

# EAGLE'S PROPWASH

SEPTEMBER 2020 ISSUE

CHAPTER 113 *"The Backyard Eagles"*



Our Web Site:  
[www.eaa113.org](http://www.eaa113.org)  
[group.eaa113.org](http://group.eaa113.org)

**Gatherings: 7:30 PM**  
the 3rd Thursday of each  
month at the  
**EAA 113 AVIATION  
EDUCATION CENTER**  
**Metetal Airport (1D2)**  
8512 Lilley Road  
Canton, MI 48187  
(734) 392-8113



*"Windwalker"* - Leo Knowlden's fantastic RV-10.

## Member Services

### Class I Board of Directors:

**President:** Dave Steiner (734) 645-1150 [president@eaa113.org](mailto:president@eaa113.org)  
**Vice President:** Jack McClellan (734) 748-4378 [vicepresident@eaa113.org](mailto:vicepresident@eaa113.org)  
**Secretary:** Molly Pyles (512) 694-8439 [secretary@eaa113.org](mailto:secretary@eaa113.org)  
**Treasurer:** Dave Buck (734) 223-2675 [treasurer@eaa113.org](mailto:treasurer@eaa113.org)

### Class II Board Members:

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  
**Library:** Barb Cook (734) 277-3469 [library@eaa113.org](mailto:library@eaa113.org)  
**Newsletter:** Elizabeth Hebron (734) 776-9294 [newsletter@eaa113.org](mailto: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) 326-7659  
Dan Jones (248) 820-7901  
Dan Valle (313) 539-9818

### Flight Advisors:

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

### Scholarships:

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

### Young Eagles:

Debbie Redding (734) 397-3452 [events@eaa113.org](mailto:events@eaa113.org)

Dave James (734) 721-4213

**Flying Start:** Dan Jones (248) 310-6018 [flyingstart@eaa113.org](mailto:flyingstart@eaa113.org)

**Homebuilders:** Mike Scovel (313) 608-7202 [builders@eaa113.org](mailto:builders@eaa113.org)

**IMC/VMC:** Dave Buck (734) 223-2675 [imcvmc@eaa113.org](mailto:imcvmc@eaa113.org)

### Web/Tech Support:

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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 Steiner** (734) 645-1150  
president@eaa113.org  
September 2020



### **BIG WEEK THAT WASN'T**

I am writing this on Aug 23<sup>rd</sup>, and originally scheduled to be heading into a week of preparations for the annual THUNDER OVER MICHIGAN (TOM) AIRSHOW. Alas, COVID-19 cancelled the Aug 29-30 show. It would have been really BIG this year as the U.S. Navy's Blue Angels were scheduled to fly. They draw the biggest crowds no matter where they perform, around 20% larger than even the USAF Thunderbirds. THUNDER is also one of the "Blues" favorite venues as it is good for Navy recruiting, and the TOM staff gives the BA pilots and ground personnel the special treatment they deserve for their sacrifices and service to our country. Yankee Air Museum always takes them to a ball game, concert or other special event or venue so they have a night to relax and have fun. They always look forward to coming here, so much so that KYIP is pretty much part of their normal two year rotation, just as KTVC is.

I recruit and oversee three groups at the show: the A-Team (Admissions), the AWESOME Garbage Grunts (no explanation needed and actually the only airshow job I asked for) and the CATS (chair and table setup). Without the A-Team, the gates don't open to start the show, and the show isn't technically over until the airfield is clean (invariably cleaner than prior to the show) and the Grunts have officially retired from the "field of battle." The Grunts are so awesome in their cleanup of the airport grounds that Wayne County Airport Authority that runs Willow Run recognized them with a special plaque for their outstanding efforts. Just as with OSH, the volunteers are what make the air show happen. A-Team, Grunts and CATS comprise about 200 volunteers, enough that we require our own volunteer briefing time. And just as with EAA, they are AWESOME people.

