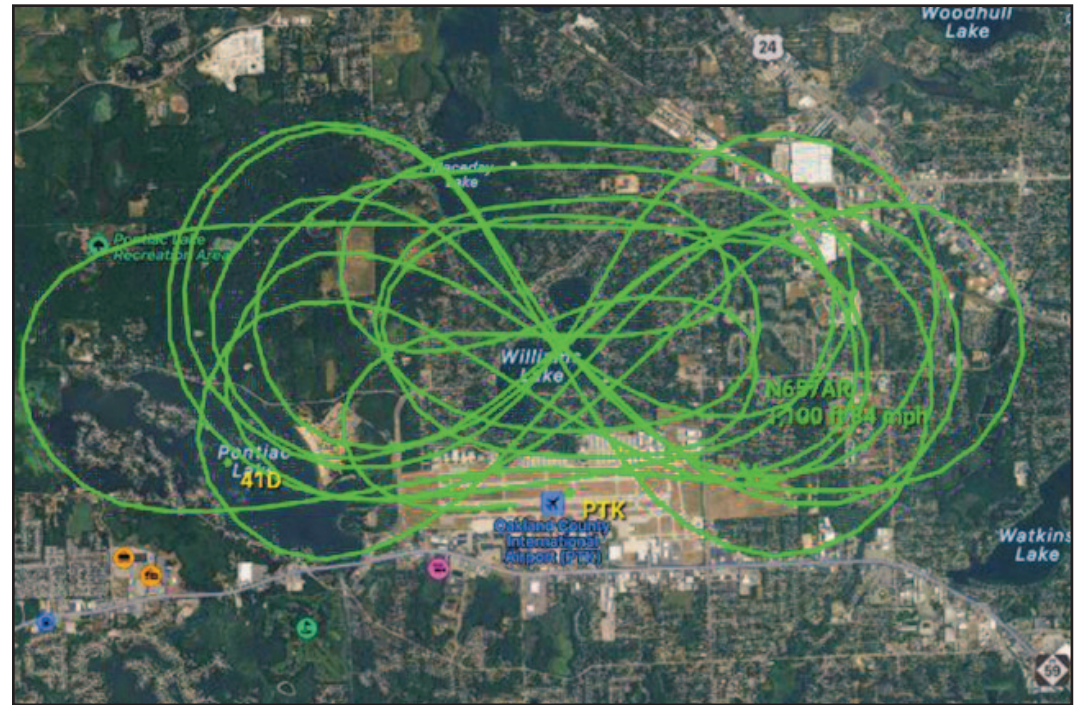
After the first two flights were done, there was work to be done. The canopy vibration had to be stopped, and I was advised to start by installing seals around the aft end of the skirt. But before I could do that, I had to notch the canopy rail so that I could remove the canopy. It was one of those modifications that should have been done during the build, but I hadn't known about it until after the canopy rail was installed. I've always known my skirt fit was less than ideal, but I was hoping that installing the seals would solve the problem without having to perform surgery.

