



Next Meeting: Thursday, March 19, 2000
7:30 PM at the EAA 113 Aviation Center

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

EAGLE'S PROPWASH

March 2009 Issue



CHAPTER 113

"The Backyard Eagles"

Metetal Airport (1D2), Canton, Michigan



Future EAA member posing in front of a pink Champ.

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:

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Flight Advisors:

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Scholarships: Howard Rundell (734) 658-7701

Library: Barb Cook (734) 277-3469

Young Eagles:

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Debbie Forsman (734) 397-3452

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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

March 09 Newsletter Article

The Frost Bite Chili Fly-in had another good crowd this year in spite of a winter storm and six inches of snow. Nobody was able to Fly-in, but we had a large number of chili lovers drive in. Thanks to all for your help, especially for bringing the terrific chili. That’s what keeps everyone coming back. This is the fifth year the chapter has hosted the event and it is still the first fly-in of the year in Michigan. Another Backyard Eagles tradition.

Have you renewed your Chapter membership yet? Reminder letters have been sent out to members who have not yet renewed. Please return them with the \$35 dues to keep your newsletter coming.

The Chapter has a number of Young Eagle credits available that can be used to offset some of the cost of attending the EAA Young Eagles Air Academy. We also have some scholarship funding available. The camp is for children between the ages of 10 and 18. Do you know any kids with an interest in aircraft? This is a great opportunity to get them started in aviation. Information about the camp is available at www.eaa.org.

Check the website for this months meeting speaker. www.eaal13.org

See you at the banquet,
Dave Buck

Experience is the knowledge that enables you to recognize a mistake when you make it again.

Calendar of Events

Friday Night at the Movies EAA 113

First Friday of the month @ 8:00 pm.

Saturday Morning Breakfast

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

Annual Awards Banquet

March 21st @ 7:30pm.

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 Aviation Library

What's new in the Library February 14, 2009

Title	Author
"Follow Me" : Life and Times of David C. Schilling, The Information: Air Force fiftiet	McClure, John C. / McClure, Charlotte S. Shaw, Frederick J. / Warnock, A. Timothy. / Air Force History and Museums Program (U.S.) Clark, Alan, 1928-
Aces High : War in the Air over the Western Front 1914-18	
Best Book of True Aviation Stories (The Best book series) Information: [1st ed.]	Rosenbaum, Robert A., 1926- comp. / Komoda, Kiyooki, illus. / s: True aviation stories.
D-Day : Invasion of Europe, The (American Heritage Junior Library) Information: 1st ed.	Hine, Al. / American heritage.
Enemy in the Sky : My 1940 Diary	Johnstone, Sandy CB, DFC
The First War Planes : adbrided edition Information: Abridged ed.	Barrett, William Edmund, 1900-
Flying for fun or business	Thoms, Wayne.
The Flying Tigers : Word War II exploits of America's heroic fighter pilots in China Information: 1st ed.	Toland, John
From the Ground Up : Autobiography of an Aeronautical Engineer	Weick, Fred E. / Hansen, James R.
Guadalcanal Diary	Tregaskis, Richard
Jeppesen FAR/Aim 2008	Jeppesen
Katherine Stinson : The Flying Schoolgirl	Winegarten, Debra L.
the Magic of Flight : Photographic essay, A	Burgunder, Hans B.
The New Illustrated Guide to Modern Aircraft Markings	Spick, Mike / Wheeler, Barry
No Easy Days : Incredible Drama of Naval Aviation	
Old Buzzard's Soaring Book : Thirteen Essays on the Art of Radio Controlled Soaring	Thornburg, Dave

P-51 Bomber Escort : American Fighter Planes that went all the way (Ballantine's illustrated history of the violent century. Weapons book no. 26)	Hess, William N.
The Pocket Guide to Airline Markings and Commercial Aircraft	Donald, David
Queen of the Flat-tops; : U.S.S. Lexington and the Battle of the Coral Sea, The	Johnston, Stanley.
Soviet Military Power : 1984 (Key Title: Soviet Space Activities for the New Millennium	United States. Dept. of Hodges, Ph.D. Jane A., 1948-
Spitfire : Intro by Air Vice-Marshal 'Johnnie' Johnson (Ballantine's illustrated history of World War II. Weapons book no. 6)	Vader, John.
Story of World War I : adapted for young readers from Am Heritage Hist of WWI (Landmark giant)	Marshall, S. L. A. (Samuel Lyman Atwood), 1900-1977 / Leckie, Robert, ed. / s: American heritage.
To Fly! (SMITHSONIAN NASM)	
What Makes a Plane Fly? Information: [1st ed.]	Corbett, Scott. / Darwin, Len, 1916- illus.
Wheels, Ships, Trains, Aircraft : Story Book of	Petersham, Maud / Petersham, Miska
Wright Vs. Wrong! : The True and Not-So-True Story of the Airplane	Tegge, Gigi

What does that cost you?

by Dan Grunloh EAA UL 30

We all chose to fly and no matter the reason, cost plays a factor. It's interesting, hearing comments folks make about flying. I overheard someone say, "So, what's it cost you to fly that?" the response "Oh,....45 or 50 an hour...about the same as the Challenger", then more in the group stated in about all their costs. Hearing discussions

like that have brought me to ask, "Are there some *big* misconceptions about the cost of *flying* and is this what inquisitive folks are being told about Ultralights and Light Sport?". They hear it is a cheap way to fly until they hear someone say "50 an hour" and that's not from those on the outside looking in, but from us.

