



PROP WASH

EAA Chapter 135

Book 3, Chapter 3 march 2001

CHAPTER 135 MEMBERS!!!!

We need volunteers to contribute to the newsletter every month!!!! Send me pictures of your planes, or others that you feel members would be interested in. Send small tidbits of information we can fit in. PLEASE!!!!!! Also, if you have an e-mail address and you did not receive this by e-mail PLEASE BE SURE I HAVE YOUR E-MAIL ADDRESS!!! It will help save the

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oney.

The first airline, DE-LAG, was established on October 16, 1909, to carry passengers between German cities by Zeppelin airships. Up to November 1913, more

President's Column, Book 3, Chapter 3, March 2001

February, the boring weather month? Not this year! We started the month leaving Iowa for our annual winter golf vacation, with a developing cold that made the first few days of vacation miserable. Can't wait till the RV-6A is done so we can fly down rather than driving. Also we plan to travel every 3-day winter holiday weekend to leave WINTER behind. Hopefully one tank of fuel will get us to decently warm weather. The weekend before returning home Carolyn and I watched as you received the miserable ice mess,

"Welcome home to Iowa"
Here we are almost 2 weeks later, and THE DRIVEWAY 'S STILL NOT CLEANED OFF!!!

and hoped it would warm up and melt off before we returned home. As I drove onto the 3" deep ice covered driveway I said to myself "Welcome home to Iowa".

Here we are almost 2 weeks later, and

THE DRIVEWAY'S STILL NOT CLEANED OFF!! John, want another house to sell? Can't get the 150 or 182 out of the hanger to relieve my tension! An inch or so of rain yesterday helped thin out and rot the ice so I could get the spud-hoe under it, but BOY, what a *&^%\$#@ miserable winter.

RV building has been going well. Trying to get all the items on the sides & bottom of the cabin area installed. Got the seats put together, so have pictures of son and son-in-law setting inside the cabin with some room to spare. Not bad for 500

pounds of beef! Trying to finish the top side-walls in the baggage area, and put in the tube (cont'd pg 2)

Board Meeting Minutes February 26, 2001

Board Meeting of EAA Chapter 135 was called to order at 7:08 p.m. No guests were present. There was no Tech Counselor Report.

YOUNG EAGLES REPORT-Alan Core said that on April 7, 2001 at 9:00 a.m. he will be flying a Scout Troup from Perry. They are working on their merit badge. Anyone interested in flying with him should be in touch with Alan. He also reported that Paul Berg called. He has talked to IPTV and they are willing to do a story about someone flying a homebuilt aircraft to Oshkosh. They are looking for someone who will be flying to Oshkosh this year. Possible candidates were Bob Keenan, Jack Arthur, Jim Jones, and Lyle Percels.

FLYING START: Nothing to report.

SECRETARY: Donna had nothing.

TREASURER: Roger Bocox reported we have \$3,877.90 in the bank account.

VICE PRESIDENT: John Kennelly reported he looked at the Web site and said it had not been updated since June, 2000. Roger thought he should be in charge of updating or changing it completely.

PROGRAM REPORTS: Next open house will be March 10, in Osceola to see Roger's RV6A. April 14, will be Bill Gast, May 12, will be Mark Kokstis, and June will be Paul Steingrabe. Meeting programs: March will be Roger Bocox, April will be Mike Abrahams,

NEXT MEETING:
Executive I Aviation
Ankeny airport March 9, 2001-



(President's Column continued from page 1)

for holding the handles of long golf clubs behind the baggage area. Design is for a maximum of 5# of club handles and holding tube to be installed with a CG placement 17" behind the back of the baggage compartment. The tube & mounting hardware weigh 2 pounds, leaving 3 pounds for the grips and shafts of the clubs (8 clubs if using ultra-light shafts). For those of you who want to take your steel shafted clubs along, you get to pack only 2 woods. Hope you have a bunch of things for all to look at in April at the open house.

