

# EAGLE'S PROPWASH



September 2013 Issue

**CHAPTER 113**

*"The Backyard Eagles"*



**EAA FOUNDER & AVIATION LEGEND  
PAUL POBEREZY  
1921 - 2013**



Happy Trails, Paul.  
You will be greatly  
missed!

Left to Right: EAA Chapter 113's Loretta and Doc Kovach,  
Paul and Audrey Poberezny.

Our Web Site: [www.113.eachapter.org](http://www.113.eachapter.org)    [EAA113@yahoo.com](mailto:EAA113@yahoo.com)

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

***EAA 113 AVIATION EDUCATION CENTER***

## Member Services

### Class I Board of Directors:

**President:** John Maxfield (248) 890-6767

**Vice President:** Shahar Golan (248) 767-6630

**Secretary:** Debbie Forsman (734) 397-3452

**Treasurer:** Grant Cook (734) 223-2688

### Class II Board Members:

Al Bosonetto (734) 261-5518

Bill Brown (734) 420-2733

Dave Buck (734) 453-5375

Lou Lambert (734) 207-7986

Mike Scovel (734) 462-1176

**Library:** Barb Cook (734) 277-3469

**Newsletter:** Elizabeth Hebron (734) 776-9294  
liz.hebron@gmail.com

### Class III Board Member:

Tom Smith (734) 459-9654

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### **Membership Committee:**

Roster: Mark Freeland (248) 212-9666

Dues: Grant Cook (734) 223-2688

### **Technical Counselors:**

Randy Hebron (734) 326-7659

Dan Valle (313) 539-9818

### **Flight Advisors:**

John Maxfield (248) 890-6767

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**Scholarships:** Jim Trick (517) 546-3944

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### **Young Eagles/Eagle Flights:**

Debbie Forsman (734) 397-3452

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**Refreshments:** Joe Griffin (734) 455-3107

**Webmaster:** John Maxfield

webmaster@eaa113.org

### **Aviation Center Management Committee:**

Al Bosonetto (734) 261-5518

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

**John Maxfield** (248) 890-6767

avee8rrr@yahoo.com

September 2013

Oshkosh 2013 will be remembered for many things. We enjoyed the best weather anyone can remember for the entire week of the fly-in, plus the days before and after. Jim and Nancy Trick hosted a record number of Chapter members and guests at their camper Thursday evening for spaghetti dinner. We also saw some aviation firsts: JetMan, Yves Rossi, the world premier of Disney's "Planes", and two spectacular night airshows including the world's largest formation airshow team, proudly made up entirely of homebuilt RV's to name a few. Sadly, it was also the last year that EAA's founder, Paul Poberezny, would be with us. Although Paul was in attendance enjoying the planes and people of Oshkosh, he passed away a few weeks later at the age of 91. Paul was very close to Chapter 113. There's more on that later in the newsletter along with a few different views of Oshkosh.

We welcomed two guests at our August Chapter meeting. Curtis Moyer's father, John Moyer, delivered the rudder to their Zenith 601 and Craig Taberner, a Cessna 195 owner from Australia in town on business. We had a good time sharing the excitement of AirVenture as many members related their experiences from this year's show. Craig had arrived a week early to make his first trip to Oshkosh. With a little prior planning, the generosity of fellow EAAer's (thanks for the tent Tom!) and a little luck, he flew into Oshkosh in a 195, camped the week, and rode back to Michigan in the Yankee Air Museum's B-17. Craig also shared with us, what it's like to fly cross country "down under", including fuel stops at truck stops along the highway.

On Saturday August 24th, Al & Doreen Bosonetto hosted Chapter members at their Harsens Island cottage. The day was perfect to sit in the shade of the willow tree and watch the ships pass by. That same day, the annual corn roast was held at Brighton Airport with Chapter 384 and IAC Chapter 88, and a large fly-in at the Sparta-Rockford Airport.

