

EAGLE'S PROPWASH

OCTOBER 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



Quickie Field of Dreams Fly-in at Decorah, Iowa (KDEH).
Sanjay's Quickie is the second from the right in the photo.

Photo Courtesy of Sanjay Dhall.

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

Class II Board Members:

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:

John Maxfield	(248) 890-6767
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
Dave Buck	(734) 223-2675
John Maxfield	(248) 890-6767
Dave Steiner	(734) 645-1150

Web Master/Tech Support:

Joe Hood	webmaster@eaa113.org support@eaa113.org
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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
October 2023

Fall Flying

The flying season isn't over yet, and the cool fall air is nice for that extra lift and better performance. I remember as a student pilot going out early one morning and the 172 almost leapt off the ground. But after just a few bumps, the air warmed and the decline in performance and extra take-off roll was noticeable, even for a novice would-be pilot.

Speaking of fall flying, we have our last Young Eagles event of the year on October 14th. We were short on ground crew last month, so we are looking for more people for October 14th. Make sure you let Debbie know if you can help out: events@eaa113.org. The September 17th event was another great success, with six AC and almost 40 rides given. See the photos and write up later in the newsletter. Thanks to all who helped out at that event, including new member Natalie, who also took her first YE ride in Nigel's Bonanza.

September Gathering

Many, many thanks go to Jack and Dave Groat for filling in at the last minute at the September *Gathering*, when the announced speaker cancelled due to medical reasons. They gave an outstanding presentation about their RV 10 project, which was originally scheduled for September 30th. You never know what might pop up at an EAA 113 *Gathering*, so try not to miss a single one! Sorry if you missed this one. See a write up and photos later in this issue of *Propwash*.

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. I'll be finishing the second of two terms and can truthfully say it has been a pleasure to work with so many dedicated EAA 113 members, both on the Board and off. 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, Sept 14, 2023

Attendance:

Dave Steiner, Dave Buck, Al Bosonetto, Debbie Redding, Joe Kirik, John Maxfield, Jim Brown, Jack McClellan, Liz Hebron,

Absent: Dan Jones

Treasurer's Report: Dave B.

Builder's meeting: Al reported that it was an open meeting where everyone talked about their projects

IMC/VMC Club Report: Sept meeting scheduled

Name tags: Hard plastic name tags for those who want them – September gathering subject to be discussed

Library Report: Barb ryan@detroitbookfest.com Ryan Place, who runs the Detroit Festival Of Books, attended the pancake breakfast, where he found out about our aviation library, wants to know more about it and do an article for his blog. Part of that would be to interview Barb when she's available.

Events: Debbie

Ice cream social at Sept 21 Gathering – earlier time 7pm

Young Eagles Sept 16th – full of kids, need ground and pilots

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: Continental A-50 engine donation with stand, from Yankee Air Museum, SN 23681 (Pictures sent prior) – motion and vote to accept

Maxfield/Kirik. Motion carried unanimously

Pedal planes kits that were donated are in Zimmerman workshop.

Calendar

Sept 30th – RV10 event with Dan Jones - will need EAA insurance

Oct 14th – YE event - pilots & ground crew needed

Nov 11th Chili Fly in

Sept 21 Membership Gathering Program: Mark McManamay. All things Parachute.

Future Gathering Speakers/Programs –

Oct 19th – TBD

EAA 113 - Goals for 2023

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: Oct 12th Meeting adjourned at 8:00 pm

Young Eagle News



October 14th, 2023—Mark Your Calendars!!!

The final Young Eagle Event of 2023 at EAA Chapter 113 will be **Saturday, October 14th from 8:30-Noon**. **WE URGENTLY NEED PILOTS AND GROUND SUPPORT VOLUNTEERS!!** The safety briefing and job assignments will begin at 8:30 a.m. We **MUST** have more volunteers to keep these events **SAFE** and efficient. Please let Debbie know as soon as possible so we can ensure we have the support needed for the event.



RECAP of our September Young Eagle Event....

~37 HAPPY Young Eagles were flown.

~6 Pilots (once they made it thru the fog and back from Urgent Care!) Thank you to John, Doug, Jack, Rick, Joe and Nigel.

~8 Ground Volunteers. Thank you to our reliable help from Don, Al, Dave, Jim and Ross and our fantastic new volunteers: Mark, Marla and Natalie!

PLEASE join us **October 14th** to assist with this great program that has flown over 2.3 youth people worldwide!