Stopped at the National Naval Air Museum in Pensacola, FL on vacation. We were running behind time a little, so only had 2-3 hours to run through the exhibits. Took two rolls of film and figured if I got the layout of the place, and was able to remember most of the locations it would be easier to go to specific places on the next trip. Also John and Bob would be able to identify all the various planes anyway, so I didn't have to write the names and model numbers down. Sure nice to have expertise like that available, THANKS GUYS. Place sure was crowded though! I guess it is the Navy's way, since space is limited on aircraft carriers, to really cram aircraft together, but it is so cluttered in a lot of areas you can't see what you want to see. One of the fighter planes carried by the airship Akron was there. A landing hookup to the airship must have been a frightening affair!! The tip of the propeller looked to be about a foot lower than the hook you needed to catch to attach back to the airship. Now, that's precision flying. Another very interesting plane on display was the original NC-4, the first aircraft across the Atlantic Ocean. What a huge, draggy airplane. It is "on loan" from the Smithsonian, but the Navy threatens WAR if they ask for it back. The only thing I was really disappointed in was the fact that the museum really downplayed the contribution of Eugene Ely, an Iowan, to shipboard aviation. Maybe the people from the coastal regions of the country don't wish to give credit to anyone/anything from the heartland? <smirk>



CALENDAR OF EVENTS

- Friday, March 9, 2001**-1830 hrs. Monthly club meeting at Exec 1 Aviation, Ankeny airport.
- Saturday, March 10, 2001** - Open house at Osceola for Roger's RV6A (rescheduled from last month) 1-4 P.M. See Map for details.
- Monday, March 26, 2001** - 1900 hrs. Board Meeting at Signature Aviation. Everyone welcome.
- April 8-14** - Fun and Sun, Lakeland, Fla.
- April 14 Open House** - Bill Gast
- July 25-31** - EAA AIRVENTURE

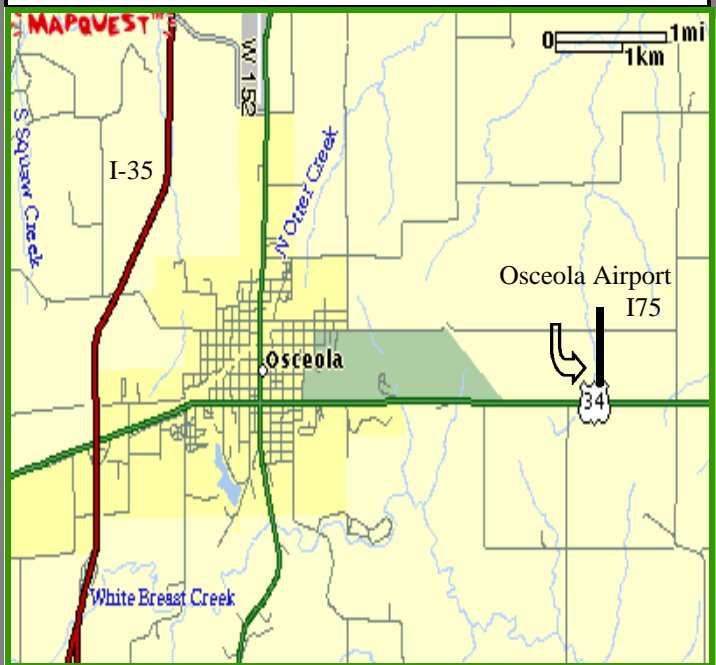
(Board minutes continued from page 1)

in December. Jack has not been able to hook up with Alan. Alan is apparently buying on contract, so for us to get in on this, it would have to be agreeable with all parties. A discussion followed about how far that location is for the members to travel to. Other ideas were the Air Guard building, The Fort, working something out with Flannery and a small section of, what is happening to the present FSDO Building, It was concluded that we would actively pursue looking for some location for the Chapter to put up their own hangar and have our own place to have our meetings.

OLD BUSINESS: Roger reports that we can get enough hangar parts from the Osceola airport to build one hangar if we had the area to put it. Copies of the By-Laws were passed out. Bill passed out his copy, and Roger passed out the copy he got from the attorney. We discussed that we should all review them, and make one copy, saved as a Word Document. The membership roster was distributed to everyone to check as well. Bill reported that he has still not done the scales contract. Bill passed around a new EAA home builders logo. He also passed around a flyer for Webster City Air Show, Fly-In and Car Show that is taking place on 5/20/01. They are requesting planes for display, and an EAA chapter represented. Bill also passed around a news release from Kit Planes Forum requesting we put their information in our newsletter (see next months issue). Jack Arthur brought to the Board's attention that we need to establish a phone tree, to put into

effect when meetings have to be cancelled for one reason or another.

Meeting was adjourned at 8:07 p.m.