On September 21st we will be flying Young Eagles. Please let Debbie know soon if you can lend a hand. We're expecting about 40 ROTC cadets to come out for an airplane ride and a short introduction to aerodynamics. Mettetal Airport is hosting an airport open house September 28th, from 10am to 3pm. Specific plans are still being developed and our Chapter has been invited to participate. It'll be a good time to get reacquainted with others at Mettetal and get spread the word about EAA and Chapter 113. We'll have a volunteer sign-up sheet at the September meeting.

It's not too early to start thinking about Operation Good Cheer, scheduled for December 6th and 7th at Pontiac Airport. Our Chapter is again sponsoring a child and we invite you to consider this worthy program. More information can be found at [www.c fsm.org](http://www.c fsm.org).

This month's meeting will start with our end of the summer barbecue. The Chapter will supply hamburgers, hot dogs and soft drinks. Bring a dish to pass or desert to share. Local aviation writer, Phillip Handleman is returning and will present "The Tuskegee Airmen Story" following dinner. Stay up to date with EAA 113 at [www.113.eeachapter.org](http://www.113.eeachapter.org)

Happy Landings, John Maxfield



## PAULSON AVIATION & HISTORY LIBRARY

Barb Cook (734) 277-3469

barb@armipay.com

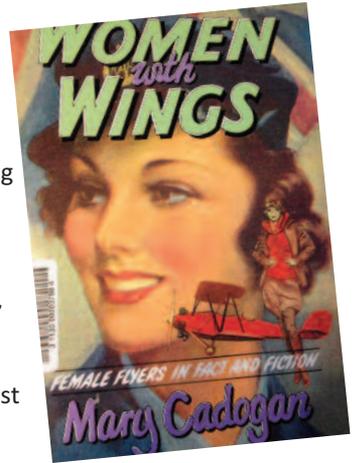
September 2013

### WOMEN FLY

#### ***Women With Wings; Female Flyers in Fact and Fiction***

by Mary Cadogan, 1992. shelf 629.130 922 WOM CAD

As expected, the book is a "perceptive and entertaining celebration of the achievements of female flyers from 18th century balloonists to today's astronauts, including Amy Johnson and Beryl Markham." But Cadogan also includes "fictional images of female flyers in comic-strips, magazines and books. Fictional aviatrixes seem to have achieved success more easily than those in real-life, and have become exuberant symbols of liberation and feminist achievement." [from fly leaf] Personally, I loved the historical illustrations, photos, comics, and book covers.



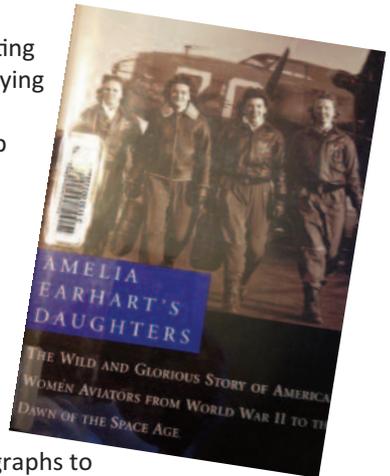
#### ***Amelia Earhart's Daughters; Wild and Glorious Story of American Women Aviators from World War II to the Dawn of the Space Age***

by Leslie Haynsworth and David Toomey, 1998. Shelf 629.130 922 WOM HAYN

Of course Jackie Cochran played a great role in getting the US Army to recognize that women could do the flying jobs that were needed. In the "Ladies Outrageous" chapter Jackie accomplished the belated creation (Feb 1944) of an official WASP Santiago blue uniform, designed by Bergdorf Goodman.

My favorite section revealed how inventive and clever women pilots were in finding places to stash their makeup and dressy shoes in those cramped cockpits.

Earhart's Daughters is an easy to follow chronological narrative, with common appearances of Jackie Cochran, Nancy Harkness Love, and Gen. Hap Arnold. A good index is included, but few photographs to illustrate the chapters. Perhaps that can be found in the aviation posters and photo history of aviation section of our library on shelves 769.4 and 778.9.



