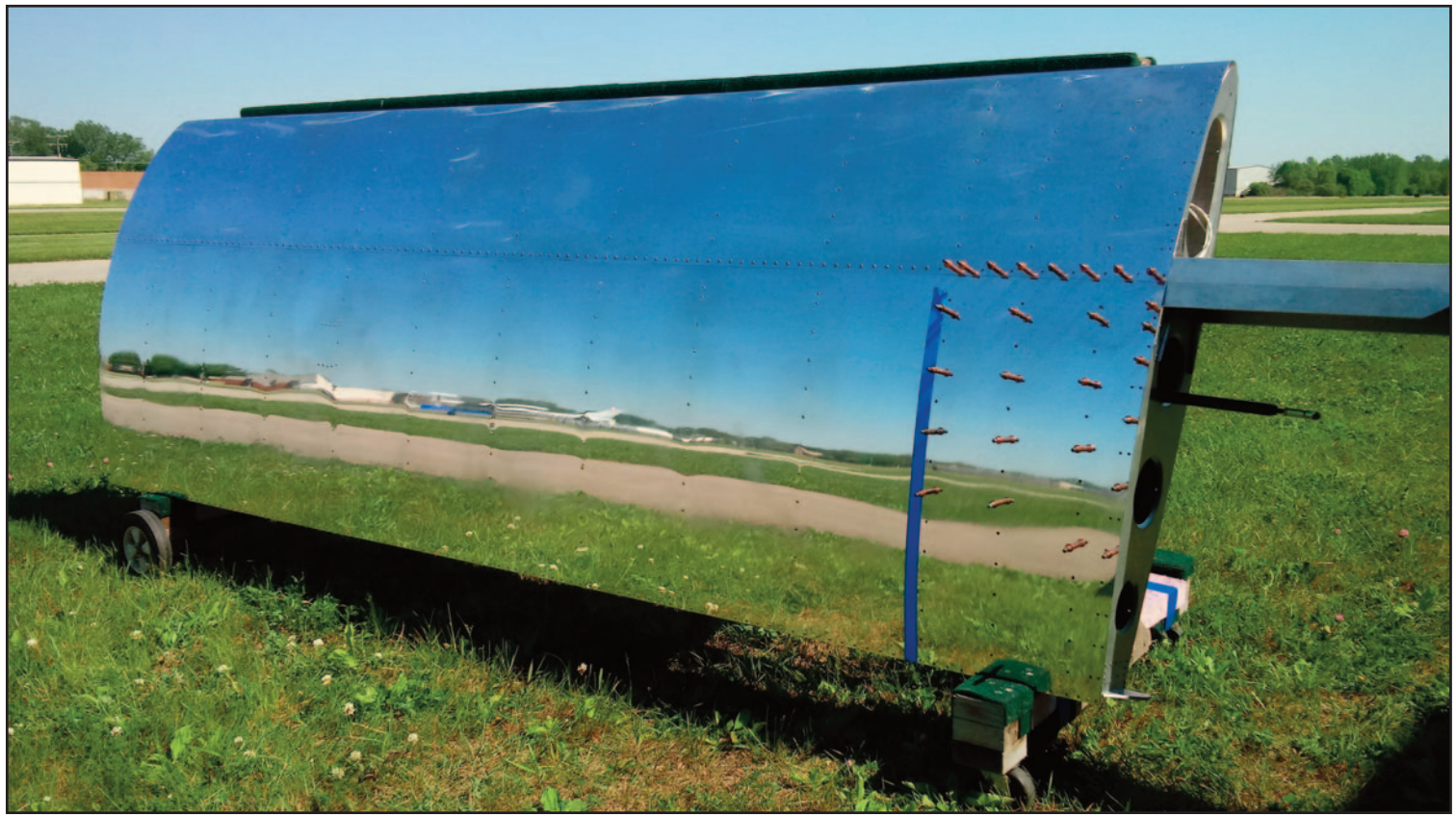
EAGLE'S PROPWASH

JUNE 2020 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



Joe Kirik's Waiex left wing is minus its flap and aileron, which are finished and have been fitted but will be installed later. The blue tape line and clecos mark off the wing walk area which is added after wings are rigged to fuselage. Bonus points for anybody who can identify the aircraft in the reflection!

Photo Courtesy of Joe Kirik

Member Services

Class I Board of Directors:		
President: Dave Steiner	(734) 645-1150	president@eaa113.org
Vice President: Jack McClellan	(734) 748-4378	vicepresident@eaa113.org
Secretary: Molly Pyles	(512) 694-8439	secretary@eaa113.org
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Jim Brown	(313) 570-6374	
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Dan Jones	(248) 820-7901	
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Flight Advisors:		
John Maxfield	(248) 890-6767	
Dan Valle	(313) 539-9818	
Scholarships:		
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Debbie Redding	(734) 397-3452	
John Maxfield	(248) 890-6767	
Young Eagles:		
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Dave James	(734) 721-4213	
Flying Start: Dan Jones	(248) 310-6018	flyingstart@eaa113.org
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Stefan Rairigh	(734) 383-4346	webmaster@eaa113.org support@eaa113.org
Aviation Center Management Committee:		
Al Bosonetto	(734) 261-5518	
Dave Buck	(734) 223-2675	
John Maxfield	(248) 890-6767	
Dave Steiner	(734) 645-1150	