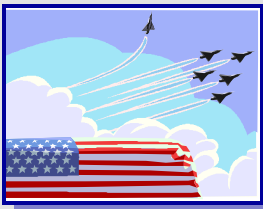
Articles from other EAA Chapters:

EAA Chapter 100

NEW MATERIALS by Brian Martinez
(originally published December 1995)

For the composite aircraft enthusiast and wood aircraft builder, there is an interesting new core material available. (Core is the material which is sandwiched between wood or composite fiber laminations). This material, called Nida-Core H8PP Honeycomb, is a 4.8 lb/cu ft polypropylene core. It is rot and corrosion-proof and is insensitive to styrene and most chemical agents. The core material is currently used in the construction of at least one, cabin class, production boat hull. The material has natural sound dampening qualities and can be ordered in a fire-retardant variety. What makes this material interesting to airplane builders is that the core is available in thicknesses from 5mm to 18 inches and is faced with a thermo-fused non-woven polyester scrim. The scrim facing makes it possible to wet lay-up and vacuum bag this honeycomb with any variety of resin systems including vinyl esters. The scrim also prevents the resin intrusion which would normally accompany any attempt to wet lay up typical honeycombs using conventional techniques. A wide range of adhesives, and skin materials can be bonded or laminated to this core including aluminum, formica, wood, steel, marble or glass. This material is a much better alternative to using balsa cores; and once thickness trades are considered, it is a possible substitute for several foams such as PVC and urethanes (in molded applications). The core can also be ordered "scored" for laminations in compound curves. Once placed in such a compound curve, the scored volumes would be filled with an expanded foam or resin/filler slurry. Several months ago, I came across an ad for this material in "High Tech Composites" magazine and subsequently filled out a reader service card. I recently received a box of sample material which sparked my imagination on possible applications. This is neat stuff. If you can't make it work in a fuselage surface core, it might work well as a core for interior bulkheads. For information contact: Nida-Core Corporation, 65 Marshall & 111 Paterson, Hoboken, NJ 07030, Phone 201-653-8181 or

**The airplane Buddy Holly died in was the "American Pie."
(Thus the name of the Don McLean song.)**



The boeing 747's wingspan is longer than the Wright Brothers first flight!

The only married couple to fly together in space were Jan Davis and Mark Lee, who flew aboard the Endeavour space shuttle from September 12-20, 1992.



The P-61 Black Widow was the US Army Air Corps first radar equipped warplane designed as a night fighter. The first P-61s were delivered at the end of 1943 and the first of the type entered combat in mid-1944. The total production totaled 742 aircraft. The heavily-armed Black Widow was this country's first aircraft specifically designed as a night-fighter. In the nose, it carried radar equipment which enabled its crew of two or three to locate enemy aircraft in total darkness and fly into proper position to attack.

The XP-61 was flight-tested in 1942 and delivery of production aircraft began in late 1943. The P-61 flew its first operational intercept mission as a night fighter in Europe on July 3, 1944, and later was also used as a night intruder over enemy territory. In the Pacific, a Black Widow claimed its first "kill" on the night of July 6, 1944. As P-61s became available, they replaced interim Douglas P-70s in all USAAF night fighter squadrons. During WW II, Northrop built approximately 700 P-61s; 41 of these were -Cs manufactured in the summer of 1945 offering greater speed and capable of operating at higher altitude. Northrop fabricated 36 more Black Widows in 1946 as F-15A unarmed photo-reconnaissance aircraft.

If it was the only night-fighter conceived by the United States at the time of the second world conflict, it was revealed one of the best machines of its category nevertheless.

One of the primary missions of the Black Widow squadrons was the protection of B-29 bases on Saipan against night attacks, and these aircraft flew combat air patrols and interception missions. They also aided in the rescue of many crippled and lost B-29s trying to return from raids on Japan.