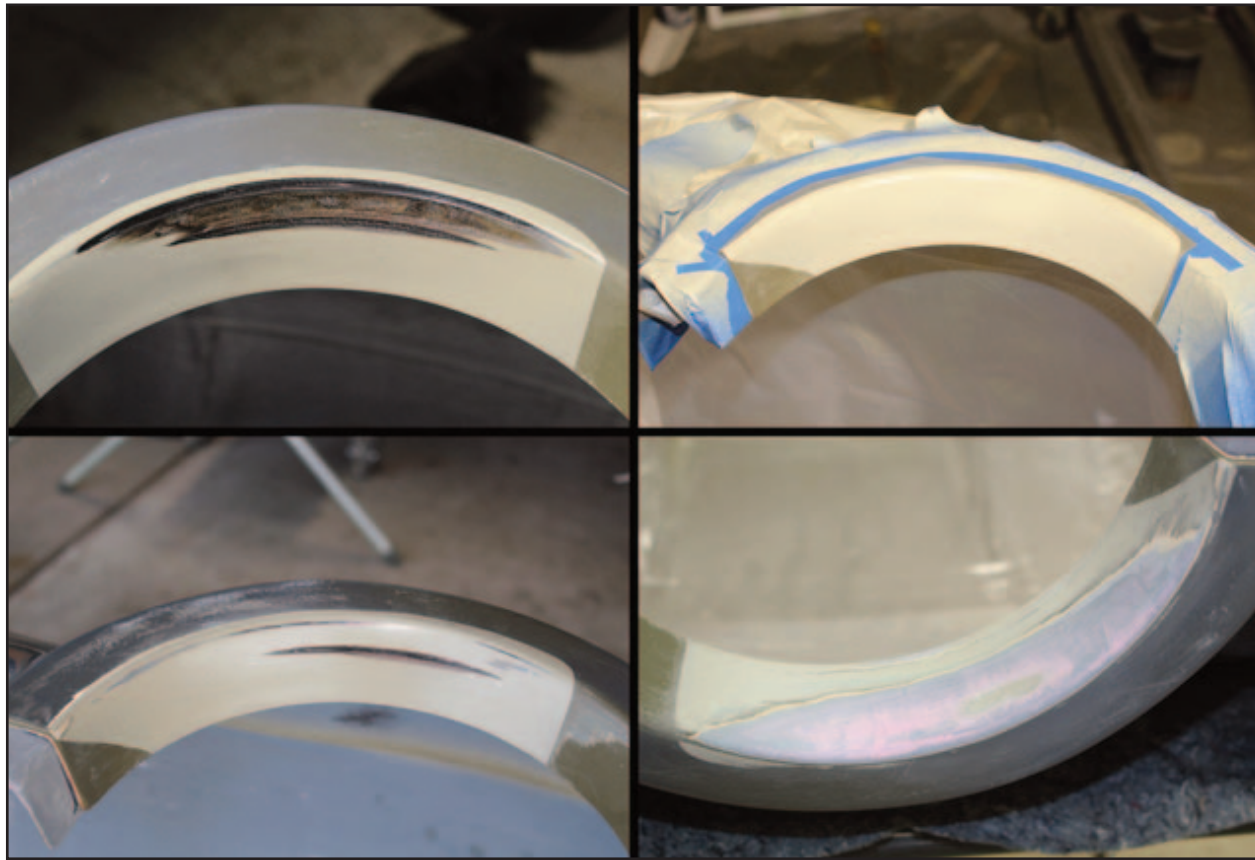


Post-flight inspection revealed a loose oil return fitting on the #3 cylinder and some oil residue on the aft side of the fuel pump. The fitting was retightened, torqued and sealed; the pump was cleaned and inspected. I also discovered the source of the burning smell Dave Carrick had reported during flight testing: under G loading, the spinner backing plate had been contacting the bottom cowl nose bowl. The Whirl Wind prop didn't require a prop extension, which was a good thing. But the design of their spinner required a 2-piece bowl-shaped backing plate. The two halves had overlapping sections of increased thickness; the overlaps were rubbing on the bottom cowl under load. I took the bottom cowl back to the shop, added some fiberglass layers to the back side of the damaged area, sanded away all the rub marks and increased the clearance, then smoothed and painted the area.



