

EAGLE'S PROPWASH



November 2011 Issue
CHAPTER 113
"The Backyard Eagles"



Jack Roush's P-51 Mustang, Gentleman Jim
Photo courtesy of Shunsuke Shibata

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

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

EAA 113 AVIATION EDUCATION CENTER

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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

"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

This November marks the chapter's biennial elections. All officers positions are open, as are five board of director positions. If anyone is interested, please contact Al Bosonetto.

There is an Aviation Safety seminar coming up on November 7th. It will again be held at the Marriot at Eagle Crest in Ypsilanti, starting at 7:00, and will be on radio communications.

On Saturday, November 12th, the chapter is hosting young eagle flights starting at 9:30, followed by a Chili Fly In from noon until 3:00 PM. This is one of the last fly-ins of the year in Michigan and we are hoping for a good crowd. We need lots of varieties of chili, so be sure to bring in a pot of your favorite recipe or a dessert to share. Be sure to invite your friends, as everyone is welcome. Check the website, www.eaa113.org, for any last minute changes.

The chapter Christmas party will be on Thursday, December 16th, at 6:30. Be sure to mark your calendar. This is a potluck event with the chapter supplying the turkey. We will be needing chefs to help cook the turkeys. If you are interested in helping, give me a call.

Don't forget the chapter's Friday night movies. They are held on the first Friday of the month at 7:30. You will find airplanes, comedy, drama, popcorn and friends. Doors open at 7:00, and will run until March. If you have a movie that you would like but can't find it, contact Mike Robbins, and he might be able to locate it. Check the website monthly for movie details. See you there.



PAULSON AVIATION LIBRARY

Barb Cook (734) 277-3469
barb@armipay.com
October 2011

We have received a large quantity of book donations of an unusual nature. These cover aircraft nose art, 1940s era poster art, stamp art, and information about uniforms and the ubiquitous "Leather Flight Jacket". I find these books a visual delight and an enjoyable change in viewpoint of aviation information. Hope you like them too. This collection was from Robert Sardelli.

Here is just a list of titles and their shelf numbers:

- Vintage Aircraft Nose Art* - OVER 358.4 183 VALA
- Posters of World War II* - OVER 769.4 JUDD
- Posters: Sourcebook 3* - OVER 769.4 RENN
- Silver Wings, Pinks & Greens: Uniforms Wings & Insignia of USAAF in WWII* - OVER 940.54 4973 MAGU
- American Flight Jackets, Airmen, Aircraft* - OVER 940.54 4973 MAGU
- Hell-Bent for Leather: Saga of the A-2 and G-1 Flight Jackets* - OVER 940.54 4973 NELS
- 1941: World at War* (stories behind the stamp and its artist) - 383.22 BOND
- 1942: Into the Battle* (stories behind the stamps) - 383.22 BOND

And for the usual old flying stuff:

- Aircraft Cutaways: Classic WW II* - 623.746 GUNS
- Iron Coffins* (German U-boat history) - 940.54 21 WER
- Cactus Air Force: Fliers who Saved Guadalcanal* - 940.54 26 MIL
- Ninth Air Force in Colour* - 940.54 4973 FREE
- Thunderbolt & Lightning: Jug and Fork-Tailed* - 358.4 3 O'LE

From Mason's Chapter 55 Newsletter

As pilots, we should always share our lessons learned, right? Well, strap in and read on, fellow aviators!

The day this happened was a Friday in August and it was truly a gorgeous day for flying, one I'd certainly put in the Top Ten for the year. I decided that I'd do something I'd been trying to do for a while, that is, fly from my home field of Ray Community (57D) up to Mt Pleasant (MOP) and enjoy some casino gaming. I took off about 0845, a bit later than I'd planned, but the skies were clear with nearly unlimited visibility and a light northwest wind. Bumps? Who dat?

My Kolb Mark II is an Experimental light sport, and while I like it a lot it isn't a fast plane. I cruise between 60 and 70 mph depending on conditions. The plane carries 10 gallons of fuel and I burn it at approximately 3.25 gallons per hour. My plan was to stop at Saginaw-Browne (HYX) for gas and then swing south of the controlled airspace at MBS. As I neared Saginaw I estimated that I could make it to Mt Pleasant without the fuel stop so I changed course and headed directly for it. Just as I got on the southwest 'corner' of the MBS airspace my GPS signal went kaput! I'd seen this happen once before and wasn't too concerned. Apparently there are circumstances where the GPS signal can be hard to pick up.