## A SAFETY STORY

by Rick Guarino

I was going to fly to Beaver Island to cut the grass at the parents place on a reasonable summer Sunday. The weather was about 3k sct with no rain along the route so I hot foot it out to YIP and depart. Going past Salem on the climb-out and getting bounced around a little at 2500, I decide to go on top. Level out about 6500 and get in touch with Flint to let them know I was going by. The clouds below are building a little so I request 8500 and proceed up. Flint hands me off to Saginaw and I go to 10 5 to get clear of clouds.

A little north of Saginaw the controller tells me they are painting tops ahead at 14k and what were my intentions? The cloud cover was on its way past broken to overcast and I knew I didn't want to get caught on top at 14,000 ft over the lake with no way to get down, so I started looking around for a hole. I knew I had plenty of room below the ceiling so the plan was to hit a hole and continue north dealing with the potholes. Found what looked to be a pretty good sized break in the clouds and after telling approach that I would be maneuvering, I started a circling decent. Tried to center up the hole in the circle and when I got to the tops I figured I was in pretty good shape. Punching down thru I go, looking out the left window in a bank to try and keep the hole centered. I guess I didn't do a very good job of it because about half way thru the cloud deck I flew into the side of the hole. Didn't see it coming and oh boy, what a surprise! Instant disorientation,

Not looking at the instruments when I hit the cloud, I had no idea what or where the airplane had been when I lost visual. Scanned around inside and got set up for what it was now and decided that this wasn't all that terrible, I had plenty of room underneath and nothing to hit where I was so just carry on and see what happens. BUT I'm still in VFR mode. I'm looking out the window because I am fascinated by the fact that I can't see the wing anymore and everything around the airplane is opaque and the conversation in my head went something like this:

"Wow, this is kinda cool"

"Going to fly back into the hole any second now"

"What's that noise?"

"Yup, any second now I'm gonna punch right back thru that cloud wall cause I was centered on the hole, Right?"

"That noise is getting louder. What is that?"

"Where the hell is that hole?"

"What the hell is that noise? Sounds like wind. Is the door latched?"

As I attempted to see if the door was indeed latched, I look at the instruments just in time to see the airspeed needle going past 200 mph.

"WHOA! WHOA! WHOA! That isn't the way you want to come out the bottom of the overcast!"

In my haste to get out of the clouds, I had been sub-consciously pushing the wheel forward and was in danger of over-speeding the airframe. Another 5 seconds and I would have been in the land of "VNE". I shallowed everything up, go the airspeed down to something more acceptable and about 10-15 seconds later I came out the bottom of the cloud deck.

cont.

Got pointed in the right direction and continued on route, making sure I missed the tower by Kalkaska and had about an hour to think about what a lucky dumb a-- I was. Got to the shore line at Charlevoix and it looked like somebody had cut the clouds right along the shoreline with a knife. Over the lake was clear as a bell. I PROBABLY could have done the climb to 14 5 and ran down the hill on the other side before my fingernails go too white but neither choice was attractive. Landed on the island, got the grass cut and came home later that day.

Anyway, I have heard that God looks after fools and children and I don't think young at heart counts in that description.



# FOOD

EAA 113 will provide the hot dogs, hamburgers, condiments and soft drinks.

Please bring a dish to share and your family and friends!

## EAA 113

# End of Summer Picnic



Join us prior to the General Meeting on Thursday, September 19th, 2013.

At 6:30 p.m.

EAA 113 Aviation Center





Early Morning Flight  
*Photo Courtesy of Tom Smith*

# SEEING OSHKOSH THROUGH DIFFERENT EYES

By Debbie Forsman

"AirVenture" may be the name of the event, however to most it is endearingly known only as "Oshkosh". For truly, it is not a single event but rather a place. . . A place that for once a year is like none other anywhere on earth. I have had the opportunity to see this special place through different eyes over the years; each time expanding my own experience.