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 Steiner (734) 645-1150
president@eaa113.org
June 2020

I hope you enjoyed your Memorial Day holiday this year. We must never forget those who lost their lives to make our freedom, as well as the freedom of those in other lands, possible. On Memorial Day 2014, nearly seventy years after D-Day, I was at the Cambridge American Cemetery near Madingley, England. There are 3,812 graves there, a good many of them from the Eighth Air Force, more than 26,000 of whom lost their lives in the skies over Europe. The Wall of the Missing commemorates another 5,127, many of whom were lost in the battle of the North Atlantic. The cemetery is very sobering to experience, and is found in a beautiful location on the high ground outside Cambridge. If you have not seen it, I hope you can visit one day.

EAA 113 & COVID
The chapter will continue to follow all State of Michigan and other health guidelines with regard to protecting people from the spread of the COVID virus. We urge all to follow precautions for your own and other people's safety. The latest guidelines keep the stay-at-home order in place until June 12th.

ZOOM to the rescue
The first ever EAA 113 Zoom *membership gathering* on May 21st was a lot of fun and we had a good number of logins. It was great to see so many faces and get together, even though only virtually. Kudos to Molly, John and Debbie for putting together a very entertaining and educational Aviation Trivia game, expertly emceed by Molly. We all learned something and had a lot of laughs. Excellent COVID therapy! You can test your own aviation knowledge (and find out who the winning team was) by looking at the questions and answers published later in the newsletter, thanks to our very capable editor-in-chief, Liz Hebron.

Jessica and Fritz Ziegler won the "best Zoom virtual background contest" with their awesome Starship Enterprise flight deck. This just elevates their status as Ready-for-Prime-Time YouTube stars following their excellent Zoom Builders Meeting presentation on May 7th. That session about laying up composites for vacuum bag molding was recorded. If you wish to see it, contact Molly secretary@eaa113.org and she will send you the link.

No Pancakes this Father's Day & EAA 113 Scholarships
We are most sorry that COVID restrictions make it necessary to postpone the Father's Day Pancake Breakfast. Safety is the first and foremost priority in the air or on the ground. We will certainly miss seeing you all there. We hope to hold something in the fall to make up for it. We did give out two EAA 113 Don Zimmerman aviation scholarships for $3,000 each to two young aviatrix. Read more about these very deserving young women later in the newsletter.

Prop Wash content
Keep that content coming for the newsletter! 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. Now that summer is here, it's time to share your aviation escapades.

EAA 113 Calendar of Events

Due to the remaining uncertainty of the COVID-19 pandemic in our state, we have not put any of our future events on the calendar, at this time. We will schedule both regular events and some special ones as soon as we receive the decision to go forward from our Board of Directors and EAA Headquarters.

We appreciate your patience. Our main goal must always be first and foremost the safety of our EAA 113 Members and guests.

CONFESSIONS OF A RUSTY PILOT – PHASE TWO

By Anthony English

Dear EAA113 Colleagues,

Please accept this second visit to the hangar flying confessional for this penitent. As admitted in my Phase One epistle last month, my heresy is to believe there might be a safe procedure for a maneuverable LSA with low stall speeds to return to Mettetal Airport after losing power on takeoff. You are likely aware that the Flight Test safety article, "When the Engine Goes Quiet" by Charlie Precourt (a retired NASA Chief Astronaut) in the March issue of EAA's Sport Aviation, strongly cautioned against turning back. Since submitting my Phase One article, Chris Glaeser (a former Air Force Test Pilot) joined Charlie to author "Engine Out by the Numbers" in the April issue of Sport Aviation. This article was slightly more accepting of a Return to Launch Site (RTLS), as I refer to it, but also cognizant of its being a demanding maneuver. While some of NASA's approach to flying might have rubbed off on me during my 14 years with them, I am not a test pilot and these fellows are the real deal. I highly recommend reading this second article closely if you are seriously considering developing an RTLS maneuver for your own aircraft.

For pilots flying higher performance aircraft, the RTLS might be a bad idea. For those of us flying kites like my Rans S-7LS Courier, it can be done safely, but requires a plan and practice. The scarcity of open areas off either end of Mettetal Airport's runway has been my incentive for this quest. As stated in the Phase One article, my objective is not to save the airplane, but to save my passenger, me, and others on the ground who might be in that elusive soft spot that lies nearly straight ahead off either end of runway 18/36.

In the spirit of BUF (Bottomline Up Front) and given a normal takeoff and climb at a pitch of +7° with V_y = 67 MPH, I conclude that:

- If below 300 ft AGL (1,000 MSL) when power is lost, I will either 1) land on the remaining runway even though stopping before exiting the overrun might be impossible without a voluntary ground-loop, or 2) turn to land on some open area within the perimeter of the Airport as a better option than landing in communities to the south or industrial areas to the north. Climbing at V_x = 55 MPH would allow more runway ahead if the engine failed, but V_x is 9 MPH below V_{glide} and too near V_{S1}.
- If above 300 ft AGL (1,000 ft MSL) when the engine fails, I will attempt an RTLS. I have 4 seconds after engine failure to pitch down to -5°, intercept V_{glide} = 64 MPH, roll into a 45° bank toward whichever crosswind is available, turn through 225° of azimuth which places me within 45° of runway alignment, reverse roll to the opposite 45° bank, and turn 45° in azimuth to align with the runway. If initiated at only 1,000 ft MSL, unless executed perfectly, I will not make the runway but will definitely have 'soft' options near the runway. Remember, this has already been a bad day.
- If staying in the pattern with a takeoff to the north or with any takeoff to the south, once beginning the turn to crosswind at 1,400 MSL, I will always have an option for a runway landing following engine failure.

