

EAGLE'S PROPWASH

NOVEMBER 2023 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



The end of an era: Martin Filiatrault's Falsi-Fighter, flown by new owner, Mark Murphy.

Photo Courtesy of Inka Murphy.

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: Dan Jones	(248) 820-7901	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	
Jack McClellan	(734) 748-4378	jackdewitt52@hotmail.com
Library: Barb Cook	(734) 277-3469	library@eaa113.org
Newsletter: Elizabeth Hebron	(734) 776-9294	newsletter@eaa113.org

Class III Board Member:

Joe Kirik	(248) 872-3220
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Membership Committee:

Al Bosonetto, Dave Buck, John Maxfield

Dues: Dave Buck	(734) 223-2675
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Technical Counselors:

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

Flight Advisors:

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Dan Valle	(313) 539-9818

Scholarships:

Debbie Redding	(734) 397-3452
John Maxfield	(248) 890-6767

Young Eagles:

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

Flying Start:

Dan Jones	(248) 820-7901	flyingstart@eaa113.org
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Homebuilders:

Martin Filiatrault	(248) 339-6236	builders@eaa113.org
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IMC/VMC:

Herb Schulke	(734) 233-7864	imcvmc@eaa113.org
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Aviation Center Management Committee:

Al Bosonetto	(734) 261-5518
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John Maxfield	(248) 890-6767
Dave Steiner	(734) 645-1150

Web Master/Tech Support:

Joe Hood	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
November 2023

My Last Column

This will be my last column as the president of EAA 113. In all honesty, I can say it has been an honor and a privilege to be the president of this great chapter and the aviators and non-aviators, aviation lovers all, who make up its membership. The membership will elect a new board and officers at the November board meeting. As per EAA bylaws, I will still be a member of the board for two years, so I'm not going away. Nor do I wish to. I plan to be around and contribute as much as possible to keep EAA 113 a thriving, Gold Level chapter. These four years have gone by rather quickly, and the chapter has grown in strength, in the quality and also a little bit in quantity of membership. There is always room for improvement, but you all should be proud of what you have contributed to the betterment of the chapter and EAA as a whole. It was a pleasure to be part of the leadership team, and interact with such a great group of aviation enthusiasts!

EAA 113 survived COVID and is doing a pretty good job of getting back to normal. It hasn't always been easy, but we have done a good job of working towards the shared goal of sharing our love of aviation both within and outside the aviation community. Many thanks to everyone for doing your part, even if that was limited to just paying membership dues to help keep the lights, heat and air-conditioning going. Our EAA 113 Don Zimmermann Scholarship fund is allowing us to help young people pursue their aviation goals and studies. Our Youth programs are well attended. We've acquired a small GA engine that youth and adults can “wrench on” and learn about small engines. We had one candidate successfully completed the Ray Scholarship flight program, and we hope we can get another one in 2024. Thank you all very, very much for having me as your president for these last four years. It has been fun.

EAA 113 Election Year

This is an election year for the EAA 113 Board. Consider serving on the Board for a two-year term. The Nominating Committee will be asking those who have been more involved in Chapter activities to also consider serving on the Board, if they are not already doing so. The election will be at the November *Gathering*, so start thinking now about how you might further serve this dynamic GOLD level chapter. You'll have the general membership to back you up, and you know how great they are!

Propwash Content – 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. Send to: newsletter@eaa113.org. Please do share your aviation escapades. Pilot or not. The deadline is always the first of the month. Submission format guidelines are in each edition.

EAA 113 Board Meeting Minutes, October 12, 2023

Attendance:

John Maxfield, Al Bosonetto, Debbie Redding, Jim Brown, Liz Hebron

Absent: Dan Jones, Dave Buck, Dave Steiner, Joe Kirik, Jack McClellan

Treasurer's Report: Dave Buck - no questions

Builder's meeting: Al Bosonetto and Randy Hebron reported on Matrin Filiatrault's RV-8 fairing demonstration and Randy demonstrated prop balancing.

