



PROP WASH EAA Chapter 135

Book 5, Chapter 3

May 2001

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

Breakfast will be 8.a.m.-11a.m., (\$4.00) and Lunch from 11a.m. to 2 p.m.(\$4.50). Airshow



is from 1- 3 p.m.

WE NEED VOLUNTEERS!!!!

Wes Olson will be there building wing ribs and looking for help from other chapter members. Please e-mail Wes if you can help.

President's Column, Book 5, Chapter 3, May 2001

Well, got the spring warm-up practice done. I've explained how I go through a regimen of (re)training each spring and fall with the 150. Yes, people, I know my slight frame's a big load for such a little airplane, but it sure is a fantastic feeling doing the spins and falling leaves.

I won't go through the gory details like I did a few years ago, but highly recommend the pattern I put together a few years ago, and my instructor has added to and endorses for all. Three sessions, approximately 1 hour apiece, filled with all the things we spent hours practicing when first getting our private. Instead of flying the maneuvers the purpose is fly them PERFECTLY and you are your own worst judge!! By the time you go through a full plate of slow flight, turns around a point, figure 8's around 2 points, turns around a square, S-turns along a road, stalls of all types, especially the cross-controlled ones that we sometimes get ourselves into by getting sloppy and ruddering the plane on final (Practice get really sloppy on that maneuver with enough height to recover from the spin

that happens. See how much altitude you really NEED, and you'll practice coordinated turns a lot more!) Takeoffs and landings for precision, crosswind, spot touchdown, soft-field and short-field needs. By the time you're done you can FLY again! I also put spins into the practice, and am starting to

work on some of the commercial maneuvers. Do this twice a year, and your stick and rudder work will improve immensely! If you haven't worked on

Board Meeting Minutes April 23, 2001

Eaa Chapter 135 Board Meeting called to order at 7:04 p.m. by the Vice President, John Kennelly.

OFFICERS REPORTS

Tech Counsel - None

Young Eagles - Al Core flew April 8th (see pictures this issue) and is scheduled again on May 12th in Ankeny at 9:00 a.m. Trying to limit to 15 youth. Volunteers to fly kids needed. Jack's school kids will fly sometime in May. He will have 50-60, but not all at one time.

Flying Start - John Nelson reports Flying Start scheduled for June 9, 2001 from 10-1. Board motioned and seconded to have the chapter donate \$150 for John to use.

Secretary - Nothing to report

Treasurer - Roger reported there is \$3888.47 in the bank.

DIRECTORS REPORTS

Mike A-Has a possible conference room for chapter to use in his new location.

Jack A. - Gave Roger a letter he received from Ann Pelegreno regarding the Hartmann Project.

Wes - Asked for participation from the chapter for the Webster Fly in on May 20, 2001. He will be there to build wing ribs. Asked for other volunteers. **VOLUNTEERS NEEDED FOR THIS. CALL or E-MAIL WES. flywolson@dwx.com.** Chapter members motioned and seconded to donate to Wes \$40 to buy supplies.

OLD BUSINESS

By-Laws - Motion to table by laws till next meeting.

NEXT MEETING:
Executive I Aviation
Ankeny Airport May 11, 2001 @
6:30



(con't from page 1)

an extra hour to practice it all, but who cares, I feel safe again.

Needed to feel safe again today, because on the way to the RV Love-In at Redwing, MN sponsored by the Twin Cities Chapter of Van's Air Force, we had to divert and didn't make it because of IFR conditions from Mason City to Redwing, and only a partial 182 radio stack, the IFR GPS is in Topeka for a tuning knob, and the ILS/VOR NARCO radil isn't working right now. Therefore my pet 182 is VFR only, bummer! We put down at Hampton on runway 17 with an 18-knot, gusting to 27, crosswind component from the right side. They have a couple of factories just west of the runway that caused a couple of rollers across the runway that got wild! Since I had another member of our flying club along, I was flying from the right side for the practice. I try to stay current from both seats in the 182 so I can honestly help when there are two pilots. That was an exhilarating rudder, yoke, and throttle dance in Hampton today, but due to the practice just finished, I felt fully in control the whole time, even from the right side. Lot different feeling than last month! I'm still not happy with my cruise flying precision, but it's coming. Sure missed getting my batteries building recharged by fondling already flying RV's.

