



PROP WASH EAA Chapter 135

BOOK 8, CHAPTER 3

AUGUST 2001

EAA CHAPTER 135 PICNIC

In August the chapter will have a picnic in lieu of an August chapter meeting. This year's picnic is August 11, 2001 at Jester Park in Granger, on Saylorville Lake. Starts at 11:00 until 6:00. We have Shelter number 5 reserved. Please bring your own meat to cook, and a dish to pass. The chapter will furnish drinks, plates, silverware, and



President's Column, Book 8, Chapter 3, August 2001

August article, getting ready to leave for Oshkosh! Got most of the airframe done on 96WG so just looking for little ideas; don't want to be looking at major changes; want to check out a couple of construction techniques, paint schemes, control layouts. With all the changes in lifestyle we've been trying to get accomplished and the above thoughts in place, this year is going to be a short trip, one day flying up and back in the trusty old 182.

What will I miss? The setting around under the chapter shelters at night while dinner is being cooked on the grills; the making of new friends that we always meet from the Replica Fighters group; the thrill of a Wisconsin thunderstorm while sleeping under some rip-stop nylon fabric; the anticipation of leisurely going through the Fly Market looking for this year's bargains (while trying to forget how useless last year's \$100 had-to-have bargain turned out to be while the \$1-4 piece that was picked up as an afterthought turned out to be an absolute gem); the ability to spend a lot of time listening to other people's ideas because we weren't pushed for time; seeing 3 or 4 different air shows while commenting on how Sean (put any performer's name here) did better/worse than last year; Mike's convention jacket with all 20-some/30-some patches and how they fit; listening to the manufacturer's reps (former used-car salesmen) pitching their latest low-cost (\$3-500,000) spam can or plastic tube (is Mooney really bankrupt?). How about this paragraph in just 3 sentences!

What will I enjoy? The first flight to a major air

Board Meeting Minutes July 16, 2001

Eaa Chapter 135 Board Meeting called to order at 7:04 p.m. by the President, Bill Gast.

OFFICERS REPORTS

Tech Counsel - None

Young Eagles - Alan reported there were 20 kids in Knoxville on July 15th.

Flying Start - No report

Secretary - Nothing to report

Treasurer - Roger gave same report as 7/14/01

Vice President - John was absent so Bill asked for ideas on Open Houses and Programs for next 4 months. Wes offered he has Steve Truby for the October meeting. In November Roger will try and get the architect involved in the Hartmann project to come out.

DIRECTORS REPORTS

No Directors reports, to allow time for new business.

OLD BUSINESS

Scales: No news on the scale contract

NEW BUSINESS

The upcoming Board Members Election was discussed. Those that are up for re-election are:

Dave Sult Wes Olson

Mike Abrahams Alan Core

All those except for Dave Sult wanted to seek another term. Nominations for the board members were:

Brent Hollensbe John Nelson

Barry Clement Rob Miller

These people will be contacted by Board Members to see if they are interested in running. The September newsletter will list all the nominees for the election. Chapter election will be at the

NEXT MEETING:

Chapter Picnic
August 11, 2001
See info. on left



(President's column con't from page 1)

show (even though it's a spam-can trip to Fond Du Lac instead of OSH); Carolyn coming with (she doesn't like multi-day roughing it excursions); John K. coming with in the 182 with Carolyn and I (he hasn't heard all the old boring stories, so they can get trotted out again on the trip); looking at the RV's on field for some of the FINISHING DETAILS on the airframe; seeing the Vimy (maybe #1 son Bob is right calling the BMW folks Bavarian Manure Wagons, witness the court fight over getting there); a chance to see the latest \$3,000 great idea that will turn into a \$12,000 piece of FAA overpriced/keep us in the 1930's for technology (like last year's Continental FADEC) debacle (the Doche or Continental Diesels will be there again, non-flying of course); drooling over the latest in EFIS panel technology, even though I know I can't possibly afford it (darn); and finally JUST BEING THERE, SEEING ALL THE AIRPLANES, AND BEING IN THE COMPANY OF SOOOO MANY COOL PEOPLE!! Way too much to crowd into one day!

See you there. Don't forget the picnic/August meeting on the 11th at Jester Park. Bring your own meat and a dish to pass. Bring the Oshkosh pictures, too!



