

EAGLE'S PROPWASH

AUGUST 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



AirVenture night airshow.

Photo Courtesy of Nigel Thompson

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

Membership Committee:

Al Bosonetto, Dave Buck, John Maxfield

Dues: Dave Buck (734) 223-2675

Technical Counselors:

Randy Hebron (734) 560-2115
Dan Jones (248) 820-7901
Dave James (734) 721-4213

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

Homebuilders:

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

Web/Tech Support:

Stefan Rairigh (734) 383-4346 webmaster@eaa113.org
support@eaa113.org



CHAPTER MISSION STATEMENT:

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

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

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

BOARD OF DIRECTORS:

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



PRESIDENT'S *PODIUM*

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

AirVenture off to a rough-weather start, but ended well

I hope none of you or your airplanes got tangled up in the high winds that were experienced early on at OSH. Pretty scary. On Wednesday morning while having breakfast on our deck west of Ann Arbor, I saw Hairless Joe, the Yankee Air Museum C-47, on its way to OSH. Nothing like the sound of smooth-running round engines to start the day right, I thought. I've been on the Doug two or three times to OSH just for day trips, and can attest that there are certainly worse ways to arrive at AirVenture! It is really cool to taxi onto the grass of the warbird area and get out of one of the greatest AC ever built. People are envious. On a trip to Mackinac Island on the C-47 (at that time the Yankee Doodle Dandy), the A &P/AI crew chief told me when the last jet is flown to the Arizona boneyard, the crew will be picked up and flown back out on a C-47!

At this writing on July 29th the WX is looking good for the show's final weekend, with maybe even a bit of a tailwind to give you a push home on Sunday. Those who didn't attend, and even those who were there, can't wait to see all your pictures from the greatest aviation event in the USA. There's so much to see that one person can't take it all in, even if you stay all week. So, we are all looking forward to the August membership gathering AirVenture picture show. Have yours on a flash-drive ready to splash up on the EAA 113 big screen for everyone to see! Did anyone make it to Area 51 on the way over or back?

I had always wanted one of those propeller hats with a colorful propeller twirling on top. But during my first trip to OSH, a guy sat down next to me with a miniature Oshkosh windsock stuck in his hat. Whoa. Way cooler than a propeller hat! And with a little custom fabrication I was even able to modify it to actually work. Well, sort of. Certainly not something you'd use for ATIS. But I'm really easy to find in a crowd when wearing my one-of-a-kind OSH AirVenture windsock in my hat.

Aug 27th Young Eagles Event

Make sure you reserve Saturday morning Aug 27th to volunteer for the next EAA 113 Young Eagles event. Debbie needs pilots and ground crew. Holding YE events is one of the check boxes for a chapter activity that helps us get to gold.

Prop Wash Content – **Your OSH pictures should be arriving in Liz's email box for this month's newsletter!** Keep that content coming! A few photos with captions and a short paragraph or two about your latest aviation adventure are all that we ask. We want to know all about your summer aviation activities. Send to: newsletter@eaa113.org. Please do share your aviation escapades. Pilot or not.

PAULSON LIBRARY

Barb Cook (734) 277-3469
library@eaa113.org
August 2022



Books about your favorite airport.

Yes, we have a shelf full of those too. 629.136

Here are the most fun ones:

Picture History of Aviation on Long Island (Dade)

Denver International Airport: Lessons Learned (Dempsey)

Henry Ford's Airport (O'Callaghan)

Glimpses of Georgia Aviation

The Airport Book (Greif)

Area 51: Uncensored History (Jacobsen)

\$100 Hamburger (Purner)

One Zero Charlie: Adventures in Grass Roots Aviation (Gonzales)

Flight of Memory: Long Island's Aeronautical Past (Shodell)

Chicago Aviation: Illustrated History (Young)

American Airports (Szurovy)

Grand Central Air Terminal (Underwood)