Let's examine the data that warrant these outlandish conclusions. Three Test Scripts, each flown twice, were used to verify both my aircraft's and my abilities to perform the RTLS. The six test flights occurred on relatively clear days that were correspondingly bumpy, which added a random variance to the data. My performance improved with each run through a test script. In Test Scripts One and Two, I used the poorest sample as my expected performance. In Test Script Three, the simulation of an RTLS, I chose the most consistent of performances as my expected performance rather than the worst case. All test scripts were flown at 250 lb under the Courier's gross weight limit of 1320 lb and with cg near its forward limit.

Test Script One established the Courier's unaccelerated and accelerated indicated stall speeds with no flaps, half flaps, and full flaps. These tests were conducted with engine idle at 4,000 ft MSL. My findings are:

Test Script 1: IAS for Accelerated Stalls While Maintaining Altitude				
	Bank Angles			
	0 degrees	30 degrees	45 degrees	60 degrees
0 Flap	40 MPH*	43 MPH*	47 MPH*	> 50 MPH**
Half Flap	37 MPH*	40 MPH*	45 MPH*	n/a
Full Flap	35 MPH*	37 MPH*	n/a	n/a

* Indicates stalls with obvious cues, easily recognized departures, and worst case recovery within 300 ft; ** Indicates a stall with a lack of cues, entry into a spiral, and a recovery that required 900 ft; and 'n/a' Indicates 'Not Attempted'. The POH lists 40 MPH as V_{S0}, full flap unaccelerated stall speed, but V_{S0} is at gross weight. With the tests flown at light weight and a conservative POH, the 5 MPH difference is reasonable. Increases in stall speed with bank angle and decreases with flaps are self-consistent. The Courier has neither an AOA nor a stall warning horn. In normal situations, they are not missed because stall cues are abundant and departures are gentle. The one exception was the no-flap 60° bank stall. Without warning and with an abrupt departure, the aircraft entered a full aft-stick spiral indicating 50 MPH. It was not a spin but, if I had tried to stop rotation with ailerons, it likely would have become one. Recovery required releasing stick back pressure, gaining flying speed, rolling level, and pulling out of the dive. Altitude loss was 900 ft. This test was flown only once. Without a parachute, I had no interest in further experimenting with 60° bank, accelerated stalls.

Test Script Two established engine-idle altitudes lost at V_{glide} during 360° turns, both to the left and the right, at 15°, 30°, and 45° bank angles, and with no flaps and with half flaps. Circles with full flaps resulted in excessive altitude losses and were discontinued. My findings are:

Test Script 2: Altitude Lost in 360 Degree Turns, Engine Idle, V_{glide} = 64 MPH			
	Bank Angles		
	15 degrees	30 degrees	45 degrees
0 Flap*	1,000 ft	600 ft	350 ft
Half Flap**	1,100 ft	700 ft	400 ft

Where * indicates a V_{glide} pitch of -5°; and ** indicates a V_{glide} pitch of -7°. While the literature certainly pointed to 45° bank angles as desired for an RTLS, I wanted the additional data to help in the design of a high key/low key plan for off-airport landings.

Test Script Three established altitudes lost during RTLS simulations. These involved aligning with a N-S road in level flight at 2,500' MSL and 70 MPH, accelerating with takeoff power to a no flap climb at V_y (+7° pitch and 67 MPH), cutting power to idle over 4 seconds at 3,000' MSL, pitching down to V_{glide} (-5° pitch and 64 MPH for a no flap RTLS), rolling into a 45° bank, turning through an azimuth of 225° to approach the road at 45°, and reversing the 45° roll to turn a final 45° in azimuth to align with the road. These simulations were performed three times with initial turns to the left and three times with initial turns to the right. My findings are:

Test Script 3: Simulated RTLS		
Altitude Lost during 225 degree turn L/R + 45 degree turn R/L; no flap, 45 degree bank, Engine Idle, V_{glide} = 64 MPH		
	Trials to Left	Trials to Right
Trial 1	350 ft	350 ft
Trial 2	350 ft	300 ft
Trial 3	300 ft	300 ft

These test scripts were flown in an area NW of Dexter chosen because it seemed to be relatively free of other aircraft (the glider port was not yet active). None of the test scripts are difficult but I was surprised that Test Script Three felt surprisingly like an aerobatic maneuver. It also became clear that if Test Script Three is to become my RTLS maneuver, it must be practiced often to be current. It is essential that V_{glide} be maintained through the turns by holding a correct negative pitch. Searching for the right pitch wastes too much energy.