## **Eyes of a Young Man**

On my first trip, I experienced Oshkosh through the eyes of a young man with dreams. Nick was thirteen and certain he wanted to pursue a future in aviation. Of course, like any good Mom, this vacation had a hidden agenda which was for him to gather information on making a plan to achieve his career goals. I can still see his awestruck face as we approached the grounds. He was so excited to see each and every plane. It was on this trip; Nick met his idol, Rod Machado, who so graciously offered many words of inspiration and encouragement. His ultimate suggestion was to get involved with EAA. I knew then, this first vacation to Oshkosh was not going to be my last. His eyes confirmed to me that Nick did not have merely an interest in aviation, but rather a passion!

We returned for several years so Nick could absorb as much aviation as he could. Each time, I was able to see more ways this benefitted his career path. The knowledge he gained, once in a life time opportunities, meeting mentors and networking. I was so touched by the people who went out of their way to encourage a young man they did not even know.

## **Eyes of Friends**

Those first few years we went to Oshkosh, we generally hooked up with members from Chapter 113. Friends are always looking out for each other and are there when others need a hand. I have witnessed friends freely offer their time, talent, advice, and possessions to others. Members made sure we knew places to go and introduced us to friends of theirs. All the sudden the small group of aviators we knew was increasing. "AirVenture" was no longer just an aviation event but now I understood the social gathering aspect. From a great spaghetti dinner at the Trick's to a beer shared under a wing, this is a place to relax and share with friends, old and new.

## **Eyes of the Lifetime Members**

More years of attending Oshkosh, have made it easier to spot the lifetime members (attendees). They are the ones who can't go anywhere without seeing someone they know. (By the way, Ann and Don Pellegrino say "Hi"! ) They follow Paul Poberezny's example and pick up bits of trash they might encounter on their walks. Wait, these are the members who actually had the honor of knowing Paul! These people know where everything is now and where it was. They have stories from "back in the day" that exemplify the basis behind EAA and are the foundation for its future. These people look forward to Oshkosh, like a child does for Christmas.

## **Eyes of Fellow Aviators**

These are the people you encounter for the first time at Oshkosh, but will see again next year or sooner at another Fly-in. "Strangers" is a term that is used for only minutes. For once you are introduced to each other; the word is then "friend". These may be like the two young guys who camped next to us this year and after mere

cont.

minutes had introduced us to the warmth of their Rum Chata. (Most yummy, by the way!) Two weeks later, we already ran into these new friends over pancakes in Mason.

Where else do you go out to eat and have people ask to join you at your empty seat. By the time that meal is over, you have been introduced, via photos, to their airplane and children and more than likely invited to their home when "in the area". The trust at Oshkosh can only be rivaled by that of rural America. People leave their iPhones plugged in at the showers, only to return later to actually retrieve them!

Fellow aviators are friendly and kind. They quickly cross the line into the "Friend Group" and unconditionally offer assistance, if needed. My true adventure began before even arriving in Oshkosh this year. As severe weather moved in, John decided to land the Funk at Galt Airport on the IL/WI border. They call themselves Mayberry Airport for a reason. Being a country girl, I felt like I was home with the hospitality, charm and trust that grow as tall as the corn. As Paul has said, "it is the planes that bring people together, but it is the people that keep you coming back."

### **Eyes of a Volunteer**

This year was yet another first for me at Oshkosh. I spent the week volunteering. I heard of a need for workers at the Ford Tri-Motor and made the mistake of mentioning I was a morning person. Every day, I reported to the Ford Shack at 7:00 a.m. for duty. It was such a good time working with the crew and meeting the guests. I may have been the new girl on the block, but everyone helped me and made me feel welcome.

It was exciting to see one of our own members, John Maxfield, flying the Tri-Motor. Unfortunately, for him he didn't get to hear most of the comments or see the faces when the guests returned from their flight. I was hugged by a man having his 60th birthday and thanked me for making this his dream come true. I held a woman in tears as she remembered her Grandfather and his love for that plane and wondered if perhaps he had ridden on the same one. I watched numerous people smile and offer praise for their few minutes of flying in this historical airplane. All this. . . And I was just the ticket taker!