So I got the week off. I normally would be getting final briefings off to my volunteers early in the week (recruiting starts in February), and then start set-up on Wednesday. The weekend hours can be brutal; typically 0500 alarm and 2100 when I get home. Final tear down and clean up isn't done until the Wednesday after the show. The WX was going to be perfect for an air show, mid 70's each day, making for an even bigger crowd. Maybe a little warm for set-up, but thankfully not the 103 F we had one year.

Why do I do it? Same reason I'm involved with EAA. Love of aviation, of course. I'm living the dream.

### **Program Speakers for Member Gatherings**

VP Jack McClellan is looking for speakers/programs for the third Thursday membership gatherings. Help him out: [vicepresident@eaa113.org](mailto:vicepresident@eaa113.org)  
What topic would you like to see covered? Before last month's online membership gathering we had a brief and personal discussion of altitude and temperature density take-off scenarios. Maybe have a CFI give a refresher on that?

### **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](mailto: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 other 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.

# COVID-19 Update:

As it Relates to EAA 113



As everyone is well aware, the COVID-19 pandemic continues to effect our country and world. EAA National Headquarters has given the directive for individual Chapters to follow the protocol and guidelines set forth by their individual State and Local governments.

As of the time of printing, the State of Michigan is still under orders to restrict indoor gatherings to no more than 10 persons. Therefore, for the month of September, we will continue to offer all our meetings, *virtually*. Please join us!

We will notify everyone as soon as it is possible, when we can re-open the EAA facility and once again meet in person.

Continue to be safe. *We miss you all!*

## LEO KNOWLDEN'S RV-10 PROJECT, "WINDWALKER"

Here are some photos of our RV10 after the completion of the paint. I have named it 'Windwalker' after a fine art portrait of my father that was done by Larry Winborg, a western artist' about 20 years ago. My dad has been active in the Mountain Man organizations most of his life and is a very skilled Indian art/craft artist. The portraits on the tail are the 'Windwalker' on the left side and the 'Hanta Yo' book cover portrait of my dad on the right tail. All of the costuming and artifacts on the plane were made by my dad. The artwork on the plane was done by John Stahr of Stahr Design. He flew in from Oregon, stayed at our home, painted the plane in my hangar at Pontiac except for the clear coat. The clear coat produces a lot of overspray and had to be done in a hangar prepped for painting in Caro. It took 10 days from start to finish, 3 of which were sanding.

As for flying, it is a blast. The take off roll is about 500 feet solo. If I hold the climb and let the plane accelerate through 120 kts or so, it will easily climb to pattern altitude in a graceful turning crosswind. On landing with full flaps and 75-80 kts the decent rate is amazing. It is the easiest plane to land I have ever flown. I typically fly cross country at around 65-70%, lean of peak at around 11.5-12 gallons/hr. If I go up around 10,500 to 12,500 feet the true airspeed is typically 165 kts or there about. I have dual electronic ignition with a LOP timing advance feature where a 3 degree timing advance gives 2-3 extra knots with no additional throttle.

So far the wife and I have flown to No. Carolina and Utah. The Utah trip was just over 2800 nautical miles with an average overall speed of 150 kts. I have about 100 hrs on the plane now.







# WAIEX PROJECT UPDATE: SO WHAT'S IN A NAME, ANYWAY?

By Joe Kirik

“That which we call a rose, by any other name would smell as sweet.”

-- William Shakespeare, “Romeo and Juliet”

My Sonex Waix project finally has grown some tail feathers, so now it's a V-tail airplane.

Or is it?

Sonex designer, founder and president John Monnett likes V-tails, so much so that three of his four pre-Sonex designs were V-tails – the Monerai sailplane, the Moni motorglider and the Monex racer. Only the popular Sonerai racer/sport plane has a conventional tail, and maybe that's because it was designed to the Formula Vee racing specifications.

The Sonex prototype that first flew in 1998 also had a conventional tail, as did all the early Sonexes. But Monnett just couldn't contain himself, so a V-tail Sonex appeared in 2003. And he named it “Waix.”