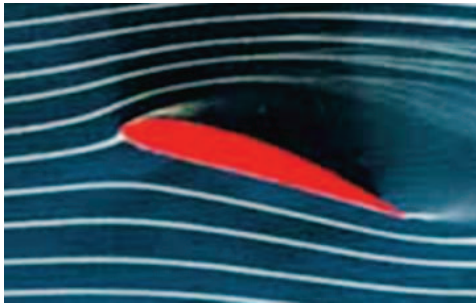
EAA GENERAL GATHERING

OCTOBER 19TH, 2023

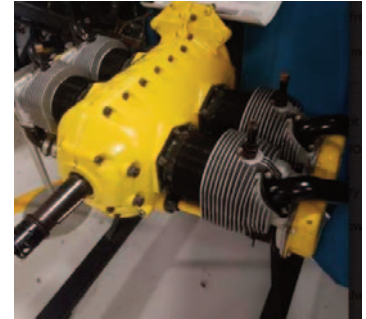
LAST MONTH'S SPEAKER HAD TO RESCHEDULE TO THE OCTOBER GATHERING . . .

WE LOOK FORWARD TO FINALLY BEING ABLE LISTEN TO MARK MCMANAMAY . . .
ENTERTAINING US WITH EVERYTHING YOU'D WANT TO KNOW ABOUT PARACHUTES!
AS A RIGGER, JUMPER AND JUMP PLANE PILOT, HE HAS SOME GREAT STORIES TO
SHARE!!





AVIATION YOUTH WORKSHOP



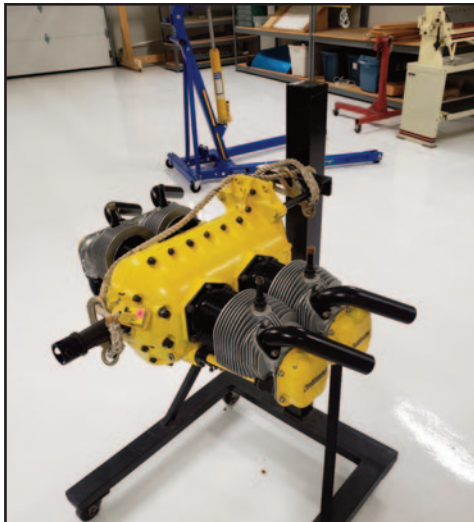
- **Our EAA 113 Chapter is planning to continue the youth workshop with three near term events this fall.**
 - Two - in house sessions, with a focus on aerodynamics + hands on building a wind tunnel and testing home made airfoils
 - Aircraft engine cycle with hands on disassy & re-assy of an actual engine
 - As time allows we will also complete the build of two donated pedal planes
- The first session is scheduled for Saturday Oct 21st from 9:30 –AM - Noon
- These courses are offered free of charge for youth ages 10 – 17 years old **pre-registration is required.**
- **Please spread the word to those potentially interested**
- Contact Dan Jones at secretary@eaa113.org or call ph 248 820-7901

CONTINENTAL A-50 ENGINE DONATION

By Dave Steiner

For some time, Dan Jones has been looking for a “timed-out” small GA aircraft engine for the EAA 113 Don Zimmermann Aviation Workshop. It would be used for youth and adult programs, something that could be “wrenched on” to learn small engine basics. I knew Yankee Air Museum had one on display. I thought that they might be offered others they declined as not suitable for their collection, but perfect for EAA 113 use. So I emailed curator Julie Osborne, to let me know if anything turned up. Much to my surprise they said they’d be glad to donate the Continental A-50 they have on the floor of the museum, complete with engine stand. So, EAA 113 is now the proud owner of a cute little yellow Continental A-50 for our workshop and instructional purposes. Ask and ye shall receive. Thanks to Yankee Air Museum.

As part of this “engine” communication, Martin Filiatrault also ended up with a radial engine, unwanted by Yankee Air Museum. I expect you’ll be hearing from Martin about that in his blog and articles he submits to this newsletter. So, stay tuned.



Dan Jones and Joe Kirik observe as Yankee Air Museum President/CEO Kevin Walsh unloads the engine.



EAA113 Hosted a Flying Start Event on Saturday August 26th

We provided a presentation as to the typical cost and training requirements to become a pilot followed by an introductory flight to four serious pilot candidates.

What a meaningful way for our chapter to reach out to the community and build up interest in aviation - all are now chapter members:

Ilhan Dogan, Gina Neuhaus, Cody Ingenthron & John Kajtar

We had great support from Dave Groat, Joe Kirik and Martin Beaker!!!

They added a lot of personal aviator experience to the presentation and discussion.

Thanks again - Dan Jones

QUICKIE FIELD OF DREAMS FLY-IN AT DECORAH, IOWA (KDEH)

By Sanjay Dhall

September 8-10 was the Quickie FOD (Field of Dreams) fly-in gathering at KDEH Decorah Iowa.

