



FISDO UPDATE

FISDO (Flight Information Standards District Office) has a new address. It is: 3753 SE Convenience Blvd. Ankeny, IA 50021 Jeff Denniston,

CHAPTER CHRISTMAS PARTY

December 9, 2001
Cocktails: 5:00 p.m.
Dinner: 6:00 p.m.

MENU: Chicken and Beef. (fill out enclosed form, and return to: 10746 NW 103rd Ct. Granger, IA 50109
COST: \$15.00/per person

PLEASE RSVP no later than December 1st so we can call in the total count.

GIFT EXCHANGE: Bring a gift for the Chinese Gift Exchange. Mark it male, female or either. Each person wanting to participate brings a gift, and enjoy the fun of the exchange!

PRESIDENT'S COLUMN BOOK 10, CHAPTER 3 NOVEMBER 2001

October has been an expensive month so far! Starting another transition in the building process of 96WG (my RV6-A, if you are new to the chapter). Previously I've been building airframe, collecting some parts here and there, as price, condition, and low price have dictated that I purchase. Thanks, Jack, Mark, Paul, and others who have contributed to the low-priced collection so far. To get things built on schedule, purchasing and delivery has become an interesting experience.

Right now trying to decide where all the things should fit on the firewall has been consuming a few weeks to plan where everything is going to fit; be out of another item's space; and be installed with nutplates! Every time I've seen mechanic fight things on the Cessnas, it has been reinforced to me to make repairs a one-person job and take a few extra hours installing nutplates!

Installed so far you ask. Oil items: cooler, filter, air-oil separator, temperature & pressure measurement items have been planned & installed with no firewall penetrations other than electrical control cables.

The fuel system is almost standard RV with fuel selector, vent lines, electrical boost pump, and replaceable fuel filters installed inside the cabin. The primer duties will be taken care of by an electrical solenoid on the engine side of the firewall, and pressure measurement and fuel usage monitored by electronic

Board Meeting Minutes October 22, 2001

Board meeting called to order at 7:05 p.m. There were no guests.

OFFICERS REPORTS

Tech Counsel - None

Young Eagles - Fairfield, October 27, 2001. Flying Girl Scouts that enrolled at Airfest on 9/15/01.

Flying Start - Nothing until spring 2002

Secretary - Absent

Treasurer - Same balance as club meeting.

Vice President - Nothing.

OLD BUSINESS - Paul Steibgrabe was at a funeral and could not attend the Ankeny Board Meeting. He will attend the next meeting. **November** meeting will be Roger Bocox talking about the Hartmann project.

January - Jeff Denniston at Executive 1 will be speaker.

It was decided to put the new address of FISDO in the newsletter. It was also decided scales would be kept at Mike's office.

Roger suggested sending a letter to all the other-local chapters and FBO's about the scales.

NEW BUSINESS - It was decided to put a notice in the newsletter asking that if you know anyone who has built and flown a home built, or completely restored an aircraft within the last 5 years, to please get pertinent data to the board.

Roger is to call Bill Flannery and press him about
(cont'd page 4)