The initial phase of the negotiations with Des Moines International Airport on the Hartmann Special are going. Our proposal is going before their board May 1st. So far the verbal interest in the project expressed by Mr. Flannery and others is more than encouraging, so I hope that ALL of the Chapter 135 troops are ready to build a 1910 airplane! Your fine workmanship will eventually be hanging in the DSM terminal for years to come. Roger has really been gathering information and has drawn a sweet set of plans so far! Ace and others have shared with big chunks of information or just tidbits. All information will be needed as well as a big commitment of hours on everyone's part.

Thanks to all who made my Open House; see you at Ankeny the 11th, 6:30 to 9:00, not 8:00 like I tried to stop us at, whoops, thanks Bob. Joe had an excellent program on engines.

CALENDAR OF EVENTS

- May 11, 2001** - 1830 hrs. Monthly club meeting at Exec 1 Aviation, Ankeny airport.
- May 12, 2001** - Elliot Aviation Expo- DSM Airport
- May 12, 2001** - Open house at Mark Kokstis (See map/directions opposite)
- May 20, 2001** - Webster Fly-In
- May 21, 2001** 1900 hrs. Board Meeting at Signature Aviation. Everyone welcome.
- June 9, 2001**- Flying Start
- July 1, 2001**- Osceola Sesqui-centennial fly-in
- July 24-30** - AirVenture 2001, Oshkosh, WI
- August 25-26** - Fly Iowa 2001, Iowa City

(Board Meeting cont'd from page 1)

meeting until May 21st. Nomination for National Awards and Lifetime Achievement Awards was brought up for members to think of names they would like to volunteer. Donna contacted the grant coordinator at Prairie Meadows, Kay Alcantar, for grant information and an application. Wes agreed to help with the writing of the proposal. Bill contacted Mr. Flannery who was supportive of our idea. He needs a package from chapter, for the Hartmann project, including what the project will be, history, significance, pictures, copy of our 501(c)3 status, chapter bylaws etc. presented to the DSM Airport Board in their May meeting. Jack brought up that he has 3 lecturns available for anyone to come and move them. Meeting was adjourned at

REMINDER: Elliot Aviation First Annual Midwest Aviation Expo at DSM airport on May 12, 2001. Participants include Rtheon, Cessna, Commander, Lancaie, Mooney, Piper aircraft dealers. Avionics from AirCell, Avidyne, Collins. Ins. & financing. Repair-Omaha Airplane Supply & Central Cylin-

7:48

OPEN HOUSE - May 12, 2001

at Mark Kokstis's

OLD and NEW Home

1:00 - Old House. View and help move plane

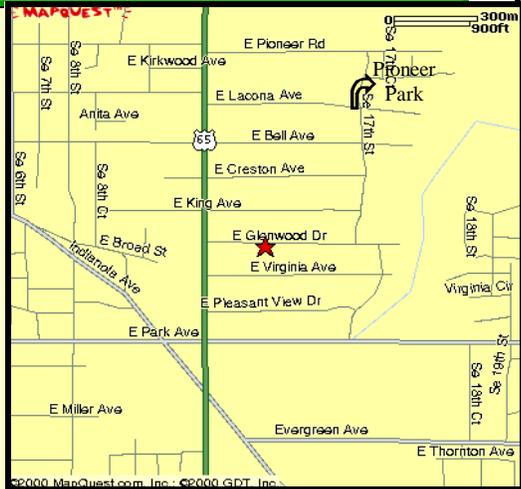
4:00 - New House.

COME & HELP AT BOTH!

Mark Kokstis
1519 East
Glenwood
DSM
(old house-
starts at
1:00)

Mark Kokstis
1818 Fulton
Avenue
Carlisle, IA
(new house
at 4:00)

Take 5 to
Carlisle to
S23. Turn
south on S23,
go through
Palmyra and
one mile out of
town, turn
right on Ful-



FLY'EM BROKEN!