I encourage flying such test scrips. They are fun, give purpose to local flights, lead to greater precision while flying, and, at least for this rusty pilot, increase my confidence in an ability to aviate safely.

I wish you safe and enjoyable flying,
Tony England, EAA 1139885

EAA 113 Aviation Studies Scholarships

This year, EAA 113 was able to provide two $3,000 scholarships to two very deserving young women beginning their aviation journey.

Congratulations to the recipients of the 2020 EAA 113 Aviation Scholarships!

Mallory Dawes
Mallory is a Sophomore at Eastern Michigan University majoring in Computer Science. She is currently working on her instrument rating at Ann Arbor Airport. Mallory is a cadet in in AFROTC at the University of Michigan. Her goal is earn a pilot slot and become a proud member of the military while "learning to fly the coolest planes" and become the best pilot she can be.

Mallory's interest in aviation began as a young girl when her family traveled on the airlines. She would sneak a peek into the cockpit when they boarded and liked to sit by the wings to watch the parts move. She confessed she stills likes to do both, only now she knows the names of the parts! She grew up listening to her uncle tell of his adventures as a pilot. Mallory was able to solo on her 16th birthday. A thrill for her was having the opportunity to perform a touch and go following a 737 into the pattern at Detroit Metro!

Mallory was Captain of the Cross Country and Soccer teams at Ann Arbor Pioneer High School. She is currently in the Honor's College at EMU and received the AFROTC Commendation Award. Mallory knew early on that flight lessons would be expensive so she began saving money from her very first paper route job and allowance from washing dishes for her family. Throughout high school and college, she has continued to work at a store or the airport in addition to her college classes, flight lessons and the daily AFROTC training and workouts.

Clearly, Mallory's ambition and talents will ensure her success in aviation and beyond. Best wishes, Mallory!!

Morgan Carstensen
Morgan just graduated from Howell High School and will be attending Western Michigan University in the fall. She is currently working on her Private Pilot's License at Livingston County Airport and is on target to achieve this by summers' end. Her future goal is to become a commercial pilot with the dream of flying for Delta one day.

Morgan's interest in aviation began when she was young and traveled on the airlines for vacations. The flight was more important to her than the vacation! . . . "Seeing the world from up high is so cool!" Her passion for aviation is exhibited by her bedroom décor which includes aviation charts and control panels. One of her greatest aviation thrills was organizing a formation fly over for this year's Homecoming football game and getting to ride along.

Morgan was President of the Student Council her Senior year. She was Captain of the Varsity Cheer team, as well as mentoring the middle school Cheer team. Also, she was the Drive Coach for the FIRST Robotics team where her team won the Chairman's Winner four times and twice the team was on a World Championship Qualifying team. In addition, she founded the STEM Sisters program at Howell to mentor young girls in early grades in the areas of science, technology, engineering and math. All of these activities were done while remaining on the Honor Roll, flight lessons and working at a restaurant.

Morgan's drive to succeed, social skills and desire to share her talents will take her great distances along her aviation path and through life. Good Luck, Morgan!

Here's the Story……

(Tune to the Brady Bunch Theme!)

Here's the story of an EAA Chapter
Who was staying very, very far apart.
All of them had to stay, in their houses
No one could go outside.

It's the story of many members
Who were missing their meetings about planes.
They all thought hard, about what to do next
Yet they were all alone.

'Til the one day when they thought of a great answer
And they knew it was much more than a hunch,
That this group must somehow hold a meeting
That's the way, we came to meet up here on ZOOM!

EAA Bunch! EAA Bunch!
That's the way we came to meet up here on ZOOM!

Lyrics by John & Debbie
(We saved you the pain of us singing it!)

EAA 113 TRIVIA

Easy – 1 pt each

1. Name something in the cockpit that starts with the letter “A”
    a. Attitude Indicator, Altimeter, Airspeed Indicator, Ammeter, ADF (automatic direction finder), auto-pilot, ADSB, audio panel…
2. What year was EAA founded?
    a. 1953
3. What year was Chapter 113 founded?
    a. 1961
4. Which of the 50 states has the most tornadoes annually?
    a. Texas (124/yr)
5. What actor played Waldo Pepper?
    a. Robert Redford

Intermediate – 2 pts each

1. What is the designation for the best angle of climb?
    a. Vx
2. What was the name of Sky King’s Airplane?
    a. Songbird
3. What Michigan city had the first paved runway?
    a. Ford Airport (Dearborn)
4. What does the “DC” as in DC-3, DC-9, etc… stand for?
    a. Douglas Commercial
5. What city (L.A., Bakersfield, Reno) is furthest west?
    a. Reno

Hard – 3 pts each

1. British pilots call them “Spats”, American pilots call them…
    a. Wheel Pants
2. What do “Thunderstorm Lights” do?
    a. Prevent lightning blindness
3. What does the “OTW” stand for in the Meyers OTW?
    a. Out To Win
4. What state has the furthest East Longitude?
    a. Alaska
5. What is the only A/C cat & class you can fly IFR w/o an IR?
    a. LTA - Airship

Final Round - 2 pts each, additional 2 if you get them all!

