

Cockpit Chatter

By Roger Bocox

First, I would like to apologize for not being able to attend the meeting on the 11th of January. You would think that since you elected me to this position that I would, at least, show up at the meeting. Sorry. I just had a conflict with my company's annual holiday party. Being a manager there, I am somewhat obligated to show up.

The holidays are finally over, and we now, generally, hunker down and do some building in the shop. It seems like flying is not quite so enjoyable when it is so cold outside. We just tend to put flying aside until it get warmer. I would like to challenge each of you to make an attempt to get out this winter and do some flying!! I was up the other day. Once you get past the initial cold of getting the plane preflighted and warmed up, it is a pretty wonderful time of year to go flying. The wind is usually not too strong, and the performance is awesome! In this dense air, the plane climbs like a jet. (compared to a hot summer day) There is even minimal thermal activity, so the ride is, generally, smooth as silk.

I haven't been working on the RV-6A much do to the holidays and the cold. I think that I am ready for the FAA to check it over, but I may just wait until spring. There are a few small things to take care of, but none of those should affect an FAA inspection. How are you doing on your project? It seems like we all run in cycles. We work hard for a while, and then we are stopped from getting anything done for a while. I try, (sometime not successfully) to get some little thing done each day or each week just to keep the project

moving forward. The trick is to not make one step forward and then 3 steps backwards. Just try and get a little bit done each week.

It appears as if we will have the opportunity to have the EAA's B-17 in Des Moines this spring. We will need a committee to organize the rides in the B-17 and also the viewing of the plane. A board member may ask you to volunteer your time for this worthwhile endeavor. Please find a small amount of time to be of assistance if asked. Thanks.

The 1910 Hartman is coming along nicely. We now have a well lit, heated workplace that is just perfect for the project. It should work out nicely. We still could use some help on the 1st and 3rd Saturdays of each month at Mark Kokstis' house to work on the plane. Please try and come now and again to be of assistance. See an update of the project here and on page 2 of the newsletter.



The program for this month's meeting will be a presentation being put on by Gerald Clark. Gerald is going to discuss with us the building and flying of his Fock-Wolfe FW-190 and some of the problems that have cropped up. He will also discuss the Replica Fighter Association, what it is and what it is doing. I am a member and it is a great organization. Basically, with the cost of operating the "Warbirds", and the insurance and parts problems, it may not be too long before the "Replica Fighters" may be the only "Warbirds" still flying.

See you at Ankeny on the 8th

Chapter Location Update

According to the members who filled out our questionnaire, here's where they felt they wanted a chapter home location. I am listing them in order of most votes:

1. Ankeny Airport
2. Morning Star
3. Todd's Field
4. Nash Field
5. Dallas County Airport
6. Airplane Supermarket
7. Off Airport Location
8. Des Moines Airport
9. Adel Airport
10. Winterset

The chapter has contacted Morning Star. A meeting was attended and Morning Star informed us that they could not rent space to a "group" only an individual. Even if an individual from the chapter purchased a hangar, there could not be meetings held in it. Therefore, that location was crossed off our list and not meeting our needs. The chapter then contacted Ankeny Airport. The airport is controlled by the Polk County Aviation Authority. We will be attending the meetings they hold for the next few months. Next meeting is February 6, 2003 at 5:00 pm for anyone interested in attending. We are also in the process of contacting Nash Field, to find their requirements. Will continue to update next month.

HARTMAN UPDATE

We are starting to get the plane put together. It is actually starting to look like something. Although we have just one wing panel about done and the fuselage laid out, many of the construction details have been worked out. Among these are: 1.) how are the fuselage braces held together? 2.) how large should the attachment u-bolts be? 3.) What size should the wheels be? 4.) Guy Wires? 5.) turnbuckles? 6.) Covering for the wing and tail?.

Well, most of these items have been decided upon. It made no sense to go further with the assembly until these issues were resolved. The biggest was the U-bolt attachment system for the bracing in the fuselage. After much discussion we came to a consensus that the u-bolts should be square in shape and be made out of 1/8" all thread rod. We also decided upon the turnbuckles and the guy wiring bracing. All of the parts needed have been ordered and should be here by the February meeting. We are planning on painting the hardware black. This seemed to be what was done quite a bit at the time the original plane was built. Therefore, the fuselage framing should go quite quickly as soon as the hardware comes in.

Mike Abrahams has found drawings for two different models of the engine that might have been used. He is working on the design of how to build up the mock up of the engine. He even has a line on an actual brass carburetor that was used on the engine?

