

President's Column, Book 3,
→ Chapter 4, March 2002 →

Spring Flying & Open Houses

Two of the four spring flying practices are done. If you don't remember, or haven't heard of these, go back to old issues of the newsletter. I have a practice regimen that includes slow flight, ground reference maneuvers, stalls, spins, and all types of landing practice that get me back into flying shape after a couple of month's layoff or slow hours accumulated over a 3 month period. Repeat this every spring & fall and you'll never get the "Beat It Down With a Stick" award. Guess who didn't complete his training regimen last year? Today was an excellent day for crosswind practice and I got a few kinks worked out on slips. Next week spin practice, falling leaves, and high performance landings and takeoffs.

Our Chapter will be trying a new type of Open House in March. Two of the long-distance open houses will be held on the same day, March 16th, now called the I-80 Open House Day. Starting at 10:30 AM and ending mid-afternoon N96WG will be on display in Dexter. Starting early afternoon Gene's RV-9A is on display in Walnut. You can start on the munchies at my place and finish off your lunch at Gene's. See the evolution of Van's aircraft from slow build to super-fast build (Slowest build was Roger's kit with no pre-punched parts at all.) and the difference between a positive G aerobatic sport plane with fast cross-country single-pilot IFR travel capabilities, or the possibility of a lower powered, lower cost but still relatively quick, and fairly nimble machine (with a Lycoming 235). Put the Lyc 320 engine and fixed pitch prop Gene's planning and our cross-country speed difference will probably be indistinguishable.

I've been building electronic instruments for the last couple of weeks, what an adventure! The engine monitor should get done next weekend, and the combination transponder encoder, VSI, OAT, true air speed, pressure/temp altitude, altimeter, and ASI is finished. What an impressive instrument!!! At the present time, it's not legal to use the instrument as the primary for all it's possible functions, but with an additional altimeter and ASI installed somewhere on the panel (for cross reference), this thing is not only cost effective but really cuts down on the instrument scan. It's also legal to feed your GPS altitude information, it's your transponder encoder reporting to ATC, remember! It's legal with certified aircraft under FAR 21.303(b)(2) to build and fly behind your own avionics. (The last mechanic I showed the instrument loved it and when I showed him how his customers could "build their own" and he could legally install it, loved the idea!) Too bad Ron at RMI won't TSO the microENCODER. Spam can drivers could sure use something a little less costly than the \$75-100 thousand TSO'd EFIS panels, and almost all of them are less apt to build something and work with their mechanic to get it installed in their plane than us EAA builders. The cost is great also, add up an encoder, cable to your transponder, VSI, OAT gauge and compare to \$879.

See you the 9th in Ankeny!



The Leader In Recreational Aviation



NEXT MEETING:
March 9, 2002
→→→→→→→→→→
ANKENY AIRPORT 7:00 p.m.

Scott Smith to be our speaker on March 9th.

**FIRST FLIGHT.....
Do you remember yours?**

**Two words come to mind, to describe my first flight...
Holy Sh—!!!**

Saturday, February 23rd at 5:00 p.m. What an absolutely gorgeous day. Still about 63 degrees at that time, very little wind, and I am set to go up in a 172 as the machine that will take me into the air for the first time. Sean Davis is my instructor. Although he was young enough to be my youngest son, he was very patient, calm, and in control. After a pre-flight check, we took off, and just as we became airborne, I realized my door was not shut. Instant panic. I gripped the side rail, and he told me not to worry, there was no way I could get that door open to shut it, and I certainly would not fall out. Nevertheless, he landed, so I could shut it, and we were off again. My first look over the side of the plane at about 1000' made my stomach jump into my throat. Oh my God, am I going to make it through an hour of this? But, I relaxed and even though my stomach was in a knot, and my palms were sweating profusely, I sat back and took it all in. Of course, he wanted me to try my hand at a little bit of flying. I gripped that yoke so hard, that after 10 minutes of careful "steering" my shoulder was aching. I had not realized how stiff my body had become as my nervous state continued. Finally, after what appeared to be 18 hours (which in actuality was only 45 minutes) my instructor said he would take over to land the plane. Thank heavens. I could relax and enjoy the view! Much to my surprise, I did enjoy it. I looked all around. I looked down. WOW! It wasn't bothering me any longer. This is terrific. What a feeling of being above and away from everyone else. I felt like an Eagle on his first flight. I think I am going to like this flying stuff. I will let you know how I fare, after my next lesson. Who knows, maybe we can start a "Wives Flying Club"!!!

