



PROPWASH EAA Chapter 135

BOOK 5, CHAPTER 5

MAY 2003

Cockpit Chatter

By Roger Bocox

It is almost May and the weather is starting to look more like spring. This should prompt all of us to get out there and start working on our projects or to put in a little more flying time. April 2, Gerald Clark and I drove down to Sun N' Fun in Lakeland, FL. That was quite a drive. It is about 1400 miles and we did it in one shot. We were both a little shot when we arrived, but the weather was great and the airplanes were fantastic. For those of you who have never been to Sun N' Fun, it is like a mini Oshkosh. There aren't as many people and you can get around quite easily. The really great thing that they have is they have a tram service that will take you all over the place. You can just change trams and go to the ultralight area or to the fly market or to the flightline. About 3 or 4 in the afternoon it is a real life-saver.

On page 3, you'll see some Sun N' Fun pictures and a few pictures depicting the Wright Flyer replica and the simulators that Microsoft made. The airplane itself is quite impressive, but there isn't enough money in the world to make me want to get in it and fly into the air. It is really well constructed and looks almost too good. I doubt that Wilbur and Orville's plane looked that nice. The simulators were interesting. You lay down on a sling type of thing and fly it in front of a large video screen. I watched people for about ½ hour and never did see anyone go very far without crashing. If you go straight ahead, you have a chance, but directional control is pretty poor and very very touchy. I bought a few parts for the Boredom Fighter in the Fly Market. I bought a pair of rudder pedals for \$5.00 and also a pair of master cylinders for \$35.00. All in all pretty good

buys. It appeared to me that the quality, selection, and pricing of the items in the Fly Market in Florida were better than at Oshkosh. Just more of a selection for a better price.

I am just finishing up the two halves of the fuel tank for the Boredom Fighter. It is made of ¼" Last-A-Foam covered with FG cloth. I will bring it to the next meeting. It is pretty interesting how you can make stuff with the foam and it is quite strong and rigid. I also have the right wing totally fiberglassed on the FW-190 and I am just about ready to flip the fuselage upside down to finish the bottom of the center section. I have to work out all of the wheels and brakes before I can glass the wheel well areas. You know it all must fit before glassing.

By the time of the meeting, we should be just have finished up with the trip of the B-17 to Ankeny. I hope everything went OK. The last time I talked to John Nelson, we had 27 people signed up for rides. Not too bad for being out nowhere in the middle of a corn field! I hope that you found time to come and see the B-17 and that you were able to put some time in to help run the event. In any case, I am sure that John appreciated your effort if you worked. This month's meeting will be at Mark Kokstis' place just south of Palmyra. This is where we are building the Hartman. We are planning on working on the Hartman during the day, have an early meeting and then we are going to have a pot-luck dinner afterwards. See details and map on page 5. Please try and attend this meeting and see the progress being made on the Hartman. Even come early and help us some on the Hartman. Remember to bring a lawn chair!

Keep the dirty side down, and the shiny side up!

Editor Note: I think I hear the RV calling your name Roger.....

PROPWASH

Chapter 135 Meeting April 12, 2003

Chapter meeting opened at 7:05 pm by chapter Vice President, Paul Steingrabe. He asked if there were any visitors, and then proceeded to old business. Mike Abrahams presented the "Beat It Down With a Stick Award" to Bill Gast. Bill will keep the plaque for a year, and pass it to another. Wes Olson showed a video of the unveiling of the Wright Flyer in Washington DC. John Nelson updated everyone on the B-17 tour in Ankeny on May 6 & 7. He said to date there are 23 confirmed people to take a ride on the plane. Brant passed around a sign up sheet for the event, and encouraged everyone to participate. Paul asked for anyone to give an update on the progress of their project. There will be a Young Eagles Flying at Todd's Field on May 17. John Nelson said while he was at Sun n' Fun, he bought parts for the plane, Bill continues to make progress on his RV, and Paul who has been flying a year now, and had his annual done last week.

Rob's program was on building from plans. He had plans of the current Fokker he has just started building. He also had plans of a Fokker that he and his dad were going to build, but never did. He pointed out the differences between the plans. Rob says he'll be finished with it in 5 years. OK ROB, we expect to see you flying it at the Chapter Picnic in June 2008!!!

Meeting was adjourned at 8:50 pm



YOUNG EAGLES UPDATE

From your YE Coordinator Alan Core:

May 17— YE in Atlantic 10 AM. 14 scouts lined up. Need 2 or 3 planes and ground help. In afternoon, at Todd's Field. Still in process, 5 cubs so far.