By this time I'd been established on course long enough to have a pretty good sight picture of the angle I needed to maintain over the roads. I'd also noted my magnetic compass reading and could follow that. I was fairly sure the GPS signal would return before too long. That's what happened in the past. And while it was several years ago, I had flown into Mt Pleasant before and had a more-or-less sense of the terrain from that. So I plowed on. Sure enough, after about 10 or 12 minutes, the GPS synched up and I was right on course.

After a safe landing at Mt Pleasant, I caught the shuttle to the casino and had a very nice meal at their lunch buffet. I then toddled over to the blackjack tables and began the process of losing my money. :-} Ouch! Yes, I said losing my money. By the time I left I was down \$150 bucks! Oh, well, if you can't afford to lose it, don't play, right?

On the flight home I overflew Alma (AMN) and then went on to Owosso (RNP), where I again gassed up. I was pretty sure I could have made it home without any more fuel but I decided to play it conservatively, and the washroom was certainly a welcome sight! From Owosso, I went south of Flint and headed back to Ray. For the first third of the trip

from Mt Pleasant there were just a few small to medium bumps but as the air cooled it smoothed out again and it was sweet for the rest of the way.

So that trip worked out at 4.6 hrs of stick-time for 16 gallons of fuel. Except for contributing to the Blackjack Dealer's Retirement Fund, I'd call it a very fine day. I woke up Saturday with the intention of flying but I was pretty fatigued from the trip on Friday and the winds were fairly brisk. I decided to stay home to rest and relax, which is exactly what I did. Ho hum.

Sunday's forecast looked good! The winds were forecast a bit higher than I would have wanted but I was planning a trip with short legs, all anchored by fields that had fuel available. The route? Well, the idea was to fly to Owosso, then circumnavigate the Lansing (LAN) airspace by flying to Mason (TEW), Charlotte (FPK) and then Ionia (Y70). There are several fast food places just across the street at Ionia so that would be my lunch stop. From there, I'd come back to Owosso and then home. Well, that was the plan anyway.

To start with, the area east of Pontiac/Flint was all IFR conditions on Sunday morning due to fog. So after getting my bird ready, I sat with the other airport bums to wait for the fog to lift. I think it was around 0930 that it burned off and I was in the air about 20 minutes later en route to Owosso.

The flight to Owosso was nice and smooth albeit the visibility wasn't all that great. I was monitoring the control tower at Pontiac (PTK) and they were busy, busy, busy! Airplanes all over the place, many doing the repetitive touch-n-go maneuvers we all remember from our training days. I was a little nervous but I was well clear and never, to my knowledge, had any close encounters.

Due to the winds aloft it took 1.4 hrs to get to Owosso, but I made it. Surprise! A six-pack of the crowd from Ray had also flown in and they were having breakfast at the Crosswinds Cafe, which is located right on the field. I sat with them for a few minutes and then went to get fuel before heading on to my next stop at Mason, a new destination for me.

That's when the wheels came off. Due to the late start caused by the fog and the rapidly rising temperatures, the air had gotten medium bumpy by this time. I started on a south-southwest heading for Mason, being careful to avoid the Lansing airspace to the west. But I wasn't too concerned because my route didn't really get all that close to it. I was monitoring the control tower just in case.

After maybe 15 minutes of flight, the GPS signal went out! Yes, again. I thought it would probably come back on before long, as it had before, but I began messing with it by turning it off and back on several times, trying to 'help' it synch up. No joy. Now, what with the wind and the bumps and having my attention on my GPS unit, I was no longer certain of my heading. And before the GPS went out I hadn't really gotten a good sense of road angle nor had I been able to establish a reliable magnetic compass bearing due to those bumps. Soooo, out with the maps, and on I went!

I didn't have a true sectional map with me that day. What I had was a TripTick you can download from AeroPlanner that generates a series of 'mini-sectionals' with your route marked. Alas, there just aren't any good ground landmarks between Owosso and Mason, especially with the poor visibility. Folks, it ain't nothin' but flat farmland out there! Miles and miles of miles and miles, as the saying goes. But on I went!

At this point I had plenty of fuel and I thought I could probably stay reasonably on course and (I hope, I hope) that dad-drafted GPS was going to pick up the satellites just any time now. Right? So on I went. My worst thought at this point was that I might inadvertently drift over into Lansing's airspace.

