

**President's Column, Book 4,
→Chapter 5, May 2002→
Spring Flying, Albania, & Reflections**

Still only two of my four spring flying practices are done. Need some ceiling to do my spins. Like some wind for cross-wind landing practice, but not 25 gusting to 37. April's weekends haven't been the nicest, and when they were nice, golfing was the activity for Carolyn and I. To keep Niner-Six-Whiskey-Golf on next spring's completion schedule my flying this year is suffering! Now I'll have to start all over with spring practice when I get back from Albania.

Wes Olson and Norm Forman have been ram-rodding a project to get a higher percentage of active participation by the membership in our chapter. Norm's sister passed away JUST before April's meeting, so their scheduled program didn't take place. Check other spots in the newsletter to see if it will be done in May. Norm will be leaving us shortly for the fine state of Tennessee due to family responsibilities. We'll miss you Norm. The board needs and wants your participation; please respond, it's your chapter; you elected us; we want YOU supporting aviation.

Albania affecting Chapter 135? The last time you probably heard of that country was in the opening scenes of "Wag the Dog". Well, I'm going to miss the next meeting because I've accepted a project to work with the Albanian Judiciary on some issues that I've been involved with on a national level for the U.S. Courts. So now you know someone who is a living example of U.S. Foreign Aid and is out partying in expensive hotels and scrounging airplane parts in a foreign country on your tax dollar. Scary thought isn't it!!

Reflections? While filling out a member profile for Donna, and mulling over items from the Albanian Constitution and my other research on their country, I've reflected on our precious aviation freedoms. For those of you who are less than 50 years old, how would you like to be living in a country that has had a different Constitution every decade you've been alive? Could you live with that turmoil? How would you plan your life/family/retirement? (substitute any word there) Nelson would have been building his Skybolt under 3 different basic sets of laws for our country! Go from public ownership of ALL services and your way of making a living assigned to you for a fixed wage and life time pension-- to COMPLETE economic freedom (with no training of how to survive in that environment) and no safety net -- then back to partial economic freedom with minority mandated constraints on your financial capabilities in the time of John's building that Skybolt. That's the environment where I'm headed for. I'd appreciate your prayers. Real chaos, yes. Can't happen here you say. Think back to the events of the last 8 months! How fast did your rights as a pilot change after 3 buildings and a piece of Pennsylvania farmland got smoked by 4 kid-napped airplanes driven (I won't even consider them flown.) by non-citizen religious bigots coordinated by a less than 10,000 member organization! In the interests of public safety we, in a STABLE free society, are willing to (and did) impose Orwellian restrictions and loss of rights on ANY group that the majority of citizens don't understand and fear. I've experienced and participated in high government reaction twice in the last 7 years, the Oklahoma City bombing and September 11th. Education is the key to preserving freedom. Be active or lose them.



The Leader In Recreational Aviation

Next Chapter meeting, May 11th, will be an important meeting concerning direction the chapter will take. Due to a family death, this was rescheduled from the April 13th, meeting. Please plan on attending. We value your

NEXT MEETING:
May 11, 2002
→→→→→→→→→→
ANKENY AIRPORT 7:00 p.m.



Spring Rust Removal

written and contributed by Alan Core, Young Eagles Coordinator

It's spring and your thoughts should turn to Young Eagles...because mine have!

While wading through the packet of YE coordinator materials that just arrived I ran across the phrase "a safe quality flying experience" – now that's what I'm always looking for when I get into an airplane, but it takes on a larger dimension when YE's are involved. This is our one chance for a good first impression of aviation, so let's do it right.

Quality starts from the ground up and the preflight briefing is the ground floor. Explaining the basics of airplane operation and some of the sights and sounds of flight is a good beginning. Work in the flight instruments and be sure to answer and expound on the kids (and adults) questions. The "who do you have to talk to on the radio to fly" question is a great open door for radio procedures and airspace control information. It also lets you give them an overview of the pilot's responsibilities to operate in U.S. airspace. Safety around the propeller is an important point to bring up both while loading and in general while at the airport. Covering the prevention of aircraft handling damage lets you review construction types and load paths in aircraft, the strong but delicate story.

How about some pilot quality? Have you checked on BFR and medical expiration dates? They can slip up on you and keep right on going! How is your currency? - and I don't mean pocket change. Have you done the three landings in 90 days – were they proficient landings? We are carrying passengers so those good landings better be in your logbook. Have you been practicing in the wind at gross? While I always schedule events for calm sunny days those kids aren't getting any smaller, so know your useful load. Too bad the Husky was sold - it was our heavy lifter.

