

EAGLE'S PROPWASH



June 2012 Issue
CHAPTER 113
"The Backyard Eagles"



Selfridge Airplane Wash Crew
*Photo courtesy of
Pat Trevas*

Our Web Site: www.113.eaachapter.org 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

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

Dan Valle (313) 539-9818

Scholarships: Howard Rundell (734) 658-7701

Young Eagles:

Dave James (734) 721-4213

Debbie Forsman (734) 397-3452

Bald Eagles: Mark Freeland (248) 212-9666

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

June 2012

Time sure flies when you're having fun! It's amazing how fast the first six months of 2012 have gone by. I can't thank the membership enough for all of the help with the events and meetings we've had so far. It's gratifying to see the hangar transformed into a place to inform, feed, and entertain hundreds of guests in such a short time.

The Father's Day Pancake Breakfast Fly-In is upon us. June 17th, is our next opportunity to host the community of pilots and neighbors. Lou Lambert has been planning for the kitchen and serving areas while Karen Morency has been working on advertising and getting the word out. We can all help in the days leading up to the event by posting flyers, help in the staging of equipment, and sprucing up the area. We'll be setting up at 0930 on Saturday June 16th, right after breakfast at the Coney Island. I hope to see you there as well as on Sunday morning!

This year's scholarship winners will be in attendance to receive their award at 10am. They are, Sarah Fahey of Garden City attending MIAT and Joseph Moore of Canton studying at Eastern Michigan University. They are continued proof, that young people are still interested in aviation as a career as well as a hobby.

Word has spread, how active our Chapter is, and that it's a great place to participate in aviation. We've had several people write or call us, interested in joining the Chapter and helping out at the breakfast. As a result, activity within the Chapter continues to grow.

Alan Grace Aviation will be introducing themselves to the community with an Open House at the FBO, also on Father's Day. Be sure to stop by and see the improvements they've made and hear about others still in the planning stage.

Listen for a phone call from Dave Buck or Al Bosonetto in the near future. We're making an effort to update the Chapter records to publish an accurate membership roster in the coming months.

Jim Morency recently started working as a Aviation Technician for Alan Grace Aviation at Mettetal. He's been honing his A&P skills after a few years out of the industry and looks forward to spending a lot time at the airport.

The June meeting will start off with a BBQ at 6:30pm. Bring a dish to pass, the Chapter will provide hot dogs and hamburgers. Rick Titsworth will be speaking afterword. Rick is building a Lancair ES and has adopted some very interesting homebuilding techniques to speed the process along the way with some beneficial results. You won't want to miss his presentation. Stay up to date with all of EAA 113 happenings at www.113.eachapter.org

Happy Landings
John Maxfield



PAULSON AVIATION *LIBRARY*

Barb Cook (734) 277-3469

barb@armipay.com

June 2012

Here's another book from member Howard's NAVAL AVIATION bookshelf (359.9):

Crossed Currents: Navy Women from WWI to Tailhook

by former US Navy Lieutenant (jg) Jean Ebbert and Navy wife, mother, and writer Marie-Beth Hall, Brasseys, 1993.

Ebbert & Hall include great photos of Navy women, as well as Notes, Bibliography, and Index sections. They organize their history into 4 eras:

Yeomen (F) in World War I or "How did they ever let women into the Navy in the first place?" ANSWER- the Navy needed more personnel while their male yeomen were off fighting! At the end of WWI they let them go, only to re-instate the positions in WW II.

WAVES of World War II

Women in the Regular Navy

Modern Navy Women

Volunteer Force

A matter of Equity

Women at Sea

Women in Aviation

Contemporary Currents (1991 Tailhook incident and aftermath, zero tolerance policies, etc.)

After I gave the book a general look-over and examination of the interesting uniforms, I started with the chapter on Women in Aviation and the pages on Rear Admiral Grace Hopper (computer pioneer.)