I also had with me a leg table, another product of AeroPlanner, with the times for each leg noted while allowing for the forecasted wind speed and direction. I was fairly sure these were accurate based on all I'd experienced so far. The leg from Owosso to Mason was slated for 42 minutes. And although I hadn't actually taken note of my takeoff time, my engine timer should give me some guidance there. So on I went.

At about 54 minutes of flying from Owosso I came across a small town with a water tower. I decided then to invest the time and fuel to descend, circle, and read the name on it in hopes that it might situate me. The town was Dansville. But that city isn't on the sectional maps! I used to carry a street-level map but I had long since abandoned it. I wished I had it then, you can bet. As I was doing this, I noticed a concrete runway off to the west, shining brightly in the sun despite the poor visibility. I thought, "Holy Course Error, Batman! That must be Lansing! Just as I feared, I've strayed too close. I need to divert to the east some to clear this." So on I went, now angling a bit more easterly but remaining on a mostly southerly course. I was also concerned that the winds must have picked up quite a bit. If, as it seemed, I was only just at that time drawing 'even' with Lansing, I still had quite a long distance to go in a southerly direction to make Mason. And what would that portend for the next leg to

Fitch-Beach at Charlotte, which was nearly due west? Hmmmmm.

Of course, none of the above really indicates that I wasn't as calm as all that. The feeling of being lost was growing in me the whole time, little by little. What should I do? Turn around? Could I even do that successfully? Did I have enough gas to get back to Owosso? Could I find it in this soupy air? Should I call Lansing and tell them I'm lost and ask for help? What help could they offer since I don't have a transponder? This has stopped being fun.

So on I went! After another 10 miles or so I finally reached my breaking point. I decided to turn back and, if I could, return to Owosso. I made a 180° turn and tried to keep a good handle on the reciprocal course. I did manage to find my way back to Dansville (and sure enough, there was Lansing off to the west again), so I was pretty sure I was doing a good job of backtracking. Still no GPS signal, of course. A while later I found another berg with a water tower, this one called Webberville. I wonder if that's where the Webber grills come from? But alas, it ain't on the sectional maps either. Am I going in the right direction? In this visibility, it wouldn't take much error to miss Owosso completely. Am I going to have enough gas? Should I land somewhere off-airport and seek assistance?

I eventually (and it felt like days later) crossed Interstate 96 which helped give me a reasonable sense of my relative bearing if not my course. I knew that if I kept heading north I'd sooner or later cross I-69 and that I should be able to find SOMETHING from that. But the fuel situation was now beginning to look grave. Fortunately, I finally found another town, one which I recognized, called Bancroft. From there, I knew exactly which way to go to get back to Owosso. Moments later, the GPS came back online! Hallelujah!

At this point, I get to thinking: "The place I was going to eat, Ionia, is now off the table. It's about 1330 and I really need to eat. In fact, I'm starving and dehydrated!" I was pretty sure the Crosswinds Cafe at Owosso had closed at 1300. However, the airport at Flushing has a restaurant and is just slightly farther away than Owosso, and it has gas. I decided I had enough fuel on board to make it so I turned in that direction and bounced my way there.

On approach, I thought, "I'll get the gas first, and then eat. That way when I'm done I can just hop in my bird and go." So I taxied over to the pumps and tried to get gas. Twice. Nothing I could do would make that stinking gas pump dispense a drop of fuel! It made all the appropriate sounds but nothing came out: nada, nit, swab-o. Aaaargh! At this

point, I just had to put the problem aside and get something to eat, cool off, and hydrate, which I did.

As I ate, I pondered the problem. Should I go back to Owosso? That isn't too far but it's directly against the wind and opposite the direction I really want to travel. Lapeer (D95) is in the right direction but it's farther away. How confident am I that I can get there with the fuel I have left? Not very. So I asked the waitress where the nearest gas station was located. She told me it was about a half mile west, so I set off to hoof it there and back.

When I got there, they did indeed have portable gas cans for sale. A two-gallon can for eight bucks: BOHICA! Now comes the trudge back to the field and the temperature is above 90 and the humidity is unspeakable. A couple of young fellas (maybe 18 or 19) saw me when I was about one third of the way along; they took pity on me and gave me a ride the rest of the way. Good boys! Who says the youth of America is going bad? Not I!