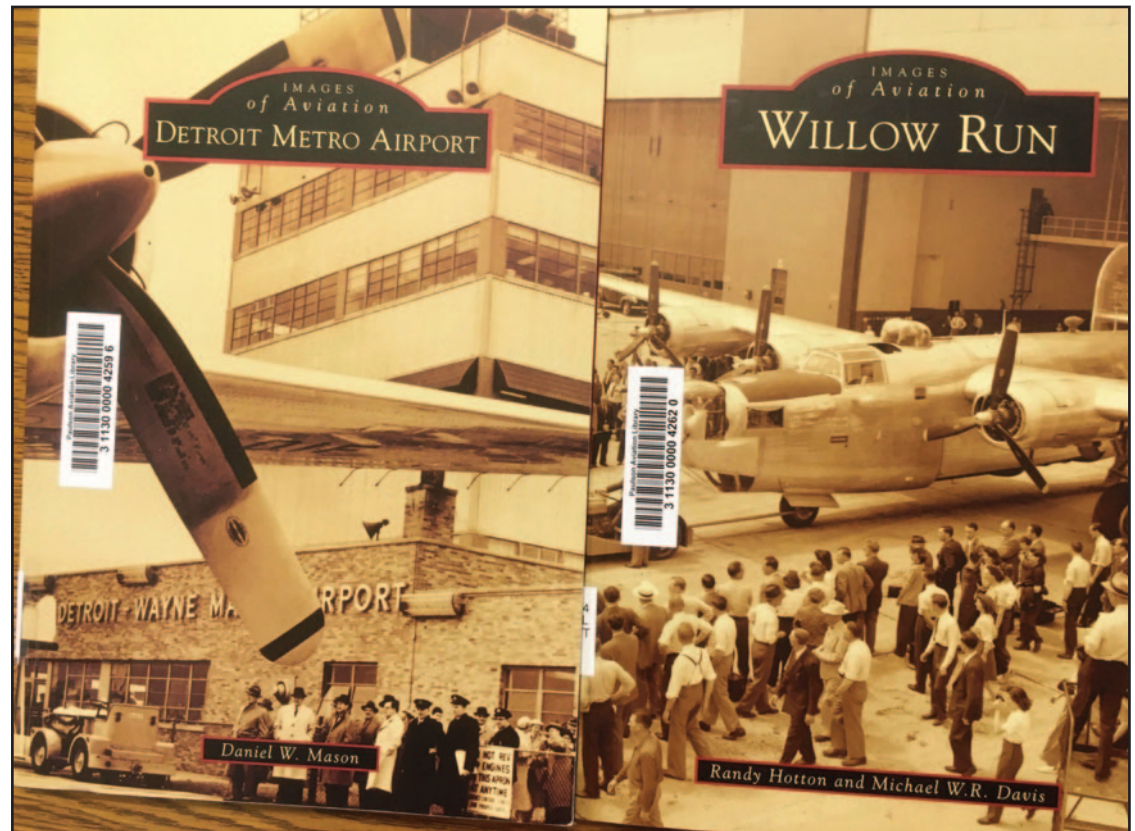
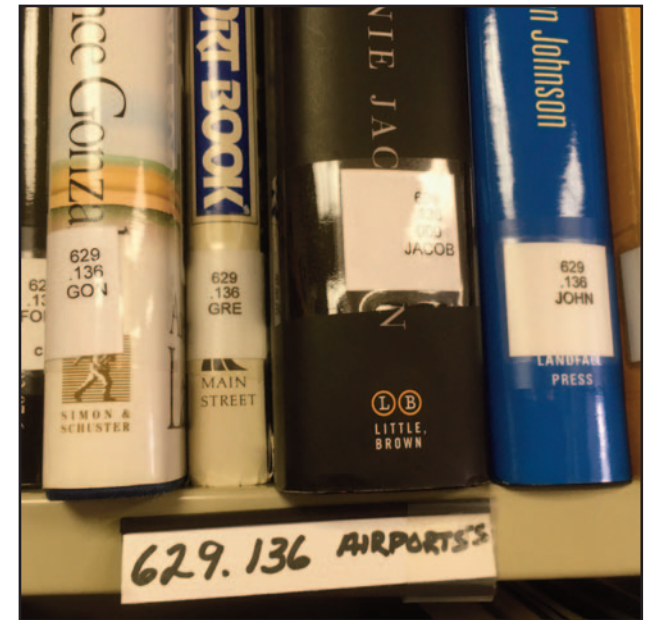
Deep South Aviation (Dodd)

Huntsville Air & Space (Wicks)

Montgomery Aviation (Singleton)

Detroit Metro Airport (Mason)

Willow Run (Hotten)





Correction to July newsletter: The 2022 EAA 113 Aviation Scholarship recipients are **Megan Ianni** and **Jack Javor**. The editor apologizes for the error.