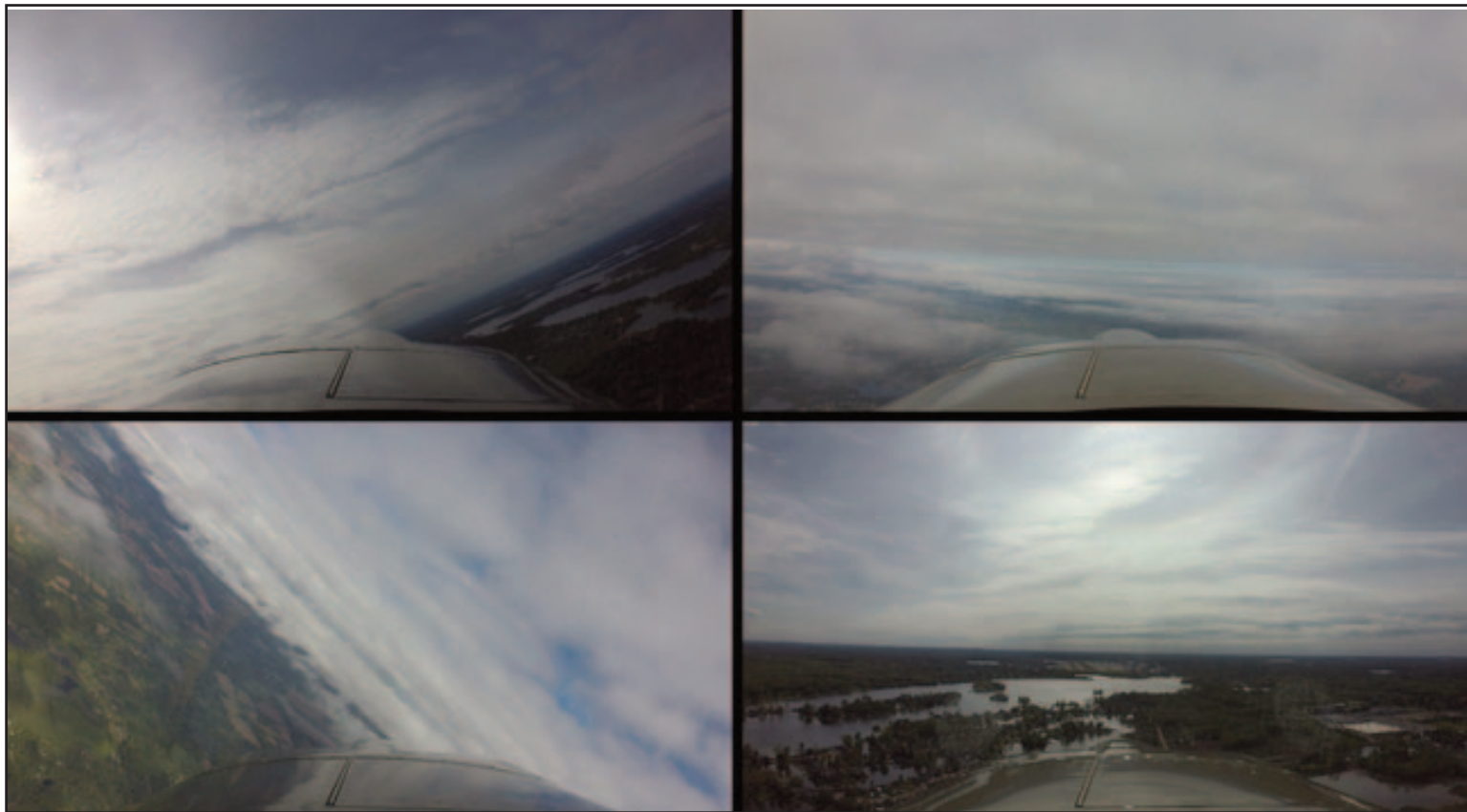
The cowl was reassembled and the prop was pulled through to make sure there was no contact. I set up an aft-facing action camera to view the canopy skirt for the next test. Dave Carrick was eager to perform the third test flight and we set a day and time. This time he drove here, and ran quite the gauntlet at the border. He got stuck in bridge traffic for almost two hours and then pulled out of line for a secondary inspection. He finally arrived in the evening; I had the aircraft preflighted and ready and he launched. I monitored the frequencies with my handheld radio, took photographs and held my breath. He climbed away to the north, contacted Detroit departure and began flying a figure-8 pattern just to the north of the field. I was never so glad to hear radio silence in all my life; it meant that all was going well. I kept saying to myself "I just might have me an airplane!" He flew for about 45 minutes and returned for an uneventful landing.





We debriefed and it was mostly good news. The canopy vibration was stopped completely. He suspected that the backing plate rubbing was still happening and had a few squawks on manifold pressure readings, the tailwheel chains and the rudder pedal setup. But as far as he was concerned, the aircraft was fit for me to fly; I could take it from here. The cowling came off and there were indeed more rub marks; I took it back to the shop and repeated the repair process; I'd have to do it after both of my solo flight as well. This photo shows the second and third repairs; I'll do the fourth today. I'll not bother repainting until I'm certain all contact has been eliminated.