Air Venture could not happen without the volunteers. I never thought about it before, until you actually look around and see the countless number of people who volunteer in a multitude of capacities; reportedly over 5,000 people! There are 143 areas in which to serve, from flight line to sandwich maker. One sweet lady even makes 43 dozen cookies each night in her trailer oven to serve at Operation Thirst!

I encourage everyone to volunteer in Oshkosh for a few hours or a few days. You gain so much respect for the organization of EAA, the operations of Air Venture and for the generous people that make it all happen. This event is held every year for the aviation enthusiasts around the world . . . it is for us. The least we can do is to give back a little of our time to help, so Oshkosh will always be the place to be! Sorry Disney, but for one week every year, this is the "happiest place on Earth"!

*Side note: My compliments to Steve Taylor, Director of Grounds for my personal vote for the best improvement of all this year . . . the addition to Building B of real bathrooms that are open 24 hours!!*

## AIRVENTURE 2013

*Photos Courtesy of Debbie Forsman*



Chapter 113's beloved President, John Maxfield takes The Jetman for a ride in the Ford Tri-Motor.

Chapter 113's future President and Vice President, Roi Golan and Connor Crooks.



Dusty, star of Pixar's new movie "Planes" made his debut at AirVenture 2013.



# THE ROPE METHOD

by Shahar Golan

Thursday 1:31PM, we (Roi my son and myself) just finished load all our stuff after 5 days of haven in Oshkosh and ready to leave back home. Our journey just starting with 4 hours flight back home from Oshkosh and one day after we will have 12 hours flight to Israel for our summer vacation with the family.

All looks OK, our Cessna 175 fully load with our stuff plus new stuff that we purchased at Oshkosh, few more minutes and we out. After 15 minutes of searching for the scooter guy that will taxi us out to the active, we have clearance to start and taxi out. During taxi to 36L we felt that the airplane shaking in low RPM and cylinder 1, 3 and 5 is not reaching minimum CHT to take off.

After we play with mixture and throttle we decide to cancel the departure and asked permission to taxi back to the emergency repair station. During the taxi back I called John Maxfield to let him know that we have issue and to get his support. John was busy but he contact Mark Smokovitz that come over and immediately start trouble shooting our situation.

First assessment was to know how much time we have to play with the airplane and when is the deadline that we must leave back home in order to catch the flight to Israel day after. We decide that if we will not depart from Oshkosh before the airshow start (around 2:30pm) we will not be able to flight back home and we will need to rent a car drive back home.

In parallel to the troubleshooting of our engine issue I contact Hertz rental car to get car in case and we will need to drive back home.

Meanwhile we start checking spark plugs (all looks ok), mixture, wire, fuel etc. no issue. Focused only on the right side since CHT show 1, 3 and 5 is low. We decide that we need to remove the rocker cover to see what is going on there. We start with cylinder #3 and there we find the surprise! On cylinder #3 we find one spring broke (seems that this spring was like this long time already) and of course we find the problem to our CHT and vibration, we found stuck exhaust valve!!! Since the valve on Cylinder #3 was stuck in open position the pressure from cylinder #1 and #5 flow through the stuck valve on #3 and this is the reason for low CHT on #1 and #5.

Mark told me that we can fix it with no issue and mentioned " the rope method". I never heard this "rope method" before. This is very easy way to fix sticking valves at the field with no need of pulling the cylinder out he said.

The way is (short version...) to remove spark plug, push rope (bungee rope for example) and turn the propeller slowly that the piston move the rope and squeeze it against the valve, release it and also hold the valve in place that we can push on the spring and remove it, Without the rope we needed to remove the cylinder.

Long story short... after few ours and before the airshow was done, I was ready to start the engine again after we fixed the valve and assembled the engine and the airplane again.