I carry a fuel funnel with me, and it's a good thing because it would have been nigh on impossible to get that gas can and its spout maneuvered into place to pour into my on-board tanks. It turned out the can I'd purchased was one of the new cans with the 'safety' valve in the end of the spout, which I had no realistic way to activate. In fact, I nearly tore a nail off trying to pry that stupid valve out. Eventually I gave that up, removed the spout, and managed to sort of splash-pour the fuel into the funnel. I went inside the restaurant again to wash (I had gas all over my hands and arms) and to allow my tanks to equilibrate so I'd have a better idea of just how much I had at this point. After looking at the tanks, I was confident I could reach Lapeer without any worries, which as it turns out was correct. I filled up there and proceeded homeward.

Well, it was definitely one of those days when, at least for a time, I was "up here wishing I was down there." I've since made that trip successfully but I did some things differently. First, I got a weather briefing and asked for a RAIM alert check. The RAIM alert (and, no, I don't know what it stands for) is an on-request service from the briefer in which he checks for known outages of the GPS signal. Secondly, I invited a flying buddy to go along in his plane, thus having the benefit of two GPS units. I also invested in a good ground-level map which stays tucked into the seat pocket next to me!

And now we come to the part of this tale where you get to laugh your blinkin' arses off! Remember how when I was lost I found Dansville? And that I then spotted Lansing off to the west? Well, that wasn't Lansing.

It was Mason, my destination! I actually had my goal in sight but confused it with another airport because I was so disoriented. Ugh, ugh, and likewise, crap! Go ahead; laugh it up, you jokers.

For the 'inquiring minds who want to know,' it turned out that my GPS unit was bad. It died completely not long after this flight was completed.

Feel free to share this with anyone who would get a chuckle from my mishap or, better yet, learn something that will help them be a safer flyer.

– Ken, the wanderer

Shachar's First Flight in His New Cessna 175



Photos courtesy of Debbie Forsman



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wee Devil RC & wee Devil FF nostalgic pylon jobs with the looks of a 40's contest model

Retro RC LLC announces its latest addition to our product line-up, the "wee Devil", a high quality, precision laser-cut kit that is available in both a FF and an RC version. Adapted from the 1971 "T" tailed Little Deer design by Jack Allen, both models have a poly-dihedral wing with 29" span and 121 sq.in. projected area. The FF version can be expected to fly like a scaled-down Shulman "Zomby", with a fast near-vertical right-spiraling climb followed by a long slow left-circling glide. In fact it soars so well we recommend using the de-thermalizer for every flight, so you won't lose it! The RC version also can climb vertically and soar, but is better suited to slow flying at a reduced power setting using a small electric motor.

The 1/4-A "wee Devil" comes as either a free flight (gas or electric powered) or radio control (electric powered) kit. The FF version powered by a pee wee 020 weighs 3.6 ounces, giving it a wing loading of only 4.3 ounces/sq.ft. The RC version which is AMA ParkPilot program legal, weighs about 5 ounces giving a wing loading of only 6 oz./sq.ft.

These kits are truly complete and quick to build. Both kits contain more than 134 self-jigging, precision laser-cut pieces of high-quality balsa light ply and aircraft ply, a complete hardware pack and two sheets of colored Esaki tissue. The easy-to-follow instructions are photo illustrated, making for an easy and quick build. All you provide is a flat surface to build on (pin-board not necessary), glue, dope, sandpaper, motor, battery, electronics and a little know-how.

\$43.99 for the FF kit, and \$47.99 for the RC kit, plus S&H.

RETRO RC LLC, PO Box 193, Keego Harbor, MI 48320

248-212-9666; www.RetroRC.US.com



One of our favorite school groups will be joining us on November 12th, 2011 for our final Young Eagle Day of the year. The Young Astronauts from Southfield Schools are always so enthusiastic and appreciative about their time spent with EAA 113. Please take this opportunity to assist us in making this again, another positive experience.

We need considerable help in various capacities: pilots, ground support for pilots, instructors for mini courses, crowd control, public relations and paperwork. Following the Young Eagle event, we will go right into our Annual Chili Fly-In. More help will be needed to help set up tables, cook hotdogs and clean up. The more volunteers we have, the better! Please help to touch the life a young person by introducing them to aviation and making this event another successful one for EAA 113.

Let me know if you can help out in some capacity or if you have any questions. For those helping with the Young Eagles, please arrive at 9:00 a.m. for briefing and job assignments. Don't forget to bring a pot of chili!!