—Donna Bocox

CALENDAR OF EVENTS

March 9, 2002 - Chapter 135 meeting at Exec. 1, Ankeny Airport, upstairs, 7:00 p.m. Speaker will be Scott Smith on Sport Pilot issues.

March 16, 2002 - Open House at Bill Gast's and Gene Larsen's.(see directions to right)

April 13, 2002 - Chapter 135 meeting at Exec. 1. Don't miss this "Hartmenn Update" meeting for formulating ideas and volunteers to see the project thru.

April 7-13, 2002 - Sun 'n Fun, Lakeland, FL

June 9-12, 2002 - Youth Aviation Camp, 4-H Education and Natural Resource Center near Madrid.

July 6-7, 2002 - Fly Iowa



**TWO OPEN
HOUSES SAME
DAY!!!!
See Gene's RV9A
and Bills RV6A**

**NEXT OPEN HOUSE:
March 16, 2002 at Bill Gast's
and Gene Larsen's
Bill's: 10:30 a.m. -1:00 p.m.
Gene's: 2:00- 5:00 p.m.**

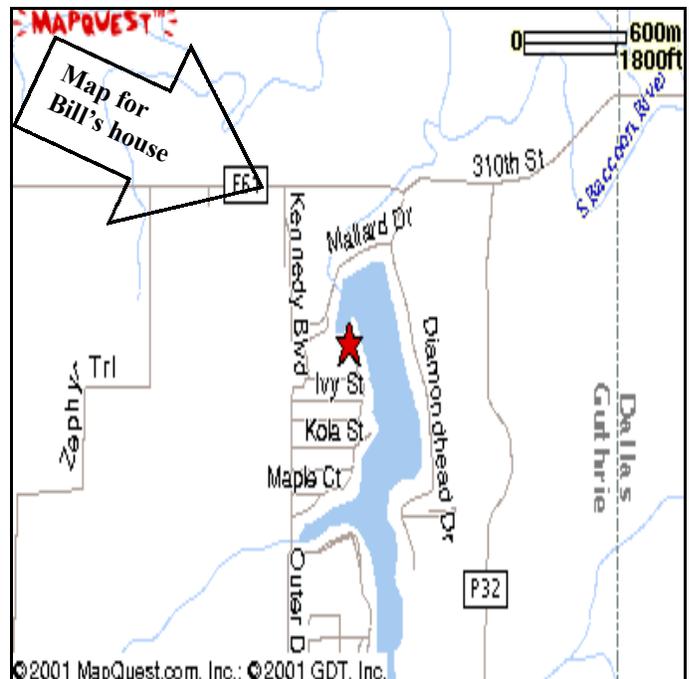
Directions to Bills:

Address: 8111 Lake Shore Drive 515-523-2848

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.



DIRECTIONS TO GENE'S

Address: 401 Kennedy Street - Walnut, IA

Phone: 712-784-3947

Directions:

80 west to exit 46, Walnut. Go left (south) about 1 mile. GO past the school one block, turn right (west). Go 3 blocks. House with gray siding and attached garage.



10 for 2001

Congratulations to the following chapter members flew at least 10 Young Eagles in 2001! They represent the spirit of the Young Eagle Program. Let's all try and achieve this for 2002!!!

- Mike Abrahams
- Jack Arthur
- Alan Core
- Bill Gast
- Dave Sult
- Ruth Wright-Piros

CONGRATULATIONS TO THEM ALL! We all need to make that our goal in 2002!



