



PROPWASH EAA Chapter 135

BOOK 4, CHAPTER 12 DECEMBER 2002

Presidents Column



Final regular monthly article for the PropWash for a while anyhow. I've enjoyed writing something to you each month, both as some catharsis for myself, wanting to get Ch 135 informed on certain issues, and also to get people fired up to do something.

I'm really looking forward to Sunday, December 8, and our annual Christmas party. First, meeting with Chapter 135 people is almost always a real fun time. Second, it starts the season off we should really be thankful for. Third I get to THANK EVERYONE and hand the Chapter 135 Gavel to Roger. What am I going to thank people for:

- Maury for his years of buttons and the lift they've given.
- Denise for being the main Young Eagles ground crew this year.
- Mike A. for always keeping the pot stirred and NOT being quiet.
- Donna for coming in to a group of strangers and becoming one of our very valuable parts.
- Roger for bringing Donna here, and all the other things he does!
- Mark for his selfless help for others, and sharing his equipment & space for everything including the Hartmann.
- Rob for showing and sharing maturity beyond his years.
- Brant for the same reasons mentioned with Donna.
- Barry and Mike L. for proving that "still waters run deep" when working with people.
- Wes for pushing us into an inward look at ourselves.
- Paul for flying that Young Eagle in an experimental before I got out of being your pres.
- Jack for the shoulder that was always there for help when I needed it.
- Floyd & Bob for your advice on Niner Six Whiskey Golf.
- Alan, Dave, Jack for the Young Eagles leadership the last few years.
- John N., Roger, and Mike A. for leading us well on the Wings, Wheels, & Water celebration.
- Bob for stepping up to the plate when needed, and knowing when to step back.
- A SPECIAL THANKS to John K. who has kept my feet on the ground when needed.
- All of you for your participation and work for the last 4 years.

Well, next year wraps up the Young Eagle program, and it looks like we're going to meet our goal of a million kids into the air if we keep up our present rate of work. What happens next? Is Flying Start going to be the next big push for EAA? I'm going to echo an idea that is near and dear to me, but isn't a new one. Norm Goyer of Custom Plane magazine had an editorial about a group he called the "Bald Eagles". Recruiting people who are retired, or close to retirement for flying! Starting lessons, buying planes, etc. Since this group normally has a larger disposable income than normal, and are planning to travel; what better way to get them to leave a portion of their income at our local FBO's. As important as YE's are, the cash benefit of them won't hit the aviation industry for years. What are you doing to help the FBO's, and aviation related industries to survive after 911? This crazy idea might be worth taking on!

See you the 8th. Thanks everyone! Time to finish Niner Six Whiskey Golf, work on the Hartmann, and fly some Young Eagles.



NEXT MEETING:
CHAPTER CHRISTMAS PARTY
December 8, 2002
5:00 Willow Glen Golf Course

Mark gift M, F or G(eneri



Bring a wrapped gift (1 for each person attending-\$15-\$20 value) for Chinese Gift Exchange.

PROPWASH

KR Gathering—September 20-22, 2002

Written and contributed
by Brant Hollensbe



Pilots and builders from across the USA, Canada, United Kingdom, Germany and Australia converged on the Red Oak Municipal Airport for 3 days of fun and flying. Thursday afternoon marked the beginning of festivities with arrival of 3 KR airplanes. This complimented the 2 almost completed KR2 airplanes already on static display in the hangar. A crowd of over 125 people showed up on Friday along with another 4 KR2's and a KR1. All these airplanes were from the western or southern states. Unfortunately a major weather front ran from Mississippi to Canada effectively blocking VFR flight to Iowa from the Eastern states. Two brave Canadian pilot/builders from Toronto flew their 2 KR2 planes around the northern edge of the front and arrived late Saturday afternoon. Friday and Saturday Marty Robbins was giving rides in his O-200 powered KR2 and thrilled the crowds with 230 mph flyovers. Saturday was a day of learning and sharing. A pilot's forum was held, followed by demonstrations on converting VW and corvair engines to aircraft use. A class on fiberglass lay-up techniques was given. Well over 250 people of the KR community managed to attend Sat. afternoon events. A banquet was held Sat evening, which included the traditional KR song. All builders that had completed a plane were brought forward to sing the KR "sanding song". I was told that singing this song is the only fun part of a 100- hour sanding process in turning a chunk of foam into an airplane. Tears filled Jeannette Rand's eyes (the designer's widow) when Larry Flesser sang the 'Dream and the Dreamer' that he composed in tribute to Ken Rand and his wonderful little airplane. Additional pictures are available on the Internet at <http://home.waay.net/~langford/redoak2002/>

KR Gathering next year will be held September 11-14, 2003 in Red Oak, Iowa.