Written in a straight forward, fairly un-biased yet readable manner and well documented and resourced, I believe this book is required reading for any female pilot (military or not), or for young women looking toward any professional career. Any male interested in Navy or aviation history might benefit from this rare perspective.

Looming Threat to Air Tour Industry

House GA Caucus seeking co-signers to opposition letter

May 24, 2012 - A provision tucked into the Highway Reauthorization Bill before Congress would hand over unprecedented authority to the National Park Service for flights over national parks and tribal lands, grabbing control of the nation's airspace from the FAA and threatening jobs and companies of those involved in the air tour industry.

Rep. Sam Graves (R-MO) and Rep. John Barrow (D-GA), co-chairmen of the House General Aviation Caucus, are seeking co-signers for a letter in opposition to the bill's provision, Section 100301 of Senate Bill 1813, the "Moving Ahead for Progress in the 21st Century Act." It would weaken a policy that balanced protection of the national parks with a safe and viable air tour industry, which allows thousands of people to enjoy the national parks from the air each year.

"This is a step backward in aviation safety and should be rejected in any surface transportation conference agreement," said Reps. Graves and Barrow in the letter.

"While the title of Section 100301 merely claims to make 'technical corrections' to the oversight of the air tour industry, it is nothing short of a full-scale, 26-page rewrite of existing law."

The two U.S. representatives are seeking co-signers to the letter, and asked EAA to encourage its members to contact their congressional representatives and urge them to be added as co-signers to it.

"We appreciate the attention of Rep. Graves and Rep. Barrow on this issue," said Sean Elliott, EAA's vice president of advocacy and safety. "It's important that FAA maintains the oversight of the National Airspace System, to prevent the creation of a confusing patchwork of regulations that threaten aviation activity."

The exact provision in Division G - "Air Transportation" can be found in Senate bill (S. 1813), near the end of the bill.

EAA 113 APPAREL



We are now taking orders for EAA 113 logo wear. Items include: T-shirts, Polos, Sweatshirts, Hoodies, Fleece Jackets and Hats. Items are available in assorted colors and sizes. You will also have the option of the historical EAA 113 'crow' logo or the EAA swoosh design with "Chapter 113, Canton, MI" surrounding it. Prices vary by item. Call Debbie or see her at the monthly meetings to place an order.

Note: Orders are 'made to order' and no stock will be kept on hand.

CREW PREPARING DIAMOND LIL FOR FERRY FLIGHT HYDRAULIC MALFUNCTION CAUSED B-24 GEAR COLLAPSE



CAF's B-24, Diamond Lil. (Photo by Bernard Delfino)

May 30, 2012 -

The Commemorative Air Force's B-24 Diamond Lil is being prepared for a ferry flight back to Addison, Texas, after a hydraulic malfunction last Saturday that caused the vintage World War II bomber's nose gear to collapse during a scheduled passenger flight at Charlotte Douglas International Airport in Charlotte, North Carolina. CAF

reported no injuries to the 16 people (passengers and crew) on board and minimal damage to the aircraft.

"As of today, the crew is working on repairing the hydraulic system and preparing to return to Addison, Texas," said Autumn Hicks of the CAF in an e-mail Wednesday afternoon. Once back in Texas, CAF crew members will work on cosmetic repairs and re-skinning the airplane to return the aircraft to service.

No time estimates were provided, since CAF want to make sure the landing gear is completely repaired prior to the flight. Diamond Lil is one of only two airworthy B-24s left in the world.

The hydraulic malfunction was detected during the flight, that CAF stated, and the crew immediately began following safety protocols to safely land the aircraft. After the gear was lowered using an alternate method, the nose gear collapsed on landing, resulting in minor damage to the exterior surface of the aircraft.

W.E. Carter, a passenger on the flight, told The Charlotte Observer that the planned 30-minute flight began at 3 p.m. But as the pilot prepared to land, the crew realized the landing gear wasn't working. The plane circled for about another hour as the crew cranked the landing gear down by hand.