Now before Jack A. is kneeling on my chest with his hands around my neck, let me explain.

That kinder and gentle entity we lovingly call the FAA will allow you to fly your airplane broken...as long as you follow a "few" rules. Some of you will immediately jump up and shout "but what about FAR 91.7 (c), no person may operate a civil aircraft unless it is in an airworthy condition: or 91.7 (b), the pilot in command shall discontinue the flight when un-airworthy mechanical, electrical or structural conditions occur! That's right I would say, but these rules cover broken airplanes before and during flight respectively. So now you have a broken plane on the ground – the best place for it – what do you do? You could fix it, but that might make you miss an important flight, like a romantic weekend at a rustic bed and breakfast cabin nestled in the hills of Arkansas. You know better than to cancel a flight like that! Another option is to fly without repairing, but what does the insurance company think about that? They like to insure airworthy airplanes. Ramp checks are rare but a pilot has better things to worry about than whether the guy walking toward the airplane is working for the government or not.

Our benevolent administrator has granted you a wonderful rule to use in situations such as this. FAR 91.213d allows you fly your aircraft with broken equipment. The three basic rules are:

1. The VFR day type certification instruments and equipment are the basics you must have operating to fly anything. These are air speed, altimeter, compass, tach, oil pressure, oil temp, fuel gage, and seat belt. VFR night, IFR day or night operations all require more equipment to fly, equipment that can be broken while you fly the airplane.

2. Any equipment classed as required on the equipment list must work also. The 150 required list is: engine, prop, spinner, wheels, brakes, tires, stall horn, altimeter, seats, pilot seat belt, compass, air filter, battery, regulator and generator.

3. Equipment is required to be operational by an A.D. I've never seen this, but I'm sure it's out there somewhere.

In the case of the 150, or almost any day VFR aircraft, what can be broken and still fly legally? Directional gyro, artificial horizon, vacuum pump or system, vertical speed, clock lights, turn coordinator, cigarette lighter, comm and nav radios, air conditioner, aux engine instruments, EGT CHT, transponder, encoder. All of these may be inoperative as long as they meet the above criteria and are not required for the kind of flight being conducted, i.e. lights for night flight or transponder for class A, B, C airports.

No job is finished until the paperwork is done and deferring inop equipment is no exception. The equipment must be removed or deactivated and placarded inop. This could be as simple as pulling the circuit breaker and placarding the turn coordinator. Either removing or deactivating equipment will require a logbook entry to keep you legal. Once the equipment is placarded and logged, the aircraft is considered to be in a properly altered condition -- sort of your own STC without mountains of paper and approvals. This means you never have to fix the equipment and the airplane can be annu-

Many insurance companies get picky about insuring "un-airworthy" aircraft, using this FAR is one way to keep from having to have a discussion about airworthiness with your agent. If you're having that discussion, they probably are loading pieces of your former airplane on a trailer and no one is saying "don't worry it will be fine".

I don't really advocate flying broken airplanes, but this by FAR will allow you, in certain instances, to buy some time legally until you can get things repaired at your convenience. The legal aspect may keep you from having a technical discussion with the FAA or a claims agent, and in my experience, those are the discussions to avoid.

SUN N' FUN 2001 APRIL 8-14



Roger Bocox, Gerald Clark, and others took Benny Davis' RV down to Sun n' Fun. It was a wonderful 24 hours of straight driving.

They visited the Kermit Weeks Museum. The entry fee a little pricy, but turned out to be worth the money. This is a crashed Zero found on an island in the Pacific, and restored to exact condition



For our Ercoupe fans, how about a custom Golf Cart. This is what they do with wrecked Ercoupes!

This gigantic Irish Goose was immense inside. It had so much room in the tail, that you could build an airplane in the tail behind the cabin!