Donna and I received a wonderful card from Marguerite Jankowski (Art's daughter) and Joan Knotts (Art's Granddaughter) for Christmas. In the card was a swatch of the original covering material and thread used on the original 1910 Hartman. This is great!! Now we don't have to guess as to the covering. I would like to heartily thank the entire Hartman family for all of their help and support in this endeavor. Donna and I have met many of the family, and we were well received by each one and they are great people!

As you can see from the pictures, the left wing is nearing being framed, except for the wingtip. There is still some deciding on the actual shape to be done before we start putting it together. As soon as that wing panel is complete, we will pull it off the table and start the right wing half.

I want to, personally, thank everyone who has come down to Mark Kokstis' place in Palmyra to work on the plane. Things don't always go as fast as we would like, and we have been short of some parts, therefore, things did not go to swiftly at times. Again, everyone is welcome to work. You don't need to be a whiz at building, just willing to do what you are asked. Wear some old clothes and plan on getting a little dirty—especially your hands.

As a sideline note, Paul Steingrabe donated a bottle of "Gorilla Glue" to the project. (Thanks, Paul!) This is supposed to be the latest and greatest glue for general cabinetry woodworking. The stuff is pretty neat. It is kind of like the old urea-formaldehyde type of glue where you put the glue on one piece and then wet the other side—then place them together. The glue foams up in about 15 minutes and fills gaps, but it also foams out of the joint readily. You don't need to use much glue. If you do use too much, you will have a mess to clean up. Also, the stuff is impossible to get off of your hands after it sets up. I tried acetone, alcohol, naphtha, lacquer thinner, paint thinner, mineral spirits, even Goo Gone. Nothing worked. Just a word to the wise—wear gloves or plan on having black



PROPWASH

Thank you to Paul Steibgrabe for providing the following actual logged maintenance complaints by Qantas pilots and the corrective action recorded by mechanics. (P stands for Problem the pilots entered in the log, S stands for the Corrective Action taken by mechanics)

P: Left inside main tire almost needs replacement.
S: Almost replaced left inside main tire.

P: Test flight ok, except auto land very rough.
S: Auto land not installed on this aircraft.

P: Something loose in cockpit
S: Something tightened in cockpit

P: Auto pilot in altitude-hold mode produces a 200fpm decent.
S: Cannot reproduce problem on ground.

P: Evidence of leak on right side main landing gear.
S: Evidence removed

P: DME volume unbelievably loud
S: DME volume set to more believable level

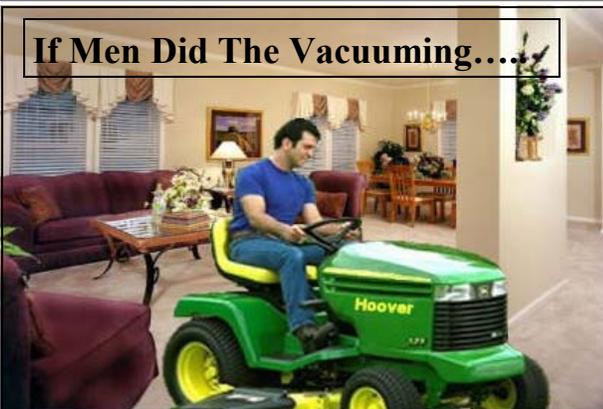
P: IFF inoperative
S: IFF always inoperative in OFF mode

P: Suspected crack in windshield
S: Suspect you're right

P: Number 3 engine missing (pilot meant engine was not running smoothly)
S: Engine found on right wing after brief search

P: Aircraft handles funny
S: Aircraft warned to straighten up, fly right, and be serious.

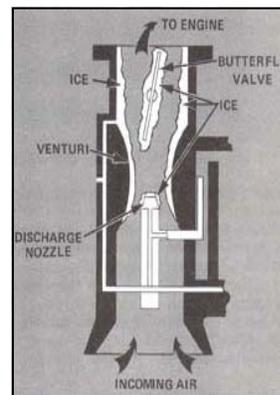
P: Radar hums
S: Reprogrammed radar with words



THE LOWTIME PILOT

By Brant Hollensbe

This month, I want to talk about carburetor icing, the most common form of power plant icing. As air is drawn through the venturi of the carburetor, a low-pressure area is formed just above the discharge nozzle. Atmospheric pressure forces fuel droplets out the nozzle and into the air stream of the venturi where the fuel is vaporized. The temperature of the air/fuel may drop as much as 70°F as it passes through the carburetor due to the cooling effect of the fuel vaporization. If the carburetor temperature drops to 32°F or below, the moisture in the air may turn to ice and coat the walls of the venturi. This ice will partially obstruct or completely block the flow of fuel into the venturi, creating a loss of engine power. Carburetor ice can form anytime the outside air temperature is between 20°F and 90°F but is most likely to occur at 40°F to 65°F under moist conditions. As engine power is reduced for descent, the engine will cool quickly creating ideal conditions for icing to occur. Carburetor heat should always be applied when power is reduced. Carburetor heat introduces warm air into the carburetor to prevent and melt any ice that may have formed. It may take several minutes for the carburetor heat to melt any accumulated ice, during that time the engine may run rough with loss of power. Remember to use your carburetor heat before reduc-