Nine Quickie Quickie aircraft showed up, out of maybe about 20-25 flying Quickies all over the country. I'm not sure of the actual number of flying Quickies, just guessing. Folks came from as far away as Grand Junction, Colorado. But most were from the Midwest.

I was not able to be there for the whole weekend. I departed from Willow Run early Saturday morning and returned on Sunday.

The day before, I did some maintenance on my Quickie Q-200. I also had Dave James help do a dynamic prop balance, which smoothed out the vibrations I had experienced earlier quite a bit. We also discovered I have been flying the quickie all this time at much lower rpm (about 200rpm lower) than reported by my tachometer. This x-country was a good test.

X-country flights like this are turning out to be wonderful learning experiences for me, especially decision making, especially concerning the weather. When to fly, when to not fly, when to fly above the clouds, when below, when around, when to call it quits, land or turn around.. and the competing desire to press ahead. But the biggest lesson for me is the continued reinforcement of "Never challenge mother nature". After a half hour delay due to low ceilings at YIP, I was able to take off. I had a good flight, with a stop in Freeport IL for gas. The clouds cleared after the first half of the flight. Watching the changing landscape pass beneath, urban and suburban Chicago, the peculiar clearing patterns in the Iowa farms, little towns with a solitary church steeple and many grain silos, and crossing the meandering Mississippi river are still very gratifying for me. I arrived to greetings with Quickie folks, pilots and meticulous builders, who have now become old friends.

Happy banter, chats and tall tales ensued throughout the day, hangar talk continued at the local BBQ restaurant. Also Facetimes video chats with other Quickie veterans and friends that could not make it, for health or technical reasons.

Early Sunday morning we awoke to deep fog outside. We were all staring at weather apps on our phone screens for signs of hope for the weather to improve. Strangely, weather reports showed that the fog appeared largely centered over DEH for a radius of maybe 30 miles, with VFR conditions beyond that to the south. From 7am we watched as ceilings improved painfully slowly, from 0 to 100', to 300' ... till finally they crossed into 1000' with fair visibility at 11am. Within minutes we were all in our planes ready to depart. For the first time I experienced true "Skud-running" through the first 40 miles, flying beneath the haze, at 1000' AGL. Throughout the morning while on the ground staring into the fog, and while flying, I marveled at the early aviators, those brave souls who made flights into treacherous weather conditions, without the aid of all the technologies that modern aviation affords. The remaining flight was uneventful, but interesting while landing at VPZ for fuel. VPZ is an untowered airport with crossing runways 09/27 and 18/36. The winds were light, and for a period of a few minutes there was a flurry of activity with 5 planes, either taking off or landing from two sides of the same runway as well as from the crossing runway. I loitered in the sky waiting to land, till the dust had settled. Refueled, 100LL for the plane and a banana for me, and departed for home, chatted with flight services most of the way, then with familiar voices at the Willow Run tower.

One little x-country flight and so much adventure, so many lessons to learn. I hope I retain the lessons. In the words of Charles Lindbergh: "Science, Freedom, Beauty, Adventure - what more could you ask of life?"



Photos Courtesy of Sanjay Dhall.