What?

Why not “Sonex-V” or something similarly descriptive?

Turns out it's not that simple. Looking back from the front of the plane, you see a V-tail. But if you look at it from behind, you'll see a small “stub” rudder at the bottom of the V. The “V” has expanded into a “Y” shape.

Okay then, how about “Sonex-Y?” Well, Monnett seems to have a thing about the letter “X,” as in SoneX, OneX and Xenos. So just take the “Y” from Y-tail and the “X” from Sonex, and you get “Sonex YX.” Works for me.

But apparently not good enough for ol' John. Although his professed design goals include maximum simplicity and minimum parts, he decided to expand two simple letters into a new made-up word: “Waix.”

So now you know.

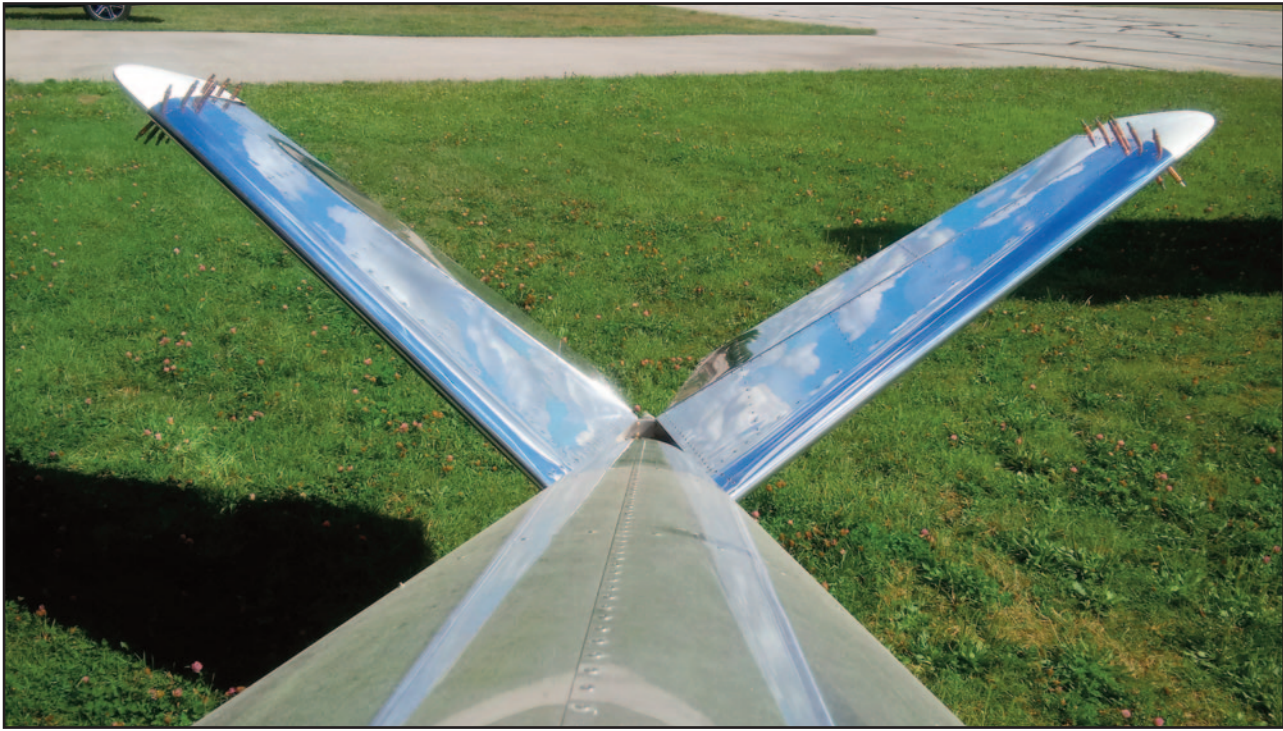
Should you care? I don't. I just hope it flies as sweet as all the Sonex/Waix drivers say they do.

