



**Next Meeting: Thursday, September 18, 2008  
7:30 PM at the EAA 113 Aviation Center**

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

# ***EAGLE'S PROPWASH***

September 2008 Issue



**CHAPTER 113**

***"The Backyard Eagles"***

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Mettetal Airport (1D2), Canton, Michigan



EAA 113 members Ron & Sara Crooks's new Cessna at Fowlerville Fly-in

Our Web Site: [www.eaa113.org](http://www.eaa113.org)

**Meetings: 7:30 p.m. the 3<sup>rd</sup> Thursday of each month at the**

***EAA113 AVIATION EDUCATION CENTER!***

[EAA113@yahoogroups.com](mailto: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  
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**-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:

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**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

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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](mailto:dbuck19208@aol.com)

### September 08 Newsletter Article

Before this month's meeting we are having our second annual old-fashioned *Ice Cream Social*. Plan on arriving by 6:30 pm for hot dogs, chips, and ice cream. This is not a free meal, the hot dogs, chips, and ice cream will cost you a nickel each. Bring a lot of nickels, along with a friend or neighbor who is interested in aviation and enjoys ice cream.

The August Corn Roast was last month at Brighton Airport with Chapter 384, IAC 88, & Chapter 113. This was a fun event with good friends, fantastic food, airplanes, a beautiful shady setting, and great weather. Thanks to all who contributed their help and brought food. I understand the Corn Roast tradition goes back to 1972 with the Backyard Eagles joining in the late eighties.

Have you signed up to be a Co-pilot or Backseat flyer yet? There is a sign-up sheet on the bulletin board in the meeting room. See the June newsletter for details.

Dave Buck

## Calendar of Events

### Saturday Morning Breakfast

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

### Stinson fly-in

Sept 13-14<sup>th</sup>, Auburn,IN GWB

**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

Sept 2008

We have over 1500 library items cataloged in the computer now! This includes not only books, but videos, CDs, DVDs, Aircraft Owner/Operator Manuals, aircraft maintenance and homebuilder info.

We now have added 2 shelves labeled

“358.4 (MILITARY AIRCRAFT)” giving technical specs of WW II airplanes (mostly fighters, US and Japan) These are the Squadron/Signal and Arco/Aircam series.

The “Homebuilders/Aircraft Maintenance” shelves have moved to 629.134 in the area below FLIGHT TRAINING 629.132 52 (Mike and Lou, NOTE: I’ve moved them)

Warren & Shishi Branscomb continue to help. Warren has entered member names, so we can send out overdue notices now! NO, we don’t charge fines!

If we do send you a notice, please realize, we’re just looking for the book and need your help locating it.

Barb

## Record-Setting Gathering Of Women Pilots at EAA AirVenture 2008

Anyone on AeroShell Square at 10:30 a.m. on Friday found their way blocked by a sea of pink-shirted women that covered the concrete from the KC-135 Tanker to the Ford Trimotor to the DC-3s. An estimated 1,000 women pilots turned up to be seen and photographed in an effort to set a record as being the largest gathering of women pilots in one place at one time.

"This idea, spawned by EAA consultant Patricia Luebke, has taken off," said Elissa Lines, VP of Development for EAA. "We hope that the sheer number of us gathered here today on AeroShell Square will inspire other women and girls to take a chance on aviation, or even just to try out flying for fun, or more."

So, who was there? Patty Wagstaff, Julie Clark, Debbie Rihn-Harvey, Jackie Warda - all air show greats, stood shoulder to shoulder with Women Airforce Service Pilots who ferried WWII aircraft and trained cadets in the 1940s, as well as engineers such as Anna Mracek Dietrich (Terrafugia) and educators, including Dr. Peggy Chabrian, President of Women in Aviation, International. Mary Grady, from AvWeb, and this reporter, despite her feelings about pink, made the trek to the square, too.

Where did they come from? All over the U.S., and abroad, too. Michelle Bassanesi, a flight instructor, flew in from Rome, Italy, where she teaches, just to be counted. Another flew her 1996 Pulsar (which she built and has flown for 1,000 hours) from Oregon, to be at this show. Two more teamed up and arrived for the first time on their own in a Cessna 172.