Name the Grumman Military “Cats”

Wildcat F4F, Hellcat F6F, Tigercat F7F, Bearcat F8F, Cougar F9, Panther F9F, Jaguar XF10, Tiger F11F, Tomcat F14

Bonus Question/Tie-breaker:
Which U.S. President was the first to receive his Pilot’s License?
Dwight D. Eisenhower (1939), George HW Bush didn’t receive his license until 1943.

WW2 - SPITFIRE PILOT

Submitted by Pete Waters

An 18-year-old just out of high school was trained to take pictures of damage done to German targets by B-17's. He flew in a British Spitfire fitted with extra fuel tanks where the guns were. In other words, he flew over Germany unarmed.

This is probably one of the best WWII film clips out there. Stored for 61 years in two suitcases of 16mm home movies that were inherited by filmmaker William Lorton from his great uncle who served as a Flight Surgeon. Those suitcases contained 3 hours of war footage that included a compelling crash landing of a Spitfire in 1944.

Filmed in a 2005 interview with the now 83-year-old pilot and seeing the expression on his face when he realizes it is him in the cockpit, is something you won't soon forget.

At 18 years old, he was all alone, behind enemy lines, with no guns, no escort, and he gladly did it.

They just don't make them like that anymore. It was truly the greatest generation and we owe them so much.

This is about a 15 min movie. If you have the time, it's pretty cool.

https://www.youtube.com/embed/ie3SrjLlcUY

From David Brent:

Making good progress on the Pedal P-51 for Colin and Catherine.

Photos Courtesy of David Brent

FROM DAVE STEINER

At the Great Lakes International Aviation Conference one year, a guy told me this story of when he was flying over north Lake St Clair.

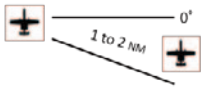
Selfridge Tower: Cessna 1234 we are getting ready to launch two F-16's. What are your intentions?
Cessna 1234: I plan to maintain heading and altitude...tell them I will not engage.

A short time later he had the two Vipers pull up just off his wing.

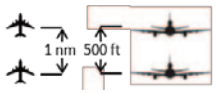
WHAT TO EXPECT IF YOU ENCOUNTER US

- Military aircraft frequently fly in formation; If you see 1 of us, look out for 2 (& 3 & 4…)

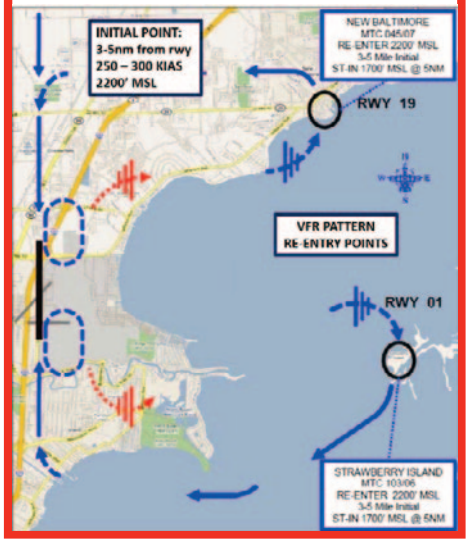
A-10 Formation
2 Ship: 1 to 2 NM Apart
Line Abreast: 0° to 30°

