



**Next Meeting: Thursday, February 21, 2007
7:30 PM at the EAA 113 Aviation Center**

EAA Chapter 113
Mark Freeland
42636 Faulkner Drive
Novi, MI 48377

EAGLE'S PROPWASH

February 2008 Issue



CHAPTER 113

"The Backyard Eagles"

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Mettetal Airport (1D2), Canton, Michigan



Mustang Gathering 2007

Our Web Site: www.eaa113.org

Meetings: 7:30 p.m. the 3rd Thursday of each month at the

EAA113 AVIATION EDUCATION CENTER!

EAA113@yahoogroups.com

Member Services

President: Dave Buck (734) -4535375
Vice President: Jim Trick (248) 766-2092
Secretary: Bob Wagner (313) 274-8292
Treasurer: Grant Cook (734) 223-2688

Board of Directors:

Al Bosonetto David Forsman
Pete Waters Bill Brown
Mike Scovel Rick Titsworth
Bob Skingley Tom Smith
Joe Griffin Pat Charles
John Maxfield Lou Lambert
Barb Cook Sean Crooks
Les Gallagher

Membership Committee:

-Roster: Mark Freeland (248) 624-9654
-Dues: Grant Cook (734) 223-2688

Technical Counselors:

Joe Hillebrand (480) 895-6314
Randy Hebron (734) 326-7659
Pete Waters (248) 437-4244
Dan Valle (313)-539-9818

Flight Advisors:

John Maxfield (248) 348-1417

Scholarships: Howard Rundell (734) 658-7701

Library: Barb Cook (734) 277-3469

Young Eagles:

Dave James (734) 721-4213
Debbie Forsman (734) 397-3452

Bald Eagles: Mark Freeland (248) 624-9654

Refreshments: Joe Griffin (734) 455-3107

Newsletter: Sean Crooks (734) 516-9939

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Webmaster: Donna Monson (734) 722-8475

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Aviation Center Management Committee:

Al Bosonetto (734) 261-5518
Dave Buck (734) 453-5375
Bill Brown (734) 420-2733
Bob Skingley (734) 522-1456

Mission Statements Chapter

"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



Dave Buck (734) 453-5375
dbuck19208@aol.com

February 2008 Newsletter

February 16th is the *Frost Bite Chili Fly-in*. This is again the first fly-in of the year in Michigan and we need you to bring a pot of your special recipe chili. Invite your friends and family also. It is a great way to introduce them to EAA and the Backyard Eagles. Perhaps they might be interested in joining. You don't have to be a pilot or aircraft owner to be a member of EAA; you only need an interest in aviation.

Have you renewed your Chapter membership? Reminder letters have been sent out. Please return them with the \$35 dues by February 28th to keep your newsletter coming. We are putting together a new membership roster and want to make sure YOUR name is in it.

The *Annual Awards Banquet* is swiftly approaching. March 15th is the magic date and we need you to purchase your tickets, or make a reservation, so we have an attendance number for the caterers. The deadline for reservations is Saturday, March 8th at breakfast. Call Priscilla at 734-453-5375 for tickets. You can also buy your tickets at the February meeting or any Saturday at breakfast. Bring along some friends to join us for an enjoyable evening.

Returned the Chapter Membership Survey yet? Input is needed from all members. YOUR ideas and opinions are needed to help with planning for the upcoming year and beyond.

Thanks to member Tom Jolly for his donation to the chapter of a partially completed Zenair Zodiac 601 tail kit. Tom would like for the

chapter to see the aircraft through to completion. If you would be interested in assisting with this project, give me a call.

Our speaker for this months meeting is Dale Nuss, Air Traffic Control Specialist from Detroit TRACON and local flight instructor.

Dave Buck

Calendar of Events

Sun-n-Fun

April 8-13, 2008 in Lakeland, Florida

Friday Night at the Movies

See you on the first Friday of the month at 7:30 PM. Check the website for details.

Saturday Morning Breakfast

Every Saturday 8:30am at the Coney Island on Lilley Rd. across the street from Mettetal airport.

This Months Guest Speaker

Our speaker for this months meeting is Dale Nuss, Air Traffic Control Specialist from Detroit TRACON and local flight instructor.

EAA 113 – YAHOO! To access our YAHOO Group Site, go to <http://groups.yahoo.com/group/EAA113/> New users click "SIGN UP." Already a member of a YAHOO Group? Click "JOIN THIS GROUP" You'll have to sign in every time to access all the features. Contact Donna Monson for further information.

PAULSON LIBRARY

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

February 2008

1267 items now

Our current shelves are getting jam packed, with more of the items getting into our computer catalog. (We're up to 1267 items now). Doreen Bosonetto and I have been working on getting all those VHS tapes marked and into the catalog.