*Author's note: As a former journalist, I should cite that some of the above is lifted from the book “John Monnett: From Sonerai to Sonex.” The rest I just made up.*

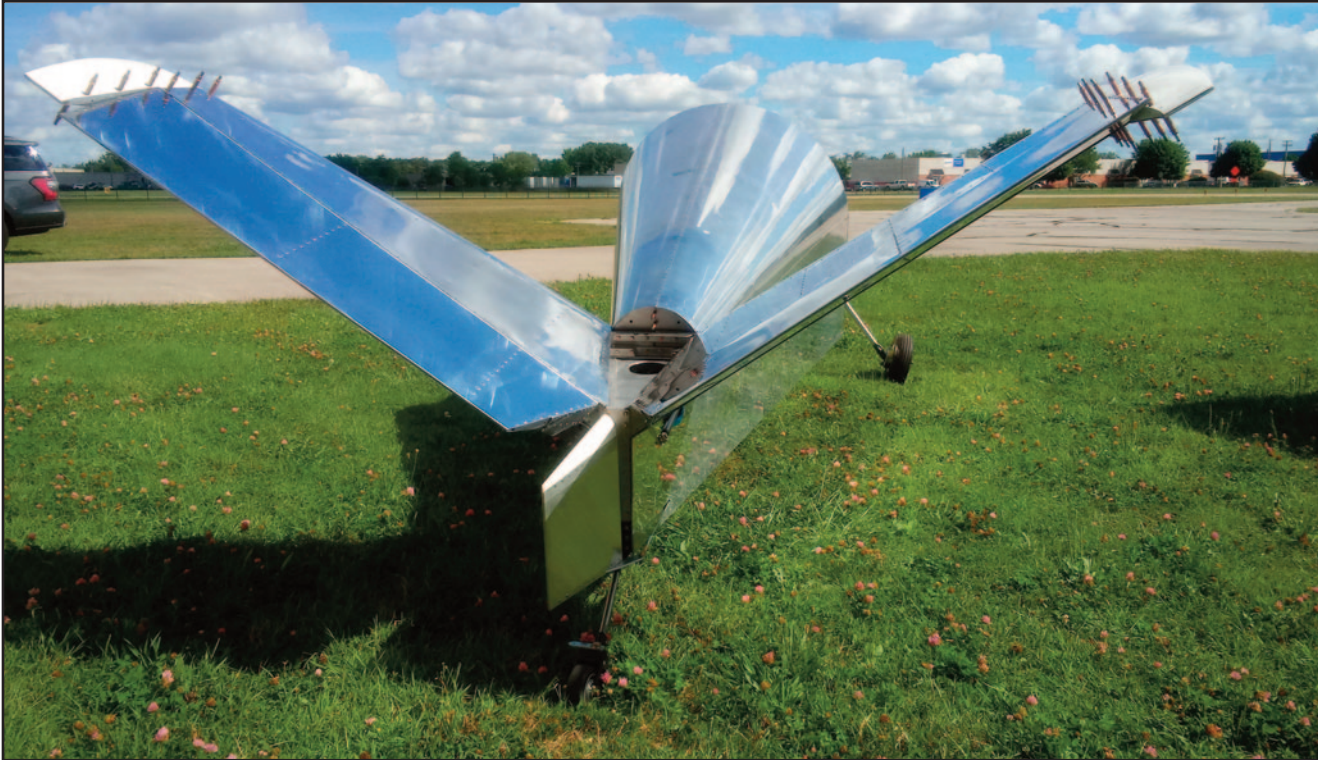
*Continues....*



V-Tail



Y-Tail



## REPORT FROM SANJAY DHALL

I have a new neighbor in the hangar across from mine at Willow Run. EAA113 chapter member Rick Karaschim brought his Jabiru powered Rans S-7 homebuilt, and is getting it ready for first flight and FAA certification. It's so gratifying to see another flying machine coming to life.



