

Cockpit Chatter

By Roger Bocox

Well, it has been quite a February so far. The meeting on the 8th went well, and I would like to thank Gerald Clark for his excellent program on the Replica Fighters Association. Gerald went through what the organization was and some of the planes that the group is building. He even brought in plans for a ½ scale P-47 that he had. The plans are full sized and we laid them out on the floor for all to view. It is pretty rare to see plans such as this full sized. Usually, you get 11 X 17" plans in a book that you have to draw up into full sized plans to make each piece. This is one of the nicer things that WAR does with their plans.

I hope that everyone got through the bad weather that came Friday evening the 14th. It sure did hit central Iowa hard, didn't it? After hunkering down in the shop all day, I finally got out Saturday afternoon to clean up the mess in the driveway and sidewalks. I got a lot accomplished working on the FW-190, though. I have the top of the left wing fiberglassed and the wing root fairing all glassed in. I permanently mounted the stainless steel exhaust heat shields into the sides of the fuselage and got them faired in. There sure is a lot of foam to install and sand! One thing sure about the WAR FW-190 is that building one sure is a messy proposition! I have dust all over the shop—not only from the foam, but from sanding the fiberglass. I put the fuel tank back into the top of the fuselage and got it partially faired in properly. I also ordered some more epoxy glue and some wood for the Boredom Fighter. I am one of those people who just has to always be building something.

When I get bored building on the FW-190, I can keep interest by working on wing ribs for the Boredom Fighter. I talked to Jerry Grogan at the Chapter 1143 meeting in Osceola last month and I think that Jerry will make up the metal fittings for the Boredom Fighter. I sure hope that this all works out, as the biggest part of the plane is the multitude of small metal fittings that are needed with a biplane. With the fantastic job that the Grogans do on metal fittings, I am sure that the fittings will be too pretty for me to put in an old looking biplane. I may just have to hang them up in the house. (P.S. don't tell Donna)

It looks like the EAA's B-17 will be here the first full week in May. The B-17 will be at the Ankeny airport in the same spot that we had it the last time it was here. John Nelson is in charge of coordinating everything about the 4 days that it will be here. Kudos to John for taking this on. We are hoping to get good press coverage from the local TV stations and maybe even a segment on "Living In Iowa" hosted by Paul Berg. John is looking into all of the possibilities.

We could still use some help while the B-17 is here. A lot of folks have signed up already to help, but the more the merrier and everyone should have a great time. Also, think about taking a ride on the B-17. This may be a once in a lifetime experience for you. The cost is \$350 and another \$150 if you want one of those nifty green flight jackets. You could hint to your spouse that this would make a great birthday present or whatever—or you could just treat yourself. Either way, everyone wins! This is one way that you can support the chapter.

Donna and I are just about on our way to Cozumel, Mexico for a week of R and R in the sun. See you when we get back at the next meeting in March.

Remember, it only takes two things to fly:

AIRSPPEED and MONEY!!!

Editors Note: Roger: How come you haven't gotten "bored" enough to finish the RV?

10 Great Pilots

In no way are they in order of “greatness”, just a list of “10 Great Pilots”

1. **James H. Doolittle** In 1922, Lieutenant Doolittle made a solo crossing of the continental United States in a de Havilland DH-4 in under 24 hours. Two years later he climbed to 10,000 feet in a Curtiss Hawk, pushed the stick forward until he saw red, and performed the first outside loop.

2. **Noel Wien**

In the 1920's, almost single-handedly, Wien introduced the airplane to Alaska, and for the next 50 years aircraft became the primary mode of transportation there. Arriving in Anchorage in 1924 at 25 he had an open cockpit Standard J-1 bi-plane. As the only pilot there, he flew many “firsts” including being the first in Alaska and Canada to fly north of the Arctic Circle. He flew everything and everybody to everywhere, and he stopped counting flight hours at 11,600.

3. **Robert A. Hoover**

After his Spitfire was shot down by a Focke-Wulf 190 over the Mediterranean in 1944, he spent 16 months in prison in Barth, Germany. He escaped, appropriated an FW-190 (which he had never flown) and flew to safety in Holland. After signing up in the Army Air Forces as a test pilot, he became great friends with Chuck Yeager. Hoover became Yeager's backup pilot in the Bell X-1 program, and flew chase in a Lockheed P-80 when Yeager first exceeded Mach 1.