CALENDAR OF EVENTS

August 11, 2001 - AUGUST CLUB MEETING-Chapter Picnic at Jester Park, 11 a.m.— 6 p.m.

August 27, 2001 1900 hrs. Board Meeting at Mike Abrahams office, 4214 Fleur Su. 11, upstairs.

August 19, - Annual Flight breakfast, Mapleton Airport. Mapleton Flying Club. 6:30 a.m. to 11:30 a.m.

August 19 - Fly-in/Drive-in pancake breakfast, Monona Airport, EAA Chapter 368. 7AM-Noon

August 25-26 - Fly Iowa 2001, Iowa City

September 9 - Fly-in breakfast, Carroll Municipal Airport. 7 a.m. to 1 p.m. Free to pilots and co-pilots in command

September 7-9, 2001 - Golden West EAA Fly-In, Sacramento, CA. (I'll go if anyone needs a co-pilot)

September 7-9, 2001 - Mid Eastern Fly-In, Marion,

(Board meeting con't from page 1)

October chapter meeting.

Other New Business, the Board decided to put a short synopsis of the article Jack Arthur put in the July newsletter, into the August newsletter, requesting chapter members to voice their opinion on what direction they would like the chapter to go in finding a new home. So far, none of the chapter members have made any comments.

Discussion on the club trailer followed. Storing at the airport was no longer acceptable to everyone. It was decided that Roger would store at his house, and it would be used by chapter members only, with a voluntary donation to use the trailer.

Paul Steingrabe acknowledged thanks to Mike Abrahams for letting the board use his office for their monthly meetings. THANKS MIKE FROM ALL OF US!!

Hartmann Project was briefly discussed. Members discussed building parts at different peoples places, then doing final assembly at one location. Paul S. offered his home as a construction spot. Board discussed how they will make it look close to the 1911 model in age, but still have a classy display. Group is anxious to start on the project, as they feel it will be a time consuming effort.

Brief discussion on preparation for Oshkosh, with details on camp location and meals ended the meeting. Meeting was adjourned at 8:02 p.m.

HARTMANN UPDATE

ROGER TALKED TO BILL DIKIS, THE ARCHITECT ON THE PROJECT AT THE DES MOINES AIRPORT. ROGER WAS TOLD TAHT THE BOARD TOOK BILL OFF THE PROJECT UNTIL JUST RECENTLY. HE WILL BE STARTING ON IT MID AUGUST, IN HOPES OF HAVING IT ALL READY FOR THE SEPTEMBER BOARD MEETING AT THE AIRPORT. ROGER FELT IT IMPORTANT FOR ONE OF OUR REPRESENTATIVES TO ATTEND THIS BOARD MEETING. DATE AND TIME TO BE ANNOUNCED. PLEASE CONTACT

NEXT OPEN HOUSE

AS YOU CAN SEE THERE IS NOT AN OPEN HOUSE IN AUGUST. IF YOU ARE IN THE PROCESS OF WORKING ON YOUR PROJECT, AND HAVE NOT HAD AN OPEN HOUSE IN THE LAST YEAR OR SO, WHY NOT SCHEDULE ONE NOW???? WE ARE IN NEED OF SOME FOR SEPTEMBER THRU THE END OF THE YEAR. PLEASE CALL JOHN KENNELLY (285-2259) OR YOU CAN ALWAYS E-MAIL THE NEWSLETTER EDITOR IF YOU WANT TO SCHEDULE ONE.(CHAPTER135@AOL.COM) IT IS ALWAYS A GOOD TIME FOR EVERYONE, AND YOU WILL GET PICTURES OF

Where should we go?

by Jack Arthur

Last month, you as chapter members, were asked these questions in the newsletter. I guess the Board should feel good that we are doing a good job in deciding what the chapter does, as we got very little response. I am posing the questions again, so that anyone who has an opinion (come one we all have one of them!!) could call or e-mail a board member with their comments. If we don't hear from you, we will be making the decisions on our own. It will only take a minute to e-mail one of us, or the chapter (chapter135@aol.com). Other e-mail address are on back of this letter.