NEXT MEETING

November 9, (SAT) 2001 7:00 p.m.
Ankeny Airport



If I have left anyone out let me know

PROPWASH

EAA CHAPTER 135 ROSTER 2001

Mike	Abrahams	163-R45 Hwy Stone Ridge#5	Cumming	IA	50061	06/02	981-0381
Jack	Arthur	2009 Southlawn	Des Moines	IA	50315	06/02	2878833
John	Barcus	PO Box 42	Osceola	IA	50213	LIFE	
David	Bailie	5864 Meadow Valley Ct1	W. DSM	IA	50266	06/02	224-7609
Paul	Berge	1184 Highway 349	Indianola	Ia	50125	COMP	
Clark	Betts	603 East Sheridan	Des Moines	IA	50313	06/02	282-9997
Roger/Donna	Bocox	10746 NW 103rd Court	Granger	IA	50109	06/02	999-2053
Robert	Bolken	3100 Belaire Road	Des Moines	IA	50310	06/02	
Mark	Broer	831 NW Aurora	Des Moines	IA	50313	06/02	288-4581
CC 'ACE'	Cannon	504 Timber Trail	Columbia	TN	38402	LIFE	931-840-0696
Barry	Clement	507 3rd Street SE	Altoona	IA	50009	06/02	967-2355
Gerald	Clark	115 W> Pearl St.	Osceola	IA	50213	06/02	
Allen	Core	306 West Boston Ave.	Indianola	IA	50125	06/02	961-4524
Norm	Foreman	3279 N Avenue	Adel	IA	50003	06/02	834-2758
Bill	Gast	8111 Lakeshore Drive	Dexter	IA	50070	06/02	523-2848
Kris W.	Greenwood	913 SE 10th	Ankeny	IA	50021	06/02	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
Tom	Grogan, Sr.	7610 Wistful Vista Dr. #101	W. DSM	IA	50266	06/02	
Joseph	Heggan	3826 East 40th Street	Des Moines	IA	50317	06/02	266-5590
Brant	Hollensbe	512 36th St.	West DSM	IA	50265	06/02	778-0970\
Maury	Hunter	4108 Columbia	Des Moines	IA	50313	06/02	244-7980
Jerry	Jones	1344 Spring Street	Des Moines	IA	50315	06/02	256-1701
Donald	Kaufman	903 Michelle Road	Colo	IA	50056	06/02	377-2581
Robert	Keenan	702 NE Trilein Drive	Ankeny	IA	50021	06/02	964-5211
John	Kennelley	1049 Beardsley Street	Norwalk	IA	50211	06/02	285-2259
Bryan	Knox	137 E Maxwelton Dr	Des Moines	IA	50315	06/02	285-3982
Mark	Kokstis	1519 East Glenwood	Des Moines	IA	50320	06/02	246-1421
Gene	Larsen	PO ox 723	Walnut	IA	51577	06/02	784-3947
Gary	Liepold	1010 SE Rene	Ankeny	IA	50021	06/02	963-8238
Gregory	Long	8909 Highland Oaks	Johnston	IA	50131	06/02	276-5191
Janet	Lossner	4115 8th Place	Des Moines	IA	50313	COMP	
Mike	Lossner	4115 8th Place	Des Moines	IA	50313	06/02	
Ted	Mart	P O BOX 309 407 PRARIE	MONROE	IA	50170	06/02	259-3738
Robert	Miller	711 Douglas Avenue	Des Moines	IA	50313	06/02	280-7101
John	Nelson	7309 Ridgemont Drive	Urbandale	IA	50322	06/02	276-7646
Wes	Olson	3847 38th Street	Des Moines	IA	50310	06/02	279-3847
Don & Ann	Pellegrino	318 Dillavon Lane	Rhome	TX	76078	COMP	(817)636-9066

PROPWASH

Richard	Pinner	304 9th Street	Grand Jct	IA	50107	06/02	738-5087
Fred	Sangster	3007 East 42nd Court	Des Moines	IA	50317	06/02	261-0589
Kevin	Reynolds	3200 Wauwatosia Dr.	Des Moines	IA	50321	06/02	256-9017
Joel	Severinghaus	1017 NE Grant St #206	Ankeny	IA	50021	06/01	963-7956
Paul	Steingrabe	3004 East Shawnee	Des Moines	IA	50317	06/02	265-1371
Dave	Stilley	2 Sugar Creek Lane	Waukee	IA	50263	06/02	987-5793
David	Sult	409 Woodlawn	Maxwell	IA	50161	06/02	387-1129
Mark	William	601 S. Main St.	Osceola	IA	50213	06/02	641-342-4262

THE ELT

written and contributed by Alan Core

Murphy visits even award winning airplanes on occasion. Just ask Jack Arthur about his brand new ELT, the TSO C91A model that is supposed to reduce the false alarm rate. Well, actually its his 2nd ELT, the first one quit sometime in between the first annual and the second, how's that for reliability?