4. **Charles A. Lindbergh**

The man who gave aviation its biggest boost since the Wright Brothers, started in aviation as a wingwalker and barnstormer. After his solo nonstop flight from New York to Paris in 1927, he continued doing “survey” flights. In 1931 he and his wife Anne Morrow, set out in a Lockheed Sirius to establish the shortest air route from NY to China. Two years later the pair scouted out north and south Atlantic cities for operational facilities on Pam Am's transatlantic routes. In 1944 Lindbergh tested the Vought F4U Corsair in the field — the Solomon Islands in the South Pacific — and flew several missions with the US Marines, downing a Japanese Zero.

5. **Charles E. Yeager**

Yeager trained as a test pilot in the AAF after the war, at Wright Field in Dayton, Ohio, where he got to fly the first jet fighter, the Bell P-59, which he took on a joyride, flying low over his hometown in West Virginia. Yeager went on to Muroc Field in California, where he met Bob Hoover. On October 14, 1947, ignoring the pain of two cracked ribs, he reached Mach 1.07, and lived to tell about it. In addition to the X-1, he has flown the Douglas X-3, Northrop X-4, and Bell X-5, as well as the prototype for the B-47 swept-wing jet bomber. When he stopped test flying in 1954, he had logged 10,000 hours in 180 types of military aircraft.

6. **Scott Crossfield**

Scott offered to fly the first Bell Experimental Sonic XS-1 FREE on it's maiden flight. That didn't happen. In 1950 he went to Edward AFB in California to fly the newest X planes, including X-1, Northrop X-4, Douglas D-558-ISkystreak, & D=558=II Skyrocket, the Convair XF-92A. He made 100 rocket flights in all, and on November 20, 1953, he took the D-558-II to Mach 2.04, becoming the first pilot to fly at twice the speed of sound.

7. **Erich Hartmann**

Erich flew only one aircraft type, and did almost all of his flying during WWII. However, he downed 352 enemy aircraft, earning him the title “Greatest Ace of All Time, No Kidding” His technique was to fly so close to the enemy, in his Messerschmitt Me 109, he couldn't miss.

8. **Anthony W. LeVier**

Along with the P-38, the U-2 and the SR-71, Tony was one of Lockheed's most prized legends. On one flight, in a 60 degree dive, at over 500 mph initiated at 35,000 feet, the airplane started to nose over. LeVier hauled back on the stick. What saved him were the dive recovery flaps that were installed to prevent this problem. He regained control at 13,000 feet. He was the first to fly the XF090, the YF-94 Starfire, the XF-104 Starfighter, and the U-2. In 1950 he piloted the first Lockheed aircraft to surpass Mach I, an F-90.

9. **Jean Mermoz**

In January 1921, on his third try, Jean got his pilot's license. Three years later he set out to create an airmail line linking Europe with Africa and South America. In 1928 he made the first South American night flight from Natal in Brazil to Buenos Aires, along a route unmarked by beacons. Mail delivery was no longer restricted to daylight only. In 1930 he bridged the Atlantic, through 1900 miles in 19.5 hours, with most of the time flying at night.

10. **Jacqueline Auriol**

As the daughter in law of the president of France 1947, 1954, Jacqueline learned to fly to escape the stuffy protocol of the Palais Elysee. She had a passion for aerobatics. After a crash of a Scan 30 amphibian, as a passenger, she faced 22 surgeries to put her face back together. When she recovered she earned her helicopter rating, and in 1950 she became first woman pilot admitted to France's military Flight Test Center. Auriol broke Jacqueline Cochran's record, set in a P-51 Mustang, by flying a Vampire jet at 508 mph. She set a new record in 1952 in a Sud-Est Mistral, again in 1953 in a Dassault Mystere IV, and in 1955 she reclaimed the record from Cochran in a Mystere IV N. For the last 3 she was awarded the Harmon Trophy for the greatest aeronautical feat of the year — in 1952 at Cochran's request.

PROPWASH



YOUNG EAGLES

By Alan Core

Yes, Virginia, it really will get warm enough to fly someday!! :) We have two larger scale opportunities to fly Eagles coming up later this year. This is the make or break year for YE, you know.

The first chance to influence the younger generation comes June 6, 7, & 8 at Water Works Park (Des Moines) with the Modelaires. They are having a fair to promote their hobby and we are invited to man/woman a table. Since this event is scheduled from 9 to 5 each day, we will need many volunteers to help at the Park and the airport. They would like us to fly kids those days from DSM airport. Any pilots interested in operating out of DSM for this??? Depending on level of interest and time frames, we may choose to fly from other less congested local airports.