May 24—YE in Ankeny. 8 AM. 20 scouts line up so far. Need planes to get it done by noon.

June 6,7,8— Waterworks Park. Modelaires are having a show. We will have a table and sign up. Show is 9-5 with an air show 1-3. We will fly kids in Ankeny Saturday and Sunday. Need to know who is available to fly kids then. Need ground help at park. We'll fly the kids who sign up on the list that weekend.

June 15,16,16— Afternoon of 15th, and evening of 16 and 17. Flying possibly 50 aviation campers. They are including our registration forms in the camp info. I'm betting there is a bunch to fly. Need planes to fly the kids all 3 days, and ground help each day.

If we get all these kids flown, we will almost make our goal this year! Keep up the good work!!!

Hartmann Update

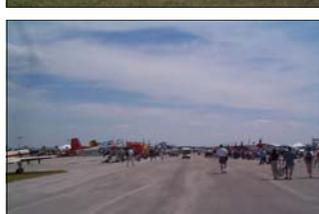
We are making good progress on the Hartman. Sorry I don't have any current pictures, as I forgot the camera last time. Presently, the left wing is framed up, the right wing is about $\frac{3}{4}$ framed up and the fuselage is coming along. On the fuselage, we have the front all done and it is braced with the guy wires. The back bottom is braced and the tail post is attached. We need to put in the verticals on the top of the triangles in the back and get them guy wired. We will probably have to make some metal plates at the apex of each joint to make it solid and provide attachment points for the guy wires. Next on the agenda is to weld up the landing gear. That should go pretty quickly.

We still are looking for a mannequin and some old time clothes. If you know of anything out there, let a board member know. We would really appreciate it.

Remember, we meet at Mark Kokstis' place the 1ST and 3rd Saturdays of each month to work on the plane. We sure would like to see some new faces. Try and make it some Saturday. We start working around 10 AM and we go until we get tired or have to leave for some reason. Come and stay a few hours or stay all day!! Since we have no idea what we are doing (trying to re-create and airplane from a photograph), any input from anyone would be greatly appreciated. See you at the meeting.

—Roger

SUN N' FUN 2003



Member Profile

Brant Hollensbe



Most of you know our chapter Treasurer, Brant Hollensbe. He describes himself as a 50 year old married man, with a married daughter and 2 terrific grandkids. He was an Air force Officer for a short time, along with being an auto mechanic, shop teacher and now operates his own Residential Remodeling and Management Company. He joined the chapter 2 years ago, after becoming an EAA National member, wanting a little more personal involvement in EAA. When asked why he joined EAA, he stated he has wanted to build his own plane since 1st grade. His first attempt consisted of an old flower box with a 1x10 as wings. His current project is a KR-2, hoping to become a KR-2S. Although it's only 15% complete, (and 2 decades of work left) he stated that he plans on cleaning out his garage, and moving his KR-2 from where it is stored to his garage. He feels by having it just outside his front door, it will force him to work on it more regularly. (Guess we should have a work party at Brant's, to clean out the garage!)

Although only being involved in the chapter for 2 years he says that he notices changes in the chapter membership. We also seem to have a large number of members that have a vast amount of expertise in various areas of the aircraft world. When he was asked what he would tell someone that was contemplating joining our chapter, he enthusiastically replied, that "Yes, yes, yes, join the chapter. There are so many different personalities and knowledgeable people, that you will no doubt find someone who can help you with ideas, questions, or problems regarding what you want to pursue while in EAA. Whether it is building a plane from plans, or just becoming involved because you love aviation, our chapter can help you achieve that." He also felt that Chapter 135 was a very active, involved and fun chapter.

DON'T FORGET....

May meeting at Mark Kokstis. Come and work on the Hartman, and then stay for meeting and Pot Luck. Meeting at 4 pm, dinner at 6 pm. Just bring a dish to pass and lawn chairs. We'll furnish the rest!!

Chapter Dues are \$20 per year. Please pay Brant during June.