1. As a member of Chapter 135 what would you suggest we do as to finding a permanent home and where do you feel this home should be?
2. Where would you like to see Chapter 135 in at 3 years (please remember we have to have the replica done in 2003).
3. Where do you think would be an appropriate place to build the replica?
4. What kind of events should Chapter 135 be involved in and would you participate?
5. As a member of Chapter 135 would you help in the construction of a permanent home?

REMINDER: DUES ARE PAST DUE. PLEASE GET ROGER A CHECK FOR \$16 ASAP.

THANK YOU



LIEUTENANT COMMANDER BUTCH O'HARE

submitted by Maury Hunter



World War II produced many heroes. One such man was Lt. Commander Butch O'Hare. He was a fighter pilot assigned to the aircraft carrier, Lexington, in the South Pacific. One day his entire squadron was sent on a mission. After he was airborne, he looked at his fuel guage and realized that someone had forgotten to top off his fuel tank. He would not have enough fuel to complete his mission and get back to his ship. His flight leader told him to return to the carrier.

Reluctantly, he dropped out of formation and headed back to the fleet. As he was returning to the mother ship, he saw something that turned his blood cold. A squadron of Japanese bombers were speeding their way toward the American fleet. The American fighters were gone on a sortie and the fleet was all but defenseless. He could not reach his squadron and bring them back in time to save the fleet. Nor could he warn the fleet of the approaching danger. There was only one thing to do. He must somehow divert them from the fleet. Laying aside all thoughts of personal safety, he dove into the formation of Japanese planes. Wing-mounted 50 caliber's blazed as he charged in attacking one surprised enemy plane, and then another. Butch weaved in and out of the now broken formation and fired at as many planes as possible until finally all his ammunition was spent. Undaunted, he continued the assault. He dove at the planes, trying to at least clip off a wing or tail, in hopes of damaging as many enemy planes as possible, and rendering them unfit to fly. He was desperate to do anything he could to keep them from reaching the American ships. Finally, the exasperated Japanese squadron took off in another direction. Deeply relieved, Butch O'Hare and his tattered fighter limped back to the carrier. Upon his arrival he reported in and related the event surrounding his return. The film from the camera mounted to his plane told the tale. It showed the extent of Butch's daring attempt to protect his fleet. He had destroyed five enemy bombers. That was February 20, 1942, and for that action he became the Navy's first Ace of WWII and the first Naval Aviator to win the Congressional Medal of Honor.

A year later he was killed in an aerial combat at the age of 29. His town would not allow the memory of that heroic action die. And today, O'Hare International Airport in Chicago is named in tribute to the courage of this great man.

The next time you are at O'Hare, visit the memorial with his statue and Metal of Honor. It is located between terminals 1 and 2.

Chapter 135 Meeting July 14, 2001

Meeting was called to order by President Bill Gast at 7:00 p.m. We had one visitor, David Bailey.

Treasurer's Report - Roger reported we have \$4252.47 in the bank, and dues needs to be paid.

Vice Presidents Report: John was absent, but Bill let us know there was a great turnout for Gene Larsen's open house today, 7/14/01.

New Business: Donna acknowledged that the Prairie Meadows Grand application had been submitted.

Chapter 111 having Great River Days, Parade of Planes on August 17. Roger said we have 5 calendars left, and will let them go cheap. The order for next years was discussed. NATCH invitation was received by our Chapter at Oshkosh.

Our Speaker, Kevin Reynolds, who is a product liability attorney, did an outstanding job explaining various legal issues that involve EAA members. He joined our chapter as well, and we all enjoyed his examples and his humor.



Bill announced that there is a Sport Pilot newsletter now available on their website for anyone interested. It is: www.sportpilot.com.

REPORTS:

Young Eagles: Alan announced next one would be July 15th in Knoxville.
Tech & Flight Advisor-Bob looked at a nice RV9A at Gene Larsen's open house today.

BOARD REPORTS:

Wes Olson - Still has the video tapes. He is still asking for a new home for them.
Mark K - Nothing
Mike A - Nothing
Paul Steingrabe - Nothing.
Dave Sult - Nothing
Alan Core - Nothing
Mike Losner - Nothing
Norm - Absent
Jack Arthur - Nothing
Jack Arthur asked the members present to please respond to the article in the last newsletter regarding the direction of the chapter, and what members

want to do regarding finding a home for the chapter. If we don't hear from members, then the board will be forced to make this decision, which may not be the decision that members want. So, please call one of the board members with your input on this subject. Jack also mentioned that he and Mike want to have the National Ercoupe Convention in 2003 in Knoxville. A motion was presented and carried to provide the person power under the direction of Mike Abrahams and Jack Arthur to sponsor the Ercoupe Convention in Knoxville in 2003.