PROPWASH**EAA CHAPTER 135 ROSTER**

Mike	Abrahams	163-R45 Hwy Stone Ridge#5	Cumming	IA	50061	06/01	981-0381
Jack	Arthur	2009 Southlawn	Des Moines	IA	50315	06/01	2878833
John	Barcus	PO Box 42	Osceola	IA	50213	LIFE	
Paul	Berge	1184 Highway 349	Indianola	Ia	50125	COMP	
Clark	Betts	603 East Sheridan	Des Moines	IA	50313	06/01	282-9997
Roger	Bocox	10746 NW 103rd Court	Granger	IA	50109	06/01	999-2053
Bud	Bolken	3100 Bel Aire Road	Des Moines	IA	50310	06/01	255-8918
Mark	Broer	831 NW Aurora	Des Moines	IA	50313	06/01	288-4581
Tom	Burmeister	1526 128th Ave Lot 13	Indianola	IA	50125	06/01	961-4787
CC 'ACE'	Cannon	504 Timber Trail	Columbia	TN	38402	LIFE	931-840-0696
Gerald	Clark	115 Pearl Street	Osceola	IA	50213	06/01	342-4230
Barry	Clement	507 3rd Street SE	Altoona	IA	50009	06/01	967-2355
Jerold	Clyde	310 S 5th Ave	Winterset	IA	50273	06/01	462-2095
Allen	Core	306 West Boston Ave.	Indianola	IA	50125	06/01	961-4524
George	Durbun	1801 Payton	Des Moines	IA	50315	06/01	285-0429
Dave	Durden	3811 Wolcott Ave	Des Moines	IA	50321	06/01	285-9038
Norm	Foreman	3279 N Avenue	Adel	IA	50003	06/01	834-2758
Bob	Foster	1526 128th Ave #12	Indianola	IA	50125	06/01	961-6591
John	Francis	9555 SE 6th Ave	Runnells	IA	50237	06/01	967-7939
Bill	Gast	8111 Lakeshore Drive	Dexter	IA	50070	06/01	523-2848
Kris W.	Greenwood	913 SE 10th	Ankeny	IA	50021	06/01	964-2804
Jerry	Grogan	2525 Tiffen Avenue	Des Moines	IA	50317	06/01	262-2894
Tom	Grogan	4525 78th Street	Urbandale	IA	50322	06/01	270-2024
Jerrald	Grogan II	8962 NE 38th Ave	Altoona	IA	50009	06/01	967-2092
Gary	Guisinger	2958 Monteith Road	Stuart	IA	50250	06/01	524-4848
Joseph	Heggan	3826 East 40th Street	Des Moines	IA	50317	06/01	266-5590
Maury	Hunter	4108 Columbia	Des Moines	IA	50313	06/01	244-7980
Jerry	Jones	1344 Spring Street	Des Moines	IA	50315	06/01	256-1701
Donald	Kaufman	903 Michelle Road	Colo	IA	50056	06/01	377-2581
Robert	Keenan	702 NE Trilein Drive	Ankeny	IA	50021	06/01	964-5211
John	Kennelley	1049 Beardsley Street	Norwalk	IA	50211	06/01	285-2259
Bryan	Knox	137 E Maxwelton Dr	Des Moines	IA	50315	06/01	285-3982
Mark	Kokstis	1519 East Glenwood	Des Moines	IA	50320	06/01	246-1421
Gene	Larsen	PO ox 723	Walnut	IA	51577	06/01	784-3947
Gary	Liepold	1010 SE Rene	Ankeny	IA	50021	06/01	963-8238
Gregory	Long	8909 Highland Oaks	Johnston	IA	50131	06/01	276-5191
Janet	Lossner	4115 8th Place	Des Moines	IA	50313	COMP	
MIke	Lossner	4115 8th Place	Des Moines	IA	50313	06/01	243-2490

PROPWASH

Ted	Mart	P O BOX 309 407 PRARIE	MONROE	IA	50170	06/01	259-3738
Donna	McIlravy	10746 NW 103rd Court	Granger	IA	50109	06/01	999-2053
Thomas	Merfeld	3509 Marylynn Drive	Urbandale	IA	50322	06/01	276-3578
Richard	Milburn	517 Polk St	Desoto	IA	50069	06/01	834-2954
Floyd	Neff	1995 Republic Avenue E.	Monroe	IA	50170	06/01	259-3088
John	Nelson	7309 Ridgemont Drive	Urbandale	IA	50322	06/01	276-7646
Paul	Nelson	604 Hodge	Ames	IA	50010	06/01	
Robert	Olson	1219 K Avenue	Nevada	IA	50201	06/01	382-5665
Wes	Olson	3847 38th Street	Des Moines	IA	50310	06/01	279-3847
Don & Ann	Pellegrino	318 Dillavon Lane	Rhome	TX	76078	COMP	(817)636-9066
Jim	Piros	1321 Scotch Ridge Road	Carlise	IA	50047	06/01	285-1819
Fred	Sangster	3007 East 42nd Court	Des Moines	IA	50317	06/01	261-0589
Joel	Severinghaus	1017 NE Grant St #206	Ankeny	IA	50021	06/01	963-7956
Don	Shreffler	2905 Watrous	Des Moines	IA	50321	06/01	287-7583
Paul	Steingrabe	3004 East Shawnee	Des Moines	IA	50317	06/01	265-1371
Dave	Stilley	2 Sugar Creek Lane	Waukee	IA	50263	06/02	987-5793
David	Sult	409 Woodlawn	Maxwell	IA	50161	06/01	387-1129
Ruth	Wright-Piros	1321 Scotch Ridge Road	Carlise	IA	50047	06/01	285-1819
Nick	Wynen	410 SE 3rd St	Ankeny	IA	50021	06/01	



Can you guess the aircraft???

Books on all aspectsof aviation can be found at:



PROP WASH

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PROP WASH

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