



# PROP WASH

## EAA Chapter 135

Book 3, Chapter 1      JANUARY 2001

**YOUR NEW NEWSLETTER LOOK**  
With a new editor of the newsletter, we sincerely hope you enjoy the new format. With new capabilities through the internet, and new computer technology, the sky is the limit. Due to rising postage costs, we would like to offer the newsletter to those interested as an e-mail attachment. Those of you who do not desire this, we will still mail it. E-mail will enable us to:

- 1) Save the chapter money for postage.
  - 2) Allow you to get the newsletter immediately.
  - 3) Size of newsletter could be larger.
  - 4) Ability to add high quality photographs in color.
  - 5) You can respond back to editor immediately!
- Hope you enjoy it!

E-mail the editor to have your letter sent via e-mail.

—Donna M., Editor  
chapter135@aol.com

### President's Column, Book 3, Chapter 1, January 2001

It's still before Christmas, as I'm starting this, it's been snowing for what seems like forever, I'm reminded of the old joke of too much of a good thing (weather extremes) really makes a person grumpy!!!

Missed a lot of you at the Christmas Meeting. We had an interesting speaker(s).

"I 'm reminded of the old joke of too much of a good thing (weather extremes) really makes a person grumpy!!"

time at the Christmas Party we will be looking at his video during the January meeting. See you then. Gift exchange had some half-way serious stealing going on  
(Con't on Page 2)

Mr. Wayne Edgerton & Greg Harrison talked about their experiences of flying Wayne's Baron to Europe, mainly London and Germany. Since Wayne ran out of

### CHAPTER 135 CHRISTMAS PARTY

The Chapter Christmas Party was a huge success again. Party started at 5:30 with drinks. Dinner was at 6:30 and the Chicken and Beef were excellent as usual. Our guest speaker, Wayne Edgerton accompanied by Greg Harrison gave a detailed account of their flying of a Beechcraft Baron from Des Moines to Europe. We all learned that if you are going to fly a small aircraft to Europe, you need **lots of planning, lots of patience, and lots of MONEY!**



### GEE-BEE RACER at Air Venture 2000



Jack Arthur gets this years  
**"SPARK PLUG"** award

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especially by Mo, who was also celebrating her retirement. **CONTRATULATIONS MO!**

Primed some more pieces on the RV, looking at installing some soundproofing foam in the cabin. (I've saved about 15 pounds by putting antennas in the wingtips, using a lightweight starter, and purchasing the epoxy cowling instead of the polyester one, so I will use up that 15 pounds in soundproofing.) Getting under the upside down cabin on my creeper and looking up and deciding where I want things to go inside the fuselage is occupying some time lately. Hope to have the fuselage right side up with the seats installed (preliminary) when Gene & I have an open house in April.

Day after Christmas and I need to get this to Donna. Got the new Van's calendar. Sure have some pretty RV's. Also ordered the FAA's bulletin on inspection and repair procedures and when it came, wow! Interesting reading and LOTS of information.

Had an interesting flight over Christmas. My sister and family came back to visit the folks in Arkansas, so after having Christmas celebration with our kids and their families on the 23<sup>rd</sup>, Carolyn and I scooped snow for a ½ hour to get the 182 out of the hanger in minus 10 degree weather, loaded up, and headed south. **WHAT PERFORMANCE!!** Did a cruise climb at 120 mph to keep the speed up and get air flowing through the heater system and we were still going up at over 1000 fpm until we got to 7500. We had a large area of

(I'm going to love traveling in the RV!!) Usually that high, the fuel burn goes way down and we can still keep the knots around 130, the usual for a normally aspirated Continental 470. That day I got to see how a turbo would work on that engine. Love the speed; hate the fuel burn!! A day later, we chickened out and ran north out of Arkansas literally minutes ahead of the freezing rain that covered Oklahoma, Arkansas, and Texas. Flight back into the teeth of the headwind was still close to 140 knots.



See you January  
11<sup>th</sup> in Ankeny.

—Bill

### **NEXT OPEN HOUSE:**

February 10th at:  
Osceola Airort  
Directions and info  
next newsletter!