3 Print-outs of the catalog are available in binders on the side table. They're marked: AUTHORS, TITLES, SUBJECTS. So you can always search there for what you're looking for.. OR turn on the "Librarian" computer, and use "Patron Search Station".

We've ordered more shelves to hold our tapes and books. By Spring we'll have a new look, and hopefully things will be easier for you to find. Currently, I'm still putting up more labels on each shelf to show SUBJECTS.

Here are some of our newest books:

629.133 343 Waco Airplanes

MORE NEW BOOKS

629.133 319	Unconventional Aircraft (P Bowers)
629.134 34	Experimental; Light Aircraft & Midget Racers
629.133 34	Used aircraft guide (Jeff Ethell)
629.133 340 973	Boeing Aircraft Since 1916 (P Bowers)
629.133 340 422	Aircraft Owner's Handbook (Tim Foster)
629.133 349	Concorde; Story of the World's most Advanced
Passenger Aircraft	
629.134 349 19	Concorde (Modern civil Aircraft) P Brites

629.4 ASTRONAUTICS, SPACE

629.4 09 Fact Finder Space Diary
629.4 092 2 America's Journey's into Space
629.45 Rendezvous in space (Martin Caiden)

700 APPLIED SCIENCES

778.9 629 133 Aviation Photography (P Bowers)
796.1 RC Sailplanes and Electric Gliders

900 HISTORY, GEOGRAPHY

912.284 Riddle of the compass: Invention that changed
the world
917.453 Places to Fly (AOPA)

WORLD WAR I

940.44 20 First Air War
940.449 43 Red Baron

Barb Cook

A CHAPTER'S POINT OF VIEW

EAA

National Headquarters
Hales Corners, Wis.

Gentlemen:

EAA Chapter 34, Dallas and Fort Worth, Texas, respectively submits the following concerning the EAA Air Museum. We, to a man, feel your bid for donations to the Museum fund has fallen below expectations because of several reasons. Since Wisconsin is not centrally located and has the added disadvantage of being geographically located in a spot that makes it difficult for even near neighbors to the east and southeast from making the trip without difficulty, they will naturally feel reluctant to donate, no matter how worthy the cause. Your distant friends and members probably never will come within a thousand miles of the place except at Fly-In time. If the Museum were located in the same city as the Fly-In is held in, you might then receive a few more visitors. But who, except a few, will go to the Flyin, then trudge additional miles to go to the Museum? Since this is a Museum for and of the EAA, military and type-certificated aircraft are as out of place as a hobo at the Waldorf. Although the Air Museum received a unanimous "thumbs down" (by our chapter), everyone agrees that a Headquarters building is needed and in order. We are not saying discontinue the project altogether, because one of the American traditions is to plunge ahead if you have a dream and believe in it strong enough. The EAA itself is an almost insurmountable dream comes true, but what we are saying is that you picked an unlikely project that will capture the imagination and support of many. You do need greater support than you are getting. Tearing someone's project apart is easy, but offering helpful suggestions is another story altogether. We could offer prizes and scholarships which all members could compete for. Money collected for educational aids, books, movies, etc., and made available to the members on the local level might be more kindly received. We could use a good plane, certified and available in kit form. Certification costs money! Perhaps we could use a Credit Union. That takes money, too.

Members with good local credit could obtain loans to build or rebuild aircraft. Stockholding members would also profit, thus making it different than the one way proposition of a straight donation. One Chapter 34 member, as an example, with excellent credit ratings, was refused a bank loan of \$730.00 to buy a partially finished Rose "Parakeet" (well worth the money), and an additional undisclosed amount to finish it because it wasn't a certified aircraft. He could have bought a \$4,000X0 automobile with his signature. Suggestions could continue for quite a few pages, but we believe we have made our point.

Sincerely yours,

Ray L. Alien, Secretary-Treasurer
Chapter 34, Dallas-Ft. Worth, Texas

Dear Ray:

We received your letter of March 12 and read with interest the chapter's comments regarding EAA's efforts to put a solid foundation under itself—one that should last many years and serve the many and varied interests of the people who have come to participate in all phases of aviation. We note with a great deal of pleasure your attached chapter report which indicates much activity in the homebuilt, antique, rotary wing, and World War I aircraft field, as well as some new designs on the drawing board. I feel pleased knowing that from my basement office in my home over 1,000 miles away we have in some small way contributed to your aviation activities and knowledge—and it may never have happened if we would have been discouraged by the many comments of people in aviation who in the early years of EAA said we were a bit etched and that our efforts would set aviation back many years. I wonder, too, at your statement that our friends would never come to Headquarters to view the collection of aviation material and seek to explore it for educational reasons, when for years now members and members-to-be have been coming to our home and EAA's basement office in ever increasing numbers in search of education. Visitors not only from a distance of 1,000 miles, but thousands of miles. Not a day goes by that dozens of members or people interested in real down to earth aviation do not stop in or call us by phone. I realize that it is difficult for people so far away to realize the benefit derived from what EAA has done, not only here at Headquarters, but by the almost 200 chapters and the many individual

members — to see the reports on the activities of the many chapters, to attend many of these chapter functions or fly-ins, the requests received each day for help, educational material, photos, and to see and examine light aircraft structures of many and varied types, as well as engines, books and drawings. Establishing this Air Education Center as a part of the National EAA Headquarters has been a great personal challenge. There are many problems and anyone attempting to do the same will find that preconceived ideas on how to accomplish this goal will constantly change as economics and people will play a most important part. For example, the free military aircraft for an outside display have already aided the cause of EAA in the areas of public opinion, both local and national, and have played a big part in aiding our struggle for a tax exempt status with the Internal Revenue Service. I am aware that in discussion, and in our own conversations here at Headquarters, this planned Air Education Center is often referred to as the Air Museum as previously stated in *SPORT AVIATION*. When we planned its name we found that in accordance with the laws of the land, we were limited as to what we would call it and yet comply with the provisions of both State and Federal laws recognizing tax exempt institutions and without this privilege our battle would almost be lost before it had begun. But with visionary thinking one can see the great value such an institution can have on light aircraft and engine development and through the creative ability of mankind and the sharing of resources among people, we can offer a bit to society. Whether financial support is given to this educational effort by the members of EAA, or not, I shall not be lax in my efforts to make available to them, aeronautical education both through physical displays or through publications and other associated activities. I shall find a way to financially support this worthy and much needed facility so that we can better serve the members, the chapters and all who seek help.

Sincerely,

PAUL H. POBEREZNY

President A

Benefits Of A National "Experimental Aircraft Association, Inc."

By Robert G. Huggins

Secretary-Treasurer, Chapter 10

4915 S. Detroit, Tulsa 5, Okla.

THE QUESTION is asked . . . "Why have a national organization?" Perhaps it would be more to the point to ask . . . "Why have a local chapter?" A score of local chapters have been formed and are functioning satisfactorily because so many of us have found it desirable and beneficial to get together with friends who understand our language and like to talk about things we ourselves are interested in. The question . . . "What can I get out of it?" . . . has already been answered in a satisfactory manner for more than 20,000 of us who are attending the meetings of these local chapters. The question now is ... "What more can I get out of a national organization?" The existence and extensive membership of our active national organization demonstrates that group objectives can be more effectively promoted by a national organization than by scattered and unrelated local organizations. Only a national organization could sponsor an Air Museum to display the progress in design and development of light aircraft from the early days of wood and wire-braced construction through the present-day construction methods used by EAA members in their own homebuilt aircraft. The national organization, with its fine leadership and large membership, has considerable prestige with the FAA. Its reputation for cooperating with the government has won for the EAA a pleasant relationship with all government agencies, both in Washington and throughout the nation. The cooperation and understanding thus far shown the EAA and the individual aircraft builders by the FAA personnel is one to be proud of and has been very instrumental in increasing the interest in sport-plane development. These gains made by our national organization could not have been accomplished by individuals or even local chapters. It can provide you with the opportunity to participate in the largest aviation event in the nation. The annual EAA Convention and International Fly-In, a six day midsummer event, strictly informal, lets you meet EAA members from throughout the world, swap ideas and information; view hundreds of homebuilt aircraft, displays, lectures and flight demonstrations; all this, plus the awarding of many trophies, as part of the program. They make available reference books and films on aviation, and *SPORT AVIATION*, the official monthly publication

of the Experimental Aircraft Association, Inc. Membership in this organization devoted to private aviation will give each individual member an increasing awareness that, in his effort to improve his own technical knowledge and skill in his chosen field of interest, he will be contributing to the progress of aviation as a whole. General recognition of the aims and accomplishments of such an association will inevitably increase the public esteem and prestige of its members. *(Reprinted from Tulsa, Okla. Chapter 10 "Little Mag" newsletter).*



EAA 113



invites you to their annual:



FROST BITE



CHILI FLY-IN

Warm hangar, hot food and good company!

Chili, Hot Dogs and Brats will be provided



Saturday, February 16th, 2008

11:00 a.m. - 3:00 p.m.

EAA 113 Aviation Center

Mettetal Airport (1D2)



Donations are accepted and kindly appreciated

For more information visit our website: www.eaa113.org