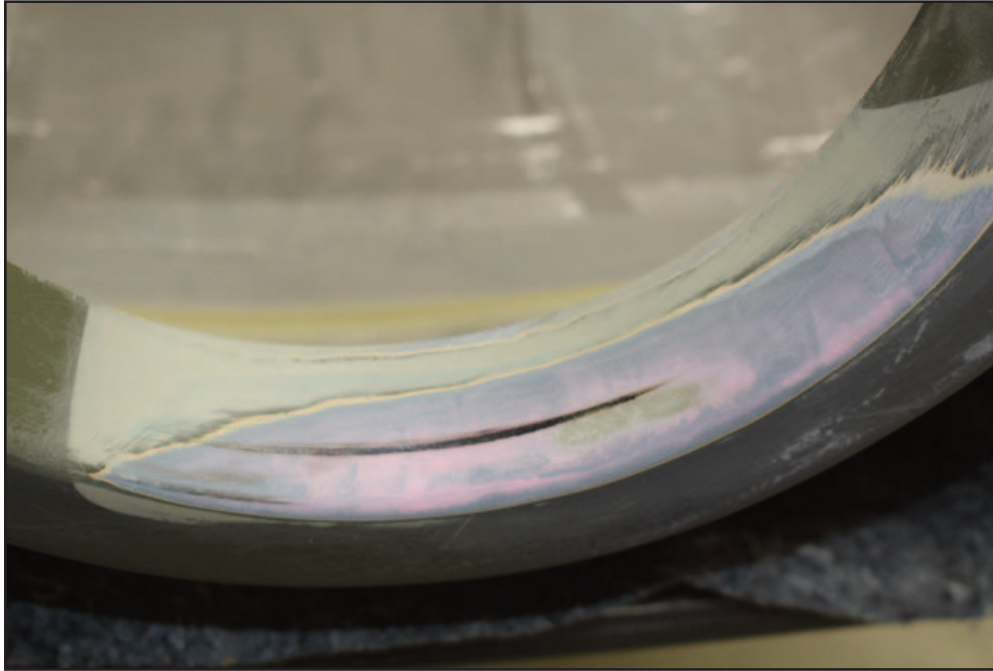
At last it was time for me to fly the airplane I'd been building for the past seven years. I plan on following the EAA flight test program, using their manual and test cards for guidance. With an experimental engine my Phase 1 testing required 40 hours of flight. That's a lot of time; the test program wouldn't take that long. With that in mind I made the determination that my first flights would be fairly uncomplicated, focusing on engine break-in and becoming familiar with my new steed. Once I'm comfortable with standard procedures and avionics and all the squawks are addressed I'll start flying the test cards. Transition training only went so far in preparing me for the first flight. I knew I could handle the takeoff, flying and landing. But the first flight was still uncharted territory full of distractions and the weather wasn't as good as I had hoped. My plan was to fly from PTK to 6D6 (Greenville) and back, but there were scattered layers of scud at various altitudes and I wasn't going to get myself in any uncomfortable situations, so I turned back early. Some minor checklist items were forgotten as I focused on just flying the aircraft, and the landing was uneventful. The excitement of completing my first solo flight was tempered by my imperfect execution; I still had a lot to learn and a lot to practice but I knew it would come. Time for another celebration before getting back to the fun work of flying.



The next morning was beautiful. I finished the third repair in the morning and was ready to fly again by noon. The first flight was made with the camera facing forward; for the second flight I pointed it aft. The flight plan was to overfly RNP (Owosso, the center of my 50nm Phase 1 radius) and return to PTK. Although not perfect, this flight was improved and much more enjoyable and I was able to take a few cell phone photos in addition to capturing video. More postflight photos were taken, including the portrait for the Chapter 113 meeting room wall and the traditional fighter pilot pose.



The airplane was decowled and inspected again. The engine bay looked good; no further leaks. Just a bit more rubbing on the cowl was evident; it occurred at relatively high speed during descent. The final walkaround revealed some main wheel bearing grease oozing past the seals and flung onto the rim. Darn homebuilts... it's always something.



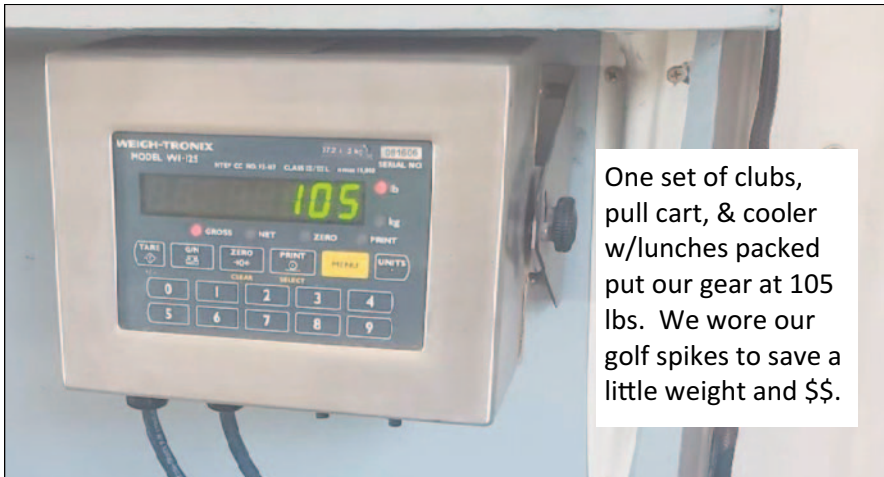
So I'm in the flight phase now. It's complicated but interesting work. Looking forward to keeping my promise to myself and getting to know this airplane like the back of my hand. To be continued ad infinitum...