In the days of the Wild West, there was a young cowboy who wanted more than anything to be the greatest gunfighter in the world. He practiced every minute of his spare time, but he knew that he wasn't yet first-rate and that there must be something he was doing wrong.

Sitting in a saloon one Saturday night, he recognized an elderly man seated at the bar who had the reputation of being the fastest gun in the West in his day. The young cowboy took the seat next to the old-timer, bought him a drink, and told him the story of his great ambition. "Do you think you could give me some tips?" he asked. The old man looked him up and down and said, "Well, for one thing you're wearing your gun too high. Tie the holster a lil' lower down on your leg." "Will that make me a better gunfighter?" asked the young man. "Sure will," said the old-timer. The young man did as he was told, stood up, whipped out his colt 44 and shot the bow tie off the piano player. "That's terrific," said the cowboy, "got any more tips for me?" "Yep," said the old man, "cut a notch out of your holster where the hammer hits it. That'll give you a smoother draw." "Will that make me a better gunfighter?" asked the younger man. "You bet it will," said the old-timer. The young man took out his knife, cut the notch, stood up, drew his gun in a blur, then shot a cufflink off the piano player. "Wow!" said the cowboy, "I'm learning something here, got any more tips?" The old man pointed to a large can in a corner of the saloon. "See that axle grease over there? Coat your gun with it." The young man went over to the can and smeared some of the grease on the barrel of his gun. "No," said the old-timer, "I mean smear it all over the gun, handle and all." "Will that make me a better gunfighter?" asked the young man. "No," said the old timer, but when Wyatt Earp gets done playing the piano, he's going to shove that gun up you're a—, and it won't hurt quite as much."

Chapter 135 Board Meeting January 27, 2003

Chapter Board Meeting was called to order by Vice President Paul Steingrabe at 7:10 pm. Although Paul had no Open Houses coming up, the following meetings and Open Houses were scheduled: March 15 would be Gene Larsen's Open House at his home from 2-5 pm. He noted that fly-ins could go into Harlan and he would arrange for them to be picked up. April 26 would be Bill Gast's Open House at Guthrie County Airport. He'll have the RV there. February 15 Mark would like the work party to help move his airplane up to the shed. February program will be Gerald Clark from Osceola Chapter 1143. No other programs are scheduled. Donna passed around an update on the Chapter Home Finding. Board passed a motion to pursue garage space rental at Ankeny Airport that Rob suggested. Paul to check it out and call Donna with details. Brant gave treasurers report. The Young Eagles report was by Mike A who read Alan Core's e-mail announcing June 6-8 Modelaires event at Water Works Park, and June 15-17 at Aerospace Camp. NOTE: Wes will be building ribs there, and will need help. Please call Wes to volunteer (279-3847). Directors reporting were: Mike A had info on what the Hartman engine would look like that he passed around. Barry suggested we start a book raffle at the meetings to help raise money. Bring the book to raffle to the board meeting, so that it can be posted in newsletter. Mark thanked everyone for all their help. Wes suggested to Donna to keep track of how long each board members term is. Bill stated he will take over payment on Web site for this year, and that he will become the Webmaster. Under Old Business, Bill reported that he has requested a copy of our insurance policy from EAA headquarters. He is also requesting an opinion from the insurance company on the scales. Bill will pursue this problem. John Nelson was appointed by the Board to be the B-17 coordinator when it is here May 5-8, at the Ankeny Airport. Rides will be available the 6th & 7th. John briefly gave an outline on how the event is run. More info to follow in subsequent newsletters, however **WE WILL NEED HELP ON THOSE 2 DAYS. EVEN JUST A COUPLE OF HOURS. There will be booths to man, tickets to sell, etc. PLEASE BE SURE TO CONTACT JOHN NELSON, or ROGER BOCOX TO BE PUT ON THE VOLUNTEER LIST. Remember the chapter makes money off of this, and we all benefit. Don't be afraid to donate some of your time to this terrific event. We don't get the B-17 here very often.** Meeting was adjourned at 8:40 pm.