We wait till 6:30pm to start the engine and all looks ok. The only problem was that it was already too late to fly back home and the weather for Friday (day after) didn't seem much to our favor. We decide (me and my son Roi) that if we want to catch the flight to Israel we need to drive home now! We left the airplane at Oshkosh and

start our long (VERY LONG) drive back home.

John and Mark find place to keep the airplane for the next two weeks till we will back from Israel and then flight it back home.

When we walk to the airport gate in Detroit on the way to Israel John called me to let me know that he have pilot that willing to fly my bird back home. I couldn't expect to get better news then that!!!

Our flight to Israel was on time, our airplane is good and it will fly back home and all this bad have good ending.

I like to use this opportunity and thank to John Maxfiled and Mark Smokovitz for all they helps. Without them I will probably need to bring the airplane back from Oshkosh on a truck in pieces...

If you like to read more about the rope method please log in to this web site, this gut explain in detail how to fix sticking valves using this method:  
<http://www.theleftseat.net/stickyvalvereamng.html>

FYI- the main reason for sticking valves is the lead that we have in our 100LL fuel. I decide that to avoid this issue in the near future I replaced all my engine cylinders since they already 1,200 since MOH.

BTW- if the valve stuck in close position, the damage to the engine (rocker shaft, cylinder) will be catastrophic and may require new cylinder.



New cylinders and airplane fixed, waiting for engine test.  
*Photos Courtesy of Shahar Golan*



# IS IT TAIL FIRST OR TAIL DRAGGER!!!

By Pete Waters

My rebuild of N62PT was a little longer in time than I expected, and finally, I took the plunge into the darkness of the unknown, changing the big front wheel for a small one on the back! Yes, I succumbed to the tales of lore about true pilots did not need a wheel in front to protect the propeller.

I must say the the old plane looked much better with a longer fuselage and the latest taller and wider main gear.

So, on to the playing field, Willow Run, and a very patient George, and his pretty plane.

Heck, this is going to be a snip... BUT just the pushing of the stick with the handle on the top, fully forward, was an opening act.

Down we go, full throttle, and the 200 ft wide runway seems to be very narrow... punching the rudder pedals to keep the front end towards the far end of the runway.

Heck, here it goes, straight as an arrow for a what seems a BIG runway light!

Airspeed was good, so pull back and cleared it. I swear, and that can be taken any way you wish, that George had stopped breathing and had let out a "whosh".

The landing straight part was easy. Keep the wing down into the wind and use the rudder to follow the white line down the middle.. is there one?

Try again, with the command from the rear seat " Look far down the runway", so I did, but really looked over the nose and punched rudder pedals at will. The guys in the tower must have been having a darned good laugh, but the sweat on my brow was in gallons.

After several such episodes, and talking to the experts at 113, I had almost 5 hrs of circuits and bumps with every one a "Thank God it took Off".

My modelling buddy, Ed Heiser, who was a CFI asked me how the transition training was progressing, and all I could inform him, was that the runway width helps.

Then he gave me some golden words of advice.

"First, tie your shoelaces as tightly as you can. Second, Press both feet firmly on the rudder pedals, and do not take them off, Third, look down the runway (heck I have heard that before), and move your body on the pedals to correct the plane's direction.

So back to faithful George and Willow Run.. and it worked! What a great feeling to actually have control of the squirrely plane.

Whoopee, I get signed off, and all is well.

My original CFI, Ken Lentz, also had serious trouble getting the hang of it, and he also had instructions from Ed..

# RIDE FLY OR DRIVE

BIKES PLANES CARS



## ALL DAY CHARITY EVENT

This event is specific to raising funds for Alex who suffers from Chromosome three deletion, which causes a number of complications. Alex is scheduled for extensive testing and surgery with Cincinnati Children's Hospital. These funds will help support all of Alex's medical expenses.

SATURDAY SEPTEMBER 7TH 11:00 AM

AT THE ANN ARBOR AIRPORT 801 AIRPORT DRIVE ANN ARBOR MI

OPEN PARTICIPATION - BRING YOUR RIDE TO SHOW!