It all started years ago when the derelict coupe was delivered to Iowa. Jack looked at the dubious ELT installation on the flimsy side panel and said, "I'll put a new ELT in to replace that." Little did he realized how many times he would say that or be forced to say that about the rest of the airplane!

He could have left the old installation as it was, slid an operating ELT or even a new ELT of that model into the bracket and the FAA would consider that a repair. A new installation requires something other than a TSO C91 ELT, like a TSO C91a or a TSO 206 (\$2,000 each). We'll stick to the C91a!

Any new installation after June 21, 1995 gets the C91a ELT, which requires a pilot viewable remote switch and monitor and a very rigid mounting location. The installation manual for Jack's Ameriking ELT is FAA approved, so you would think that a logbook entry should take care of the legalities but the FAA says you are attaching that ELT mount to aircraft structure and that requires a 337 for approval (and while you're at it include the ELT install in the paper work). All new field approvals require instructions for continued airworthiness, so be sure to add that also. ICA is a list of how to maintain, repair, test, etc. etc...the equipment the FAA just allowed you to install on the plane; say that sounds like a great topic for another article!! This ICA ended up being a list of "refer to Ameriking manual xxx" since they were so kind to supply all that in their booklet.

Once the install was legitimized there was still the first annual in a long time for the coupe, this includes 91.207d "each ELT must be inspected within 12 calendar months after the last inspection" for proper installation, battery corrosion, control operation, radiated signal. It worked great so I signed it off, and away flew Jack and Es to trophy land.

Next annual, things aren't so rosy. The radiated signal has vanished! Antenna and batteries check out so it's time to check out the warranty and repair situation. Jack had many interesting conversations with Aircraft Spruce and Ameriking resulting in finally getting a different new ELT back 8 to 10 weeks later.

Now Jack is your typical spoiled pilot who jumps up and down and screams "But I want to fly it NOW!" after the broken ELT disappears in the bin at the Pack 'n Ship. Our big friend in Washington has a solution for this type of pilot called 91.207 f10 (I've used it often myself). Someone at FAA realized ELTs might break and need repair, so you can have 90 days of non-ELT operation, subject to a paragraph of logbook entry requirements, while it's getting repaired.

When the ELT finally returns we pop it in, do the 91.207d inspection and mark battery expiration date on the outside of the case and after the logbook entry the coupe is legal for another year.

The Ameriking ELT is like many other new ones that use Duracell "D" batteries that have a date printed on each battery, that date becomes the expiration date for replacement. The lithium battery that is inside the instrument panel monitor has a 5-year life and it needs to be recorded and tracked also. This looks like one that will get overlooked by a lot of mechanics so be sure to keep both battery due dates in the logbook. The ELT inspection needs to a separate entry, the feds aren't going with "I did that in the annual signoff" as an explanation.

The false ELT alarm rate is extremely high, 1500 hits per year, so requiring a C91a or better ELT should help reduce that rate, also the monitor will tell you if you are broadcasting so you can shut it off quickly. Tune your radio to 121.5 once in awhile to check on false signals. Remember all the logbook entries and don't forget your 90 days "fly for free" pass that Uncle Sam has

PROPWASH

(Presidents column cont'd from page 1)

(board meeting minutes, con't from page 1)

controls. Again only one firewall penetration for fuel lines and one for electrical wires. I'm not planning for a gascolator in the engine compartment since the lowest point in the fuel system is the tanks, but all the pressure monitoring instruments took a multi-port manifold for mounting. Ignition system installation of the dual CD ignition coils and associated components is awaiting arrival of the appropriate circuit boards and coils, but space is reserved high on the firewall. The brake lines are done from the firewall mounted fluid reservoir to where the lines leave the cabin and go down the gear legs. The heater box is installed and the interior distribution box made and installed inside the cabin. Everything is sealed with high-temp RTV or Pro-Seal to keep noxious fumes out of people living space. All the actuator cables (Throttle, Prop, Mixture, Carb heat, Cabin heat) locations have been planned, the cables and firewall penetration seals ordered, and by the time you read this installed. The only undecided thing right now is the size and locations of the electrical connector needed for power and ignition needs; location of large capacity wires (alternator & starter); location of the 50-wire connector for engine monitoring including fluid pressure & temperature, tach, MAP, various air, EGT, and CHT temperature measuring equipment; and final location of master & starter solenoids. Since I have over half the firewall real estate left to work with on the engine side, I'm not worried. Everything on the person side of the firewall is covered with 3/4" foil-backed insulating and soundproofing foam, and edges sealed with aluminum pressure tape.

the Hartmann. We need an answer no later than December 31, 2001.