Is the airplane up to the task? Annual in date, any AD's between annuals? How about those 2-year transponder/encoder tests or the ELT inspection? Have you fixed those little problems so they won't spoil your flying day? Again, we are looking for a quality (and legal) flying experience so keep the standards high. Have you done a wings program lately? A vacuum and wash or quick rinse will help the impression also - any volunteers to clean up the 150?

Everyone needs to keep the safety/quality idea in mind when operating around Young Eagles. Leave the narrow escape hanger stories for after the event and concentrate on the growth and learning possibilities of aviation. Keep your eyes open for the stray child on the ramp and try to engage them at all times with aviation questions.

See you at our next Young Eagles event.

GUYS, SHARE THIS WITH YOUR WIVES.
I'M SURE THEY WOULD APPRECIATE IT

HAPPY MOTHER'S DAY

To all you mothers, no matter what your age, I am sure you can relate to this. **ESPECIALLY** if you have/had teenage girls!

IMAGES OF A MOTHER



4 years of age:	My Mommy can do anything!
8 years of age:	My Mom knows a lot! A whole lot!
12 years of age:	My Mother doesn't really quite know everything.
14 years of age:	Naturally, Mother doesn't know that, either.
16 years of age:	Mother? She's hopelessly old-fashioned.
18 years of age:	That old woman? She's way out of date!
25 years of age:	Well, she might know a little bit about it.
35 years of age:	Before we decide, let's get Mom's opinion.
45 years of age:	Wonder what Mom would have thought about it.
65 years of age:	Wish I could talk it over with Mom

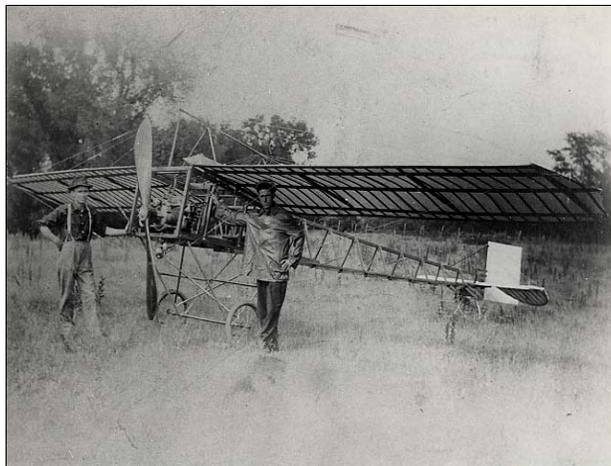
HARTMAN UPDATE

We're gearing up for the presentation of the Hartman display. At the April Chapter meeting Roger presented a time line for the project and what parts/supplies will be needed. Here is a list of what we currently need. Please e-mail the chapter at caachapter135@aol.com, or call Roger, 999-2053, if you have any of these parts available:

- 2 - 24" diameter buggy wheels
- 1 - Short male manequin
- 1 - Set of period clothes circa 1910 (for the manequin)
- Assorted old stove bolts with square nuts
- 300' of small cable(1/16" or 3/32" diameter)
- 1 - 12" buggy wheel (for tail wheel)

Still needed are volunteers to manage various small parts of the project. Currently we have:

- Mike Abrahams to build propeller and engine
- Brant Hollensbe and John Kennelley to build ribs
- Roger Bocox to cut and plane spars and longerons
- Roger Murphy to build the display cabinet for artifacts
- Mark Kokstis to provide the "hangar" to assemble the replica
- Donna Bocox to gather Hartman family and project information, by contacting relatives, newspapers, etc.



What we still need are Managers, to take on the projects of building:

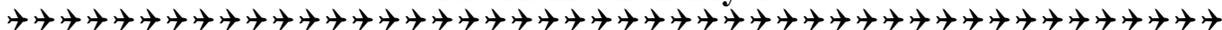
- The landing gear system
- The control system
- The tail group
- The manequin/pilot
- People to help with construction of fuselage and wing assemblies and final assembly

CHAPTER 135 UPDATE



Board member Norm Foreman is moving out of the area, so his position on the Boardmis to being replaced. Barry Clement was contacted, and gladly accepted to fill the board position left by Norm's absence. WELCOME BARRY. The Board Members look forward to working with you. We'll miss you, Norm. Good luck on your new adventure.