# A 'HOLD MY BEER' MOMENT IN TIME

Submitted by Dave James

After losing a bet at a bar in 1956, Thomas Fitzpatrick successfully stole a plane from the airport and landed in front of the downtown New York City bar while intoxicated. Two years later he was telling someone about it and they didn't believe that he had actually done it. So he did it again and here are the pictures.

Wikipedia: "At approximately 3 a.m. on September 30, 1956, Fitzpatrick, while intoxicated, stole a single engine plane from the Teterboro School of Aeronautics at Teterboro Airport in New Jersey and flew without lights or radio before landing on St. Nicholas Avenue near 191st Street in front of a New York City bar where earlier he had been drinking and made an intoxicated barroom bet that he could travel from New Jersey to New York City in 15 minutes. The New York Times called the flight a "feat of aeronautics" and a "fine landing". For his illegal flight, he was fined \$100 after the plane's owner refused to press charges."



## JOE KIRIK'S FUN LOCAL PLACES TO FLY - ROMEO & MARSHALL, MICHIGAN

Yeah, it's been a hot summer. A "cold one" sure is refreshing, but hey – no beer when flying! Next best thing? Ice cream, of course!

A recent post on the Michigan Fly-Outs Facebook page featured the Crooked Creek Dairy Farm in Romeo. The farm has a dairy store with some of the best homemade ice cream you'll ever find, made with the farm's hormone and steroid-free milk. The store is just a few steps from the farm's 2,000-foot grass strip. It's a combo custom made for a quick, refreshing summer flight!

Owner Greg Hill is a pilot who keeps a Cherokee 180 at nearby Romeo State Airport (D98). The farm is just three miles north. The Cherokee enables Greg to make same-day trips up and back to the family cabin near Mio to get a quick break from farm chores. Greg and Dory Hill are two of the nicest people you'll ever meet, and Greg loves to talk flying!

The north-south runway has a few bumps but should be smooth enough for a 172. The Taylorcraft loved it of course. You may want to approach from the south if winds permit because there's a structure at the north end of the runway. They ask that you call ahead at (586) 752-6095 to check runway conditions and let them know you're coming. The store has a great selection of organic and other healthy foods, including local hormone-free beef.

Learn more about Crooked Creek farm at <https://crookedcreekfarmdairy.com>. They also have a Facebook page with lots of pictures and info.

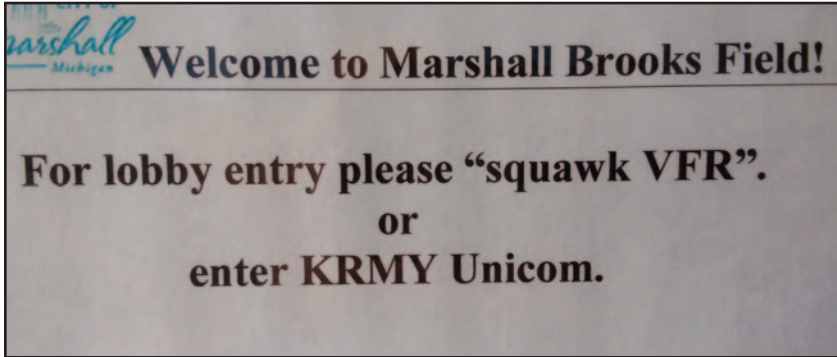




If you haven't flown to Marshall, MI, for a while, you may want to revisit. It's not just Win Schuler's anymore.

Brooks Field (RMY) has loaner bicycles, and it's a short ride, less than a mile, to the south edge of town where you'll find the Dark Horse Brewing Company. Great pizza and hot sandwiches -- the Cuban was tasty!

A few steps away is the Kalamazoo Riverwalk, a beautiful, peaceful stroll or bike ride along the scenic river.