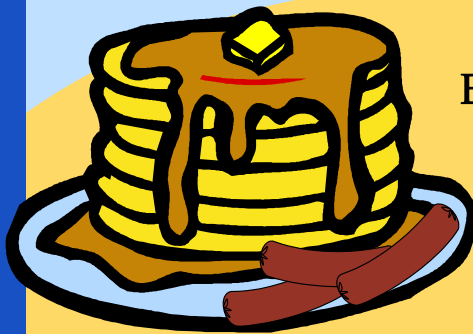
"They told everybody, 'Tighten your seatbelt,'" Carter told The Observer. The plane landed on the main gears, but the nose gear collapsed, and the plane slid down the runway, where emergency responders were waiting and passengers were quickly taken off the plane.

EAA Chapter 113's Annual



Father's Day Pancake Breakfast

June 17th, 2012



Mettetal Airport (1D2)
EAA 113 Aviation Center
Canton, MI

7:00 a.m. - 11:00 a.m.

Fly in or Drive in . . .

... for breakfast, helicopter rides and static displays!

(Proceeds help fund the EAA 113 Aviation Scholarship Program)

For more information visit our website: www.113.eaachapter.org

Remember to come out for the Pancake Breakfast!
Volunteers are still needed. We have a job for everyone!
See you early on June 17th.

WHERE OUR MEMBERS HAVE BEEN and WHAT THEY'VE BEEN DOING



Metcalfe Airport
Photo courtesy of Tom Smith

Dick VanGrunsven's original RV-1, the plane that started the RV rave at Metcalfe Airport
Photo courtesy of Tom Smith



Chapter 582 Memorial Day Fly-in at Metcalfe KTDZ
Photo courtesy of Pat Trevas

Chapter 582 Memorial
Day Fly-in at Metcalf
KTDZ
*Photo courtesy of
Pat Trevas*



Chapter 582 Memorial
Day Fly-in at Metcalf
KTDZ
*Photo courtesy of
Pat Trevas*

Chapter 582 Memorial
Day Fly-in at Metcalf
KTDZ
*Photo courtesy of
Pat Trevas*



ANNUAL FRASCA FLY-IN

Frasca Field C16, Urbana, IL

June 22-24, 2012



Rudy Frasca will once again host a fly-in at Fresca Field and invites you to participate in this special gathering of aviation friends.

Free Camping *(please bring your own tie-downs)*

Early Arrivals: Friday, June 22

Dinner/Movies in the Hangar: Saturday, June 23

Special Guest Speaker *(Saturday):* Paul Poberezny

Depart for Home: Sunday, June 24

Hotel Reservations: Eastland Suites Hotel
1907 N Cunningham Avenue
Urbana, IL 61802
Phone: (217) 367-8331
Toll Free: (800) 253-8331

Please RSVP to Tom Frasca by calling (217) 367-8441 or by email: tfrasca@frasca.com. **Please include the number of guests in your party.**

ICON VIDEO PROMOTES SPIN-RESISTANT MARKETING STRATEGY



By Jim Moore (*from AOPA ONLINE*)

ICON A5 Icon Aircraft has proved the A5 light sport will resist spins even in a protracted, cross-controlled stall. (The photo depicts the A5 configured for spin testing with requisite instrumentation and safety equipment, including tufts and the boom-mounted spin parachute at the rear of the aircraft, which was installed specifically for the spin-resistance testing and will not appear on production aircraft.)