\$5.00 DONATION PER PERSON

### *Poker Ride*

\$15.00 SINGLE \$25.00 DOUBLE - CARS WELCOME

### *Airplane Rides*

\$30.00 PER PERSON FIRST COME FIRST SERVE

CAR SHOW, BIKE SHOW, AIRPLANE RIDES,

LIVE BAND, FOOD, FUN, PRIZES, 50/50

RAFFLE, KIDS WORKSHOPS AND MORE

SPECIAL APPEARANCE BY LAITH

FROM 3 - 5 PM AN ULTIMATE

BLUES EXPERIENCE

For more information on this event, please contact Mike Scovel.

## OPERATION GOOD CHEER

The Child and Family Services of Michigan will once again coordinate “Operation Good Cheer” to provide gifts to children in foster care throughout the State. Thousands of volunteers gather annually to participate in this event. Donor groups and individuals purchase and wrap Christmas gifts from a child’s “Wish List”. At collection sites, these gifts are picked up and transported by volunteer trucking companies to a centrally located airport. Pilots and drivers with their aircraft and vehicles then transport the gifts to local airports across Michigan. At each airport, agency volunteers deliver the gifts to the designated foster care children. More than 5,000 children will need donors in 2013.

EAA 113 will again sponsor a child this year by purchasing gifts from their Wish List. It is our hope that individual members would also have the Christmas spirit to personally sponsor a child. All gifts may be brought to the EAA 113 Aviation Center by December 5th and they will be transported to Oakland County Airport for distribution.

To sponsor a child, you will need to submit a “2013 Participation Agreement”. These are due at the CFSM Office by September 13, 2013. Early in October, the agency will forward you the child’s Wish List, a small personal profile, guidelines and necessary labels. It is a very simple process and that has a positive impact on a child. Debbie can assist with shopping, if you so desire.

Volunteers are also needed for gift collection and sorting day on Friday, December 6, 2013 at Oakland County International Airport. Additionally, pilots with size airplanes are needed for the “Spirit of Good Cheer” flight of Saturday, December 7, 2013. Visit [www.c fsm.org](http://www.c fsm.org) under Operation Good Cheer for more details and to volunteer.

This great program is an example of how aviation has a positive impact on our community and state. We hope that more EAA 113 members find the true spirit of the holidays by assisting with Operation Good Cheer to help make a child’s Christmas wishes come true.

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## FROM THE FLIGHT SURGEON

Still by far the most common chronic medical problem that pilots have is high blood pressure or “hypertension”. Sometimes it can be treated with diet modification and exercise. In other cases the treatment by your doctor may require medications and they must be taken regularly to keep your blood pressure down.

Under the new Certificates AME’s Can Issue or “CACI” the FAA allows virtually all of the common blood pressure medications (with a few exceptions) and most of the documentation that was required including lab work and ECG is gone.

A simple statement that your blood pressure is under control, no more than three medications used and a value of under 155/95 and you are good to go.

Questions? Please call or write. Fly safe!

Gregory Pinnell, MD  
Senior AME, Senior Flight Surgeon USAFR



# September 2013



Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5 Homebuilder's Corner 7:30 pm	6	7 Breakfast @ Coney 8:30 am
8	9	10	11	12 EAA 113 Board Meeting 7:30 pm	13	14 Breakfast @ Coney 8:30 am
15	16	17	18	19 EAA 113 PICNIC & General Meeting 6:30 pm	20	21 Breakfast @ Coney 8:30 am Young Eagles 9:00 a.m.
22	23	24	25	26 Flying Safety Meeting 7:30 pm	27	28 Breakfast @ Coney 8:30 am Metrol Airport (1D2) Open House 10:00 a.m.-3:00 p.m.
29	30					

**EAA Chapter 113**

Mark Freeland

1480 Oakwood

Sylvan Lake, MI 48320

**Next Meeting : Thursday, September 19, 2013**

**6:30 PM** at the EAA Aviation Education Center