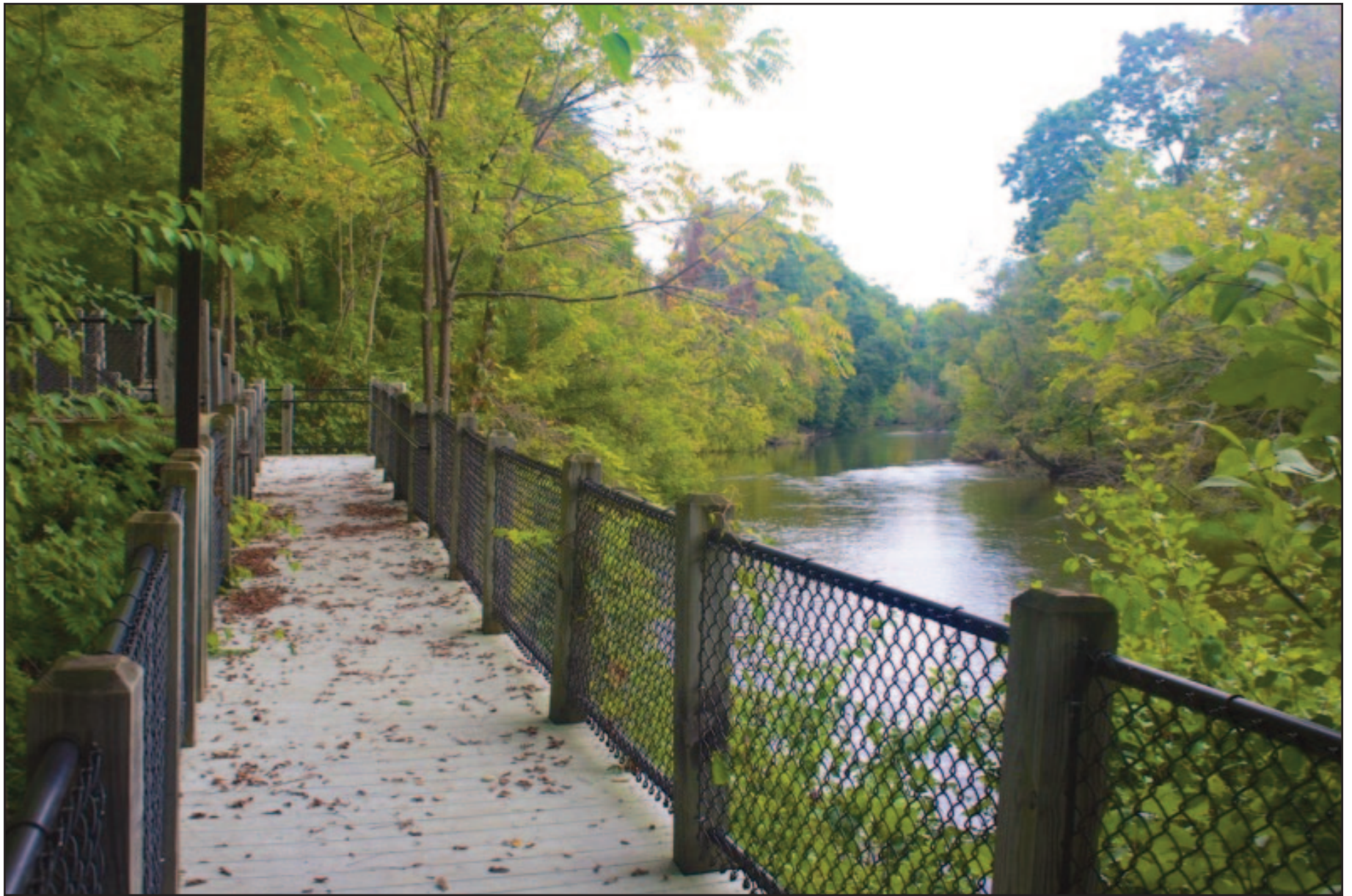
Not the usual 6-32-1 code to enter the terminal.



Free loaner bikes inside the terminal.