***DO YOU KNOW  
WHERE THE  
TERM "THE  
WHOLE 9 YARDS  
CAME FROM?"***

The term "the whole 9 yards" came from W.W.II fighter pilots in the Pacific. When arming their airplanes on the ground, the .50 caliber machine gun ammo belts measured exactly 27 feet, before being loaded into the fuselage. If the pilots fired all their ammo at a target, it got "the whole 9 yards."



# 1910 HARTMAN: CHAPTER 135 PROJECT

I am sure that most of you have heard about what this project is, yet have no idea what a “1910 Hartman” even is, or why it is important to the Chapter. This section of the newsletter will provide a venue for the board to disseminate information to the chapter members about the project and to solicit assistance and parts during



## ***What is a “1910” Hartman?”***

After Bleriot made his aircraft known as being capable of being a flyer, many people around the world attempted to copy the airplane. Arthur J. Hartman was no exception. He set out to build a copy of the airplane and make it fly using readily available parts and with, probably no plans. He might have had some bad photographs and a few simple drawings of the Bleriot (Note FYI: As far as we can figure now, the plane had a 32 foot wingspan, wing warping, a 2 cylinder engine and a 7 foot prop)

## ***Why do we care about this airplane?***

The interest to Iowans is that this was the first powered plane to be built and flown in Iowa. This plane fits in perfectly with the December 2003 centennial celebration of the Wright Brother’s flight at Kitty Hawk.

## ***Why are we building a replica of the 1910 Hartman?***

As our part of this historic celebration, the chapter board decided that it would be a wonderful idea to build a replica of this airplane, which is historic to Iowa, and present it to Des Moines Airport Authority to be hung from the ceiling in the terminal building.

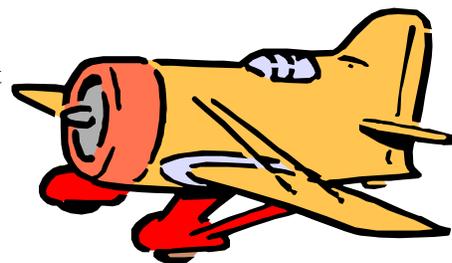
## ***Project Status:***

Roger Bocox is currently working on the full size plans for the airplane. This is a difficult task, since the aircraft no longer exists and the CAD drawings for the airplane are being drawn using old bad photographs and some crude drawings.

Bill Gast is working on getting the approvals necessary from the airport authority to put the airplane in the terminal. It has been discussed that a scaled down model may be necessary to make the aircraft fit into the available space. The place at the bottom of the escalators for the replica was discussed, as well as in the baggage claim area. Of course, the ceilings will have to be tested to determine that they can carry the load of the airplane. (NOTE: We should strive to build it light anyway. We should be able to build it to come in around 200-300 lbs.)

We will keep everyone involved as the project progresses. You may be asked to provide a few junk parts, a few ribs, etc. whatever is needed.

We would like to get a large number of the members involved in the



project so that the ownership of the replica is truly the entire chapter’s.

# FROM THE SHOP

by Roger Bocox

It is amazing the wealth of information that you compile while building a home built aircraft. I have been at it for about 9 years now, and I have been building Radio Control Airplanes for about 30 years. The things I have learned amaze even me—and it takes a lot to amaze me! I hope that by writing this column each month you can get some basic and/or detailed information in a variety of topics. Some of the information will be derived from my own personal knowledge. At times, I will consult with other local experts about areas which they are most knowledgeable. I will try to address a different subject each month and give some ideas, explanations, and hints as to how to do something. Please keep in mind that these are just suggestions. Check with your A & P and other FAA circulars to be sure that the information is correct and legal per the FAA.

—Roger Bocox

## **EPOXIES:**

There are a host of glues available for gluing aircraft structures together. Most of these are older types of technologies. In the real world today, epoxy compounds are used by most builders. Epoxies are generally not too toxic and with a few precautions, most people can work with them without having any bad reactions, physically. Basically, there are two types of epoxies: One is the glue and the other is a laminating resin.

## **DON'T GET THESE MIXED UP AND TRY AND USE ONE TYPE FOR THE OTHER!!!!**

Glues are used as an adhesive. Generally, this is in a wood aircraft structure, where the longerons are glued together and the plywood plates are attached to the intersections.

## **SAFETY**

Wear latex or rubber gloves while using epoxy. Make sure that the workspace is well ventilated and is around 70 degrees.

