

EAGLE'S PROPWASH



October 2011 Issue
CHAPTER 113
"The Backyard Eagles"



Snowbird at Windsor Air Show
Photo courtesy of Shunsuke Shibata

Our Web Site: www.eaa113.org EAA113@yahoogroups.com

Meetings: 7:30 PM the 3rd Thursday of each month at the

EAA 113 AVIATION EDUCATION CENTER

Member Services

President: Tom Smith (734) 748-7940

Vice President: Jim Trick (248) 766-2092

Secretary: Bob Wagner (313) 274-8292

Treasurer: Grant Cook (734) 223-2688

Board of Directors:

Al Bosonetto Dave Buck

Pete Waters David Forsman

Mike Scovel Bill Brown

Bob Skingley Rick Titsworth

Joe Griffin Tom Smith

John Maxfield Lou Lambert

Barb Cook Sean Crooks

Scott Hebron Patrick Hebron

Membership Committee:

-Roster: Mark Freeland (248) 624-9654

-Dues: Grant Cook (734) 223-2688

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Randy Hebron (734) 326-7659

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John Maxfield (248) 348-1417

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Scholarships: Howard Rundell (734) 658-7701

Library: Barb Cook (734) 277-3469

Young Eagles:

Dave James (734) 721-4213

Debbie Forsman (734) 397-3452

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Dave Buck (734) 453-5375

Bill Brown (734) 420-2733

Bob Skingley (734) 522-1456

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

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



PRESIDENT'S *PODIUM*

Tom Smith (734) 748-7940

tgsmith398@comcast.net

October 2011

I recently went to a couple fly-ins on one day. First stop was Adrian, where the new flight school there, Skywalker Flying, had an inaugural pancake breakfast. They have only been there a few weeks so far, and I didn't know what to expect. 55 planes arrived, as well as a lot of local traffic. They offer tailwheel instruction as well as light sport instruction. I was able to trade rides in my Sportstar for one in their Allegro. It was interesting to experience the difference in handling of the two types of light sport aircraft. They can be reached at 517-759-2590 or at www.Skywalkerflying.com.

I also went to William's Airpark north of Jackson for lunch afterwards. Several of the same planes were there as well. There were gatherings at some of the private homes, and also at the winery which is located there as well.

The Brighton Sportplane Association is having an Octoberfest on Saturday, October 22nd. See info@eaa384.org for details.

There will be a Young Eagles day on November 12th. The students from the Southfield Young Astronauts group will be there again, and we will be needing pilots, ground handlers and classroom instructors for that group. Contact Debbie Forsman if you can help. We will be having our autumn chili fly in following the Young Eagle flights in the afternoon. Check the chapter website for details.

Elections are coming up again this November. Contact Al Bosonetto if you are interested in becoming an officer or a board member.

The monthly meetings for the Homebuilders resume on the first Thursday of the month, and the Safety seminar also continue on the last Thursday of the month. And in November, the chapter 1st Friday movie nights resume for the winter.

I also have received a letter from one of our scholarship winners, Doug Kovach. Since receiving his award, he has attended EMU, become a CFII, finished an Aviation Business Management degree, and has started flying for Kalitta Charters. He has been a busy man, and I wish him well with his career.



PAULSON AVIATION *LIBRARY*

Barb Cook (734) 277-3469

barb@armipay.com

October 2011

Several of our book shelves have been re-arranged in order to put like books together. The following numbers consolidate our holdings on these topics:

359.32 CARRIERS

359.8 3 NAVY SHIPS

359.9 NAVAL HISTORY

387.7 AIRLINERS

727.6 MUSEUMS

MESSAGE TO LIBRARY USERS:

1. Please don't forget to put the date, your name, and EAA 113 (or other authorized group) on the card found in the book's pocket.
2. When returning books, please put a sticky note with your name on it on the cover of the book. (This will make check-in much faster for us.)

OUR THANKS to CFI Nick Mues for the donation of many many books. We have had to re-arrange shelves to make room for a 2nd shelf for all the new books on IFR training (629. 132 5219).