Beautiful iron sculpture over the entrance to Dark Horse Brewing Company.



Mashall Riverwalk 2 - courtesy of Michigan Trails Magazine.

## JUST A COUPLE OF PRETTY AIRPLANE PHOTOS



Hebron's Cessna 180





Sean Crooks' Champ



Dear WACO owners, pilots and aviation enthusiasts,

This has been a difficult year for all of us but as of today, WACO is planning to hold their 24<sup>th</sup> annual Fly-In. It will be September 17-20 and as always, all GA are invited to attend.

**AVGAS** will be available but not as easy as in the past. Mote no longer carries Av Gas. We have contracted with Swift fuel. It is a 94 octane av gas that is certified for low compression aircraft engines. If that doesn't work for you, fuel is available locally at Piqua, Phillipsburg and Moraine.

**Thursday evening** will be dinner on your own.

**Friday morning** is a tour of the Woodland Cemetery with an aviation theme. Orville & Wilbur Wright are buried there, along with a number of other aviation people. (Bob & Patty Wagner have a plot and headstone there - unused of course!) We will leave WACO at 10:00 to caravan. We will make a stop at Esther Price Candies and lunch will be at Ladder 11. Friday evening at 5:30 will be a gathering at Troy Skypark in Sean Saddler's hanger. BYOB

**Saturday:** On Saturday we will have our banquet in the Willis Wing to salute the pilots who flew in. In order to comply with Ohio Liquor Laws, WACO is unable to allow the sale of alcohol on the premises. Therefore, if you would like an alcoholic beverage, we welcome you to bring your own beverage. We will be providing water and soft drinks with your dinner. (Social hour 6PM/dinner 7PM/ Auction 8PM) We will also hold a silent auction with some special WACO artifacts and memorabilia available. Price for the banquet is \$25 per person.

**Lodging:** There is a block of rooms at the Fairfield Inn Troy (937-332-1446) \$112 plus tax or Hampton Inn \$99.75 plus tax (937-339-7801). Give the WACO name.

**Cars:** As usual, we will have courtesy cars available to get back and forth to the motel and for your use during the weekend. We can't provide a car for every individual pilot, but there should be adequate transportation if we share.

We look forward to seeing you at the 2020 WACO Fly-In! Please pass the words to all your friends.



24th Annual  
**WACO Vintage Fly-In**  
**September 18-20, 2020**  
**Historic WACO Airfield, Troy, Ohio**



**Our Sponsors:** • William & Boss Jewelers • Joe Johnson • Erwin Chrysler

• RIDES • EXHIBITS • "PARADE OF WACOS" • RC DEMOS • CANDY DROP • BANQUET • SILENT AUCTION •

All Day / Every Day	Fri Sep 18	Sat Sep 19	Sun Sep 20
<b>WACO Rides</b>	8:00 Plane rides all day	Plane rides all day	Troy Corvette Club Car Show all day
<b>Museum</b>	9:00 Flag Raising	Flag Raising	Plane rides all day
<b>Displays &amp; Exhibits</b>	10:00 Aircraft Arrivals	Kid's Activities 10-2	Kid's Activities 10-2 Parade of departing WACO's
<b>Photo Ops</b>	11:00 (View Aircraft, talk to pilots all day)	Novelty pilot awards to be given at Banquet	Dayton Ultralights 11-2
<b>Kids Activities</b>	12:00	1:00 Parade of WACOs	
	2:00	RC demo - Candy Drop	
	3:00		
	4:00	Rides End	
	5:00 Field Closed	Field Closed	Field Closed
	6:00	Fly-In Banquet	

**Admission:**

**Adults:** Daily \$6.00, Weekend Pass \$10.00 • **Students:** Daily \$3.00, Weekend Pass \$6.00  
 Child (under 4) free




# Historic WACO *Field*

Preserving the past...  
 Inspiring the Future!