The Arm Chair Flyer



written and contributed by John Kennelley

May of this year marks the 75th anniversary of Charles A. Lindbergh's famous flight, and to this end there are several **must read** adventures out there. Number one is, of course, the first of Lindberghs own account of the adventure, "**WE**". Copies of this may be hard to find, but they are still out there in librars and dusty corners. Simply written and easy to read, "**WE**" covers all the high points.

Later he wrote a better version of the event with "**The Spirit of St. Louis**". This is better in many ways, but best of all it's a good read and it is in his own words.

Also out is a video of the movie "Spirit of St. Louis" made in the mid 1950's. This is a good one to have with good accurate portrayals of building the plane and the trip. This is an easy one to get and cheap too!

The best quick run down on this man and the event was just in the last copy of Aviation History. It may still be on the market, but if not, back copies can be had.

And let's not forget what many people feel is the best history of the man and his many accomplishments. That would be, "**Lindbergh**" by A. Scott Berg. This covers everything from birth to death and everything good and bad that happened in between. Some of the familys overall problems and.....well you just have to read it.

Well, May should bring better flying weather but until then, get one or all of the above and read about a man who stepped up, made a difference and helped make what we do possible.....enjoy flying!

Good Reading
John

EAA CHAPTER 135 BOARD MEETING

April 22, 2002

Meeting officially opened at 7:45 p.m. after a quorum was reached. Prior to that, discussion was by present board members on upcoming Young Eagle events.

Reports

- Young Eagles: May 1 - 6:45 in Ames
 May 4, 2002 in Indianola - 8:00 am
 June 9 - Boone 12 noon - 3 pm
- Flying Start: June 22, 2002 at Exec 1, Ankeny
 Airport, 10 am- Noon
- Open Houses: May 18, 2002 Knoxville airport
 for Mike Abrahams and Jack Arthur
- Treasurer: Reported \$4012.15 in bank
- Secretary: Date of June 4, 2002 was set for

board members to meet to discuss and fill out papers for Prairie Meadows grant proposal 7:00 p.m.

Board Reports

Mike A - Motioned and was passed, that the Board has approval for all Chapter participation in all Young Eagle flying events.

Bill G - Asked if chapter was interested in participating in August 25, 2002 Wings, Wheels, and Whistles event in Greenfield. Decided to bring up at May chapter meeting.

Old Business

Board moved that John Nelson be in charge of the B-17 event when it comes to Des Moines.

New Business

A motion passed for Roger to locate a safety deposit box to store all original copies of chapter paperwork. Business manager and Secretary to have keys to safety deposit box.

Board also voted to allow John Nelson to spend \$150 for advertising for the Flying Start event on June 22, 2002.

EAA CHAPTER 135 MONTHLY MEETING

April 13 , 2002

The meeting was called to order by President, Bill Gast, at 7:05 p.m. There was one guest present, John Grim.

Young Eagles - Nothing new to report.

Tech and Flight Advisor Report - Bob K. had nothing. He apologized for missing Bill & Gene's openhouse.

Officers

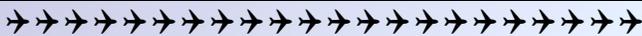
- John K.* - Nothing
- Treasurer* - Roger reported \$3962.15 in bank, and that no monies have yet been spent on the Hartman.
- Secretary* - Nothing

Old Business

Flying Start - June 22, 2002

Reports

- John N* - Plugging away on Skybolt. He reported talking to Ace Cannon this week.
 - Barry* - nothing
 - Joe H* - nothing
 - Maury* - nothing.
 - Jim and Mrs. D* - RV work progressing until she found an air leak on PA28 180. Working on canopy
 - Mark K* - nothing
 - Bob K* - He and Mickey have not done too much work.
 - Don K* - Put in horizontal stabilizer. Elevator he tried to put in, did not fit. Found a P-38 website he thought others might like: thelostsquadron.com.
 - John Grim* - New visitor, told us where he lives, and what he's doing. **Welcome John!**
 - Richard Milburn* - Continuing to work on project
 - Paul S* - Been busy. Got a couple of hours on his Glastar. Brought along video of his first flight, and Dave Bailey's plane.
 - Alan C* - The rivets Mark gave him fit. The 150 is flying. Floyd's is in the air. Not too thrilled with his new hours for his regular job.
 - John K* - Helped Alan put the rivets in.
 - Mike L* - Passed around pictures of his new Vagabond, that he flew to Nevada to purchase.
 - Brant H* - Not busy with his project at this time.
 - Roger M* - From Wisconsin, and an EAA chapter there. He was at the January meeting, and now back. Volunteered to make a display case for the Hartmann project.
 - Roger B* - Continuing to work on FW190, and cowl for RV6. He is working on instrument flying now as well.
 - Gene L* - Bill reported that he has engine hung on RV9.
 - Bill G* - Coming along on RV6. Has to go to Albania, so that will put him behind. Has paint booth set up in second garage.
- Roger presented a program on the Hartmann time line, and recruited volunteers for various job. He described what work had already been volunteered for, and what items we need to be looking for.
- Meeting was adjourned at 9:05 p.m.