And what did they prove? That women who fly (and several who build) do come to EAA AirVenture, and in numbers that can influence the next generation of general aviation pilots, who might just be women, too.

Written by Amy Laboda and published on AvWeb \*

\*<http://www.aweu.org/modules.php?op=modload&name=News&file=article&sid=82>

UPDATE: EAA Chapter 113 currently has 4 Women Pilots: Sara Crooks, Donna Monson, Annette Ruff, and Barb Cook. Barb was at the record-breaking gathering. Do we have other women Pilots??



### **Air Traffic Control: Friend or Foe? By Jim Wolper EAA Chapter 407, Idaho Falls, ID**

I was chatting with a chapter member about a recent trip. He told me that the hardest part of the trip had been flying through the airspace around Salt Lake City International Airport. He swore that he would never ask for flight following again: "The kept sending me to all kinds of places where I didn't want to go."

Air Traffic Control (ATC) provides flight following: (technically, radar traffic advisories) at the cost of some convenience; in the end, do they help or hinder the VFR pilot? He says they hinder; I say they help. Let's see why I think the way I do.

First, why does ATC reroute us? The answer is pretty simple: they are shooting big fast airplanes into the sky, and they don't want to hit us. Salt Lake International averages almost 1200 flights a day, and at the busy times they have more than one IFR airplane taking off every minute. They also have F-16s and other military airplanes headed in and out of Hill Air Force Base. This is a flak barrage for any airplane passing through the area. So, the controllers ask VFR airplanes to move for their own good.

You can legally go through the area at 10,500 MSL without talking to ATC (as long as you have a working Mode C transponder), but you might as well wander through a mine field. Airplanes arriving at SLC are at 11,000; airplanes leaving SLC are at 10,000; at 10,500, you are squeezed in between them like a Taylorcraft sandwich.

So, your reward for getting flight following and squaking the code and holding altitude and holding heading and accepting a minor reroute is that ATC won't shoot any 106.00-calibre bullets at you (that's the fuselage diameter of a SkyWest RJ). When the controllers point out the heavy jet indicating 300 knots that will pass 500 feet above you, or the trio of F-16s that will pass 500 feet below, you get a free air show instead of a scare.

Another reason to accept the reroute is that it is not that bad. A perpendicular diversion of 37 miles only adds one mile to a 700 mile trip! So you might as well enjoy the sightseeing and the free air show. You can reduce this even more if you know where ATC likes to send VFR airplanes (for example, Mountain east of Salt Lake City), and aim for that from the beginning.

Sometimes ATC provides shortcuts. Las Vegas has complicated airspace, and several times I have had controllers suggest a shortcut that I did not think would be available. I came out ahead with flight following.

Flight following is the biggest help when you need it the most, that is, when you have a problem. ATC can help you find the nearest airport, and coordinate rescue efforts. You will also hear about weather

problems, temporary flight restrictions, or other factors affecting your flight right away.

Some pilots don't like talking on the radio. The advantage of flight following may make it worth the effort to improve. The Aeronautical Information Manual (AIM) has all the rules, but the first rule is to listen before you talk, so you have a sense of what is going on. Your first call should say who you are calling, who you are, where you are, and what you want: "Salt Lake Center, Archer 8256X, 20 north of Malad, request flight following." After that, listen to what the controller asks you to do. This can range from something simple like "Say altitude" to something more complex like "Maintain 8 thousand while in Class Bravo airspace." Controllers always say things exactly the same way, so once you have gone through the drill once or twice you will know what to expect. Talking to someone who has done it can also make it easier. And, you can listen to ATC during your local flying (128.35 is the frequency in our area).

The worst thing that you can do on the radio is get angry. It is perfectly OK, and even expected, to question a controller's request, if you have a good reason. What's a good reason? If they steer you toward the mountains at an uncomfortably low altitude, you should ask about it. Or if they give you a heading into a cloud (VFR), you should politely tell them; they will make another plan. Just say "Approach, 56X, we won't be able to stay VFR on this heading." Nothing fancy; just be clear and concise.

And don't think that you are bothering anybody by asking. Controllers get their satisfaction from talking with pilots and helping them on their way. They WANT to talk with you. So give them a call...