**Historic WACO Airfield and Museum**  
**1865 S County Rd 25A ☆ Troy Ohio 45373**  
**937 335-9226 ☆ [www.wacoairmuseum.org](http://www.wacoairmuseum.org)**

*Editor's Note: Due to the COVID situation, I would first call to ensure this event is still happening.*



**General Aviation fly-ins welcome, admitted free!**

**Airport Designator: 1WF, CTAF 122.9**

**A MEMBER OF THE NATIONAL AVIATION HERITAGE AREA**

## MESSAGE FROM PATRICK RYAN - EMI FSDO

In the past 2 weeks we have received 2 possible ADS-B violations over FNT. Both aircraft (not local types) were above the upper limits of the Class C airspace, one at 5000' and one at 9900'. We are working the issues now but want to make sure our there is not a misunderstanding of the ADS-B use rules by pilots in Michigan.

§91.225 (d) After January 1, 2020, and ***unless otherwise authorized by ATC***, no person may operate an aircraft in the following airspace unless the aircraft has equipment installed that meets the requirements in paragraph (b) of this section:

(3) **Above the ceiling** and **within the lateral boundaries of** a Class B or **Class C airspace** area designated for an airport **upward to 10,000 feet MSL**;

Can we get the word out that it has to be on even if you are above the Class C ADS-B has to be on and working.

Patrick M. Ryan  
FAASTeam Program Manager  
Operations  
EMI FSDO  
Willow Run Airport-East Side  
8800 Beck Rd  
Belleville, MI 48111  
(O) 734-487-7455  
  
FAX 734-487-7221



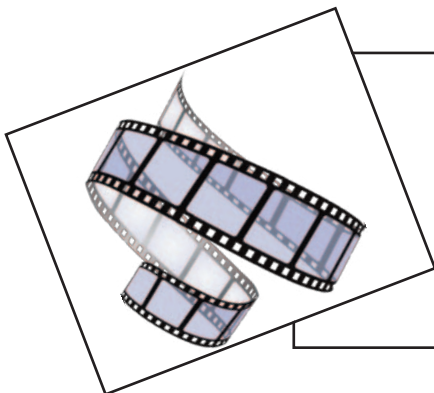
# September 2020



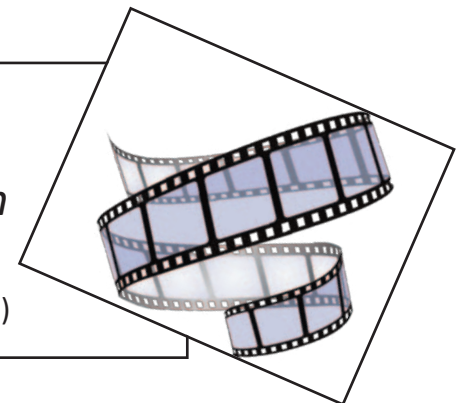
Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3 <b>EAA 113 <i>Virtual</i> Homebuilder's Gathering 7:30 pm</b>	4	5
6		8	9 	10 <b>EAA 113 <i>Virtual</i> Board Meeting 7:30 pm</b>	11 	12
13	14	15	16	17 <b>EAA 113 <i>Virtual</i> General Gathering 7:30 pm</b>	18	19 
20 	21	22 <i>1st Day of Autumn</i> 	23	24 <b>EAA 113 <i>Virtual</i> IMC Gathering 7:30 pm</b> 	25	26
27	28	29	30 			<b>Thank you to those often forgotten that serve our country from the air!</b>



History of Flight video submitted by Pete Waters:  
<https://www.youtube.com/watch?v=ty1jxXPJWOQ>



***Calling all video enthusiasts!***  
*Submit your video of the month to Jack McClellan  
at [vicepresident@eaa113.org](mailto:vicepresident@eaa113.org)  
(Or you might be watching videos of puppies and kittens next month....)*



# Next Virtual Gathering:

September 17, 2020

7:30 PM

Virtual Gathering via Zoom

Check your email for details.