CHAPTER 135 MEETING — November 9, 2002

Regular board meeting was called to order by Bill Gast at 7:03 pm. The evening started out with Navigating your GPS with Steve Truby and Jay Staker. They gave a short presentation about the GPS and it's many uses, and then let everyone try their hand with the one that they had. They had hidden some items outside and let everyone out to try the GPS and see if they could locate the items. It was another excellent presentation by Steve.

There were two guests present this evening: Steve Linengood was here with Gene Larsen. We also had Jeff Davis here who became familiar with our chapter at a Flying Start program in September. WELCOME visitors! We had a few members give a progress report on their project. There was no Young Eagles update, or Tech Advisor information. A reminder by Bill that the Christmas dinner sign up sheet was being passed around, and that we need a final count for the dinner no later than December 1, 2002. If you're planning on joining us at the Christmas party, be sure to contact us by December 1.

T-shirts and polo shirts that the chapter ordered have come in. If you have ordered one, please call or e-mail the chapter (chapter135@aol.com) to arrange delivery.

Meeting was adjourned at 9:00 pm.



ART HARTMAN

“I flew this, the first flying machine ever to leave the ground in the state of Iowa., at the golf course, 1 1/2 mile west of Burlington, IA 5:00 a.m. on May 10, 1910. Five persons witnessed the flight...I built this machine myself at the age of 21, from news pictures I saw of the Bleriot successful flight across the English Channel in 1909.” So wrote Art

Hartman, after his history-making flight. But did you also know.....

- He made his first parachute jump at 10, when he leaped from a barn with an umbrella for a parachute.
- On September 6, 1903, the youth made his first professional jump from a balloon. He was employed by Goddard Balloon Company of Chicago. In those days, a favorite real estate promotion was to print up cards entitling the finder to a percentage off on the purchase price of a lot, and one card entitling the finder to a free lot.
- At 15 he ran away from home to become a balloonist — “aerialist”.
- His mother was opposed to his ambition, so for some years he jumped under the name of A.J. Hart, to keep her from knowing what he was doing.
- Art received the state of Iowa’s first pilots license.
- Seventeen years after he lifted his homemade monoplane off the ground, he founded the Burlington Municipal Airport, which he managed for 22 years.
- He built, flew, and sold airplanes, founding a company called “The Burlington Airplane Company.”
- He was the first person to fly a balloon west of the Mississippi River.
- Made his last flight July 26, 1970, at the age of 82.
- March 17, 1991, Art Hartman was inducted into the Iowa Aviation Hall of Fame
- Died at age 82 on October 10, 1970.

Art’s Memory Jenny, which has been repainted over all those names, and now hangs in the Denver Int’l Airport.



THANK YOU!!!

Thank you to the two Chapter Officers who have put in 2 long years as a board member and officer of Chapter 135, and have decided not to be part of the Board in this next term. Thanks to our never tiring President, Bill Gast, who has actually put in 4 long years, and who has decided to go on to bigger (but not better) things, and to John Kennelly, our loyal and faithful Vice President, who may have just decided he has had enough of us for a while, but I’m sure he’ll be back. (But, John, you gotta get e-mail when you come back, ok?) Both of these gentlemen have dedicated long hours for the chapter, and we appreciate all they have done for us. Hopefully, in the next election, they will choose to be a part of the board again.



HERE’S YOUR NEW BOARD & OFFICERS

- President: Roger Bocox**
Vice President: Paul Steingrabe
Secretary: Donna Bocox
Treasurer: Brant Hollensbe

Board Members

- | | |
|----------------------|------------------------|
| Mike Abrahams | Richard Milburn |
| Gene Larson | Wes Olson |
| Mark Kokstis | Barry Clement |
| Mike Lossner | Jack Arthur |
| Rob Miller | |

PROPWASH

(the following was taken off information a pamphlet I got from Art Hartman's daughter)

1912

WAR DEPARTMENT HAS TEST FOR PILOTS

The qualifications for military aviators follows:

Military aviators must be commissioned officers of the regular army or organized military. To obtain such certificate, the candidate must fulfill the following requirements:

1. Attain an altitude of at least 2500 feet, recorded by a suitable barograph.
2. Make a cross-country flight of at least twenty miles (ten miles going and ten miles returning) at a minimum height of 1000 feet.
3. Make a flight of at least five minutes duration, with the wind blowing at a rate of at least fifteen miles per hour (indicated by an anemometer.)
4. Carry a passenger to a height of at least 500 feet and on landing come to rest within 150 feet of a previously designated point, the engine being completely cut off prior to touching the ground. The combined weight of passenger and pilot must be at least 250 pounds.
5. Execute a volplane from an altitude of at least 500 feet with the engine completely off, and cause the aeroplane to come to rest within 300 feet of a previously designated point on the ground.
6. Make a military reconnaissance flight of at least twenty miles for the purpose of observing and bring back information concerning features of the ground or other matter which the candidate is instructed to report upon. This flight must be made at an average altitude of 1500 feet.