We also have a shelf of books on Advanced Ratings: 629.132 5218.

OUR ITEMS have now reached 2475 with donations still pouring in.

Happy Reading

Adrian Fly-In



Adrian Fly-in
Photo courtesy of Tom Smith



Howard DGA and Tom Smith's Sportstar
Photo courtesy of Tom Smith

Update from Scholarship Winner Doug Kovach

Hello Backyard Eagles,

It has been a while since I have given an update on where I am in my life and career. Because of my current employment I was unable to visit for the Pancake Breakfast, Thunder over Michigan and Oshkosh this year. The family always told me that work would interfere with the fun stuff. But, at the same time, I get to have a blast flying and traveling; so I guess that makes it okay.

I don't exactly remember when I sent the last update, so we can recap, okay? At the time that I was offered the 113 scholarship I was flying out in Jackson at Jackson Community College finishing up most of my ratings and an Associate Degree in Aviation Flight Science. Since then, I went to Florida and finished an accelerated CFI and CFI-I course at American Flyers and got a job flying for Michigan flyers out of Ann Arbor. I also went to Eastern Michigan University; finished a four-year Aviation Business Management Degree, built some flight time and just recently, started flying for Kalitta Charters.

I'll never forget my first interview at U of M Flyers (Michigan Flyers), I thought to myself, I would never make it as a CFI. From the beginning they demanded a level of knowledge and proficiency that far exceeded what was required of me in the past. After the horrible ground session Finlay (Chief CFI) and I went out to fly and he wanted to fly in a 152, which, of course, I hadn't flown in quite a few years. This particular January day also presented a very cold 60 degree crosswind that was blowing at 18 gusting to 27 kts. I asked Finlay if he was sure he wanted to go, considering the weather and my level of proficiency in the 152; he laughed and said, "I'm going to have some fun then!" The flight went okay, besides being crammed into a cockpit with a guy that was, how do you say, not small?! After a little more studying and working with Finlay I was given the job and started flying full time.

Between lessons and bad weather days, I went to EMU and did homework so I could get the schooling out of the way. I graduated from EMU in August of 2010 and also managed to build somewhere around 2,000 hrs of dual given time. I am currently still flying with the club and as one of the Assistant Chief Instructors, I am responsible hiring the staff and managing other instructors along with the Chief Instructor. I was fortunate to have good mentoring in a good environment that allowed me learn how to teach and become a better pilot.

After graduating in August and great thanks to hanger bum Mike Larsen, I was called into an interview with Kalitta Charters in September. Talk about things happening at a quick pace! Right after graduating I find myself studying like crazy for an interview. I was told to study the 135 reg's and the systems of a couple of airplanes that I am familiar with. It turned out to be a little torture session all over again! When I walked in, I was given a written test that was pretty straightforward and then was sat down for an oral portion with the Chief Pilot and person who runs the training programs. After telling me about the company and asking me about my experiences, they started in on the airplane systems of not a couple of airplanes, but quite a few airplanes! They asked questions until I ran out of answers, and then kept asking questions. By the time I left the office, I had this overwhelming, yet familiar sensation of inadequacy. After calling dad, grandma and grandpa and uncle Kim, I descended from the state of shock over a couple of adult beverages. The next morning started off with a phone call offering me the job to fly with Kalitta and that the class would start in a couple of weeks.

When class started, it was like drinking from a fire hose. Hey! It was just like college all over again. Class went by very quickly and covered the usual INDOC stuff, and systems for the Falcon 20's and 20/30 series Learjet's. After all that my classmate and I went down to the Learjet Sim to finish up our training; really wasn't that bad either. On my first flight in the Learjet, we were passing through about 20,000 feet when I looked at the Chief Pilot and mentioned, "I was just getting out of the shower." I was so far behind the airplane mentally that I could only laugh, so did the Chief! I have been flying for Kalitta for just under a year and now flying the Learjet's, finished the Falcon checkout six weeks ago and now I'm studying to fly the King Air. In the past couple of years it has been full throttle finishing school, flying full time, and now flying for Kalitta. So far, I am enjoying the flying that we are doing. Always going to new and interesting places as well as seeing all kinds of different flying.