Spins kill, and Icon's strategy with the A5 prototype is not to let it come to that. Now, the company, which announced in February the completion of a flight test program designed to mimic the validation required for spin resistance certification under Part 23, has produced a video highlighting the prototype's ability to retain roll control throughout a stall—with no tendency to yaw into a spin. To view the video, please go to: <http://www.iconaircraft.com/video-icon-aircraft-a5-safety-spin-resistance.html>

The video also puts the A5 in formation with a Cessna 150, both pilots using identical, spin-inducing control inputs. The Cessna quickly rolls and spins, while the A5 just settles gently, wings level. This is the latest chapter in a coordinated marketing campaign that focuses on an engineering answer to an often-deadly human failure: The inability of many pilots to avoid, or recover from, spins—particularly at low altitude. Traffic pattern stall-spin accidents are often fatal.

Icon has collected more than 650 deposits, and hopes to start production later this year. The company has said it will not seek Part 23 certification—aiming instead for the LSA market—but has completed spin tests that would be required to do so.

NTSB SPOTLIGHTS SAFETY FACTORS FOR HOMEBUILT AIRCRAFT BOARD CREDITS EAA FOR SAFETY PROGRAMS AND LEADERSHIP IN GA COMMUNITY

May 22, 2012 - The National Transportation Safety Board today highlighted 16 recommendations to improve homebuilt aircraft safety, but also complimented EAA and its programs as helping to make the amateur-built aircraft community a safer place.

The NTSB made its recommendations at a full board meeting in Washington, D.C., following a briefing by agency staff on an extensive safety study of homebuilt aircraft that began in 2011. EAA assisted NTSB with an initial survey by encouraging involvement of EAA members, in an effort to establish an accurate, comprehensive database of the homebuilt community. More than 5,000 EAA members participated in the survey.

Among the areas of focus within the 16 NTSB recommendations were flight testing procedures and plans, development of operational limitations and flight manuals for homebuilts, transition training, expanding availability of transition training, and use of electronic data to develop flight test plans and operations manuals.

"One of the most important findings of this study is the number of seasoned and experienced pilots getting into accidents so early in the life of structurally sound airplanes," said NTSB Chairman Deborah Hersman. "The recommendations we issue today can improve safety while encouraging the continued growth of this innovative and vibrant segment of the aviation community."

Hersman and other board members specifically cited EAA's contributions to amateur-built aircraft safety, and recommended four areas where EAA can expand its programs and play a leading role in enhancing safety.

"We appreciate the NTSB board's unanimous acknowledgement that the amateur-built aircraft community is an important element in the growth and innovation for all of aviation," said EAA President/CEO Rod Hightower. "We appreciate the praise that the board publicly gave to EAA's programs and efforts on behalf of safety. We understand the need to balance safety with the freedoms that allow Americans to use their imagination and skills to create aircraft that bring new technology and designs."

EAA and its Homebuilt Aircraft Council will continue to study the recommendations for what effect they may have on the design, building and certification of amateur-built aircraft. Any action must ensure that the freedom to participate in the amateur-built aircraft community does not create additional burdens or hurdles.



Longtime VAA director John “Jack” Copeland passed away at the age of 81 on Wednesday, May 16, 2012.

Jack, who joined EAA in 1971, has been a volunteer with the VAA (then the Antique/Classic Division) dating back to 1975, about the same time he bought his first airplane, a Cessna 140. He served the membership as classic parking co-chair man, manpower chair, and, for over two decades, the enthusiastic chairman of the Participant plaques. Appointed an advisor in 1979, he’s been a director of the division since 1984. Jack was one of the faces familiar to countless members as he headed up the Participant plaque program during each year’s annual fly-in.

An instrument-rated pilot and later a flight instructor for most of his life, Jack’s expertise as an engineer was helpful to the division’s needs during his nearly 40 years of service to the membership. On a local level, he was an active Young Eagles pilot, having flown 281 Young Eagles since the program began in 1992.

Jack served in the U.S. Air Force, as an aircraft maintenance officer on active duty in the U.S. Air Force from 1955-58, and later attaining the rank of captain in the USAF Reserve.