IMC/VMC Club Report: none

Library Report: Barb Cook is not available for interview with Ryan Place. John Maxfield has been in touch with him.

Events: Debbie

November 11th Chili Fly-in with veterans theme.

EAA Ford Trimotor at YIP/Yankee RAC: Aug 24-27 Report. Was a success...eventually. Thursday and Friday were rained out. Trouble getting paperwork from WCAA. But EAA made some money and got good PR

Youth events: Dan Jones presented an airfoil study with a wind tunnel.

Calendar:

Nov 11th Chili Fly in

September 21st Membership Gathering Program: Mark McManamay. All things Parachute.

Future Gathering Speakers/Programs –

November 16th – Election of Officers and Board of Directors members.

IT, website, Facebook: Debbie Redding reported on her initial investigation into OurChapter.org which has been developed by the same gentleman who created the Young Eagles website. This site will include chapter management, membership roster, calender, events, room scheduling, forums, etc. all in one neat package. This website will be on his own secure server, and he will help import all our information.

EAA 113 - Goals for 2024:

1. Ray Scholarships – Look for highly motivated 2024 candidate
2. Youth and adult hands-on workshops
3. Member project in workshop
4. Keep Gold level status

Next meeting: November 16th Meeting adjourned at 8:07 pm

You are invited to

EAA 113's

Veteran's Day



CHILI FLY-IN
Or Drive-In

We honor all our Veterans!

Thank You!!!

Saturday, November 11th, 2023

11:00 a.m. to 2:00 p.m.

EAA 113 Aviation Center

Mettetal Airport (1D2)



Feel free to bring a pot of your family
recipe or just come join us for a Variety
of chili, hotdogs and desserts.



For more information visit our website: <https://eaa113.org>

EAA 113 ELECTIONS



WE WANT YOU!

November 2023 will be an Election Year for EAA Chapter 113. Please give serious consideration to taking on one of our Elected Positions (President, Vice-President, Secretary, Treasurer) or joining our Board of Directors.

Nominations are open!!

We are looking for new people to take on active roles and help bring new enthusiasm and ideas to our great Chapter!

Contact John Maxfield or Al Bosonetto if you are interested.

END OF AN ERA: MARTIN FILIATRAULT'S FALSI-FIGHTER IS *SOLD!*

I logged twelve flights in October; up north, fall colors, giving rides to friends, etc. but I'm going to stick with the big news here. I sold my RV-8.

The process started at OSH where I met Mark Murphy on a tram. Mark is a corporate pilot who also flies warbirds and is a type rated P-51 instructor who was in the market for an RV-8. He visited the airplane at Homebuilt Camping; we stayed in touch and I made plans to visit his home base.

On Wednesday, October 18 I climbed into my RV-8 and flew across Ontario and over Niagara Falls enroute to mid-state NY. I landed at Fulton County (KIAG) where I was greeted by Mark's son Jonathan.



After refueling, I followed John in the family Bonanza over to their private grass strip near Perth. The runway is fairly long; the approach end is slightly uphill and the runway crests before heading downhill. My landing was a bit of a bouncer due to the unfamiliar sight picture but I got in on the first try. After shutdown John gave me a mind-blowing tour of the family facility created by his father Dave; many hangars nestled into a hillside interconnected with stairways and tunnels, housing an impressive collection of aircraft and artifacts. Mark joined us and we had lunch at his nearby house before returning to the home field, hopping in his Bonanza and flying IFR to another airport where he could give me a ride in a P-51. After that thrill, we headed back home for dinner, beer and bed.



They returned with the iconic RV Grin on their faces and suggested I go flying. I took off and did a quick recon flight. Upon returning it took me a minute to find the home field that blended in so well with the surrounding countryside. I wasn't happy with the first landing, so I went around for a second attempt that went much better. While taxiing in, I wondered aloud if that may have been my final flight in my beloved aircraft. As it turns out, it was. This photo captured the last time I would ever sit in that cockpit.