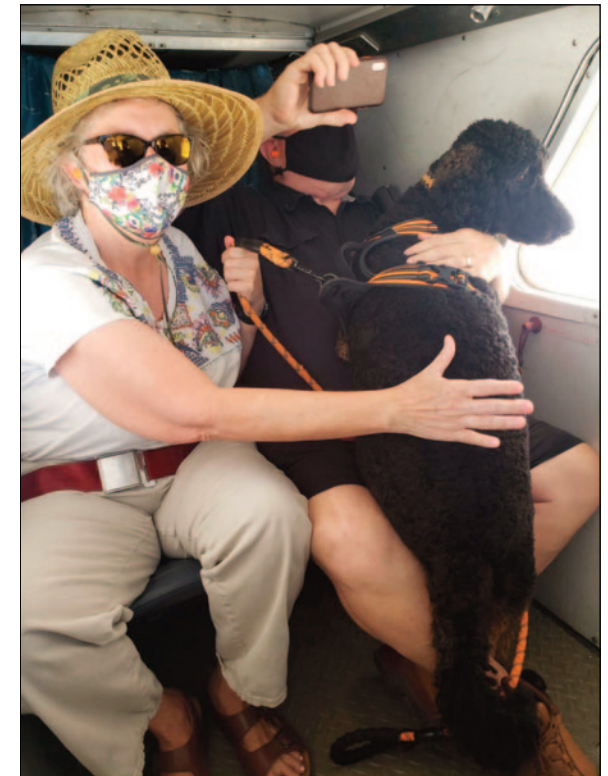
Beaver Island Flight & Golf Adventure - Dave Steiner

In July 2007 I was crew on the “barnstorming” tour of the Yankee B-17 trip to Beaver Island and Charlevoix. The four-engine bomber was able to land at the Beaver Island Airport (KSJX) because we were told that an executive from Lands’ End (or maybe L.L. Bean) had funded the runway expansion in order to land a biz jet there to visit his/her “cottage.” The runway was barely wide enough for our mains, but we got in OK after a ground fog wait at TVC. What I discovered was that there are two airports on Beaver Island, serviced by two airlines. Fresh Air Aviation services the muni airport, and Island Airways flies into private Welke Airport (6Y8). Both run shuttles from Charlevoix. Fresh Air flew the Italian made Partenavia (now Vulcanair) exclusively at first, but in 2021 added Beech Queen Airs, yet unpainted from KS-NG duty. Island Airways flies the British-made Britten Norman Islander. There’s also a golf course on the island, and it is only a few hundred yards walk from the airport! So that got me to thinking: Why not fly out to the island on one type of aircraft, play golf and fly back to Charlevoix on a different kind? Two different airplanes in one day and over Lake Michigan to boot. Life is good. The golf was just something to do on the island for the day. A post-retirement plan was hatched. Finally in August 2021, two plus years into my retirement, my brother and I made it happen.

We drove up from our FBO (the sugar shack on Mission Peninsula) to catch the second morning departure on Island Airways out of Charlevoix. Since everything gets weighed, we had calculated it was cheaper to pay the freight cost to take one set of golf clubs and a pull cart we could share than it was to rent clubs. It was a perfect day for flying and a quick trip on Islander N80KM into Welke Airport.



One set of clubs, pull cart, & cooler w/lunches packed put our gear at 105 lbs. We wore our golf spikes to save a little weight and \$\$.



It was the dog’s first flight, and he was just a puppy. He was very good about it, but he cost the same as a human rider, \$45 one way. The Islander has a big cargo compartment in back, or they can take out the seats for XL stuff if need be. They’ve hauled it all.

Welke Airport is pretty basic, but is walking distance to town and the golf course, and therefore preferred by the “original” islanders and those who live closer to town. Island Air will give you a free ride into town in their minivan. When we got on the ground, Islander N866JA was on the ramp. That is the airframe that crashed at Welke Airport with loss of life in November 2021.