Our next event is scheduled for August 27th, 2022. Safety Meeting and job assignments will begin at 8:00 a.m.

Please reserve your calendar and plan on helping to volunteer on this day; events runs until 11:30 a.m. We would like to open this event up to more youth, but it requires pilots and ground support to make this happen. Let Debbie know **now** your plans to help so we can better plan how many kids will be able attend.

Thank you to those who continue their dedication to the Young Eagles program, and ensuring the program's success

DAVE JAMES' PRESENTATIONS AT AIRVENTURE 2022

Courtesy of Dave James

Our own Dave James put on two presentations on Stinson 108's at Oshkosh and helped his buddy from Chicago with two for the Franklin engines.



AIRVENTURE FOR THREE 113 MEMBERS



Ken Mosley, Jack McClellan,
and Joe Kirik before Oshkosh.

Photos Courtesy of Abby Liskow

Ken Mosley, Jack McClellan,
Sharon and Joe Kirik after Oshkosh.



OUR “ALMOST OSHKOSH” ADVENTURE

By Joe Kirik

I’ve flown my Taylorcraft to AirVenture three times before, but this year was going to be special because it was to be my wife Sharon’s first exposure to the world’s largest aviation event, and we were teaming up with different flying buddies this time. We departed Mettetal along with Jack McClellan (EuroFox) at 7:30 a.m. on Friday, July 22 to meet up with Ken Mosley (Diamond HK36 motorglider) in Ann Arbor. This would be Ken’s first OSH trip also. It turned out to be REAL special!

We stopped in La Porte, Indiana for gas, and again a short time later in Joliet, Illinois so I could top off and be sure to make our final pit stop at Hartford, Wisc. with no problem. About 40 miles from Hartford I was surprised to see that my oil pressure had dropped from its usual 50-55 PSI down to 25 – not good!

A quick look at the chart showed several airports within 10 miles. Burlington was about six miles east, and the west wind could help get us there. As we turned in that direction and had the airport in sight, the oil pressure dropped to 20, then to 15, and continued downward. With four miles to go, we now were losing RPM and altitude as well. Sharon asked whether we could make Burlington airport and I said probably not, let’s find somewhere to put down. We were at around 1,000 ft. AGL by then.

Sharon is an ideal co-pilot/passenger. She’s always scouting for traffic and for emergency landing spots. She comes from an aviation family and loves to fly. Instantly she said, “There’s a grass strip off to the right!” And there it was! We were even with the western end of an east-west runway, miraculously already set up for a right downwind to land to the west. But there was a huge silo and other obstructions at the eastern end, and I didn’t want to chance flying that pattern, trying to avoid the obstructions and have enough time & altitude to make it.

So we did a 180 and set up for an emergency landing to the east. We had to clear a tall cornfield on short final but reached the runway with no problem. We were a little fast (not ideal in a T-Craft!), and with a tailwind stronger than I realized, I couldn’t get it down until halfway down the runway, which sloped downward. It was looking shorter and shorter by the second! Groundspeed was well up there, and T-crafts are not known for braking authority. There was a sharp drop-off at the end of the runway, so we detoured to the right into a beanfield.

The beans didn’t take kindly to that! They tried to spit us back out toward the runway. I managed to straighten it out enough to avoid the runway drop-off, but that put us into some dirt piles with serious bumps. A few seconds of bouncing finished with a ground loop and total silence, just feet away from that monstrous silo.

We looking at each other with expressions that said both “Are you okay?” and “What just happened?” We scrambled out of the plane unharmed and did a walk-around. I thought we had dragged a wingtip at one point, but there were no signs of any abrasions. I checked the oil, and the dipstick only showed a few drops of oil below the one quart line. I had checked it in La Porte and it was normal, so in the space of about two hours we had lost most of our oil. There were no apparent leak locations. The engine did not seize. Pulling the prop through a couple of times showed virtually no compression on one cylinder. Hmmm....

I had radioed to Ken and Jack that we were losing oil pressure and had to put down. We were all within few miles of each other. Jack landed behind us (uneventfully!) to make sure we were okay, and Ken continued on to Burlington airport to get help. Soon after, Ken showed up with two mechanics from

Burlington to assess the situation. No smoking gun. After considering several options and checking with the farm owner we decided to secure the plane there and press on to Oshkosh, 115 miles to the north.