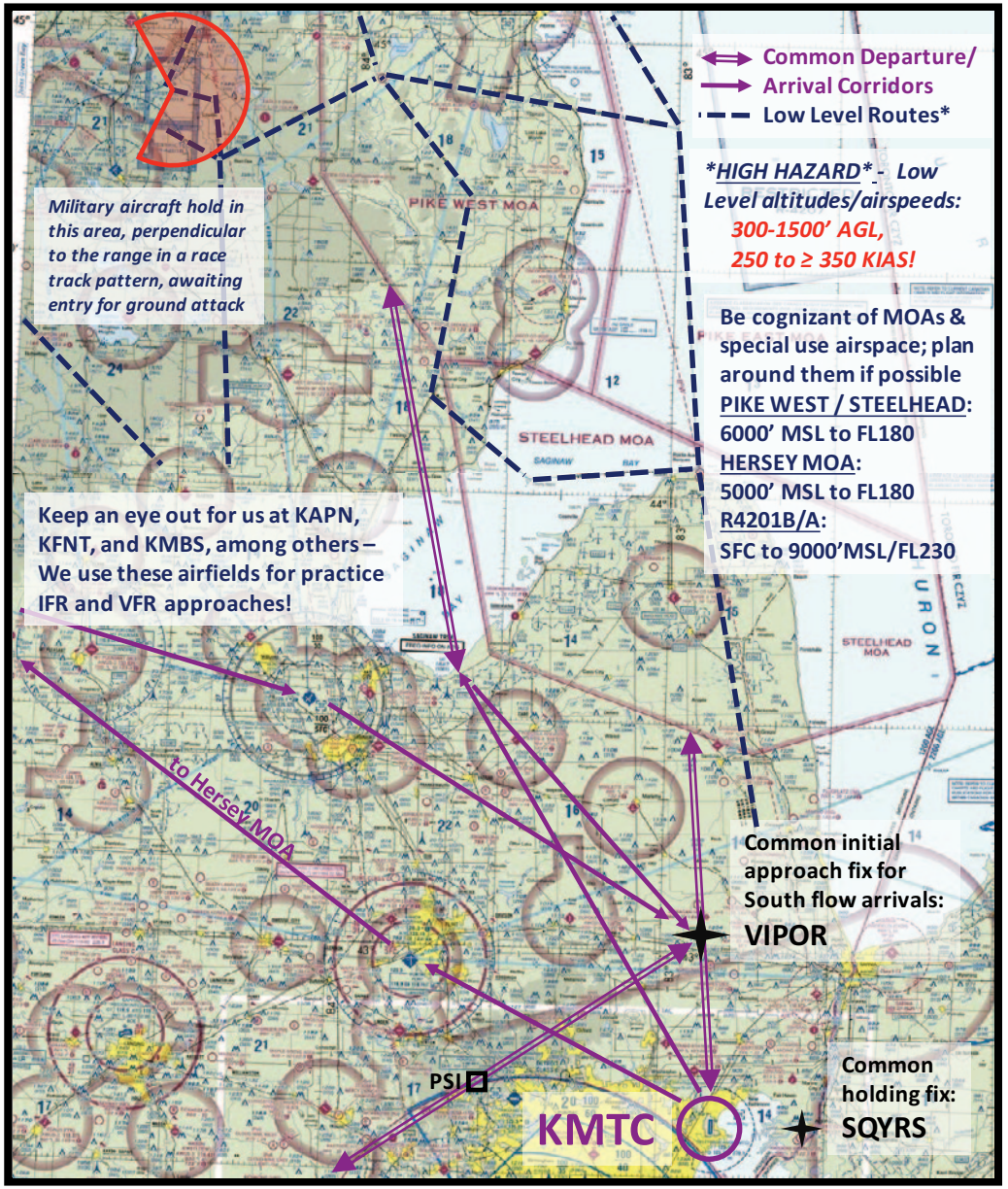


KC-135 Formation
#2: 1 nm in trail
#2 stacked 500' Above



- Be aware that you might not see us on your traffic display; many of our aircraft are not yet equipped with ADS-B!
- Also, you may not hear us on the radio – we often talk on UHF frequencies, so your only indication would be ATC calling us:
  - KC-135s go by JEEP and MOTOWN
  - A-10s use DEMON among many other callsigns depending on who is flying
- Our local pattern looks a little different from the typical rectangular General Aviation pattern…we can have as many as 10 aircraft in the pattern, up to 300 KIAS, from the surface to 3000' AGL





WHAT YOU CAN DO

- **PLAN AHEAD** - Thoroughly plan and review your route of flight; avoid alert areas, MTRs, and MOAs
- **CLEAN WINDOWS** – Make sure your windshield is clean and clear
- **CLEAR** before executing all maneuvers
- **SQUAWK** – Utilize your transponder
- **BE SEEN** – Use anti-collision lights and landing light within 10nm of airports
- ***SEE AND AVOID*** – Use one of the following recommended scan patterns:

Side-to-side: Start at the far left of your visual area and make a methodical sweep to the right, pausing in each block to focus your eyes, then return to the panel.

Front-to-side: Start in the center of your visual field; move to the left, focusing on each block, then swing back to center and repeat to the left. Return to the panel.

- ***COMMUNICATE*** – Contact Selfridge Approach on 119.6! Their service area:

WHO WE ARE AND WHERE WE ARE LOCATED

Selfridge ANGB (KMTC) is located in Harrison Township, MI, about 20 miles North of Detroit. It is a military airfield managed by the Michigan Air National Guard, with tenant units from every branch of service.

WHAT WE FLY

KC-135 STRATOTANKER

Power: 4x CFM F108-CF-100 Turbofans
Thrust: 21,600 lbs
Wingspan: 131 ft
Length: 137 ft
Speed: 504 KIAS at 30,000 ft MSL
Range: 1,300nm w/ 150,000lbs transfer fuel
Weight: 323,000 lbs

A-10 THUNDERBOLT II

Power: 2x TF34 GE Turbofans
Thrust: 18,500 lbs
Wingspan: 58 ft
Length: 53 ft
Speed: 450 KIAS
Range: 700nm
Weight: 50,000 lbs

US CUSTOMS AND BORDER PATROL

C-206 STATIONAIR

AS-350 ASTAR

UH-60 BLACKHAWK

BE-350 KING AIR

US ARMY CH-47 CHINOOK

- Tandem-rotor heavy-lifter
- 3 crew / 33-55 pax
- Max speed: 170 kts

US COAST GUARD MH-65 DOLPHIN

- Med-evac capable search-and-rescue
- 2 pilot / 2 crew
- Max speed: 180 kts

WHAT TO DO IF YOU EXPERIENCE A NMAC

If you experience a Near Mid-Air Collision, *Report It!*

You can initiate a NMAC report directly with ATC – be directive and state "I wish to report a near mid-air collision." Provide the following:

1. Date and time (UTC) of incident
2. Location and altitude of incident
3. Tail / identification and type of reporting aircraft, aircraft destination, name and home base of pilot
4. Tail / identification and type of other aircraft, aircraft destination, name and home base of pilot
5. Type of flight plan; altimeter setting
6. Weather conditions
7. Approximate courses of both aircraft; climb or descent profiles of aircraft
8. Reported separation in distance at first sighting, proximity at closest point horizontally and vertically, and length of time in sight prior to evasive action
9. Degree of evasive action taken, if any
10. Injuries, if any

If not initiated with ATC, a report may be filed by phone or in writing with the FSDO.