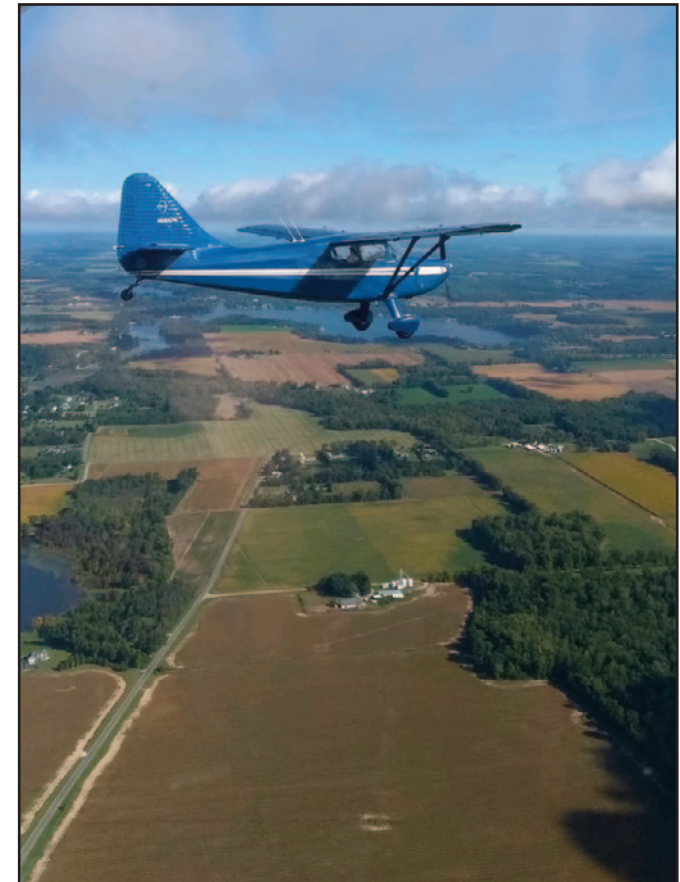
STINSON SUMMIT AT QUINCY, IL – SEPTEMBER 14-17, 2023

By Dave James

The Stinson Summit is an annual Midwest even, held at KUIN for the second year. On Friday, there were tech sessions, and restoration progress. Saturday there was a fly-out breakfast, then some chicken drop events and group flying. Everyone flew home on Sunday after breakfast. A couple dozen Stinsons show up for this summit, plus a lot of drive-ins who are rebuilding theirs.



Carl Shemwell's Stinson 108-3 on the way back from Quincy, IL.

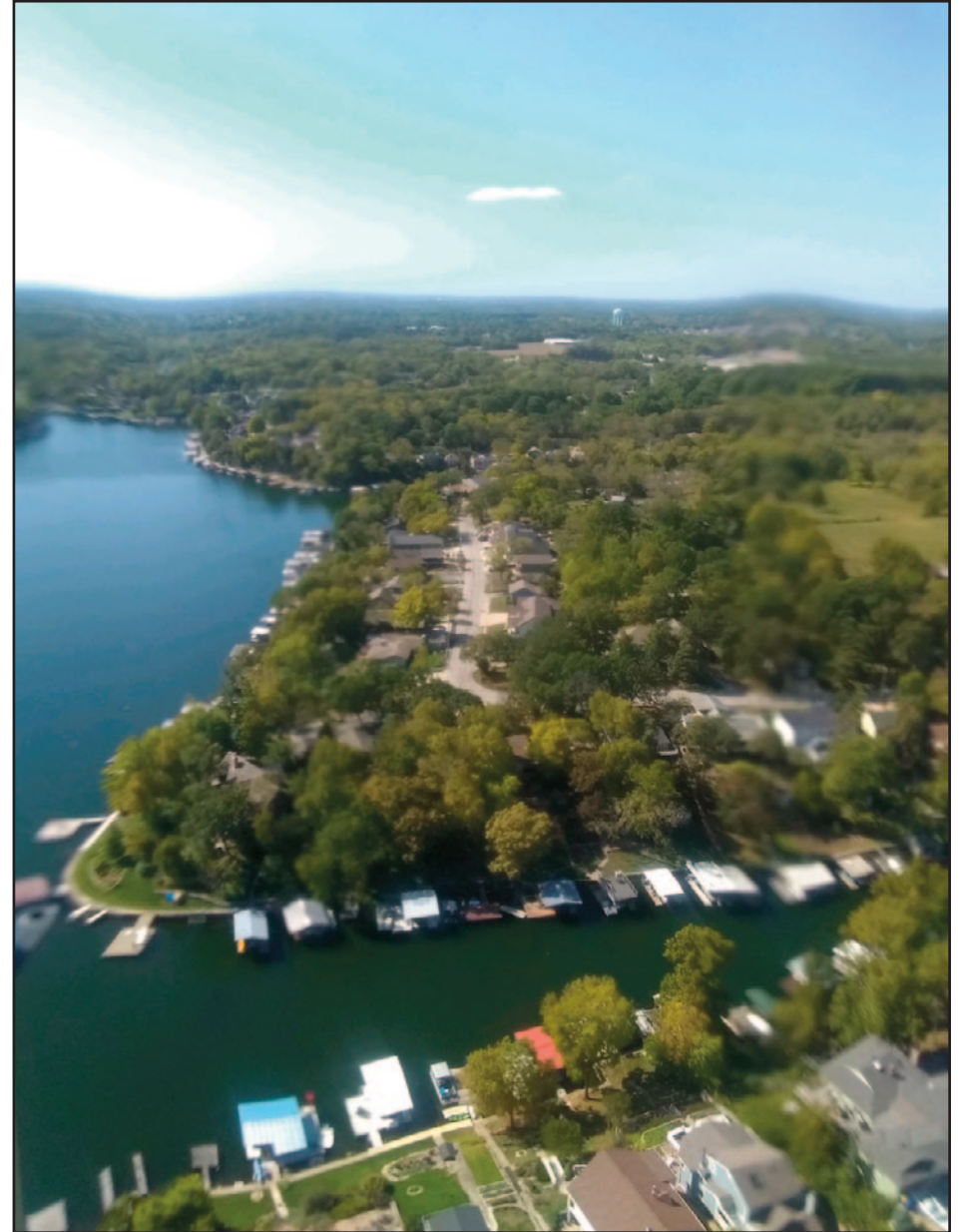


LEE'S SUMMIT, MO - JUST ANOTHER DAY AT WORK

By Dave James



Lee's Summit, Missouri.