PROPWASH

Chapter 135 Meeting April 13, 2001

Meeting was called to order by the President, Bill Gast at 6:33 p.m. A new member was present, that Bill introduced as Jack Ford. He had contacted Bill on the internet to find out times and dates for our chapter meeting. Bill had all the members present introduce themselves. WELCOME JACK!!!

Young Eagles- There were 17 kids and their parents from Perry scout troupe that some of the Chapter 135 pilots flew on 4/8/01.

John Nelson - Announced the Flying Start at Ankeny Airport before Paul Steingrabe's open house on June 9th.

Bob Keenan- (Tech Advisor) Going to Pelegreno's to see their original Rose Parakete.

Roger Bocox - Treasure reported there was \$3888.47 in the bank. Roger also gave details on his recent trip to Sun n' Fun in Lakeland, Florida, and also to his visit to the Kermit Weeks Museum.

BOARD REPORTS:

John Kennelly- Reported open houses to be:

May - Mark Kokstis,
June - Paul Steingrabe,
July- Gene Larson,

Speakers will be:

May - Mike Abrahams,
June - Paul Steibgrabe,
July - Kevin Reynolds (AOPA Lawyer).

Wes Olson - Commented on needing the additions to the by-laws. Bill said it would be on the April board meeting agenda. Final copy will be handed out at the board meeting.

Mark K - Has a mechanic from downstairs in the building we meet in that is interested in joining our chapter. If he did join, it is possible we could meet on Saturdays again, and stay later, as he would have keys to the building to lock up.

Mike A - Had a fire in his business, and lost pretty much everything inside. He described how it happened to the group.

Paul Steingrabe - Had nothing to report.



Bill reported he has an autographed copy of of "THE EARLY YEARS" by Paul Poberezny. He will give it to anyone who wants at his open house tomorrow. He will have shirts and hats still available for sale at his open house.

He also stated he needs someone to volunteer to go to St. Louis on April 21st for a Chapter Leadership meeting. Board authorized \$75 for expenses for the person going.

Bill also asked for lifetime achievement award nominations. Chapter was to think of a nomination and report back to Bill at the next chapter meeting.

REPORTS: Bob Keenan reported that the Des Moines Modelaires received a \$10, 000 grant from Prairie Meadows, for the purpose of buying a piece of land. He suggested we ask for at least \$25, 000 on a grant proposal.

Project Reports: We had so much miscellaneous discussion, that we did not have time for project reports.

Joe Heggen presented the program on diesel engines. The beginning of the program was a discussion of the history of diesels, followed by a video on Joe's 9 cylinder radial diesel engine and how difficult it is to start. The original engine used a shot gun shell to start it. He adapted a nitrogen cylinder to provide the turning of the engine. VERY INTERESTING.



REMINDER:
Your yearly dues is due by end of June. Please bring Roger a check for \$16.

PROPWASH



Bill's Open House on April 14, 2001 was super. We had great weather, and several people showed up to munch on some good food, and see how much progress Bill has made since his last open house. As you can see by the pictures, we had a good time and he is coming right along. Bill has plans to have it completed and ready for flying by Fall 2002. Ok Bill, we published this, now you have to show everyone you can do it!!!!

HOW NOT TO CLEAN A PLANE

contributed by Maury Hunter

- (1) Hook high pressure hose up to sudser machine
- (2) Turn on.
- (3) As you leave to go home early, yell to Don, your assistant, "Don, turn it off."
- (4) Assistant Don thinks he hears, "Don't turn it off." He shrugs and leaves right after you do.



The two planes in the pictures are reported to be Beech Hawkers. If you look closely at the first picture you can actually see two nozzles (behind the rudder and the other to the right of the elevators) dumping fire retardant foam into the hangar. I have been told the picture was taken at the Learjet facility in Kansas where a fire suppression system malfunctioned.

YOUNG EAGLES - PERRY, IA APRIL 8, 2001



Mike Abrahams takes a young scout flying.



What a fine looking group! Those 3 in the front are a little old to be Cub Scouts!!!



John Kennelly explains some flying tips.

Jack Arthur preparing to take a Cub Scout flying.



PROP WASH

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