David Bailie flew his Rans S-16 Shekari on October 12, 2001 for the first time.

Norm Foreman announced that there is a new Dallas County airport being talked about. A group made up of Mayors, architects, etc. has been formed for it. Board appointed Norm to keep tabs on this issue.

Board meeting adjourned at 9:00 p.m.

ANNOUNCEMENT:
Anyone with knowledge of someone who has built and flown a homebuilt aircraft, or completely restored an aircraft within the last 5 years, please notify a board member, or e-mail : chapter135@aol.com.



Why no manual primer, magnetos, pressure lines for fuel, oil, tachometer, MAP, etc., on steam gauges installed on the panel. For decades, we've been building factory process monitoring equipment with electronic controls, and reliability is unquestioned to 5 nines. Also I work with computers daily and am comfortable putting my life in the hands of low-voltage silicon-controlled items. The one thing I really like about 1930's era engineering is the look of the Chrysler Airstream car, so when Carolyn wanted to get a new PT Cruiser, I didn't object too hard. **NOW YOU KNOW WHY IT'S BEEN AN EXPENSIVE MONTH!** See you the 10th in Ankeny.

CHAPTER 135 CHRISTMAS PARTY @ WILLOW CREEK

NAME: _____

No. of People Attending: _____ **Amount enclosed:(No. of people X \$15.00)\$** _____

Food Preference: (#) _____ Chicken (Baked chicken breast with a sweet apple cider sauce served over rice pilaf)
(#) _____ Beef (Slow roasted beef with natural beef gravy)

Tear off and return to: 10746 NW 103rd Ct. Granger, IA 50109, OR bring to chapter meeting on November 10th. I MUST HAVE ALL FORMS NO LATER THAN NOVEMBER 28th!
(MAKE CHECKS PAYABLE TO EAA CHAPTER 135)

EAA CHAPTER 135 MEETING

Chapter 135 meeting was opened by the President, Bill Gast at 7:02 p.m. October 13, 2001. All members present did a name introduction to our guest present. Our guest speaker, **Steve Trube**, who is a Youth Initiative Specialist for Iowa State University, started off the evening with an exceptional program. **FOR THOSE OF YOU NOT THERE, YOU MISSED A TERRIFIC PRESENTATION.** He passed out kits to all the guys, and let them be "boys" again, by putting together a robot that would pick up a small golf ball and put it in a cup. It was great! For those of you interested, he has a web site, www.extension.iastate.edu/e-set. You can go to the web site to get additional information on his programs, or for information regarding the kits he had. He said they could be purchased thru a company called **Robotix**.



Treasurers Report: Roger reported the chapter has \$4393.04.

New Business: Election of Board Members. There were six nominees. A motion from the floor was made and seconded that called for all monies received through grants (except for that which is earmarked for the Hartmann project) to be put into a separate building fund account. Other new business, Wes Olson reported on the leadership conference he attended in Oshkosh, October 5-7, 2001. He stated the number one issue was membership, and that chapters need to designate a membership chairperson. He also stated that all board members should be actively involved in chapter projects. Following Wes, each nominee spoke briefly about what direction they would like the board to go, and why they felt they would be a good board member. Other new business, John Nelson announced that the reservations for the Christmas party dinner need to be called into Willow Creek no later than December 1, 2001.

Election results: Mike Abrahams, Alan Core, Rob Miller, and Wes Olson were elected to the board. Bill stated Brant Hollensbe would be the promotions chairperson, and Barry Clements would be membership chair.