Right: On final to Welke Airport.



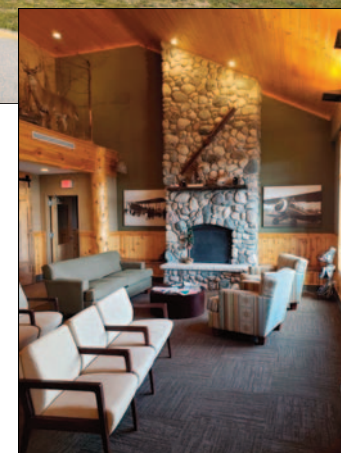
Left: N866JA crashed at the airport November 13, 2021 killing all aboard except a little girl.

Although the primary purpose of the trip was to fly on two different airplanes and visit Beaver Island, we figured we might as well play the island golf course, too. We had the 9-hole course basically to ourselves and went around twice, with a lunch break in between. Not a great course, but we had a good time. There was one really tough par 3. I played it very poorly both times. Welke airport is basically at the end of the first fairway (left), an easy walk.



We had arranged in advance for a taxi to be available (the ONLY ONE on the island) to take us across to Beaver Island Airport for the flight home. The driver was born on the island and her family lived there until the fishing industry collapsed after WW2. She spends winters in Florida and is the taxi service on the island the rest of the year.

Beaver Island Airport has just one paved runway, but it is much bigger than Welke. In 2007 the terminal was little more than a shack. The new terminal, built in 2014, is very impressive indeed. Some money was spent, for sure, as almost all the materials come in by ferry. We expected to fly back to Charlevoix on the Italian Partenavia, but instead a Beech in Army livery showed up. Fresh Air hadn't owned it long enough to get it painted. Actually they have two.



Above: Beautiful new terminal



Left above: B-17 in front of the old terminal 2007

Middle left: Climb out from Beaver Airport

Left: Feet wet leaving Beaver Island



So if you fancy a trip to Beaver Island for some golf or whatever, either in your own bird or on one of the island hoppers, it is not a bad way to spend a day. Just disappointed about the Partenavia. I've flown in a Queen Air, but not in Army paint.



DAWN PATROL

Pancake Breakfast

SUNDAY JUNE 12TH, 2022

AT MASON JEWETT AIRPORT (KTEW)

Eden Road @ Kipp Road, Mason, MI ~ south of the Ingham County Fairgrounds

7:00 AM TO 11:00 AM

BREAKFAST \$ 8.00 PER PERSON

(CHILDREN 12 & UNDER \$4.00)

**Come enjoy an "All-You-Can-Eat" Pancake Breakfast
served with eggs, sausage, juice & coffee**

**A great opportunity to see homebuilt, classic
and restored military aircraft**

FREE ADMISSION TO MASON JEWETT AIRPORT

Hosted by EXPERIMENTAL AIRCRAFT ASSOCIATION - CHAPTER 55

**For additional information contact Margie 517-853-1418
or email ea55.president@gmail.com or visit chapters.eaa.org/ea55**