Customer's Bell that I take care of.

WINGS N' WHEELS - GRATIOT COMMUNITY AIRPORT (KAMN), ALMA MI

By Randy Hebron

EAA Chapter 134's "Wings N' Wheels" Fly-in on September 23, 2023, featured old cars, airplanes and a lunch catered by Shepard Bar. For \$10 the spread included Mac & Cheese, Chili, Cole Slaw, Corn Bread, and made to order grilled ham & cheese sandwiches. The dessert table featured cookies, chocolate-covered strawberries and many other goodies. There certainly was a wide variety of aircraft and old cars represented. It was a great day, enjoyed by Jack McClellan, Scott Hebron, and Randy who flew together in the 1955 Cessna 180.



Mike and Penny Kelly's Fairchild PT-19 from Coldwater.



Bob Redner with his turboprop Grumman Goose.



This Willys race car is a tribute to the "gassers" from the 1960's. (If you don't know what a gasser is, talk to one of us older guys.)

INDIANA SEAPLANE SPLASH-IN

By Jim Brown

The Indiana Seaplane Pilots Association held their annual Splash-In at Pokagon State Park on Lake James on Sunday, September 24. Jim & Sherry Brown have frequently visited the park on this fall weekend to watch the seaplanes; well maybe it is more Jim watching the seaplanes and Sherry going into Angola to visit the antique shops. The weather for the event was perfect and several of the amphibians were able to park on the front lawn of the State Park's Inn using the temporary ramp installed by the association so they could taxi over the sandy beach. The planes with straight floats had more than enough space on the beach.

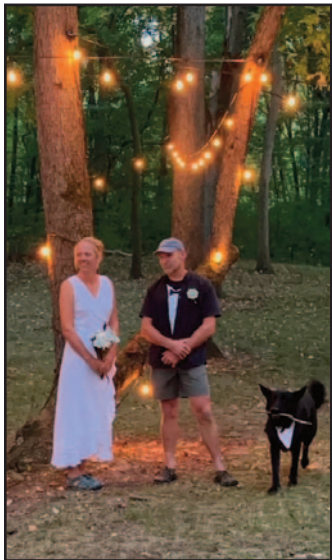
About 10 planes were already there on Saturday and about 10 more flew in on Sunday. As I was watching the planes on Sunday, a plane flew in from Mettetal. It was Randy Hebron and his VJ-22 Sportsman.



INDIANA SEAPLANE PILOTS ASSOCIATION SPLASH-IN, SEPTEMBER 23-24, 2023

By Randy Hebron

The 21st Annual Indiana Seaplane Pilot's Association Splash-in on Lake James at the Pokagon State Park, Angola, IN was attended by at least 33 seaplanes. The weather was perfect both days. On Saturday, I was told there were 20 seaplanes in the poker run, with the spot landing contest on their return. I also missed the wedding of Randy Strebig and Allison Wheaton since I didn't fly down until Sunday morning. Randy is the President of Indiana Seaplane Pilots Association and Allison Wheaton is Randy's long time sweetie who flew their Maule on floats to drop 4 skydivers (one of whom was the groom wearing a tuxedo t-shirt) to the venue just before the wedding.



Allison & Randy, with the ringbearer, Jack.



MARTIN FILIATRAULT'S FALSI-FIGHTER UPDATE

It's been another busy month; 16 more flights in the logbook. I'll detail the most notable ones here.

8/28 was my first four-flight day: visited Bay City (3CM), Oscoda-Wurtsmith (OSC) and back to PTK. Later that afternoon I got in some more formation training with Pat Hernandez. Videos will be posted eventually.

8/31: After crewing the Tri-Motor visit at YIP I was reminded that I hadn't yet visited its home base, the Liberty Air Museum in Port Clinton, OH. It was a good day to fly so off I went, following the Detroit River and southern shoreline to PCW and parked on the Museum ramp.



I had breakfast at the legendary Tin Goose Diner before touring the museum. Then, as long as I was in the area, I made the short hop over to Put-In-Bay (3W2) for my first visit there.

I rented the ubiquitous golf cart and toured the island for a few hours. All those lovely restaurants and pubs were calling my name, but I was still full from breakfast and no beer was allowed until I got home. It was still very cool to explore a long-desired destination and I'll be planning a future overnight visit someday. Video is made and will be posted eventually.