The second event is in Boone, June 15, 16 & 17 for the Aerospace Camp attendees. There will be approximately fifty 9 to 12 year olds who may want an airplane ride during the evenings from 5 to 8 pm. This is tentative as they are still working on the organization of the event. If we can fly 15 each evening, that would work out well.

Please e-mail me (indypurr@juno.com) on which dates you will be attending. We need lots of help for the Water Works Park/Modelaires event. It's early enough to plan for some of you to take part of a day off of work to help. We want to make this event as much of a success as possible.

THANKS FOR YOUR CONTINUED SUPPORT!!

THEY FLEW 10 FOR 2002



Just to show you that Alan and the rest of the Young Eagle "regulars" set a good example, here's a list of which members in our chapter flew at least 10 YE in 2002.

☺	Mike Abrahams	Bill Gast	☺
☺	Jack Arthur	George Durban	☺
☺	John Barcus	Lyle Persels	☺
☺	Alan Core	Dave Stilley	☺

THANK YOU FOR SUPPORTING Young Eagles!



Wing Span: 103'9" Length: 74'4" Height: 19'1"

The B-17 WWII "Flying Fortress" will be at the Ankeny Airport May 5-8, 2003. This is a chance of a lifetime to see and ride in a fully restored B-17. Our chapter will be hosting the event, and WE NEED VOLUNTEERS to help during the two days it will be here. Help in coordinating this effort, to make it a success. Even if you can't work the entire time, volunteer for a couple of hours. Those that are interested in riding in the B-17 here are a few facts:

- * There are two flight experiences: \$350 each—for current EAA members and their immediate family.
- * \$395 each for non-EAA members.
- * EAA members may gather six (6) people (members and/or non members) on a flight and receive the 7th seat "free".
- * There are 7 seats to choose from, 3 in the aft compartment, 3 in the radio room and 1 in the cockpit for each flight. You may move around the plane during flight.
- * Each flight experience lasts about 40 minutes, with about 25 minutes of actual flight time. Flights are usually at an altitude of 1000-2000 feet.
- * After the flight, you have the option of purchasing a flight jacket for \$150. You will be fitted for the jacket after the flight.

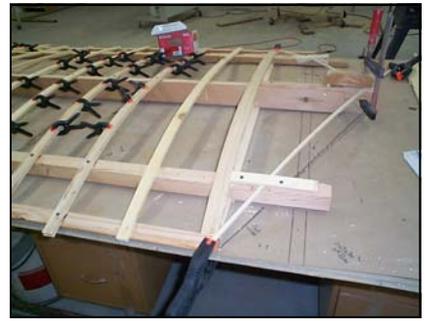
B-17 coordinator is John Nelson. Ph: 515-276-7646. Please contact John to help. This is an excellent money making project for the chapter, BUT WE NEED EVERY-ONES HELP!! We will also need an additional vehicle for the crew to use when they are here, if anyone has one for their use please contact John.

LET'S MAKE THIS A HUGE SUCCESS!

PROPWASH

HARTMAN UPDATE

From the pictures in last month's newsletter, you can see that the plane is coming along. We have the left wing completed, except for sanding and varnishing and a few touch up items. The wing tip is on and it looks like the thing might even fly! We were waiting for the hardware to come in. Mark Kokstis was ordering some threaded rod, nuts, washers, and music wire from Chicago. This stuff arrived the week of the 9th. We were planning on working at Mark's house on Saturday, until the blizzard hit. I went over to Mark's on Sunday to do a few things and between Mark and I, we got the fuselage bottom and the top frame put together. There are a lot of the threaded rod u-bolts in the fuselage, and each one has to be heated up with a torch to bend the U into the rod. We dry fit the frame together, and it is extremely strong. I don't even think we need to glue it. Once the bracing wires are on and the entire frame is tightened up with the tiny turnbuckles, it should be very rigid. Hats off to Art Hartman to dream up the triangle shaped fuselage! It is very strong—even though it is very difficult to build. Everything is on an angle of some sort. Most of the angles are 5 degrees off of square, but that is not exact in some cases. Anyway, we should have the fuselage framed up in the next couple of outings to Mark's. Still could use help on the first and third Saturday of each month working on the plane. Remember—many hands make light work!



Art Hartman's grand-daughter, Joan Knotts may donate the 6-1/2 yards of the original material to us for this project. That would be really neat to have about half of the plane covered in the original material. That amount would cover a little more than one wing panel. We would have to spend some time matching the material. Please contact Donna in the next couple months, and see if you can find matching material. Maybe you could talk some fabric place into donating the material!