The mechanics drove us back to Burlington airport. Calls to local hotels revealed that everything was booked up because of concerts and music festivals in the area. No rental cars either. We finally snagged a room and caught a ride to a hotel on the other side of town. After a lot of phone calls and appeals on the EAA 113 Facebook page and discussion group, we were able to secure a ride to Oshkosh on Sunday morning. We made it to AirVenture, not how we expected to!

Then the real fun began – how to get home, how to get the plane home, etc. After briefly considering trying to sell it as is/where is, or just letting the damn thing rot out on the farm, I calmed down and reviewed more reasonable options. It doesn't hurt that my brother Paul is a long-time volunteer A&P/IA at the AirVenture Emergency Repair Center. He and others recommended trucking it home vs. trailering. We agreed to load it onto a truck on Thursday. That gave us three days to enjoy the show.

I reserved a 26-foot U-Haul which we picked up in Oshkosh. Paul drove down with two fellow mechanics, and a mechanic from Burlington Air Service brought tools. It took seven hours to disassemble and load up, but by 3 p.m. the plane was comfortably secured in the truck. The drive back home took over eight hours including stops and backups because we hit Chicago during rush hour traffic. We pulled into Mettetal at 12:30 a.m. on Friday. Back home safe & sound, not a scratch on the plane.

Mike Scovel put out a call for help and by noon Friday we had upwards of 10 people to help unload. Piece of cake. Thank you everyone!

So what does it all mean? First and foremost, it proves yet again that there is no finer group than the aviation community. The minute you need anything, people line up to help, whether it's the EAA 113 family, volunteers at the EAA Emergency Repair Center, local airport mechanics or a farmer who maintains a grass strip for just such instances.

We shudder to think how this might have gone if we had this problem over the Chicago suburban industrial sprawl. No question we are blessed to have survived a potentially life-threatening incident unscathed. Whether you'd ascribe it to divine providence, karma, luck, coincidence or "take your pick," someone or something was looking out for us and kept us alive.

Training doesn't hurt either. For my Flight Review last year my instructor asked what I'd like to focus on. I immediately said "emergency procedures." We worked on engine-outs and off-field landings. Did I have an unconscious feeling?

Now on to engine diagnosis. Cylinder #2 is the prime suspect. Come to the August Chapter Gathering for an update.

P.S. I have a couple dozen extra ratchet straps if anybody needs any!



Departing Ann Arbor: Ken Mosley, Jack McClellan, Sharon and Joe Kirik.



On the ground on a farmer's grass strip in Burlington, Wisconsin.



Ready to load into the 26 foot U-Haul.



Loaded into the truck.



Back at Mettetal.

Unloading back at Mettetal.
Photo Courtesy of Joe Hood



Back in the hangar for diagnostics and repair.



Unloading with the help of many EAA 113 friends.



FROM MARTIN FILITRAULT

The good news: made it to OSH and back, safe and sound.

<https://www.youtube.com/watch?v=EBo9kyo2ZKw>

The bad news: on Saturday July 24 while I was basking in the glory of OSH, I learned that my son-in-law (and father to my grandson) Andrew Haines died in a motorcycle accident.

<https://www.youtube.com/watch?v=v0xFIGGFu-Q>

(For those of you who haven't read my Chapter 113 Facebook post):

OSH AirVenture 2022. It was the best of times; it was the worst of times. It was the crowning achievement of flying into OSH, staying in Homebuilt Camping and being hosted and feted by dear friend Mike Tippin in Sleepy Hollow Campground. It was the death of my son-in-law Andrew Haines on the day after I arrived. It was seeing a lot of old friends, meeting new friends and wonderful comradery. It was learning that my body is no longer fit enough to gracefully handle sleeping in a small tent next to the airplane. It was the joy of too many wonderful things to see and do; it was the sadness of not enough hours in the days. It was basking in the glory of the aviation community in which I am now a fully-fledged member. It was knowing I would have to depart Valhalla and return to the pain and chaos that awaited me. Thank God for good friends and loved family members; don't ever take them for granted and share all your love with them. They deserve it. And if you've made it this far into this post I'll end with one of my now-far-too-common expressions: "Thanks for listening/reading; send me a bill..."