9/15 was the ideal day for another bucket-list trip: fly the Chicago Flyway along the shoreline. I wanted to do this trip northbound on a clear morning so the sun angle would be ideal for viewing the spectacular Chicago Skyline. The conditions were perfect; my careful flight planning and flight following made it an easy journey and I caught some great video of the flight along the shoreline from Michigan City to Evanston.

I continued north to Waukegon (UGN) and stopped for fuel and bookkeeping. From there, I went around the north side and down to Aurora (ARR) to meet up with the gang at Gambit Aviation. They specialize in aerobatic and tailwheel training in a fascinating collection of aircraft, including two Extra 330LXs, a T-6, a Pitts Model 12 (radial engine!) and a Cessna "Super" 140 with a 140hp Lycoming. Here's a link: [Fly Gambit](#). I didn't have the time (or money) to fly with them that day, but I will definitely return.

From there I followed the southern Flyway route back home. It was indeed a great day of flying. I created two videos covering the day; the Chicago Skyline is posted on my channel (see link below) and the long-form video covering the entire trip will be posted in the future. [Marty's goatfleg YouTube channel](#)



9/21: Another personal record of five flights in one day. It started out with a trip to Mason Jewett Field (TEW) to meet up with Terry Lutz and Rocky Shepard for some more formation flying and air-to-air photography. Using Rocky's RV-9A as a camera plane, we planned to take off as a flight of two, circle to 2500' and head west. With Terry as pilot and Rocky as photographer, they formed up on my right side to catch the best side of the aircraft with the best sun angle.



Rocky had a GoPro 360 camera on his wingtip and a Canon SLR in the cockpit. We got some still photos and video of me in formation; I dropped back and did an overtake, banking left up and over their nose. We reformed over Fitch Beach (FPK) and I performed another overtake, pulling abreast before banking off to the right. We returned separately to TEW, landed and debriefed.



The results were good but I never did get the shot I was trying for: a high-resolution air-to-air photo of my aircraft's ten o'clock profile, forward left side. I see at least one more air-to-air photo sortie in my future; stay tuned. From there I went to Willow Run (YIP), hoping to contact someone with the Yankee Air Museum and go take a look at that radial engine they offered to give me. I wasn't able to do that but I did hang out at Avflight for a while to get caught up on bookkeeping and rest for a bit.

It was very short 7nm hop from YIP to 1D2 to get ready for the Chapter's Ice Cream Social. I arrived three hours in advance to have time for more bookkeeping, phone calls and a brief nap before people began to arrive.

Early birds got a tour of the shop with the new Continental Engine on display (also donated by the Yankee Air Museum) and checked out the airplanes in attendance, including Jack and Dave Groat's beautiful RV-10. The Ice Cream Social began at 7pm and we had a great turnout!



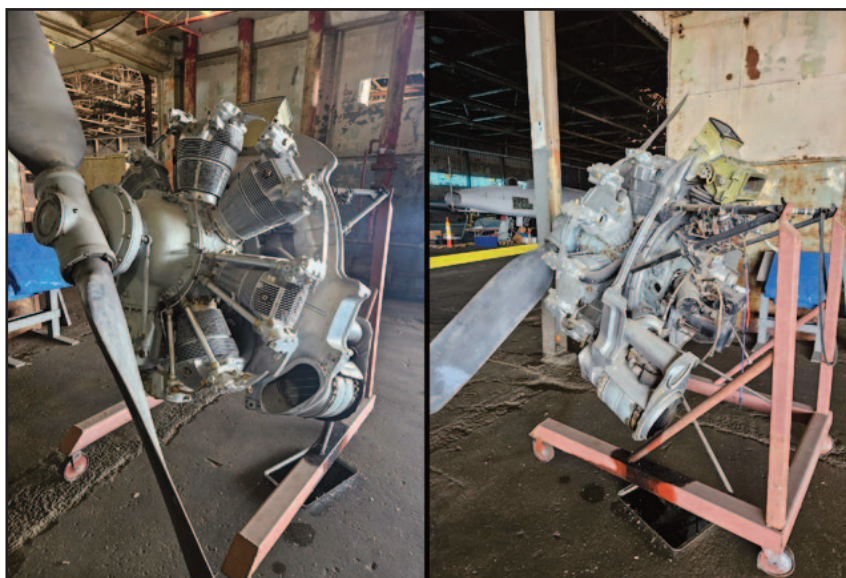
Photo Courtesy of Scott Hebron



Everyone stayed for Jack and Dave's presentation on building the RV-10; a wonderful story of overcoming setbacks and perseverance. We lingered a bit afterward, examining the aircraft and asking questions before it was time for my final flight home.