With your help, we can make the skies of Michigan a little safer!

If you have any further questions or would like additional resources, please do not hesitate to contact the 127th Wing Safety Office:

127th Wing Flight Safety Officer
(586) 239-5854 / 4489
usaf.mi.127-wg.list.safety@mail.mil

Further Information:
FAA Advisory Circular 90-48D:
Pilots' Role in Collision Avoidance

Mid-Air Collision Avoidance

WE STAND READY

127th Wing

Michigan Air National Guard

THE BASICS :

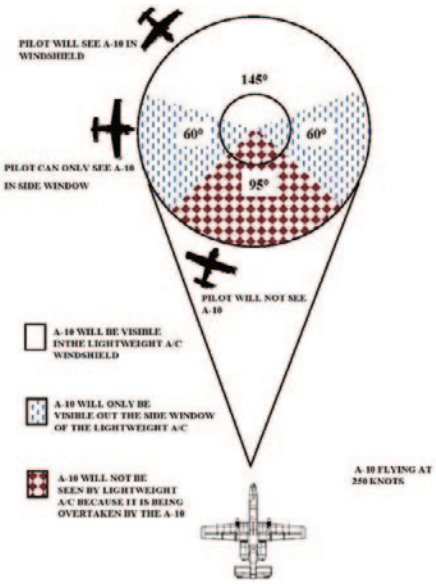
Near Mid-Air Collisions (NMACS)

- 75% of NMACS involve General Aviation
- Nearly 70% occur near airports
- 85% occur below 3000' AGL
- *Over 50% involve pilots NOT using "See and Avoid" techniques!*

ACTUAL Mid-Air Collisions

- Less than 10% occur when both aircraft are in radar contact
- 67% occur with visibility > 10SM
- 40% occur during cruise
- 20% involve flight instruction

Geometry of a Collision Course:



12.5 Seconds to Avoid Impact:

It takes 0.1 to see the object…1 to recognize the aircraft…5 to see the collision course….4 to decide to turn left or right…0.4 for your body to react…and 2 seconds for the aircraft to react…or about the time it took to read this!

ASSORTED VIDEO LINKS SUBMITTED BY OUR MEMBERS

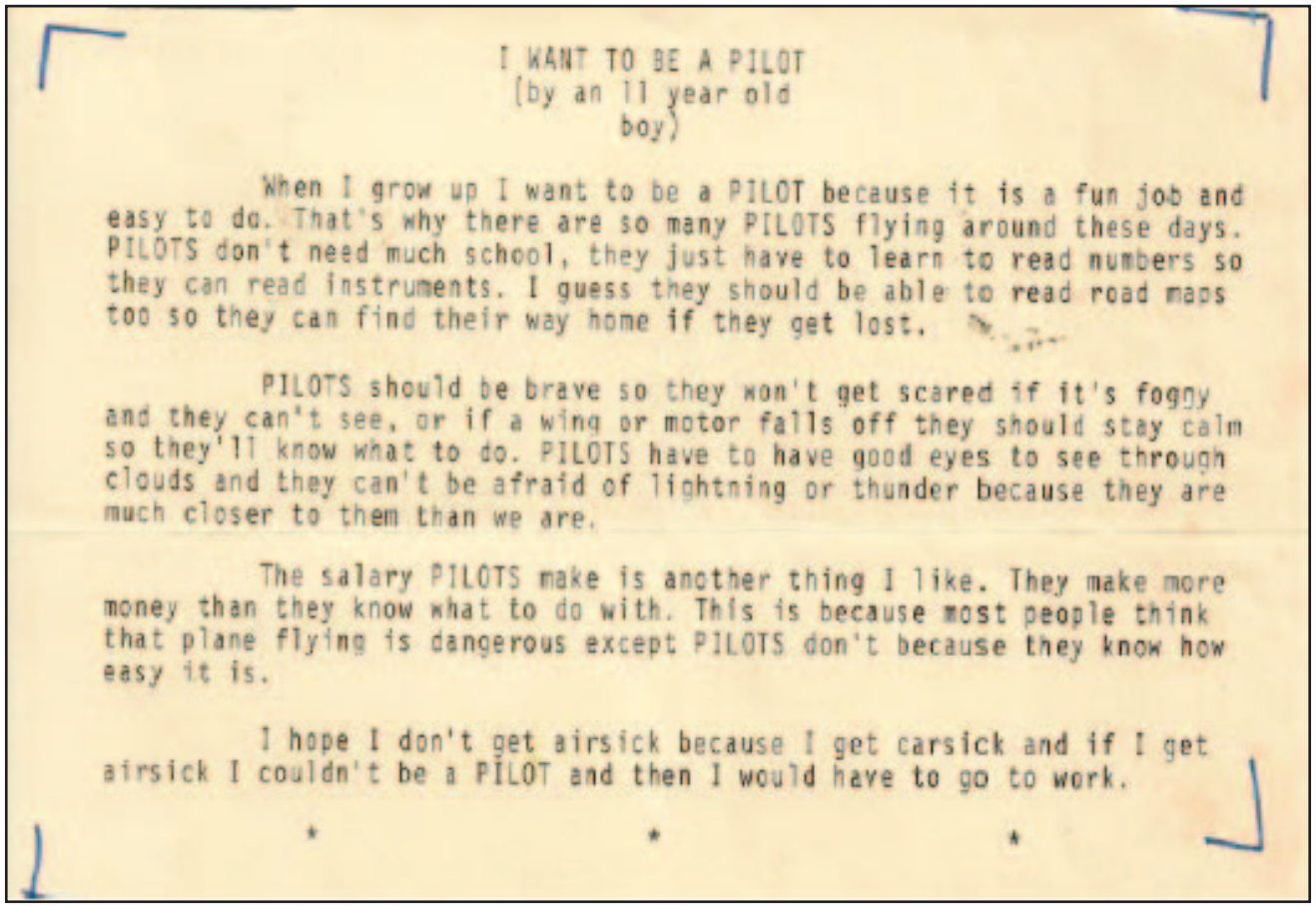
Henry Ford envisioned a massive 10 propeller diesel airplane: https://bit.ly/2XtYvPD