The tests for "Military Aviators" will be conducted under the direction of the Chief Signal Officer of the Army, at such times and places and before such boards of officers, as may be convenient. The mass of officers who qualify and the date of such qualification will be reported to the Adjutant Comrade of the Army.

HARTMAN UPDATE

As most of you know, we are beginning the assembly of the Hartman at Mark Kokstis. He has a large "barn" he has built, and is allowing us to use. As of this writing, Mark needs help completing a few things in the "barn" that will help him. He has been generous enough to let us build it there, I feel we should take the responsibility of helping Mark when he needs it. He needs help with hanging the ceiling, which will help hold in the heat that he has installed in the flooring. He also needs help with a couple of other projects, so please call Mark (number below) and see what help he needs, so we can continue to have a place to build our project.

There is a work party at Mark's home every 1st and 3rd Saturday of the month. There may be others, so you need to call Mark and ask. However, on December 7th and December 21, there's work party at Marks. Starts 10:00 am till?? Here's a map on how to get to Mark's for those of you that are not familiar with where Mark lives at 1818 Fulton St. Carlisle. His phone number is: 961-2816.

***LET'S MAKE THIS A
CHAPTER PROJECT!!***

Mark
Kokstis
1818 Fulton
Carlisle.
Take 5 to
Carlisle to
S23. Turn
south on
S23, go
through
Pamyra and
one mile out
of town, turn
right on
Fulton.



We've Got Shirts!

If you ordered a chapter polo or t-shirt, they are in. If you didn't order one, there may be a couple extra, but don't delay too long. The t-shirts are only \$15 and polo's are \$25. It's for a good cause, so we would really like each member to have a shirt. These can be worn at Young Eagles events, and Flying Start, and will portray a sense of unity for the chapter. Call Donna or a board member to order. Hurry, we're almost out!

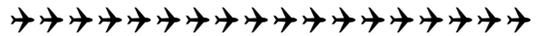
Anyone you know???.

A man walking in the city was accosted by a particularly dirty and shabby bum, who asked him for a couple of dollars for dinner. The man took two dollars out of his pocket, and asked, "If I gave you this money, would you take it and buy whiskey?" "No, I stopped drinking years ago," the bum said. "Would you use it to gamble?" asked the man. "I don't gamble — I need anything I can get just to stay alive." reported the bum. "Well, would you use the money for greens fees at a golf course?" the man asked. "Are you nuts?" asked the bum. "I haven't played golf in 20 years." The man finally said, "I am not going to give you \$2.00. Instead, I am going to bring you to my home, for a terrific home cooked dinner by my wife." The bum was astounded. "Won't your wife be furious with you for doing that? I know I'm dirty, and I probably smell lousy." The man replied, "That's OK — **I just want her to see what a man looks like who's given up drinking, gambling and playing golf!**"

What's Going On

December 8, 2002—Chapter 135 Christmas Party at Willow Ridge Golf Course. Starts 5:00. **Bring a wrapped gift, marked M(ale) F(emale) or G(eneric) for Chinese Gift Exchange. Bring one gift per person attending.**
December 23, 2002—Board Meeting 7:00pm
December 7 & 21, 2002 — Hartman Work Party at Mark Kokstis. See map for directions.
January 11, 2003—Chapter 135 Meeting 7:00 pm at Exec. I, Ankeny Airport.

Get to Know your Members



Mike Lossner



As many of you already know, Mike (aka Mikey) was born into aviation. His parents, Harold and Janet Lossner, are aviation "pioneers" in the Des Moines area. He took his first flying lesson in the fall of 1968, and received his private in September 1970, all in the family Meyers OTW Biplane. He purchased his first plane in summer 1968, wrecked, for \$175, finished its rebuild in 1970, and owned it for 32 years. He has owned a Cessna 120 (and says he should have kept it), a Piper Tri-Pacer basket case, and now a highly modified Piper PA-17 Vagabond. He works as an A&P, IA at Des Moines Flying Service. His three children are all grown, with Jennifer in Huntington, WV, Nicole in Springdale, AR, and John at A&P School in Tulsa, OK. His first grandchild came along a year ago, and he says he's loving this "grandpa thing"!

Having been involved in EAA since around 1970, he joined our chapter about 5 or 6 years ago, to get back involved in basic flying after a divorce. When asked what he feels the biggest changes in the chapter have been, he feels it is the fact that more people seem to be working on, completing, and flying their projects. This fact keeps him motivated to continue on his projects. Currently he figures his project is trying to keep the Vagabond in the air.

For those people thinking about joining the chapter, he says "DO IT. Become active, get to know others, because we all have the same basic interest, and that is aviation., If you want hands on stuff, we have a good program with the Hartman Project. We also have a good Young Eagles Program. If you want to become part of the group, and become involved, we have stuff you can get involved in." He also added, "We are a chapter, all of us different, with the love of aviation/ flying bringing us all together for the good of each other and sport flying."

PROP WASH

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The Leader In Recreational Aviation

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