Just wanted to say thanks for the help to get me here!

Sincerely, Doug Kovach



B-25J Mitchell with

Air Show

of Shunsuke Shibata



open bomb bay



North American B-25J Mitchell



North American Canadar Sabre 6



North American Harvard Mark IV



North American Harvard Formation TO

Safety Seminar Nights Begin Again

The last Thursday of the month is Safety Seminar night at the EAA 113 Aviation Center. Join us at 7:30 for discussions on airspace, FARs, TFRs, flight planning, maintenance, GPS navigation, engine and airframe questions, or any other issues you would like to bring up. Some nights you might even find some donuts or pizza there.

Following is from Dr. Ian Blair Fries' seminar, "How to Save Your Life in an Aircraft Accident" from AOPA E-pilot.

Maximum trim glide:

Many pilots are taught to establish best-glide speed in the event of an engine out. But the speed varies with aircraft weight, so Fries, a pilot and aviation medical examiner, recommended what he calls "The Fries Technique." Pilots should practice at altitude to become familiar with the maneuver, he cautioned. Reducing the power to idle, maintain altitude as long as possible only by trimming the aircraft, not moving the yoke. That, he said, will give you as good of an airspeed as any other technique when you start descending and allow you to look outside instead of constantly rechecking your airspeed indicator to ensure you are at best glide. Eventually, you'll end up with full nose-up trim. By using trim, the airplane is establishing a glide; it's stable, so that "you can do all the other things that you need to do."

While in the power-off glide, it will be more difficult to see over the nose of the aircraft. Don't pick a landing spot that you can see over the nose, he cautioned: You won't make it. Instead, look to your left (if you are flying in the left seat); in addition to providing a better sight picture, that's also the direction you'll likely be turning to make the desired landing spot. Aim for the middle of the runway (or field or wherever you'll be landing).

The bottom line is you are far, far safer going off the end of the runway going at a slower speed" than you are landing short of the runway at flying speed. The slower the aircraft touches down or impacts an object, the fewer Gs the aircraft and its occupants will absorb. An aircraft is built to absorb more forward force than vertical or lateral forces, he said, explaining the importance of landing straight ahead whenever possible.

Tailwinds always, Dave Buck

News from EAA National

EAA Presence at Reno

For the first time in recent memory, EAA had a presence along the flight-line at Reno, including a hospitality area. On Thursday, Rod Hightower participated in a special presentation when race director Mike Houghton unveiled a replica of Paul Poberezny's iconic Red One VW Bug. Reno Red One was made to honor Paul, who turned 90 this year, and has played an integral role in the growth and popularity of the races over its 48 years. Houghton, aviation legend Bob Hoover, and Rod Hightower rode in the vehicle before the Reno crowd after a special plaque presentation. The replica Red One will be kept and driven at Reno as a lasting tribute to Paul.

EAA Mourns the Passing of Cliff Robertson

On September 3rd, the aviation world lost an ambassador and friend in Academy Award-winning actor Cliff Robertson, who was a longtime EAA member and supporter, as well as the first chairman of the Young Eagles program. Cliff, who died one day after his 88th birthday, had been an EAA member since 1964 and was an aviation enthusiast who started his flying career at age 14 in California. He eagerly stepped forward in 1992 to serve as Young Eagles' first chairman, and made a short film titled *Young Eagle* to promote the program. He also dedicated resources to start the Cliff Robertson Airport Work Experience Program, which allowed young people to spend summers in Oshkosh to work at EAA in a variety of aviation roles. Cliff was also an annual attendee at AirVenture and participant in the Gathering of Eagles fundraiser. Our sympathies go to Cliff's family, with the knowledge that he left an unforgettable legacy in the world of flight.