Some epoxies will not cure below 70 degrees F. Others will. Check the manufacturer's recommendations for temperature and stay within the requirements. Wear a dust mask while working with the wood and a respirator should be worn—especially if you have any kind of reaction to the fumes. Epoxies can be cleaned up with acetone or alcohol. Be careful working with these fluids, and follow the safety rules on their containers.

EXPERIENCE is something you don't get until AFTER you need it!!!!

## **RULES FOR GLUING WITH EPOXY:**

There are a variety of glues available. Mostly, they are classified by cure time. Generally, the longer the cure time, the stronger the glue. The 5 or 15 minute types, etc. should be used in the house for fixing china plates, **NOT** for airplanes. Most aircraft epoxies cure in 24 hours or more.

1. Remove all the shine from plywood so the glue can sink in. If you don't, the glue will just sit on the surface. Here, rough sanding with 80-120 grit sandpaper is advisable.

2. When gluing sticks of wood together, do not sand any joints. Plane the joints and even vacuum the joint locations before gluing to remove any sanding dust. Sanding the wood causes the sawdust to get trapped in the rough areas. Once sanded, it is almost impossible to get the dust out. This will make for an inferior joint.

3. Epoxy DOES get old. Make sure that you follow manufacturer's directions for shelf life, storage and mixing.

Some epoxies mix by volume and some by weight. Some list both



methods. Make sure that you have accurate measuring equipment to weigh or measure the volume of the

## FROM THE SHOP:

materials before mixing. Mix the epoxy compounds together thoroughly. Then mix longer. If it says to mix for 2 minutes, mix for AT LEAST 2 minutes. Mix up only what you need for the job at hand.

4. Unlike some glues, epoxy should be applied to both surfaces. The parts don't have to fit perfectly like with some gluing systems, but they should fit reasonable well. I like to take a small round stick and roll the epoxy onto both surfaces. I like to mark the glue areas with a pencil so I know where to put the glue exactly. This makes it a little neater. I have even seen people use masking tape to keep the glue where it belongs. After both mating surfaces are wetted with epoxy, remove most of the glue, leaving a film on each part which can come in contact. (As a general rule, the smoother the surfaces, the less glue is needed on each piece.)

5. Place the two pieces together and apply clamping pressure to hold the two parts in position. Just squeeze the parts together. **DO NOT OVERCLAMP!** You need **SOME** glue between the parts. The epoxy must fill all voids between the parts. We

## GLUING EPOXY

don't want it all to squeeze out. Clean off any excess immediately with a paper towel or clean rag. Leave parts clamped together for the time stated in instructions. (Min. overnight, before handling.)

6. Take a couple pieces of scrap wood and glue and clamp them together at this time. This will give you a test piece to try and break. ***Keep in mind what we are trying to accomplish with the glue joint is to make the joint stronger than the wood that is being glued.***

7. Clean up any excess glue. Don't use more than necessary as it will add excess weight.

8. Try to avoid using any fillers with epoxy for anything structural. Save the fillers for contouring the outside surfaces, not internal structure. Do your gusseting and bracing with pieces of plywood or other stringers, not glue.

9. No matter how hard you try, you **WILL** mix more epoxy than you need, and end up throwing some away. That is the nature of the beast!

NOTE FROM THE SECRETARY:

**W**ELCOME TO ALL THE NEW OFFICERS FOR CHAPTER 135!!

In the December newsletter Bob mentioned about possible funding for the hangar, thru a grant. After working the past few years with a non-profit organization, I am very familiar with obtaining grants, and writing grant proposals. I believe pursuing this idea could be to our advantage. However, we need to have a "Schmooser" who can sweet talk organizations into giving us money.

BILL?????

JOHN NELSON??????  
ANY ONE ELSE??????

This is for all of us, and I am willing to do the paperwork, if someone else is willing to do the

"Schmoozing"

—Donna

## Jack Arthur's award winning Fournier Ercoupe

It is really neat to find out that someone really notices the hard work, sweat and effort you put into something. This happens too rarely in life. It happened to one of our own, **JACK ARTHUR** at Oshkosh, 2000. Congratulations, Jack, for a job well done! (I think Jack would like to give a little bit, just a little bit of the credit to the project helpers, Alan Core, Mike Abrahams, and



Mark Kokstis, and of course Esther for putting up with him and Mike!)



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