



PROP WASH EAA Chapter 135

Book 4, Chapter 3

April 2001

HARTMAN PROJECT:

The Hartman Project is taking shape. Currently Roger Bocox is working from the drawings that he received. He has finished all that he can with what he can visually see from the photograph. He is looking for some of the older members that may remember what it actually looked like, or have additional information. He is currently contacting Ace Cannon, as well as EAA in Oshkosh. If anyone has additional sources to help us find out more information please e-mail Roger at roger9102@aol.com.



President's Column, Book 4, Chapter 3, April 2001

Flew the 182 up to Decorah to visit the kids, go to the Granddaughter's birthday party, and see a wrestling tournament for one of the grandsons. Flying again, what a fantastic feeling! Flying again, what a sobering experience! I'll try to explain.

First, the nice part. Slipping the bonds of earth; enjoying the freedom to go up and literally "touch the clouds"; seeing the countryside from a perspective that ground-bound travel can't even imagine was experienced again with great delight. It felt so good again to experience flight after a winter that contained so much ice that it was literally impossible to either get the plane out of the hanger, or if you did manage to get the plane out of the hanger impossible to walk without falling down and getting hurt.

Now the scary part! Since I haven't had any practice for a couple of months, what a sloppy job of PIC! It was work going through the checklists, rather than the hands just slipping from switch to throttle, etc. Everything almost felt foreign, and I almost didn't get the switch back to "both" mags before taking off. Fly straight and level? For the first hour it was sweaty palms to keep things within 100 feet

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Board Meeting Minutes March 26, 2001

Chapter 135 Board Meeting was called to order at 7:04 p.m. There were no guests present. Alan Core reported that the Young Eagles will be flying Scout Troop from Perry at 9:00 a.m. on 4/7/01. Should be 17 or 18 cub scouts. Jack and Bill volunteered to fly as well as Alan. Jack also stated that between now and June he would like to take his kids from school, and their siblings, flying. Jack needs to get together with Alan for dates.

Flying Start: John Nelson wants to schedule at same time as Paul S. open house in June. Board decided it should be before open house, say between 12 noon-2 p.m. We need to get chairs from CAF hangar for this.

Meeting Programs: It was decided Joe Heggen would do April on engines. Mike A. will move to May program, Paul S. in June, and July will be Kevin Reynolds (AOPA Lawyer). John has an 80 year old, B-17 Tail Gunner, for a program speaker.

Directors' Reports: Mike A. - Nothing
Jack A. - No info. on Dallas Center deal. Problem seems to be leasing long term. He will attempt to contact again, and Norm F. agreed to go along.
Alan C. - April 11, at 2 p.m.-FOD walk at DSM airport. Call Alan for details.

Mark K. - Looking for another house!

Mike L. - Waiting for spring.

Paul S.- Has P51 pilot friend to approach for a

"If there are John Deere parts on your homebuilt, you're probably a redneck!"

—Maury Hunter

NEXT MEETING:
Executive I Aviation
Ankeny airport April 13, 2001 @
6:30



For those of you that don't know, we got married March 16th.

—Roger & Donna

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and 10 degrees of course. My eyes were glued to the radio frequency display instead of just counting the clicks while scanning the instruments and/or outside and then checking that the frequency was correct. Setting up the first approach took extra thinking, instead of just slipping into place and automatic adjustment of power, flaps, and speed to be correct at the checkpoints needed for a smooth, stabilized letdown. Of course, with all that extra concentration, I greased the first landing, then bounced the next two!! Maybe there's a lesson there also, to concentrate all the time? Already have the 150 scheduled, and will start going through my twice yearly training regimen Saturday!

Borrowed an overnight hanger from another chapter officer from Decorah, and we talked shop. He had an immaculate T-Craft in the final stages of rebuild, and had sold "Bite" Livingston the TaylorCraft that we have in the Greenfield Museum. Elmer also had an interesting proposal that I agree with also. We have good feelings with the Newton and Osceola chapters, but hardly know anybody from or communicate with the other chapters. In the past there was an Iowa chapter council and they had a fly-in weekend of cookouts, seminars, hanger-flying, for builders, restorers, and pilot maintenance at a chapter airport for JUST EAA MEMBERS. None of the other summer pancake breakfasts, Fly Iowa, or other town sponsored aircraft doings, with the possible exception of Blakesburg, do anything for us builders/restorers. How about it, troops, any interest?

See you April 13th in Ankeny



(board minutes continued)
New Business: Bill shared e-mail he got for an RV8 for sale. Web site:www.pwacentral.com - for experimental aircraft only. Bill asked for volunteers for work party in Oshkosh. Also he wondered if we had any children for the Air Academy. Roger updated everyone on the web site progress. He decided we do not want to go with the free site. We want a multi page site, with home page and links to members, calendars, chapter projects etc. He also passed out drawings and pictures of the Hartman he has completed so far. John K. knows someone who has a small museum who is building a replica we could talk to. Board felt Rogers drawings were coming along according to the pictures.