Returned from OSH to a life of chaos. Life will never be the same. Not sure why all this happens... just know I must work through it all. I apologize for the cancellation of the Tubing 101 meeting. Not sure when I'll be back to normal enough to resume the life that I left behind when I departed for OSH. Thanks for all your love, support and understanding. It is greatly appreciated. I love you all.



May He Rest in Peace.

CONGRATULATIONS VELRAJ KALAISELVAN

MS-Cybersecurity Journey

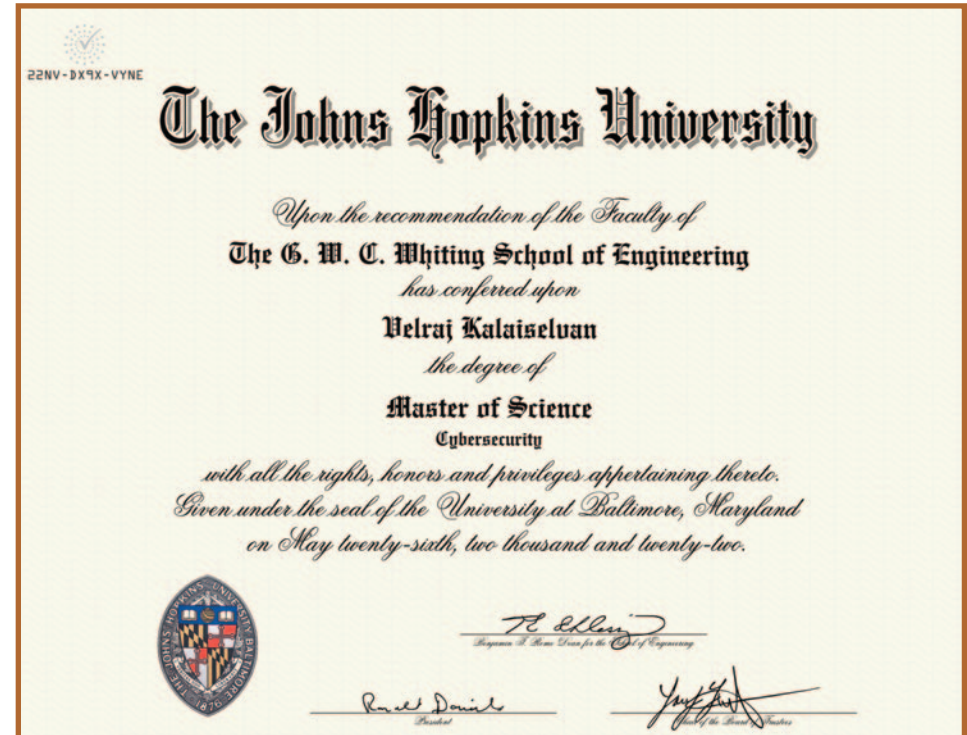
I'm proud and delighted to say that I have "completed MS-Cybersecurity from Johns Hopkins,Whiting School of Engineering in honors, a mission that is accomplished with perfection of scoring all straight A's" and joining the most elite and powerful club of cybersecurity professionals.

This journey has tested my limits in terms of endurance, determination, commitment, confidence, personal life, and confronting critics & people. But my passion on technology kept me moving until I reached the destination and where I kept pushing hard to achieve my goal no matter the situation. This accomplishment gives me immense pride and happiness that I set myself a good example to my son who has watched me in this journey, and I kept saying to him, "think different, dream big, be unstoppable and never give up no matter what".

I would like to sincerely thank my Advisors and Professors for their great support and guidance- Michael Smeltzer, Tony Johnson, Prof. David, Prof. Podell, Prof. Benjamin, Prof. Ralph, Prof. Dave, Prof. Jason, Prof. Joel, and Prof. Thomas. I greatly appreciate my professors the way the courses are structured and designed, where it's very intense & rigorous, more demanding, technically advanced, and real-time industry oriented. It challenged me in each part of the phases and in areas such as Cloud Security, Intelligent Vehicles and Mobile Security, where the course research work was much more advanced than the current industry trend. I would also thank Mr. Raamji Sharma, Mr. Raef Abdallah Mr. Josiah Leverich for writing a recommendation that helped me to secure an admission in three of the best universities that includes JHU, and Mr. Sanjay Dhall (EAA, Chapter 113) for reviewing Personal Statement and Academic Statement of Purpose.