I made the short flight back to PTK and stayed in the pattern for three full stop landings, thus regaining my night currency. I was a bit tired by then; the landings weren't good and the radio communication was lamely hilarious, but I survived to fly another day. The video covering this entire epic day can be found here: <https://www.youtube.com/watch?v=zCBAmkiXI8k>. I have more videos posted on my YouTube channel including the Tri-Motor visit (parts 1 and 2), the Chicago Skyline short and many others; check them out using the link shared above. Oh, and I almost forgot... here's a photo of that radial engine that the Yankee Air Museum is giving to me:



SEPT 2023 GATHERING REPORT – YOU SHOULD HAVE BEEN THERE

By Dave Steiner

We had a great turnout for the Ice Cream Social on Sept 21st and a terrific program as Jack and Dave Groat filled in at the last minute with the story of, a well done slide show and a show-and-tell session about their very nice RV 10 project. They covered everything from designing and building the two-story workshop/mini-barn for their build, to customizing the panel and overhead controls on the aircraft. What a *beautiful* airplane. Everyone was able to get a good look at it parked in the 113 hangar. Debbie and John dished up the chocolate and vanilla ice cream with fixin's on an absolutely perfect fall evening. Rick flew his EAB "all the way from YIP" and Martin had his **Falsi Fighter** RV 8 down from PTK, but 1D2 was his fourth airport after a day of flying! It was an outstanding event. Sorry if you missed it.



Dave Groat's RV-10 in EAA 113's hangar.



RV-10 customized interior.

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



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.

CHAPTER NAME TAGS

We will be placing an order for Chapter name tags.

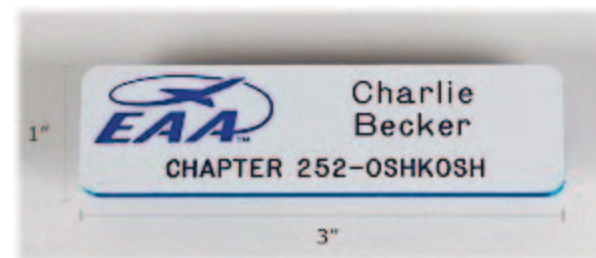
*These are made of hard plastic and imprinted with your name and our “Chapter 113—Canton, MI”

*They are available in two sizes. With the larger size, you may get an additional line, such as your N#.

*They are available in a magnet or pin backing.

*The cost is \$10.00 payable on the “donation” button on our website: <https://eaa113.org> . Be sure to note it is for a Name Tag in the comments.

*Last step is to call or email Debbie with the details for your order. events@eaa113.org or 734-751-5871.



A PIECE OF HISTORY

By Bob Trumpolt

Dean of Pilots Is Perfectionist

Flying for 51 of 78 Years

By Walter H. Crockett Jr.
The Telegram Staff

It was a turbulent, partly sunny day at Worcester Airport, with gusts up to 20 mph and layers of clouds at 2,500 and 3,000 feet.

The takeoff in the six-seat Piper Saratoga was rough and somewhat frightening for the passengers. The landing, with a crosswind on Runway 13, promised to be rough, too.

The pilot read aloud the checklist clipped to his control wheel, then he circled in and approached the runway. He came in angling to the right like a crab, dropped one wing to counter the

wind and touched down so lightly the passengers hardly felt the contact.

It was just another landing for Loran M. "Pappy" Malone. Just another hour in 51 years of flying for the 78-year-old dean of professional pilots at Worcester Airport.

If you want a safe flight out of Worcester Airport, with a pilot who knows the vagaries of New England weather and the location and approach of every air strip from Bridgeport, Conn., to Halifax, Nova Scotia, they say you can't go wrong with Pappy Malone.

Turn to AVIATOR Page 31A



Loran M. "Pappy" Malone, the 78-year-old dean of professional pilots at Worcester Airport, has been flying for 51 years.

Sport jacket and ball cap; that was his trademark outfit, at his office or in the cockpit. He soloed on 09/12/37, pilot license 61128; mine granted 1,175,542 licenses later.

Aviator Not Tied To Earth By Age

Continued From Page One

"He's the ultimate professional pilot," said Dudley F. Bowker, a recreational pilot who is president of Millbury Savings Bank. "He's a perfectionist in his piloting skills. He doesn't take half a loaf. Nothing is left to chance."

Malone's fellow flyers at Worcester airport call him a model pilot and a teacher who can improve even the best pilot's technique.

"Accidents don't happen, they're replanned," is Malone's flying motto.



This 1942 photo shows flight instructor Loran M. "Pappy" Malone and his aircraft.