REPORTS:

Project Reports:

Bob Keenan: Printed off a picture of his Skybolt, suitable for hanging. He is working on louvers for bottom cowl of Skybolt.
Joe Heggen: Noted an article on Ann Pelegrino nominated for an award for outstanding women in Iowa. Nothing to report on a project.
Brent Hollensbe: Nothing
Gary Leipold: Nothing to report.
Joe S. - Nothing.
Paul Steibgrabe: He took his Glastar to the Ankeny airport to his hanger there, today.
Gene Larsen: Had a very successful Open House today, 7/14/01. He is into the fuselage now. Wants the majority done by Christmas this year.
Mike Abrahams: Getting ready for Oshkosh.
Barry Clements: Nothing.
Mark Kokstis: Nothing.
Jack Arthur: Taking his Ercoupe to Oshkosh, probably for the last time.
Wes Olson: No project. Looking for spruce to use to make ribs. Going to Iowa City Fly In Aug. 25-26.
Dave Sult: Nothing. Gave a great example on how he learned the importance of preflight.
John Nelson: Built holding device to make I-Struts.
Rob Miller: This is his first meeting. Works at Exec 1, and he is the reason why we could change to Saturday nights. **A BIG THANKS TO ROB!!!**
Al "the legs" Core: Came back from Scotland with a new appreciation of flying as there is almost no general aviation over there.
Don Kaufman: Nothing
Mike Losner: Put a shield ignition harness on Cub. Now it won't work. Guess he'll take it off.
Kevin Reynolds: Announced the replica Vickers Vimy biplane is traveling from northern California to Oshkosh, and going to spend a night in the Pella Windows Hangar on 7/22/01 for anyone interested in seeing it.
Roger: Has parts of cowl at home now to work on. Been spending time on hangars in Osceola.
Bill: He and his partner, Gene Larsen, got the first piece of turtle deck on.
Meeting adjourned at 9:10 p.m.

GENE LARSEN OPEN HOUSE JULY 14, 2001

GENE LARSEN RV-9A PROJECT

When I joined Chapter 135, I knew I would build a plane, but did not know which one. A friend bought a partially completed RV-6A at Oshkosh 99 and I soon came to the conclusion that there would be a great deal of builder support in the RV family. I also met the chapter president, Bill Gast, and started to help him build his fuselage every Tuesday night. That relationship is almost 2 year old now. I learned enough that I ordered the Eppenage kit in July 2000. The kit arrived a couple of weeks after Oshkosh. I inventoried it and put it on the shelf. I had to finish some "honey do's" and turn my 3 car garage into an airplane factory before I could start building.

I started to check parts together in October 2000 and had the eppenage done, except for the fiberglass tips by January. This kit just flies together. The wing kit arrived the 2nd week of January and by early June, I am almost ready to close up the wings. The fuselage kit arrived in May and is sitting patiently waiting on the shelves.

Some information on the RV-9A: The 9 is the first Van's kit to feature complete pre-punched aluminum airframe parts. I have found only a few holes, so far, that did not match up perfectly. This feature makes it very easy to build a straight airplane. It also saves a lot of time because you don't have to use jigs, plumb-bobs, rivet fans, and other methods to locate holes and match drill them. You still have to cleco, match drill, uncleco, debur and dimple or countersink all the holes. I use scotchbrite wheels to take the rough edges off the aluminum before cleaning and priming all the interior parts. I am using a PPG epoxy primer after etching all alumiprep and alodine. I built a paint booth out of one of the garage bays. It works great.

As you can see from the pictures, we had a successful open house and am coming right along with my project.



Roger, Matt and Bill discuss why they will let Gene finish his RV9A, before

As you can see from the pictures, a fun time was had by all. Gene is making lots of progress with his RV-9A and says the majority of it will be done by Christmas **THIS YEAR**. He had about 35 people turn out to view it, and have some great food!!

PROP WASH

Roger and Donna Bocox
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