



**Next Meeting: Thursday, December 17th, 2009  
7:30 PM at the EAA 113 Aviation Center**

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

# ***EAGLE'S PROPWASH***

December 2009 Issue



**CHAPTER 113**

***"The Backyard Eagles"***

*Mettetal Airport (1D2), Canton, Michigan*



**Final approach!**

*Photo courtesy of Mike Scovel*

Our Web Site: [www.eaa113.org](http://www.eaa113.org) [EAA113@yahoogroups.com](mailto:EAA113@yahoogroups.com)  
**Meetings: 7:30 p.m. the 3<sup>rd</sup> Thursday of each month at the  
*EAA113 AVIATION EDUCATION CENTER!***

## 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

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### Membership Committee:

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

### Technical Counselors:

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 Randy Hebron (734) 326-7659  
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 Dan Valle (313)-539-9818

### Flight Advisors:

John Maxfield (248) 348-1417  
 Dan Valle (313)-539-9818

**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:** Pat Charles (248) 978-3772

[bittybipe@wideopenwest.com](mailto:bittybipe@wideopenwest.com)

**Webmaster:** Donna Monson

[webmaster@eaal13.org](mailto:webmaster@eaal13.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

## 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."*

## Calendar of Events

### December 2009

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
29	30	1 7p CAP Meeting	2 7p Midwest RC	3 7:30p Homebuilders Project Corner	4 7:30p Friday Night at the Movies	5 8:30a Breakfast at Coney 9:30a EAA Board Meeting
6 12p Tom Smith rental	7	8	9 7:30p Ford Eagles	10 7:30p EAA Chapter Safety Seminar	11	12 8:30a Breakfast at Coney
13	14	15	16	17 6:30p Chapter Christmas Party	18	19 8:30a Breakfast at Coney
20	21	22	23	24	25 12p Merry Christmas 12p EAA 113 Newsletter Deadline	26 8:30a Breakfast at Coney
27	28	29	30	31 No Board Meeting	1 Happy New Year	2 8:30a Breakfast at Coney

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**Editor's Note:**

Look for a my article on building this great little flyer as a first time model builder starting in next month's newsletter!

## President's Podium



Dave Buck (734) 453-5375  
[dbuck19208@aol.com](mailto:dbuck19208@aol.com)

The Chapter Christmas party is scheduled for Thursday December 17<sup>th</sup> at 6:30 PM. Open to all members, family, kids, grandkids, and anyone you might happen to pick up on the way! It will be POTLUCK, so bring a dish to pass. The chapter will supply the turkey and ham. No fee and no reservation required!

Don't forget *Friday Night at the Movies at EAA 113*. Join us on the first Friday of the month at 7:00 PM in the chapterhouse. Check the website for movie and details.

Thanks to everyone who helped with Young Eagles Day and the Chili Fly-in on November 21st. The chili contributions were great and a large number of chili lovers showed up. At one point all the chairs and tables in the hangar were filled.

Congratulations to Tom Smith and all of the 2010 officers and board members. Tom is now the president-elect. I want to say thanks to everyone who has made my job as president an easy one. A special thanks to Priscilla for putting up with all those trips to the airport. I really have enjoyed the last six years as your president.

Merry Christmas,  
Dave & Priscilla

# Paulson Aviation *Library*



Barb Cook (734) 223-2688  
[barb@armipay.com](mailto:barb@armipay.com)

Chapter 113 member David Gorosh has recently donated a book to our library: TALES OF AN OLD AIR-FARING MAN; A Half Century of Incidents, Accidents and Providence. The Reminiscences of Paul F. Collins.

Published in 1983, it is dedicated to “all the pioneer personnel of the US Post Office, Air Mail Service, living and dead, who, from May 15, 1918 to August 27, 1927, gave so much under most trying conditions to maintain the establishment of the world’s first regularly scheduled airline-out of whose lives and deaths brought about the vast network of global air transportation we take for granted today.” (p. iii)

Paul Collins tells of “failures and fortunes of early flight, filling his pages with anecdotes of friends who were weaving a bright tapestry of legend and romance from the threads of their interwoven lives. Earhart, Wilke, Douglas Fairbanks Sr., Will Rogers, D.W. Griffith...are part of the pattern of Collins’ life, together with those who have become the Who’s Who of the air industry. He was one of “those wonderful men” and this (book) is the story of “their flying machines.” – William L.M.H. Clark, editor. (p.ix-x)

Here is a firsthand history of aviation, edited, illustrated, and supplemented by Wm Clark.