I removed the cowl for an in-depth inspection while they prepared their Stearman for a pending sale. Mark's brother Rodney stopped by and he and Mark looked the airplane over. Afterward I refitted the cowl and we did a preflight inspection. Mark's wife Inka was returning from a trip that evening and as soon as she arrived they took the airplane up for a brief hop. Mark wanted to make sure she would be ok with this new acquisition. They both returned wearing RV Grins; a very good sign indeed.



That evening Mark and Inka hosted a large family gathering at their home including their live-in nanny Sandra and her family. They are a close-knit extended family of warm-hearted, wise and wonderful people and I felt honored to attend.

Friday morning we sorted out the conditions of the sale. I would accept a deposit, leave the aircraft there and catch a Delta flight home from Albany on Sunday. The balance would be paid within a week. I'd gotten to know Mark and his family pretty well. They were good, honest and open folks that lived a fast-paced life with expertise, grace and optimism. I knew they could be trusted. Mike and John spent half the day in their paint booth, painting control surfaces of one of their T-6s that was being rebuilt. I spent some of the time hanging out with some of their warbirds (P-51, T-34, Meyers OTW and others) and sorting out which RV-8 tools and accessories would remain with the aircraft. Mark and John are shorter than me, so that afternoon they got to work on moving the RV-8 rudder pedals aft. I'd installed the ground-adjustable pedals that required removing the forward baggage floor, removing the transponder unit and loosening the forward baggage wall to detach and relocate the rudder pedals. It was a difficult job that probably would have taken me two days; they had it done in two hours. In doing so, they effectively sealed the deal as I would no longer fit in the cockpit. I couldn't have flown the aircraft again even if I wanted to.



While they were working on the pedals I spent some time exploring the grounds on one of their motorcycles, riding along the existing runway and the former runway that led to the back of Mark's house. While I was riding I got a call from one of my doctors informing me of more medical conditions that may lead to me being grounded permanently. My brain was already reeling from the fast pace we'd been moving at for the past 48 hours. This additional news filled me with lots of conflicting emotions as I pondered how much and how fast my lifewas changing and how serendipitous the timing was for this sale.

When their rudder pedal work was done I asked to be alone with the aircraft for a while. I said my goodbyes to my loyal creation quietly, touching her on the prop and cowling as I usually did after flying. I assured her that she was in very good hands and would be very well cared for. I set up the camera and made a video clip that was intended to announce the sale on my YouTube channel. Although I managed to avoid getting choked up, the words didn't come easily. My spinning brain wasn't capable of improvising a brief and succinct message and the clip is pretty much unusable, but it did serve as an adequate moment of closure. I took a few more photos of the plane in its new home, turned out the lights and drove back to Mark's house where we took care of the sale paperwork and deposit before dinner. Everyone else had plans that evening so I had the house to myself. I sipped beer downstairs in Mark's magnificent Officer's Club, admiring his collection of artifacts and pondering my past, present, and future place in aviation.



Saturday morning Mark and John worked on exchanging Foreflight data from my iPad to his iPad. We scrambled to box up the tools and belongings that would need to be shipped back to my home as it was too much to manage as luggage. We got it to UPS before they closed early. The rest of the day was spent hanging out at the hangars, processing photos and watching each other's YouTube videos. Mark treated us to a great dinner at the Rustic Loft restaurant, then we returned home for more processing and trip prep.

Early Sunday morning Mark drove me to the airport and I caught the nonstop flight from Albany to Detroit. I caught a Metro Car ride back to my hangar where I picked up my car. Over the next few days I sorted out the extras that went with the sale at home and at the hangar. Mark flew his Bonanza into PTK on Tuesday, packed it full of the extras in a way that I wouldn't have believed possible, and flew home safely. I'm certain I'll be visiting him again in the future, perhaps for some T-34 time. Mark and his family will remain my close friends for life.

Eventually she will be repainted to match the family P-51 "NeverMiss", but Mark promised that he'd get me some good air-to-air photos of her before the livery change. Thus ends the saga of Falsi-Fighter. One thing struck me the most as things were finalized: I didn't feel regret; I didn't feel remorse; I didn't feel resentment... I felt relief. Some good; some bad; yes... but mostly relief.