Historic planes flyby: https://bit.ly/3csM8aP

Fly It Like You Stole It: https://bit.ly/3dsIxuM

Rick Mercer Flies Over Niagara Falls in a Lancaster: https://bit.ly/2A02MBj

FROM EAA CHAPTER 55's NEWSLETTER



I WANT TO BE A PILOT
(by an 11 year old
boy)

When I grow up I want to be a PILOT because it is a fun job and easy to do. That's why there are so many PILOTS flying around these days. PILOTS don't need much school, they just have to learn to read numbers so they can read instruments. I guess they should be able to read road maps too so they can find their way home if they get lost.

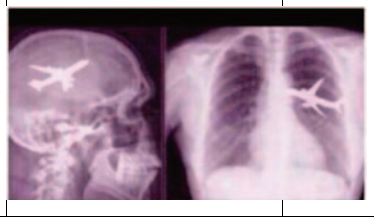
PILOTS should be brave so they won't get scared if it's foggy and they can't see, or if a wing or motor falls off they should stay calm so they'll know what to do. PILOTS have to have good eyes to see through clouds and they can't be afraid of lightning or thunder because they are much closer to them than we are.

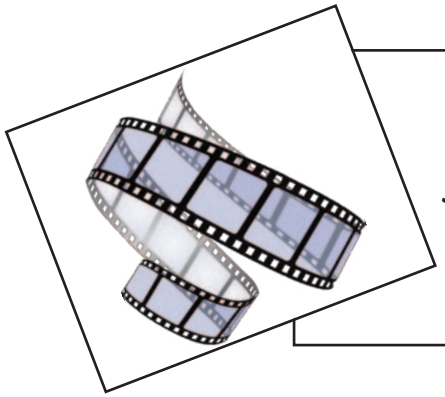
The salary PILOTS make is another thing I like. They make more money than they know what to do with. This is because most people think that plane flying is dangerous except PILOTS don't because they know how easy it is.

I hope I don't get airsick because I get carsick and if I get airsick I couldn't be a PILOT and then I would have to go to work.

* * *

June 2020

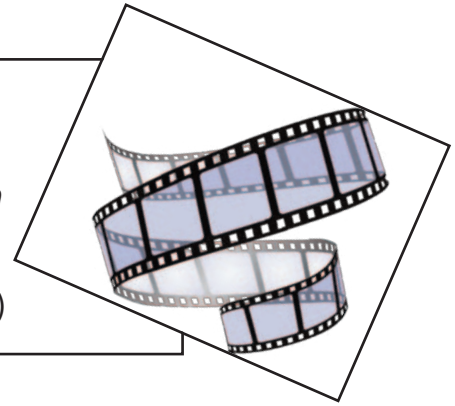
Sun	Mon	Tue	Wed	Thu	Fri	Sat
D-Day	1	2	3	4 **EAA 113 *Virtual*** **Homebuilder's Gathering 7:30 pm**	5	6 
7	8	9	10	11 ***EAA 113 Virtual*** ***Board Meeting*** ***7:30 pm***	12	13
14	15	16 	17	18 ***EAA 113 Virtual*** ***General Gathering*** ***7:30 pm***	19	20  *First Day of Summer*
	22	23	24	25 ***EAA 113 Virtual*** ***IMC Gathering*** ***7:30 pm*** IMC CLUB	26 	27
28	29	30				



Calling all video enthusiasts!

Submit your video of the month to Jack McClellan at vicepresident@eaa113.org

(Or you might be watching videos of puppies and kittens next month....)



EAA Chapter 113 member Mark French, FAA parachute rigger, offers his services to all members of the chapter at a special rate; *FREE* for any of their parachute needs. If anyone is in need of a pilot rig for testing or acrobatics, a number of pilot emergency parachutes are available for loan. Any questions related to parachutes and parachuting can be answered by contacting him at: mark.r.french1@gmail.com or by calling 734.260.7342.

Next Gathering:

June 18, 2020

7:30 PM

Virtual Gathering via Zoom

Check your email for details.