It is found on the 629.13 092 COL shelf, when members aren’t fighting over it.

OUR PROGRESS: We now have 1933 items added to our library, and several more members have been helping us with the digital barcoding/checkout project. (Thanks to Liz Hebron)

KEEP THOSE DONATIONS COMING.

# Young Eagles



## Barnstorming: Enacting A Pilot's Bill Of Rights

*I love the man that can smile in trouble, that can gather strength from distress, and grow brave by reflection. 'Tis the business of little minds to shrink, but he whose heart is firm, and whose conscience approves his conduct, will pursue his principles unto death.*

Thomas Paine

*Some years ago, mostly as a result of dealing with the monumental dishonors and unfairness imposed on one of this nation's finest aviators, Robert A. 'Bob' Hoover, I opined that Pilots and other Aviation Professionals really needed better protections on their side when they had to face off against the FAA or other governmental threats. After all, the Constitution pretty much put forth that the rights of every American are just that... EVERY American's... and at no point, did that august and extraordinary document suggest that our rights ended the second we went aloft.*



*I pushed this concept for a number of years, got a lot of support from the aviation community, and, of course, a lot of derision from the Feds. Still... I've never quite given up on the idea and while it may not play all that highly on the overall list of corrections needed to right the world's ills; for the aviation community, I think it makes for a good start and a great way for aviation to demand better for itself from those who are supposedly there to serve it. Mind you, we're not curing cancer here... but we are doing what free Americans are supposed to do, question authority -- and upon finding that said authority is not playing by the rules, we need to defy them and insist that our rights be respected.*

*Recent events suggest that the kinder, gentler FAA we all had hoped for is but a pipedream and that dishonesty, unfairness, over-reaction and injustice still takes place in altercations that happen with great regularity between aviators/aviation professionals and the almighty, 'Gods-unto-themselves' FAA. While the great majority of Feds are great people, there are enough that aren't to make the matter a serious one, indeed... and when you add to that the fact that the system is not predicated on fairness but upon bureaucratic efficiency -- at the expense of our liberties -- then, we have a mess that can't help but victimize the aviation industry time and time again.*

*What we deal with is clearly unfair, certainly unconstitutional, and worst of all, simply unAmerican. As I understand it, the United States of America was established in order to provide a number of freedoms to all those willing to accept the responsibilities of a free democracy. And with warts and all, this country is still the greatest nation on earth. However; those of us who are privileged to call ourselves Airmen and/or Pilots are much too*

*aware of the fact that we have lost a number of our Constitutionally protected freedoms simply because of the fact that we are involved in aviation.*

*It is a sad state of affairs to realize that the average drug pusher, child molester, or criminal psychopath has more legal recourse, under the law, to the protections of our embattled but beloved Constitution, than a pilot accused of a violation by the Federal Aviation Administration. While getting the FAA to recognize the true intent of the Constitution of the United States may currently be difficult for now...), we do not believe that it is unfair, unwise, or not in the best interests of the United States for them to ignore every basic principle of American justice.*



*In an attempt to level the playing field a bit, the Airman/Pilot's Advocacy Council herewith submits a potential, simple, draft of an initial document that we intend to propose as a future Notice of Proposed Rule-Making. We urge you to read it, and suggest additions, improvement or corrections. Also; please disseminate this document as widely as you can. Feel free to copy this document as much as you wish and we would greatly appreciate it if you would make sure that everyone in your local airport, EAA Chapter, flying club, flight school, company, and other aviation related enterprise see it and have the chance to add their two cents to this important project.*

*Communicate your thoughts and suggestions with us as soon as possible so that we may do our best to incorporate these concepts into a final proposed rule. Properly done, this may remove the yoke of discrimination and illegal persecution that Airmen and Pilots have had to live with for far too long. Please help us make this a reality. No one benefits more than those who love aviation and our Constitution... and no one needs this program more!*