WANTED: CHAINSAW SHARPENER

After a jealous husband found out his wife was having an affair with her flight instructor, the husband took his chainsaw and put a new design on the instructors personal aircraft.



Chapter 135 Meeting February 8, 2003

While the Secretary was laying on the HOT beach in Cancun, Chapter 135 had their regular meeting in COLD Des Moines, IA. Meeting was called to order by the new President, Roger Bocox. Brant gave a Treasurer's report. Mike Abrahams ran the raffle for several books that were donated. Next months raffle will be the material that is sewed inside the jackets of our pilots going over to Iraq. Guest and speaker, Gerald Clark, gave a flight advisors report. He recently inspected a Z Max and a 51/51 airplane. There was a Hartman update where Mike Abrahams reported he obtained a brass carb and spark plugs for the replica. He still needs a magneto, like a Bosch or Edison. Roger passed around an example of a U-bolt joint being used in the Hartman plane. He updated the membership on the progress being made at Mark's on the Hartman. Roger and Brant encouraged members to come out and help with the project.



The EAA's B-17 WWII Bomber will be coming to Ankeny on May 5,6,7 & 8. The chapter needs volunteers to staff this event. John Nelson is the chairperson. Please contact John to volunteer.

Paul Steibgrabe reported that he has applied for a garage on behalf of the chapter at the Ankeny Airport. When one becomes available, the chapter will have the opportunity to rent it.

Various members presented their progress reports.

Guest speaker, Gerald Clark, EAA Chapter 1143 in Osceola presented an excellent program on the Replica Fighters Association. This organization builds replicas of WWI and WWII planes in order to preserve and generate interest in historically significant military aircraft. Gerald pulled out full sized plans of a P-47 to show the group. Meeting adjourned at 8:35 pm.

NEW WEBSITE for HOMEBUILDERS

www.homebuiltairplanes.com is a new website centered on homebuilt aircraft and the techniques for building and flying them. Check it out, you might find it a great format for Experimental Aircraft builders. Once logged in, you can swap ideas, share stories, post pictures, publish technical data etc. There is a "For Sale" area, as well as a "Parts Needed" list.

What's Going On

- March 8, 2003** — EAA Chapter 135 meeting at Ankeny Airport, Exec I, upstairs. 7 pm
- March 1 & 15, 2003**— Hartman Work Party Mark Kokstis (See map below)
- March 15, 2003**—Open House at Gene Larsen's. 2-5 pm. You can fly into Harlan airport, and he'll arrange transportation.
- April 2-7, 2003**—Sun n' Fun - Lakeland, Florida
- April 26, 2003** — Bill Gast Open House at Guthrie County Airport. 2-5pm
- 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@kstop.eang.af.mil.
- June 6-8, 2003**—Modelaires fair at Water Works Park. Fly YE all day long, each day.
- June 15-17, 2003** — Aerospace Camp in Boone. Fly YE 5-8pm each day.
- June 14, 2003**—International Young Eagles Day.
- July 29-Aug 4, 2003**—AIRVENTURE 2003
- August 22-24**—Replica Fighters Fly-In weekend, Osceola.

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 "curve" sign.



Chapter Location Update

Here's how the questionnaire for chapter home location tallied up in order of most to least desired locations:

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

Paul Steingrabe has added our Chapter name to the list for garage space at the Ankeny airport. When one becomes available, we will have the option of renting it, and using it for storage, and possibly meetings during the warmer weather. Roger and Brant went to the Polk County Aviation Authority, which controls the Ankeny Airport, meeting on February 6th. We hope that by cultivating a friendly relationship with the Aviation Authority, they may aid us in our search for a home. The meeting went a quick 45 minutes. A number of businesses have purchased or leased land next to the airport with the intention of housing their airplanes there and having a gate to access the airport runways. With the new security, this is all but impossible. The Aviation Authority is keenly aware of the corporate aircraft based in Ankeny. Each month they track how many new corporate planes have made the airport their permanent base. The Authority is aware of the shortage of hanger space and is looking into a proposal by Erect-A-Tube Corp. for 10 nested T-hangers. Roger informed the chairperson on the need of building lower cost hanger space, and the chairperson replied that that seemed impractical since there is already a great demand for the current hangers and they are value priced. The current hangars should go for 50 to 75 dollars more each month based on electrical usage during the winter. We will keep you posted as we attend further meetings.

OPEN HOUSE GENE LARSEN
MARCH 15, 2003 2-5 PM

DIRECTIONS

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.

PROP WASH

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The Leader In Recreational Aviation



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