Jack’s services were held Monday, May 20th, at the Pine Grove Cemetery in Westborough, Massachusetts

FAA SEEKS INPUT ON WARBIIRD PASSENGER FLIGHTS

By Jim Moore (*from AOPA ONLINE*)

The FAA has announced that public comments gathered online and in upcoming meetings will help the agency decide on future applications from warbird operators who wish to carry paying passengers.

The Living History Flight Experience exemptions have long allowed warbird operators to offset the cost of operating vintage aircraft; the current policy dates to 2006, and includes various requirements intended to maintain safety. Now, the FAA is posing a long list of questions, opening for public debate questions of whether current pilot qualification requirements are adequate, along with nearly every other aspect of operating a warbird for hire.

Meetings take place at FAA headquarters, 800 Independence Ave. SW., Washington, D.C., June 26 through 28 from 8 a.m. to 4:30 p.m. Anyone who wishes to attend is asked to RSVP because space is likely to be limited: A recent near-miss with potential legislation that would have halted warbird flights prompted a groundswell of opposition and protest.

The deadline for submission of comments is June 18, 2012. The form for submitting online comments can be found at:

<http://www.regulations.gov/#!submitComment;D=FAA-2012-0374-0001>



EDITOR'S NOTE

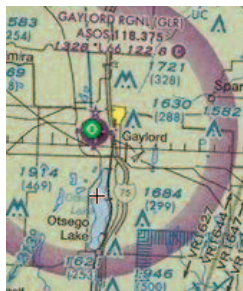
Elizabeth MacKenzie Hebron (734) 776-9294
liz.hebron@gmail.com
June 2012

JUNE 10TH - 12TH, 2011 30th ANNUAL OTSEGO LAKE SEA PLANE SPLASH-IN



Location: Otsego County Park
www.otsegocountyparksrec.com

Land planes welcome at Gaylord Region Airport-GLR:
Ample Tie-Down Space
Avgas Available
Good Security
Transportation Provided from GLR to the Park
Camping (make reservations with the park ASAP)
Or stay in one of the First-Class Motels in town



Gaylord Land Airport 122.8
Seaplanes monitor 123.3
VOR -- 109.2
Lat-Long N44° 57.9' W084° 41.9'

Parade of Planes over Main Street in Gaylord, Take-Off Contests, Spot Landing Contests, and Bomb Drops (winds and weather permitting) courtesy of www.seaplanes.org

Friday: Arrivals, Cookout, and Campfire

Saturday: Parade of Planes fly-by, Contests, evening Banquet in town

Sunday: Pancake Breakfast 7am - 11am

Spectators relax on lawnchairs (BYO) along the shoreline as the planes take off and splash down on Otsego Lake and compete in events. Don't miss this great opportunity to see Randy Hebron's award-winning Volmer Jensen VJ22 in action on the water and in the air! (How's that for a little shameless nepotism?) Come join the fun!



June 2012

Sun	Mon	Tue	Wed	Thu	Fri	Sat
27	28	29	30	31	01	02 Breakfast at Canton Coney Island
03	04	05	06	07 EAA 113 Builders Project Meeting	08	09 Breakfast at Canton Coney Island
10	11	12	13	14 EAA 113 Board of Directors Meeting	15	16 Breakfast at Canton Coney Island
17 EAA 113 Pancake Breakfast Fly-In	18	19	20	21 EAA 113 Meeting at Mettetal Airport	22	23 Breakfast at Canton Coney Island
24	25	26	27	28 EAA 113 Flying Safety Meeting	29	30 Breakfast at Canton Coney Island

WELCOME

New member: Steve Post

FOR SALE

I have an old Mooney Nav-Com tube type radio for sale (cheap!)
It does work but will need some "tuning up"...

Ken Sands 734-564-0316

ken.sands@cavtel.net

EAA Chapter 113

Mark Freeland

PO Box 193

Keego Harbor, MI 48320

**Next Meeting: Thursday, June 21, 2012
7:30 PM at the EAA Aviation Education Center**