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*A long habit of not thinking a thing wrong gives it a superficial appearance of being right. -- Thomas Paine*

# AIRMAN/PILOT'S BILL OF RIGHTS



1. Every pilot shall, immediately upon initial contact by an FAA inspector,
  1. be shown the FAA inspector's credentials and be told
  2. the FAA inspector's identity,
  3. the general nature of the investigation,

4. that the pilot has the option to remain silent and has no obligation to give a statement,
  5. that the pilot may have counsel respond for him/her if s/he so chooses,
  6. that the investigation may result in a suspension, civil penalty or revocation action against the pilot and
  7. that the investigation is a serious matter.
2. Every pilot shall be informed (at the time of an alleged deviation or as soon as possible after the time the alleged deviation occurs) of his/her alleged deviation so the pilot may take affirmative action to preserve evidence by obtaining ATC tapes, filing a NASA 277 form, creating notes, etc.
  3. Every pilot shall have the right to a speedy adjudication with an administrative hearing to be held no later than 12 months from the date the initial notice of investigation is received by the pilot.
  4. An administrative law judge shall dismiss a complaint where it states the alleged violation occurred more than six months prior to the notice of allegations against the pilot being sent in the initial notice of investigation letter.
  5. Every pilot shall have the right to confront his/her accuser. Documents from an FAA controller, inspector or others shall not be admissible into evidence without the FAA laying sufficient foundation, wherein the writer of the report which is sought to be placed into evidence identifies the document and is available for cross-examination.
  6. Every pilot shall have the right to have the administrative hearing held at a location within 100 statute miles of his/her residence as per the address on the pilot's license at the time of the alleged violation.
  7. Every pilot shall have the right to be treated as a professional, without threats, intimidation, or subterfuge, and to be treated with courtesy and respect by any FAA inspectors.
  8. Every pilot shall be offered the option of remedial training, except in cases of a violation occurring while a pilot is...
    1. engaged in criminal activity at the time of the incident or
    2. involved in an NTSB-defined accident at the time of the incident. Remedial training shall be offered as an option to the pilot until the date of the informal conference, or until at least 60 days after receiving the initial letter of investigation by the pilot if no



informal conference is requested.

9. The Federal Rules of Evidence shall be adopted and used in all enforcement actions by NTSB Administrative Law Judges.
10. The findings of fact of the NTSB Administrative Law Judges shall not be reversed by the NTSB Board unless clearly and manifestly erroneous and clearly contrary to the facts in the administrative hearing.
11. A pilot shall not be required to take a competency check ride unless the FAA has substantiated facts establishing probable cause which call into question the pilot's competency.
12. A pilot shall have the right to receive reimbursement of costs and attorney's fees for an FAA-required competency check ride if the check ride was requested by the FAA but found to be performed without the FAA having substantiated facts establishing probable cause.
13. A pilot shall have the right to receive reimbursement of costs, attorney's fees and reasonable expert fees if a suspension, civil penalty or revocation is not issued in an administrative proceeding after a proposed order of suspension is issued.
14. A pilot shall have the right to use the NASA 277 form with immunity given to the pilot and the NASA report shall not be used by the FAA against the pilot in enforcement proceedings except in cases where the pilot is involved in an NTSB-defined accident or is engaged in a criminal activity.

**Special Note:** *Over the years, we have been blessed with some excellent advice from some fine aviators who love both the world of flight and the law that we as free Americans wrap ourselves in... the above effort is the work of a number of people -- but is based on the suggestions, efforts and advice we've received from Glen McGovern, Ed Booth, Alan Armstrong, F. Lee Bailey, John Yodice and so many more. This concept was first put forward quite a number of years ago when I owned and published a print magazine by the name of US Aviator. For much of the most active time I worked on this project, I had the advice and counsel of two exceptional aviators and friends, Robert A. 'Bob' Hoover, and my (then) partner-in-crime for so many aero-adventures, my once-upon-a-time spouse and bestest buddy, Vicki. I respectfully dedicate this renewed effort to them both... -- Jim Campbell, ANN Editor-In-Chief.*

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