Debbie
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COALITION AGAINST AVIATION TAX INCREASES

A united aviation industry coalition of nearly 30 organizations, including EAA, is opposing proposed tax increases that would lead to significant job loss across all sectors of the industry and the nation.

As part of its debt-reduction plan, the White House is proposing two new initiatives on airlines and their passengers, as well as general aviation. The first would add a new \$100 departure tax - disguised as a fee - to all flights, and the second would double, then triple the existing passenger security tax. The coalition of airlines, general aviation, manufacturers, consumer organizations, and labor groups is sending a unified message to Congress to reject these proposed taxes.

A growing bipartisan group within Congress opposes this tax proposal. Nearly 120 members of the House recently told congressional leadership that the \$100 departure fee would have a negative "impact on the aviation industry and fails to achieve our shared goal of improving the economy and creating jobs. The fee would cost the airlines an estimated \$1 billion a year."

The \$100 per flight fee will be devastating to general aviation. "Imposing such a fee would stifle the industry, as has been the case in other countries where user fees have been put in place. General aviation is an important contributor to our economy with 1.3 million jobs and \$150 billion in economic activity every year."

Rod Hightower, EAA president/CEO, has previously stated, "A user fee system will not only create an expensive and unnecessary federal bureaucracy, but also instantly hinder the growth of general aviation and drive more job losses in our country.

Also, this month, House Homeland Security Committee Chairman Peter King (R-NY) told leaders of Congress' appropriation panels that increasing the passenger security tax would hurt the industry at a crucial time for the economy.

To increase awareness and educate consumers and Congress, ATA recently launched the website www.stopairtaxnow.com where one can urge Congress to reject punitive taxes on airline passengers and, and save American jobs and air service to their communities.

* To read full article: www.eaa.org/news/2011/2011-10-27_coalition.asp
Also see: www.aopa.org/advocacy/articles/2011/111023proposed-100dollar-user-fee.html



Editor's Note

Elizabeth Hebron (734) 776-9294
 E.MacKenzie.Hebron@gmail.com
 October 2011

All I have this month are hundreds of photos from our recent trip to Scotland, so I thought this might be of more interest to the group:

ANN ARBOR: Pilot will give presentation on Willow Run World War II bomber plant

Excerpted from an article by Sheila Pursglove

In a tribute to Veterans Day, Randy Hotton, director of Flight Operations at the Yankee Air Museum in Belleville, will give a presentation, "How Detroit Saved the World: World War II and the Willow Run Story," 7 p.m. Nov. 10, at the Ann Arbor District Library, 343 South Fifth Ave., in Ann Arbor.

The Willow Run Bomber Plant played a key role in what became known as the "Arsenal of Democracy" by producing 8,685 B-24 bombers before it closed in 1945.

The Belleville native is a retired U.S. Navy captain who began his aviation career as a pilot in P-3 Orion aircraft flying anti-submarine patrols during the Cold War, and now flies with the Yankee Air Museum in C-47 and B-17 bombers. A graduate of Michigan State University, Hotton works as a professional pilot for USA Jet Airlines.

The presentation will cover the world and national events leading up to the decision to involve the auto industry in the construction of airplanes for World War II and to build the Willow Run Bomber Plant. Hotton will give a short history of the Yankee Air Museum, now celebrating its 30th year, covering the period before a devastating 2004 fire, the fire itself, and plans for the future, which includes building a campus style museum on the east side of Willow Run Airport.

For more information on Hotton's presentation, call the library at 327-4555 or visit aadl.org.

November 2011

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

November 12, 2011: 8:30 - 11:00 AM - EAA Chapter 582 Super Breakfast, Millbury, OH. Pancakes, sausages, eggs, French toast, biscuits and gravy, juice, coffee. Toledo Executive Airport (TDZ).

NOVEMBER 12, 2011: NOON - 3 PM -- EAA 113 CHILI COOK-OFF --BRING YOUR FAVORITE CHILI TO SHARE, OR SAMPLE SOMEONE ELSE'S! HOT DOGS, CHIPS, AND DRINKS WILL BE HERE, TOO.

December 3, 2011: 7:00 AM - 2 PM -- Operation Good Cheer, Pontiac Oakland County (PTK). 517-349-6226, or ogc@cfsm.org for more information.

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EAA Chapter 113

Mark Freeland

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**Next Meeting: Thursday, November 17, 2011
7:30 PM at the EAA 113 Aviation Center**