So let's look at some of the costs. The purchase of the plane? This is truly not a cost in *flying*, it is *ownership*. What about hangar rent and insurance? Are these costs in *flying*? No, it's *ownership* again. I'll touch more on ownership in just a bit. ~~385.0094719~~ We think of our costs in terms of the \$ per hour and that is fine, but some fixed expenses are not going to change whether we fly or not. What if the plane only flew an hour that year? Man, what an expensive hour that was!? No that is the cost of *owning* a plane, not the cost of *flying*. What's left? Well, (PM) periodic maintenance and fuel.

So, let's look at PM, most inspection and repair we do no our own, but what about that 250 hr. TBO Rotax says our 503s need. I don't want to argue the 250 hrs, I will argue, what a TBO is (time before over-haul). It is not a process requiring all new pistons, crank, bearings, seals, and etc. TBO is an inspection and documentation of the wear that has transpired and to replace parts as required by its amount of wear, age or by directive. I recently had my 503 TBO'ed and the cost was under \$700. That's only \$2.80 per hour for the 250 hr period. Looks like I will need pistons at my next TBO, and that will increase my cost. So to go on the high side, let us say that over a 1000 hrs you have 2 TBOs at \$700 and 2 at \$1200, that's \$3.80 per hr. There are some other maintenance items like tires, brakes, and hardware. These can be added to the hourly cost and I'm going to give them a 50 cent per hr/\$500 over the 1000 hrs. Now we are up to \$4.30. Oh, sail cloth you say. Well it is going to be on the plane longer than 1000 hours, but we can throw it in here, \$2500. OK, now we are up to \$6.80 per hr. over the 1000 hrs. Now, we all know these numbers are intentionally high, let's remember that as we go on. For fuel, I burn 4 gals. Per hour and fuel is \$3.70 a gal. For mo gas, oil is 10oz. Per hr. at a dime per oz. That's \$15.80 per hour in fuel. The grand total \$22.60 per hour. A far cry from the 45-50 dollars I heard before.

Where did they get the rest of that 45 to 50 figure from? It comes from the cost of ownership. It is where we decide that we want to own instead of rent. This is not to say the cost is negligible, but ownership is no more if compared to owning a Harley or a sports car. Ownership stems from convenience. It is more convenient to own than rent? It depends on the person and this is also true for those who have a hangar and strip at home or those who rent a hangar at the airport or even box it up to store in their garage. Convenience, it is what each of us define it to be. It isn't the cost of flying. We know what all the costs are, it's just how we think of those costs when we total them up that we need to examine. So the cost of flying really is not some astronomical number and it is the biggest reason many are attracted to EAA and what we fly. We can build and fly Experimental for far less than factory built planes and fly Ultralights for even less. When people stop and ask, "How much does it cost to fly that?" I can answer \$22.60 per hr. If they ask, "How much is the plane?" I can tell them that too, but like any good salesman will tell you if the price is too high, you lost the sale. We are salesmen for our hobby, let's not scare off the customers.

When comparing the cost of different kinds of flying, don't forget to take into consideration the "fun per dollar". You might rent an airplane, own an ultralight, go skydiving, fly sailplanes or hot-air balloons. Any method will cost money but some may give more fun per dollar. For an hour rent in a Cessna you can get three tows to cloud-base in your hang glider or three one minute free falls. Or two to three hours in an ultralight light sport aircraft.

I remember well a quote from our founding president Dale Meadors who said that flying is like any other hobby. You have to decide how much you can or will spend per year on the hobby. What is it worth per year for you to glide, freefall, motor or buzz? Aviation costs money and it's up to us to find the most "fun per dollar". I know I found mine.

--Dan Grunloh

EAA113 Annual Awards Banquet

Saturday March 21 at 7:00 PM

We will be "returning home" this year with the event being catered at our own facility.

Dinner will be at 7:00 PM. Tickets are \$15.00 per person and will include dinner, dessert, coffee, soda, and entertainment.

Tickets will be available for purchase starting January 15th (at the chapter meeting). Buying early helps with planning!!

Location: EAA 113 AVIATION CENTER

Contact Debbie Forsman (734) 397-3452 for more information and tickets