It will take me months to sort all the photos and video clips I captured into something I'll be able to share as a presentation or on my YouTube channel, but at least I can put this out now. Thus ends the saga of Falsi-Fighter. Still not sure what my future holds, but I'll still stay involved with aviation and all my EAA and RV friends. As always, I'll keep you posted.



YOUTH WORKSHOP UPDATE

Your EAA Chapter is back at it hosting aviation youth workshops for kids ages 10-17

We had a well attended event in October with 11 kids across the age group attending, as they began construction of a wind tunnel and some airfoil test specimens.

The session began with meeting room presentation on aerodynamics of an airfoil – the participants stayed real engaged and asked really excellent questions.

There was also lots of enthusiasm when we served cider and doughnuts for break!

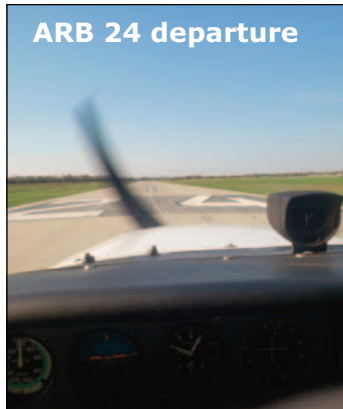


I'm happy that the young eagle workshops are back. I had fun working on a wind tunnel! Thanks to all the EAA members, especially Mr. Dan Jones for putting this together. - Aarya Manikantan



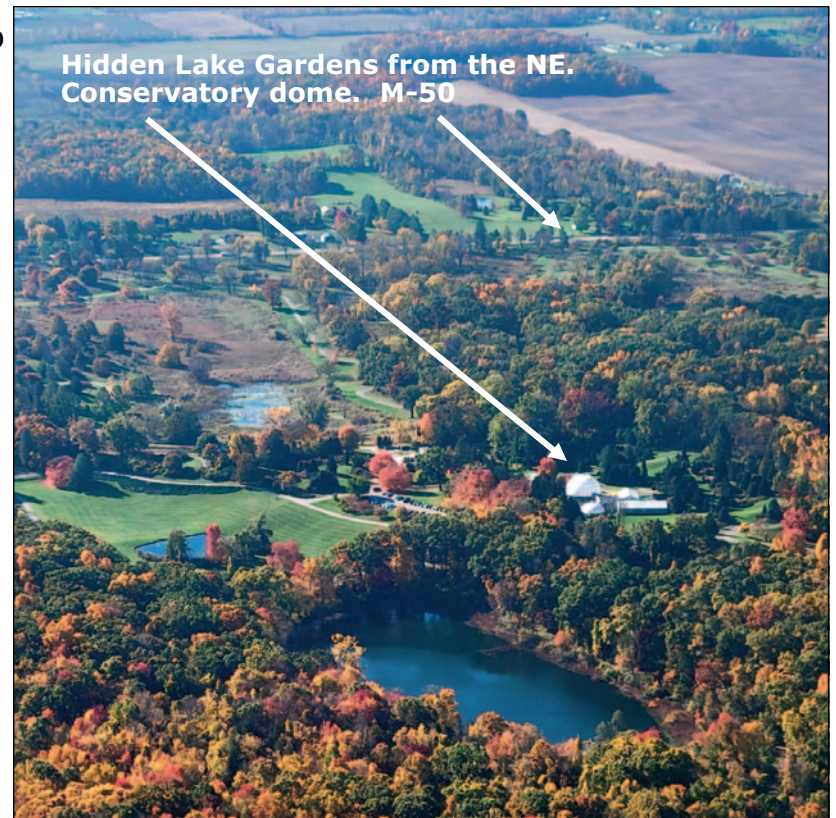
Fall Color Flight from ARB with Solo Aviation - Dave Steiner

At the last EAA 113 banquet fundraiser silent auction, I bid on and won the Discovery/Scenic flight that was so generously offered by Solo Aviation. Just like last year, I wanted to take a "color tour" flight, and this year that happened to occur during the week of my milestone 70th birthday. What could be a better present for a plane-crazy person such as myself than flying around in a 172 and viewing the gorgeous fall scenery of southeast Michigan? It was perfect.