EAA Chapter 135 on the WEB



We have posted our website on the Web. It is not as complete as I would like it, as I don't have everyone's pictures, and a description of what they are doing when they plan on being done, etc. I have included a page for chapter projects. If you have a project you are working on, please e-mail me a picture and I will post it.

We welcome input from you members as to what additional pages we should post on the site, and what changes you would like to see.

The web site address is: eaachapter135.org

COUPLE OF ANNOUNCEMENTS FROM THE BOARD MEETING ON FEBRUARY 25, 2002:

- ⇒ March 7, 2002 at 8:30 a.m., Captain Al Haynes will be at Mercy Clinic. Call John Kennelly for directions and more information at: 515-285-2259.
- ⇒ One of our Board members, Alan Core, is submitting his resignation, due to his work schedule not allowing him to attend meetings. The board decided to appoint a replacement. A nomination of Brant Hollensbe was approved as his replacement. We will miss Alan and his input, but look forward to working with Brant.

ROGER BOCOX OPEN HOUSE FEBRUARY 16, 2002

You missed some good conversation, lots of the "airplane world" problems solved, and some good food at Roger's open house. You even missed the beginning construction of the FW190, which is Rogers project **AFTER** (notice I made that a really big AFTER) his RV6A is complete. On an absolutely gorgeous Saturday, we had about 25 people show up over the course of the afternoon. If you missed this one, don't miss Bill Gast's and Gene Larsen's open house on March 16, 2002. Directions and map opposite page.

As you can see below, they had a good time studying the



EAA CHAPTER 135 BOARD MEETING

February 25, 2002

Board meeting was called to order at 7:02 p.m.

Officers Report:

Tech. Councilors - No report

Young Eagles - John K. had no updates

Secretary - Donna had an email from Brenda Anderson regarding the chapters participation in the Hartmann project. She asked for an article and pictures for an upcoming Sport Aviation issue.

Treasurer - Roger reported \$4016.15 in the bank. He also passed around his structural plans for Hartmann. Ideas were tossed around about getting parts, donating parts, and getting volunteers. Brant H. and John K. volunteered for steam box and ribs, and Roger B. for horizontal stabilizer. Board decided at the March 9th meeting to give members an opportunity to join in on the volunteering. Board also authorized a \$500 expenditure for Roger to begin purchasing needed materials. Roger also announced he has had his physical, and bi-annual so he is current again.

Vice President - March meeting will be Scott Smith. April meeting will be the Hartmann project by Roger, and May meeting is open. Open Houses: March will be Bill Gast and Gene Larsen, with April and May still open.

Directors Reports - Wes announced Fly Iowa will be July 6-7, 2002. He would like a Young Eagle day scheduled on the 6th. He also announced Youth Aviation Camp June 9-12 at the 4-H Education & Natural Resource Center, near Madrid. Cost is \$110 before May 20, and \$140 after. Ages 9-12. Application included in this newsletter.

New Business

Because of the hours of his job, (he is working nights) Alan Core is submitting his resignation on the Board. The Board decided to appoint a replacement. Board nominated and approved Brant Hollensbe to replace Alan.

Plans for a B-17 stop in 2003 to Des Moines are being formulated. Bill to contact George Daubner for details.

Wes and Norm Foreman gave a brief synopsis of the meeting of the Chapter Evaluation and Planning Committee. The committee had made many positive and negative suggestions on for the chapter to consider. Motion was passed to condense the committee findings and present it to the members of the chapter at the May chapter meeting. This will give the chapter members the opportunity to express their suggestions as well.

Meeting was adjured at 8:45 p.m.

EAA CHAPTER 135 MONTHLY MEETING

February 9, 2002

The meeting was called to order by Chapter President, Bill Gast, at 7:01 p.m. As the weather was unsettling, he had Jack introduce our speaker for the night first, Mr. Joe Quiring, from the FSDO office. He had a terrific power point presentation on weights and balances, and left time at the end for questions, of which the group supplied. Joe stated at the end that he is available for other EAA chapters to attend their functions and explain his weight and balances program. To contact Joe at the FSDO office, please call 515-289-3840, or Fax, 515-289-3855.