This success story won't end without mentioning my wife (Madhu) and son (Sanjith) for their continuous encouragement as they always stood beside me.

I'm happy to connect, please reach me @ +91 75500 25747 (WhatsApp)
kvelraj77@gmail.com



SHUNSUKE SHIBATA'S THUNDER OVER MICHIGAN





MASON AVIATION DAY

SATURDAY - AUGUST 20TH, 2022

AT MASON JEWETT AIRPORT (TEW)

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

PANCAKE BREAKFAST ~ 7:30am to 11:00am

("ALL-YOU-CAN-EAT" PANCAKES SERVED WITH EGGS, SAUSAGE, JUICE & COFFEE)

LUNCH ~ NOON to 2:00pm

(PORK BBQ, HOT DOGS & BRATS AVAILABLE)



HOMEBUILT AIRCRAFT ~ CLASSIC AIRCRAFT ~ MILITARY AIRCRAFT ON DISPLAY
(WEATHER PERMITTING)

FREE ADMISSION TO MASON JEWETT AIRPORT

AIRPLANE RIDES AVAILABLE - \$30 PER PERSON (WEATHER PERMITTING)



Hosted by **EXPERIMENTAL AIRCRAFT ASSN. - CHAPTER 55**

For additional information contact Margie 517-853-1418
or 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



August 2022



Sun	Mon	Tue	Wed	Thu	Fri	Sat
	1	2		4	5	6
7		9	10	11 EAA 113 Board Meeting 7:30 pm	12 	13  Brighton Airport Fly In/Cruise In
14 Oakland County International Airport Airshow 9-4	15	16 	17	18 EAA 113 General Gathering 7:30 pm	19	20  Mason Aviation Day 7:30-2:00 (TEW)
21	22	23	24 	25	26	27  EAA 113's Young Eagles 8:00-11:30 am
28	29 	30	31			



DONATE A PORTION OF YOUR AMAZON PURCHASES TO EAA CHAPTER 113

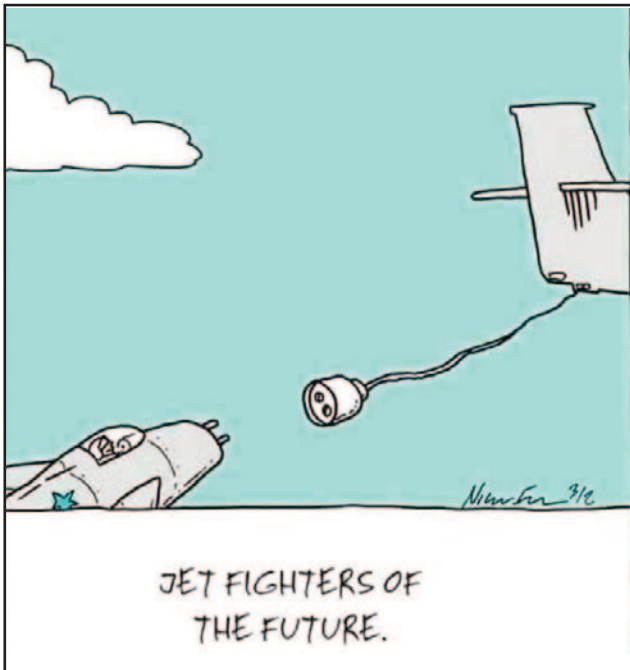
Want to help make a difference while you shop in the Amazon app, at no extra cost to you? Simply follow the instructions below to select "Chapter 113 Experimental Aircraft Association" as your charity and activate AmazonSmile in the app. They'll donate a portion of your eligible mobile app purchases 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 Shop is in need of approximately 16 feet of heavy duty shelving. Please contact Dan Jones or John Maxfield if you have a donation to make.



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 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

Thank you.

Elizabeth Hebron, *Propwash* Editor

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

Next Chapter Gathering:

August 18, 2022

7:30 PM

at the

EAA Chapter 113 Aviation Education Center

8512 N. Lilley Road

Canton, MI 48187

(734) 392-8113



AirVenture by Night. Photo Courtesy of Nigel Thompson.