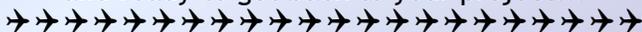
NEXT OPEN HOUSE

WHEN: May 18, 2002

WHERE: Knoxville Airport, Jack Arthurs' hangar
 (you can't miss it!)

WHAT TIME: 10:00 a.m.- 2:00 p.m.

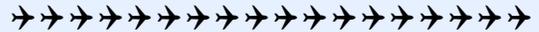
WHY SHOULD YOU COME? If you lost your "aviation enthusiasm", come on out and "kick the tires" and talk to the others, enjoy some good conversation, food, and you'll go home all fired up and ready to get back to your project!!!



CALENDAR OF EVENTS

May 1, 2002 - Young Eagles flying in Ames, 6:45 pm
May 4, 2002 - Young Eagles flying at Indianola. Flying kids from Norwalk 8:00 a.m.
May 11, 2002 - Chapter 135 Monthly meeting, 7:00 p.m. at Exec I , Ankeny Airport. **IMPORTANT MEETING, to discuss what YOU THE MEMBERS want out of your chapter!**
May 20, 2002 - Chapter 135 Board Meeting. 7:00 p.m. Call a board member for location.
June 8-9, 2002 - Quad City Airshow, USAF Thunderbirds, Davenport IA Municipal Airport. Info: QCAS-BOSS@aol.com
June 9-12, 2002 - Youth Aviation Camp, 4-H Education and Natural Resource Center, Madrid, IA
June 16, 2002 - Fly-In - Ankeny, IA. YOUR CHAPTER will be participating.
June 22, 2002 - **Flying Start at Exec. 1 Ankeny Airport. Come out and participate in this annual event to promote flying.**
July 6-7, 2002 - Fly Iowa, LeMars, IA Airport
July 13, 2002 - Iowa Aviation Hall of Fame Banquet, Greenfield, IA 641-343-7184.
July 23-29, 2002 - EAA Airventure 2002, Oshkosh, WI
October 8-9, 2002 - Annual Aviation Conference, Gateway Center Hotel, Ames, IA 515-256-5180

MEMBER PROFILE



BOB KEENAN



Bob Keenan is no stranger to EAA, and nobody twisted his arm to join, back in 1957. He then joined our chapter when he started his first home-built, a 1980 Sonerai IIL. Now, he currently owns a Skybolt 10-540. He and his son Mikey, are installing a bubble canopy on the Skybolt. He has been involved heavily with the chapter, filling officer positions of: President, Vice President, Secretary, Newsletter Editor, Board Member, Flight Advisor, and Technical Councilor. When asked what he felt was the biggest change since he's joined EAA, he thought it was the communication of the convention, and how it has improved over the years. He said on those of you considering joining EAA, " Just do it - it's ain't perfect, but it is the best there is!"



NOTICE NOTICE

During the board meeting on April 22, 2002, the board members decided that for safety and liability reasons, that any participation in Young Eagles programs must have prior board approval before the Chapter will be involved in any participation.

Things Aren't Always as They Appear.....

Mr. Smith was flying from San Francisco to Los Angeles. Unexpectedly the plane stopped in Sacramento along the way. The flight attendants explained there would be a delay, and the passengers could get off the plane, and they would reboard in 30 minutes. Everyone got off the plane except one blind gentleman. Mr. Smith had noticed him and could tell the blind man had flown before — his Seeing Eye dog lay quietly underneath the seat in front of him. Mr. Smith could also tell he had flown on this very flight before, as the pilot approached him, calling him by name, saying, "Keith, we'll be in Sacramento for almost an hour. Would you like to get off and stretch your legs?" Keith replied, "No thanks, but maybe the dog would like to stretch his legs."

NOW PICTURE THIS: All the people in the gate area came to a complete quiet standstill when they looked up and saw the pilot walk off the plane with the Seeing Eye dog! The pilot was even wearing sunglasses! People scattered. They not only tried to change planes, they were trying to change airlines!!!

PROP WASH

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The Leader In Recreational Aviation

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