Reports:

Young Eagles: Although Alan was not present, Bill reported on the numbers of Young Eagles that have been flown from different states.

Tech Advisors: Nothing

Tech and Flight Advisor Report: Nothing

Board Members:

Wes: Reported that the first directional meeting for the chapter, to look at ways to improve our membership, and other items, was held last week. They had current members as well as non-members.

Mike: Needs some kind of cart for the tape library.

Roger: Web site up, and gave web address.

Treasurer's Report: Roger reported \$4068.36 in bank.

We had visitors, who were previous members that joined again, Denny Bautch, and Jim Delveau. Jim stated he recently received his instrument rating.

Project Reports:

There was only one project report, because of the meeting length, and the weather. That was Jack Arthur announcing that he is selling his Ercoupe. (See picture and description on page 5)

Bill announced that he and Gene Larson will have their open houses on the same day, March 16, 2002. See information page 2. Bill's will be 10:30-1:00, and Gene's will be 2:00-5:00.

Meeting adjourned at 9:20 p.m.



THE ARM CHAIR FLYER

written and contributed by John Kennelly

Being an “arm chair flyer” does not mean that you have to stay in that chair. **NO SIR!!!** While not being able to fly a plane of any sort, we (arm chair flyers) now transfer the easy chair concept to the co-pilot seat. This time it is in John Nelson’s car.

On January 26th, with John as the P.I.C. and myself as the Co-Pilot, set off for a delightful day.

We first “flew” down to Greenfield and had a most enjoyable time at the Fifth Annual “Chili Fly-In” at the Doves Aviation Museum.

We had beautiful sky for the “flight”. We actually counted 8 jet contrails at one time! When we arrived, we had a host (the APA Board of Directors) that bent over backwards to ensure we had plenty of terrific chili, cookies, coffee etc. Plenty to eat and drink, plus the run of the museum.

We talked to pilots and passengers from Kansas, Nebraska, Minnesota, and Iowa. We saw Cessnas, Pipers, RV4’s, and RV6’s. There was even a really neat Emeraude, plus three models of Bellanca.

But like all good things, this had to come to an end. So up the road we traveled to Winterset. We stopped by and saw Greg Harrison and his always beautiful 1947 Beechcraft in the big hanger. After a few minutes of “hanger flying” we were off for home.

A day of being around airplanes and good people is almost as good as flying. A day of any kind of aviation activity with good friends is always the best and something to remember. So.....gather some friends, check out the events that are coming up and plan a day of “flying” (even if it is in the car). You’ll enjoy it, and who knows, maybe it will instill that “flying spirit” in us that sometimes gets misplaced by the complications of every day life!

GO OUT AND ENJOY SOME AVIATION FUNCTION!

MEMBER PROFILE



Wes Olson



Wes Olson is no stranger to Chapter 135. He joined the chapter in 1976, when a friend of his who was working on a project, was also involved in Chapter 135. Wes joined the National EAA chapter in 1977. Wes has been President of the chapter for 2 terms, Vice President for one term, Treasurer for 2 terms, and Board Member for a couple of terms.

Wes noted that his biggest change in the chapter over the years was the sophistication of the projects that the members are now building compared to those 25 years ago.

He has flying experience in both single and multi dual engine planes. Although he has not been flying in the past 12 years, he says he really misses it. In hindsight, he regrets not taking better care of his body when he was younger.

He hopes the chapter will include the following in their future plans :

- * Establish an outreach program directed to the youth in our community.
- * Expand our Young Eagle Program.
- * Increase our exposure, especially to youth.

OWNER: Jack Arthur (e-mail:sky3044G@aol.)

Specifics: Rare Forney F1A. Only 25 manufactured, and fewer and fewer flying each year.

- Awards:**
- * Oshkosh Best Limited Production Classic, 2 years in a row.
 - * Best Forney at Ercoupe Nationals
- 2001
- * Best Forney Blakesburg Antique Nat-

FOR SALE



PROP WASH

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The Leader In Recreational Aviation

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