Young Eagles: John Kennelly reported that October 27th they have 125 signed up to fly for the Fairfield Fly-In. **NEED LOTS OF PLANES, PILOTS, and GROUND CREW. COME OUT AND HELP.**

Tech Advisor: Bob Keenan gave a tech report. There was no Hartmann Project news.

Vice President Report: John Kennelly reported there were no upcoming Open Houses, and November speaker would be a presentation on the Hartmann Project. December meeting would be the Christmas party scheduled for December 9, 2001.

Project Reports:

Mike Abrahams - None

Brant Hollensbee - None

Gene Larson - RV9 coming along. Working on fuselage. Sides and bottom skins are on fuselage.

Bob Keenan - No project report. Had a battery question.

Gary Leopold - No project.

Joe Heggen - No report.

John Kennelly - Nothing to report.

John Nelson - Varnishing left wing. Went to Cedar Rapids and saw the IMAX movie "Blue Angels", which he recommended.

Mark Kokstis - Nothing (fractured his wrist, so he is down for a while). Got in instruments he ordered at Oshkosh.

Barry Clements - No report.

Paul Steibgrabe - He is just about done. He has a little wiring and few bolts, and then he'll be ready for inspection.

Rob Miller - Worked on BD5. T28 had to do a precautionary landing in Witchita, and is dealing with problems resulting from that.

Wes Olson - Got to go with Paul in Oshkosh on his bi-annual in a B-17. He said it was terrific.

Norm Foreman - Pulsar coming along. Have water cooled system complete.

Roger - Completing his garage in order to finish his RV6A. After that he is bringing the FW190 to the new garage to finish.

Bill Gast - Cutting holes in firewall of the RV6A. Getting everything mounted. Put the brake line in. He is determined to get this thing done!

CHAPTER 135 Board Elections

The following people were elected to the Chapter 135 Board of Directors on October 13, 2001:

- Mike Abrahams
- Alan Core
- Rob Miller

YOUNG EAGLES REPORT

Alan Core announced that they flew 12 kids and 4 adults at Winterset on September 30th. They are scheduled to fly Scouts at Winterset on November 4th . at

2:00 p.m. Coordinated



at 2:00 p.m. Coordinated

PROP WASH

Roger and Donna Bocox
10746 NW 103rd Ct.
Granger, IA 50109

Chapter 135 Officers and Board Members

PRESIDENT:	BILL GAST	284-6234	wgast@ix.netcom.com
VICE-PRESIDENT	JOHN KENNELLY	285-2259	
SECRETARY/NL EDITOR	DONNA BOCOX	999-2053	chapter135@aol.com
TREASURER	ROGER BOCOX	999-2053	roger9102@aol.com

BOARD MEMBER (B)	TECHNICAL COUNSELOR (TC)	BUSINESS MANAGER (BM)	YOUNG
EAGLES COORDINATOR (YEC)	FIRST FLIGHT COORDINATOR (FFC)	FLIGHT ADVISOR (FA)	
JACK ARTHUR (B)	287-8833	sky3044g@aol.com	
NORM FOREMAN (B)	834-2758	nu4man@aol.com	
MARK KOKSTIS (B)	961-2816	handimark@dwx.com	
MIKE LOSSNER (B)	243-2490		
PAUL STEINGRABE (B)	265-1371	pdsifly@aol.com	
WES OLSON (CBM) (B)	279-3847		
ROB MILLER (B)			
MIKE ABRAHAMS (B)	981-0381	ppcmike@aol.com	
ALAN CORE (B)	961-4524	indypurr@juno.com	
FLOYD NEFF (TC)	259-3088		
R. GERALD CLARK (FA)	641-342-4230	gclark@pionet.net	
DAVE STILLEY (FFC)	987-5793	vikingdvr@aol.com	
JOHN NELSON (FFC)	276-7646	janelson@iowarealty.com	
BOB KEENAN (TC) (FA)	964-5211	keenflyer@aol.com	
TOM BURMEISTER (TC)			