Our CFI was Vaughn Hetrick, and along with my fiancé, Susan Elliker, and Rich, my twin brother, we boarded a trusty, fully steam-gauge equipped 2001 C-172. Vaughn had his ForeFlight going for ADS-B in, and just in case we got lost. Our flight plan was to head SW from ARB to Tecumseh, pick up M-50 from there and follow it to Hidden Lake Gardens, the botanical gardens of Michigan State University. Last year we failed to find them, as we were searching too far north along US-12. It was pretty hazy to start with at 2,400 ft., but we had sunny skies and colors that were good once the haze burned off a bit and by descending to 2,000 ft. We missed Hidden Lake Gardens on the first flyover (apply named I guess), but I knew it was well east of MIS (Michigan

International Speedway). So, once we saw MIS in the distance, a 180 was in order. As we headed back east along M-50, within a very short time we spotted the garden's distinct conservatory dome, although it is not shown in the charts. Not big enough to really be a navigation aid. After that it was just turning on a "point" to make a couple of circuits around the 755-acre site (<https://ipf.msu.edu/hidden-lake-gardens>). A little easier said than done, as we had a 10+mph wind from the west, pushing the north bound track too far west and the south bound track tending to be pushed back over the site in our counter-clockwise orbit.



Far Left with 544 Bravo: Vaughn, Dave & Rich

Left: Dave & Susan, who took most of the photos in this article



Next we headed north, picking up M-52 to Manchester (who needs ForeFlight? :-)) and looking for the Chrysler Proving Grounds. Just south of them, we turned east and followed Scio Church Rd. to Parker Rd., then a slight turn to follow Liberty Rd. and do a couple



High wing view of test track

orbits on point over our rural neighborhood. It was easy to see our house with the white laundry drying on the clothesline! After that, we headed SE to overfly a gravel pit that's being filled in (definitely a nav-aid), whose size cannot be seen from Scio Church Rd. Then off to ARB. We could easily see the new, giant **M** scoreboards at Michigan Stadium when flying the right down-wind for landing on 24. It was a nice day to fly and a



Gravel pit

lovely and scenic color tour flight. What better way to celebrate our twin 70th birthday than go flying!



M Stadium - as in Manchester

















The other M Stadium

Left: Me in left seat and my also plane-crazy brother, Rich. Our CFI even let me do much of the flying. It was a lot of fun! He said I did pretty well.



November 2023



Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2 EAA 113 Home Builders Gathering 7:30 pm	3 	4 Breakfast @ 3 Brothers 9:00 am
5 	6	7	8	9 EAA 113 Board Meeting 7:30 pm	10	11 VETERANS DAY  EAA 113 Chili Fly-In 11:00 AM TO 2:00 PM 
12	13 	14	15	16 EAA 113 General Meeting 7:30 p.m	17	18 Breakfast @ 3 Brothers 9:00 am
19 	20	21	22 	23 	24 	25 Breakfast @ 3 Brothers 9:00 am 
26 	27	28	29 	30		



The Zimmerman Shop is in need of 3 bench vices. Please contact Dan Jones or John Maxfield if you have a donation to make.

The EAA113 Workshop is available to EAA members for the construction or refurbishment of their aircraft. Contact Dan Jones or John Maxfield for details to see if your project is a good fit.



SUGGESTED GUIDELINES FOR *EAGLE'S 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 wish your specific layout must be kept). **PLEASE PROOF READ YOUR PDF DOCUMENT CAREFULLY!**
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, *Eagle's Propwash* Editor

P.S. I'm always in need of photos for the newsletter cover!



Next Chapter Gathering:

NOVEMBER 16, 2023

7:30 PM

at the EAA Chapter 113 Aviation Education Center

8512 N. Lilley Road

Canton, MI 48187

(734) 392-8113