04/28/93: I demo'd my new GPS moving map to Pappy, age 86, finally retired. Tried to fly as near flawless a flight as possible to impress my 1950's airport boss. On final approach, I could feel his feet gently nudging the rudder pedals. Hmm... After photo op together, I asked him, "Well Pappy, how'd I do?"

"You airline pilots get lazy on the rudders, you need to work on your coordination." Thanks, Pap...

SC TOWN COUNCIL VOTES TO RESTRICT AIRCRAFT WEIGHT AT CITY-OWNED AIRPORT

By Amelia Walsh, Published in AVweb, September 19, 2023

Last week, the Holly Hill (South Carolina) Town Council voted to ban any aircraft weighing less than 600 pounds at city-owned Holly Hill Airport (5J5), which has a 3,900-foot turf runway. According to the council, the decision was made “to protect the health and welfare of people at the airport” in light of two accidents that occurred in the past 18 months. One of those accidents, in February 2022, involved a Flightstar II light sport aircraft. According to the Experimental Aircraft Association (EAA) website, an “ultralight” aircraft has a maximum empty weight of 254 pounds, and a light sport aircraft has a maximum empty weight of 1,320 pounds.

In past meetings, the town’s mayor, Billy Chavis, has expressed his concern that any crash carries the risk of legal liability for the town. “We don’t have anybody that’s going to go out there and babysit you guys, and if you guys can’t police yourselves ... the easiest way for us to do business is to ban certain types of aircraft—the same type of aircraft that have crashed,” Chavis remarked.

However, the mayor’s comments drew backlash from local pilots who argued that neither crash involved ultralight aircraft but rather light sport aircraft. Pilots also pointed to the long-standing safety record on the field—noting that only four crashes had occurred in 60 years prior to the two recent incidents.

According to a local news station, the president of the local EAA chapter, David Chandler, said the ban means he can no longer operate his aircraft on the field. “The issues and the accidents that happen with these light aircraft, they’re not the airplane’s fault,” said Chandler. “The airplane is not the issue. They’re not breaking up; they’re not falling apart. It’s the pilot who’s making a poor decision to go fly it outside of its limitations.”

Under the new restrictions, flying an unpermitted aircraft at Holly Hill Airport would result in a fine of up to \$500 and/or imprisonment.













In a statement to *AVweb*, the Aircraft Owners and Pilots Association called the recent ban a “disappointment,” adding that the organization has been made aware of some incompatible land uses planned around the airport. “The local leaders seemingly haven’t been able to recognize the value of having a community airport and improve upon it; instead, they appear to be slowly chipping away at the airport with restrictions such as the most recent one regarding ultralights,” said AOPA Southern Regional Manager Stacey Heaton.

“Unfortunately, without a local visionary leader for the airport, there is nothing to compel the town to look toward a better future for aviation in their community. If the airport were federally-grant-obligated, a ban such as this would have needed to be approved by the Federal Aviation Administration, and that is a rare occurrence,” said Heaton.



October 2023



Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3 	4	5 EAA 113 Home Builders Gathering 7:30 pm	6	7 Breakfast @ 3 Brothers 9:00 am 
8 	9	10	11	12 EAA 113 Board Meeting 7:30 pm	13 	14 Young Eagles 1D2 8:30-12:00 
15	16	17 	18	19 EAA 113 General Meeting 7:30 p.m	20 	21 Breakfast @ 3 Brothers 9:00 am EAA 113 Youth Worksnop 9:30-12:00 
22 	23	24	25	26 EAA 113 IMC Club Meeting 7:30 p.m 	27	28 Breakfast @ 3 Brothers 9:00 am
29	30	31 HAPPY 				

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AVAILABLE COLORS



Editor's Note: This is a local-to-Mettetal business whose products may be of interest to Chapter 113 members. Owner, Hisham Burgol, is a member of Chapter 113. He has been a pilot since 1997. He started out in New Hudson and moved to Mettetal 14 years ago. He has flown and owned a Cessna 172 N for 26 years. "After purchasing a 3D printer for my business I realized there are things I can do for my plane. I always needed accessible storage for my cell phone, pens, and glasses when flying and that is when I realized what better place than the ashtray location. This is why I designed a product to replace the ashtray." After hearing from fellow pilots on how handy the product is he decided to create a company "flyZr" to make and share the product with other pilots. He says he has a few more design ideas that he will share in the near future.



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.



Welcome new members:
John Katar
Mike Carr



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 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:

OCTOBER 19, 2023

7:30 PM

at the EAA Chapter 113 Aviation Education Center

8512 N. Lilley Road

Canton, MI 48187

(734) 392-8113



Taken from the top of Cadillac Mountain, Acadia National Park, Maine.

Photo courtesy of Elizabeth Hebron.