Like us on Facebook: EAA Chapter 55

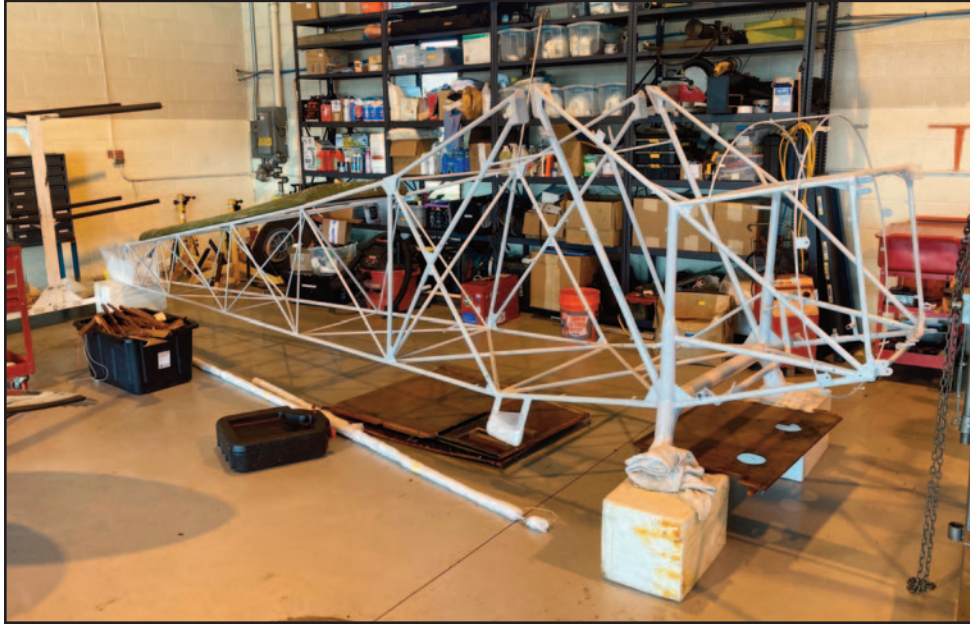


DONATIONS BENEFIT THE NEWBERRY AVIATION SCHOLARSHIP FUND

EAA Chapter 55 ... member of the Mason Area Chamber of Commerce

MYSTERY AIRCRAFT CHALLENGE





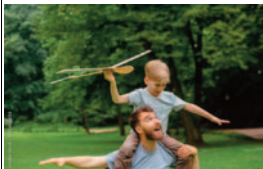








Did anyone figure out the mystery aircraft?
Send your answer to newsletter@eaa113.org





June 2022



Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 EAA 113 Home Builders Gathering 7:30 pm	3	4
5	6	7	8	9 EAA 113 Board Meeting 7:30 pm	10 	11
12 Pancake Breakfasts at: ~Ann Arbor (KARB) ~Mason (TEW) 	13	14 	15	16 EAA 113 General Gathering 7:30 pm	17 Remember next Sunday is Father's Day!! 	18  Pancake Breakfast Set-Up 9-11 a.m.
19 EAA 113's Father's Day Pancake Breakfast 7-11am 	20	21  <i>First Day of Summer</i>	22 	23 EAA 113 IMC Club Gathering 7:30 pm 	24	25
26	27 	28	29	30		



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:

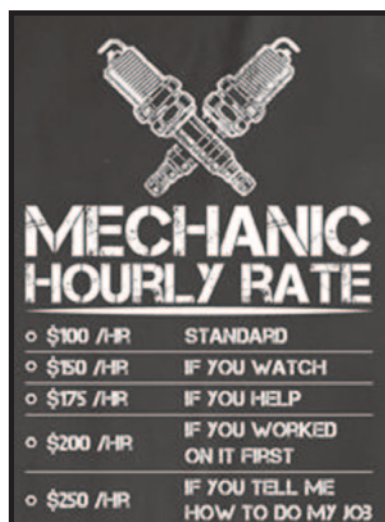
1. Open the Amazon app on your phone
2. Select the main menu (=) & tap on "AmazonSmile" within Programs & Features
3. Select "Chapter 113 Experimental Aircraft Association" as your charity
4. Follow the on-screen instructions to activate AmazonSmile in the mobile app



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, tin snips, air drills, rivet guns, and heavy duty shelving. 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.



GOOD MEN DO EXIST!
They're just building
airplanes, thinking
about buying airplanes,
buying airplanes,
buying parts to fix
airplanes, talking about
airplanes, flying
airplanes....

SUGGESTED GUIDELINES FOR *PROPWASH* NEWSLETTER

1. Please send all PDFs in LANDSCAPE orientation. If the PDF is more than one page, please send each page as an individual PDF document.
2. Please DO NOT format text. Send it as plain text in MicroSoft Word or as a PDF landscape file if you want your 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@gmail.com

Thank you.

Elizabeth Hebron, *Propwash* Editor

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

Next Chapter Gathering:

June 16, 2022

7:30 PM

at the

EAA Chapter 113 Aviation Education Center

8512 N. Lilley Road

Canton, MI 48187

(734) 392-8113



Father's Day Pancake Breakfast

Our annual Father's Day Pancake Breakfast is coming up fast. As always, we'll need a strong turnout of volunteers for the June 19th event as well as for setup on the Saturday morning before. You can sign up for a work assignment at this month's Chapter meeting. If you can't make the meeting to sign up, just drop a note to Jim Brown (or 313-570-6374) to let him know how you would like to assist or if there is a task that you have always done in the past and are willing to continue doing. We plan for up to 1,000 guests, so we need lots of help. Thanks in advance for pitching in!