On the Road with EAA

In addition to Reno, EAA staff were well-represented at various events throughout North America: Vice President of AirVenture Adam Smith, and Manager of Field Relations Ron Wagner were in Ontario for the annual Canadian National EAA Fly-In. The event was at the Ottawa/Gatineau Airport, which is also the home of the Vintage Wings of Canada Museum. Director of Member Programs Charlie Becker was in Mexico, Missouri to present forums at Zenith Aircraft's Open Hangar Day. Vice President of Government Relations Doug Macnair participated in the FAA's Unleaded Avgas Aviation Rulemaking Committee meetings in Washington, DC, a key policy committee as GA looks toward an eventual future using unleaded fuels.



Editor's Note

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October 2011

History Lesson: The story behind the Backyard Eagles Logo



I was wondering how many members know the story behind the Backyard Eagles logo. I've been around the chapter for quite a few years, and I didn't know the answer, so I asked John Maxfield. His dad was a charter member of the chapter, and John literally grew up at the airport. Here's what John had to say:

It's my understanding that the 113 logo was designed by Edna Hurst, Dan Hurst's wife. The logo has been around almost from the beginning of the chapter as Dan and Edna weren't charter members but joined soon after. The design idea, was to convey a common bird, a crow, happily flying in casual clothes through the backyards of common men. Not knowing or caring that he's a crow, the bird has the pride and love of flight of an eagle. Similarly, EAA and Chapter 113 are made up of the everyday man (and woman), building, restoring, and flying planes with the skill and pride of professionals.

Dan is the builder of the award winning, white and black Pietenpol, pictured bottom row about in the middle of the meeting room wall. Both contributed greatly both to the chapter and at Oshkosh. Pictures exist from the late 60's and early 70's, of Dan wearing a Snoopy costume that Edna made promoting EAA.

Happy Flying!

October 2011

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
25 12p Newsletter deadline	26	27	28	29 7:30p EAA 113 Safety Seminar	30	1 8:30a Breakfast at Coney
2	3 7:30p Single Seaters	4	5	6 7:30p Homebuilders Project Corner	7	8 8:30a Breakfast at Coney
9	10	11	12 7:30p Ford Eagles	13 7:30p EAA Chapter 113 Board Meeting	14	15 8:30a Breakfast at Coney
16	17	18	19 7p Flying Pilgrims	20 7:30p EAA 113 Chapter meeting	21	22 8:30a Breakfast at Coney
23	24	25 12p Newsletter deadline	26	27 7:30p EAA 113 Safety Seminar	28	29 8:30a Breakfast at Coney
30	31	1	2	3 7:30p Homebuilders Project Corner	4 7:30p Friday Night Movies	5 8:30a Breakfast at Coney

OCTOBER 1-2: Fulton County Airport, Wauseon, OH - EAA Chapter 149 Mini Chili Fly-In

08:00 - 15:00 Pancake Breakfast, Chili & Hotdogs Lunch Contact: Gene Lemle Phone: 419 826 4056

OCTOBER 8: Battle Creek, MI - W.K. Kellogg Airport (BTL) 7:00 a.m. - 11:00 a.m.

WMU College of Aviation Pancake Breakfast. Pancakes will begin flying around at 7:00 a.m. and available for \$6.00 a plate. Tours of the College of Aviation will take place at 8:30 a.m. and 10:00 a.m.mmmCall Tom Thinnas 269-964-6375.

OCTOBER 8: Millbury, OH - Toledo Executive Airport (TDZ) 8:30 AM - 11:00 AM

EAA Chapter 582 Super Breakfast. Pancakes, sausages, eggs, French Toast, biscuits and gravy, juice, coffee. Contact: Mike Whitescarver Phone: 419-467-2247

OCTOBER 15: Lapeer, MI - DuPont-Lapeer Airport (D95) 11:00 a.m. - 3:00 p.m.

Fall color fly-in. Soup, sandwich, and sweets. Sponsored by Friends of the Airport. Call Becky 810-614-9346.

OCTOBER 16: Watervliet, MI - Watervliet Municipal Airport (40C) 11:00 a.m.

Annual Chili Hop. Sponsored by EAA Chapter 585. Contact Justin Pallas at jpallas@pallasdesignstudio.com.

EAA Chapter 113

Mark Freeland

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**Next Meeting: Thursday, October 20, 2011
7:30 PM at the EAA 113 Aviation Center**