Donna stated that the chapter having a 501(c) 3 status should consider utilizing it, and try to get grant money to fund some of the chapter projects. It may take several tries, but was willing to pursue with the Boards permission. Jack motioned to let her pursue the grant proposals, and was seconded by

NEXT OPEN HOUSE:
April 14, 2001 at Bill Gast's
8111 Lakeshore Drive
Dexter, IA
Home: 515-523-2848

John K. Meet-

1. Turn north at the intersection of 925 & P48
2. 2-3 miles north and turn west on the first ROAD across the river.
3. Turn South at the Diamondhead Lake entrance (2nd road SOUTH shown on the map)

See the little squiggle if you would follow the roads as follows: Right at the first fork, left at the second fork, left at the 3rd fork, left at the 4th fork? That's us!! I usually put signs at each of the forks in the road. It's almost like traveling a big circle once you make the first turn with us in the middle.

CALENDAR OF EVENTS

Friday, April 13, 2001, 1830 hr. Monthly club meeting at Exec 1 Aviation, Ankeny airport. The program will be done by Mike Abrahams.

Saturday, April 14, 2001 Open house at Bill Gast's home. (See map/directions opposite)

Monday, April 24, 1900 hr. Board Meeting at Signature Aviation. Everyone welcome.

April 8-14 - Fun and Sun, Lakeland, Fla.

July 1, 2001- Osceola Sequa-centennial fly-in

July 24-30 - Air Venture 2001, Oshkosh, WI





The Waterman "Whatsit"

During the Depression years of the 1930s, Waldo Waterman, working at home, conceived a low-wing design, a cabin built for two with a pusher engine, no tail assembly, creating an all-wing design. Using a tricycle landing gear with steerable nose wheel, this basic configuration was also the first airplane to be equipped with "elevon" control. Completely different in appearance, the little aircraft was soon dubbed the "Whatsit" by the on-lookers at the Los Angeles Metropolitan Airport. Resembling a giant Australian boomerang, Waldo spent several days taxiing around the field, sensing the characteristics of the plane and formulating what to expect when in the air. This reached the point when between the heckling of the airport "grandstanders," and questioning his own confidence, he began a straight down the runway taxi, advancing the throttle on the way. On the threshold of take off, the front wheel dropped into a gopher hole and "Whatsit" came to a shuddering halt after the doors flew off their hinges and after ailing through the air for some 30 feet, certainly a good omen of the plane's flight tendencies.

Repairs were made, including a careful search for gopher holes, and then, with all in readiness, Waldo headed up wind again. Lifting off smoothly, he was totally unprepared for the loop that ensued, putting him right back down on the field, and only the sturdiness of the tricycle landing gear prevented serious damage to the plane.

This tended to confirm Waldo's thinking that there was the possibility of incompatibility between a low wing, high engine pusher, but he had to keep testing. After moving over to United Airport, which had long concrete runways, he headed down the long runway, became airborne and the ridiculed "Whatsit" became the affectionate "Whatsit".

Later Waldo moved his project into the remote Rosamond Lake area of interior California. Working rapidly and not bothered, he soon had the "Whatsit" flying the way he felt it should and flew it back to United Airport.

Waterman entered Eugene Vidal's competition for an "Everyman's Airplane" which was announced by the Department of Commerce. Waldo felt the "Whatsit" fulfilled every requirement. Waldo was given an order to build a prototype for government evaluation and this gave birth to the Waterman Arrowbile,



Jacqueline Cochrane

1953 --- 1st woman to fly faster than speed of sound. (She piloted an F-86 Sabrejet over California at an average speed of 652.337 miles-per-hour.)

Chapter 135 Meeting March 9, 2001

The chapter 135 monthly meeting was called to order at 6:33. Although the secretary missed the first 15 minutes of the meeting, I do not believe we had any visitors. We went right into project reports:

- ◇ Bob Keenan has the Skybolt on blocks.
- ◇ Paul S. likes newsletter, his plane is running, and the cowling is getting close. He should be flying this spring.
- ◇ Maury - Nothing this month.
- ◇ Tim - Just trying to motivate Maury.
- ◇ Steve S. - Has got the motor in, majority of FW forward, lower cowling, panel complete, motor ready to start. Trying for this summer.
- ◇ Matt Smith - acquired a half done project, a Thorpe T18. He is working with Gene and Bill.
- ◇ Gene Larson - Empenage done, wings riveting top skins on, fuselage ordered.
- ◇ Joe - Nothing this time.
- ◇ Mark K - Brought and showed his custom throttle quadrant he built,
- ◇ Chris - Nothing this time.
- ◇ Don K. - Nothing this time.
- ◇ Roger - Nothing except announcing his open house on 3/10/01.
- ◇ Bill passed around his pictures from the National Naval Air Aviation Museum in Pensacola, Fl. Bill announced his open house on April 14th. He asked Bob to be sure to come out to do a technical inspection.
- ◇ Barry - Nothing at this time.
- ◇ Norm F - Ready to put the final coat of paint on, then he can start doing something fun.
- ◇ Wes - Has Secretary of State report, and copies of the Articles of Incorporation for the Board.
- ◇ Mike - Dug the Cub out of the hanger. Flew to Grinnell and around for about 2/ 1/2 hours.
- ◇ John N - No Skybolt work, because of the weather, but he has been busy putting up the 300 foot cell towers.
- ◇ Scott S. - No project news, but brought current supply of Custom Planes magazine.
- ◇ Jack A - (Did you all notice he has contacts!). He reported he hasn't been able to dynamite the plane out of Knoxville due to the snow. He bought 3 plans for BD4. Been talking to a man in Florida, that owned Meyer Aircraft, which is



YOUNG EAGLES-April 7th, Alan Core with the Young Eagles in Perry.
FLYING START-John Nelson had nothing to report.
TREASURES REPORT-Roger reported \$3877.90 in the bank.

OPEN HOUSES- April 14th - Bill Gast
May 12 th - Mark Kokstis
June 9th - Paul Steibgrabe

Bill had shirts and hats available. Cost is \$10 for all sizes, except XL which is \$12. Few calendars are also available at \$9. The book "Tracon" was raffled off for a bid of \$3.00 by Norm Foreman. Bill also reported that we continue to need information, and articles from members for the newsletter. We can also use some photo's as well.



Roger updated everyone on the progress of the Web page he is working on. Cost would be approximately \$8 per month, which he would absorb for the first year, and then see if others would do the same in the following years.

John Nelson announced the American Legion is sponsoring a pot luck lunch where an F-18 will be flown in. Contact John for details.

Alan Core was contacted by Channel 11 to film the flight to Oshkosh. They will film the take off here and the landing in Oshkosh. Volunteers for people flying there are needed. It was noted that it would be nice to have a "local homebuilt plane."

Roger reported that he has gone as far as he can with the 1910 Hartman project. He needs someone who could remember and knows how they would have done things, by looking at the photo he has. The photo is not clear enough to be able to tell, but someone "older" that was around then may remember. Several people suggested "Ace Cannon." Maury suggested contacting Oshkosh for information as well.

After the break, Roger put on a program describing the fiberglassing steps, explaining the process of building parts from fiberglass molds from start to completion.

MARCH OPEN HOUSE IN OSCEOLA

Although Roger is not quite done with the plane, a fun time was had by all at the open house in Osceola. We could have had better weather but we had some decent food, and had a good turn out. We have captured a few of the highlights of the afternoon below. Dave Sult took a guess, that Roger would be done with the plane by September. I SURE HOPE SO!!!! Looking forward to seeing everyone at Bill's open house on April 14th.



CAPTAIN SPEAKING

A plane took off from Louisville International Airport, and when it reached a comfortable cruising altitude, the captain started his announcements over the intercom. "Ladies and gentlemen, this is your Captain speaking. Welcome to Flight Number 254, nonstop from Louisville to Miami. The weather ahead is good and we expect a smooth and uneventful flight. So just sit back and relax — OH, MY GOD!!!" Silence followed for several minutes. Finally the captain came back on the intercom and said, "Ladies and Gentlemen, I am sorry for the earlier scare. While I was talking, the flight attendant brought me a cup of coffee, and spilled it in my lap. You should see the front of my pants!"

Back in coach, a passenger said to the person next to him, "That's nothing! You should see the back of



EAA Chapter 135 has been invited to the **3rd Annual Webster City Fly-In Breakfast, Airshow, and Car Show on Sunday May 20, 2001 at the Webster City Municipal Airport.** This Airshow is planned, organized and run entirely by the students in the Professional Pilot Program at Iowa Central Community College. Their goal is to increase awareness and support for general aviation and the local airport.

The Airshow includes the following acts and static displays:

- * Bob Davis and his Russian SU-29 Sukhoi
- * Vlado Lench and his P-51 Mustang
- * Joe Dooley and his Pitts S1S
- * Bob Vosburg and friend with their **two** I-39 military jet trainers.
- * Elmer Steier and his 1943 Cessna UC-78

Breakfast will be 8.a.m.-11a.m., (\$4.00) and Lunch from 11a.m. to 2 p.m.(\$4.50). Car Show will be all day. Airshow is from 1-5 3 p.m.

They would like homebuilt aircraft on static display on a space available basis. An EAA chapter is needed to represent the EAA. Contact club president, Nate Jordan at 515-832-3723 if you want to display your aircraft.

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