Chapter 135 Meeting January 11, 2003

Meeting was called to order by Past President Bill Gast. (New President Roger Bocox was attending a business function). Bill passed around a letter from Art Hartman's grand daughter received by Roger Bocox, regarding fabric she had located that Art had used on his original project. Bill also informed the membership about the problems the chapter has incurred regarding the scale rentals with EAA National. The B-17 is coming to Ankeny May 5-8, 2003. John Nelson will be the coordinator and Chairperson for the event. We need volunteers, especially May 6 and 7th. Young Eagles report by Alan Core stated that 11 YE were flown in Indianola 2 weeks ago, and 7 Young Eagles were flown in Atlantic on 2nd weekend in December. New Visitors at the meeting were: Colin Boatwright, and Joel Seiberling, Andrew Mager, Dan Folkers (building a Hi Max), Bob Sutton (member of Northfield and building a BD-4), Frank Larick building a Starduster II, and Kevin Horn.

Calendars and shirts were available for members to purchase. Bill awarded Denise Core with a Spark Plug award for her "Outstanding Young Eagles Ground Crew Work". The program for the evening was presented by Rob Miller on aircraft lubrication. He brought with him numerous damaged engine parts created when the proper lubrication was not administered.

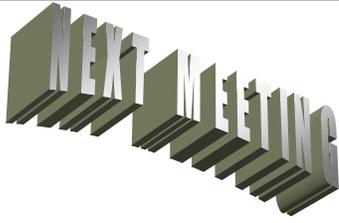
Meeting adjourned at 9:10 pm.

Rob Miller presenting his program on aircraft lubrication. (and praying to the airplane Gods)



Denise Core receiving the "Spark Plug Award" at chapter meeting.





February 8 , 2003, 7:00 pm
Exec I — Ankeny Airport
Gerald Clark, President EAA Chapter 1143
from Osceola, will be our guest. He will talk to
us about the Replica Fighter Association.

What's Going On

February 5, 2003 — Fly-In Soup Feed, 11am-3pm, Harlan Airport, Harlan, IA

February 8, 2003 — EAA Chapter 135 meeting at Ankeny Airport, Exec I, upstairs. 7 pm

February 1 & 15, 2003 — Hartman Work Party Mark Kokstis (See map below)

April 8, 2003—Sun n' Fun

April 7-27, 2003—Aviation World's Fair, Newport News. Williamsburg, PA

May 5-8, 2003 — B-17 in Ankeny, IA. Arrives May 5, approx. 2:00 pm. May 6, Open House, Media, Rides.

May 7, rides. May 8, departs for Minneapolis, MN John Nelson to chair the B-17 event.

May 11, 2002—Fly-In, Osceola, IA. Time and details later.

May 10-11, 2003 — 3rd Annual Wings Over Topeka Air show. Forbes Field. Featuring the US Navy Blue Angels. FMI contact MSgt Kevin Drewelow 785-861-4535 or Kevin.Drewelow@kstope.ang.af.mil.

May 16-24, 2003 — 24th Annual EAA Rocky Mountain Regional Fly-In, Longmont, CO www.rmrfi.org.

June 14, 2003—International Young Eagles Day.

July 29-Aug 4, 2003—AIRVENTURE 2003

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, going approx 1 mile.

Don't follow the left curve sign that you come to, go straight. House is 1st on left, past the "curve" sign



Know your Members



Barry Clements



Barry Clements is 49 years old, married to Kathleen, and has 2 sons, ages 18 and 13, and a daughter 12. He has been a mechanic for the city of Des Moines for the last 22 years. Like many other members, he joined the chapter to build his own plane. As far back as he can remember, he has had an interest in airplanes. That's what prompted him to join Chapter 135 and EAA, in 1982. Currently his project is a Glasair II FT, that he started building in 1985, and is still in the process of finishing it.

When asked what he felt the biggest changes in the chapter have been, since he joined it 20+ years ago, he responded, "We have had so many new faces come and go into the chapter." Although having new faces is a great asset to a chapter, it is the chapters responsibility to try and keep as many of the new faces coming back each month to the meetings, and becoming involved in chapter functions.

We asked Barry what advise he would give people thinking about joining the chapter. He responded that he felt our chapter was made up of many diverse people, and each persons special attribute can only be discovered by time. Therefore, if you are thinking of joining our chapter, come to a few meetings and get to meet all the different members. Don't judge the chapter by merely attending just one of the meetings. You must attend several before you can make a decision to join or not.

He also added, that he enjoys coming to the meetings each month, especially to hear the humorous comments that so many of the members are able to add in each meeting.

PROP WASH

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The Leader In Recreational Aviation

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