Chapter 135 Board Meeting April 28, 2003

Board Meeting was opened at 7:03 by President Roger Bocox. Treasurer reported an increase in funds to over \$3400. A motion was carried to raise the chapter member dues to \$20 per year, effective in June 2003. Board decided that in November each year, it will decide what funds from the account to be set aside for chapter home project. Wes announced Aerospace Camp on June 15-18 at 4-H center near Madrid, for 9-12 year olds. Cost is \$130-\$155. **Wes will be building ribs there on Monday and Tuesday, and needs help.** John Nelson gave the final update on the B-17. To date there were 37 people signed up to ride. Brant finished getting sign ups for working the 2 day event from board members. Roger asked if there was anyone interested in participating in the weekend work parties in Oshkosh before AIRVENTURE 2003. There are work parties every weekend from now till July 13, except May 24 & 25, and July 5 & 6. Anyone interested to contact Roger for information. He also updated the board on the scale issues. Jack asked if the chapter still had an interest in purchasing a trailer. It was decided that yes, there was still an interest. Jack will continue to search for one. May meeting will be at Mark Kokstis, to view the Hartman Project, and enjoy a Pot Luck. Be sure to come out, bring a dish, and enjoy your fellow chapter members. Regular meeting at 4, and dinner at 6. Board meeting adjourned at 8:10 pm

The Low Time Pilot

by Brant Hollensbe



I hadn't flown in 8 weeks and the weather was finally cooperating. The sky was clear, the sun shining, and it was 34°F as I started to pull the 150 out of its hanger. Upon taxiing away from the T-hangers I encountered my first challenge. A 6" snow and ice drift had formed across my taxiway. I did not recall any published procedure, so I improvised. By adding a little throttle, I was traveling at a fast walk when I hit the drift. The nose wheel made it through but the right main tire, rolled up on the drift before the icy crust broke. There I sat, stuck in the snow. I added throttle but at 1800 rpm the plane still did not budge. I gave it more throttle and at about 2200 rpm tire broke free of the drift. I had to immediately throttle back and brake hard to make the right hand turn to the south bound taxiway.

My run up and take-off check was normal, so I lined up the runway and pushed the throttle forward. Rotation speed came up quickly and at 75mph climb speed the VSI was pegged at over 1000 fpm. A quick check of the data plate confirmed that I was indeed in a Cessna 150. I set back and enjoyed the awesome climb. But upon checking the instruments I found I was 50 feet above pattern altitude and still climbing. This cold air is sure dense and the little 150 was acting like it was turbocharged. I throttled back, and turned crosswind. I decide to do a touch and go just to see how my proficiency was. I maintained pattern altitude but I did not correct for effects of the denser air. As I turned final, I found myself high and fast. I dropped the flaps and chopped power but still landed longer than I like to admit. Luckily Mike did not see it. I took off and headed to Ames. On the way I reviewed a few lessons. Cold dense air gives the plane stellar performance. I should enjoy it but don't let it be a distraction from maintaining proper speeds and altitudes on landing. I entered the Ames pattern for runway 31. I was returning to a runway that held fond memories for me. During the spring of 1974, I first soloed from this runway and today is the first time I had returned. My approach was much improved, as I better controlled the speed and altitude. I did my touch and go and headed back to Ankeny. I configured the plane for slow flight and did a 360° steep turn. I was surprised how out of practice a 2-month layoff had left me. I did 3 more steep turns at slow flight to increase my proficiency then headed to Ankeny for more touch and go practice.

Each flight I make I learn something, and this flight was no exception. I had a practical demonstration of how air density can dramatically impact an aircraft performance. I was also impressed with the need for frequent experience to maintain my flight proficiency. But the bottom line was that I had a fun day.

What's Going On

May 3, 2003 — Pella, Iowa Flight Breakfast. 7am-10am. Pilots in command eat free; free shuttle available.

May 4, 2003 — Flight Breakfast 7am-12:30 pm. Charles City Airport, Charles City, IA

May 4, 2003 — Red Oak, Iowa Annual Flight Breakfast and Fly-In. 7am-Noon. 712-623-6523

May 6-8, 2003 — B-17 in Ankeny, IA. Arrives May 6, approx. 10 am. May 6, Open House and 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. 7am-11am.

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@kstopo.ang.af.mil.

May 18, 2003 — Flight Breakfast, 7am-Noon. Sponsored by Cherokee Flying Club. Cherokee Muni. Airport, Cherokee, IA. Info: 712-225-2810

May 17, 2003—YE flying at Atlantic at 10AM, and Todd's Field in PM

May 24, 2003—YE at Ankeny 8AM.

May 24, 2003—Open House Bill Gast, at the Guthrie County Airport. 2-5 pm (See map for directions)

June 6,7,8, 2003—Waterworks Park. Modelaires show. YE flying Sat and Sun at Ankeny.

June 13-15, 2003—SAA (Sport Aviation) Fly-In, Urbana, IL

June 15,16,17, 2003—YE in Boone. Afternoon of 15th, evening of 16 & 17. Time TBA.

June 15-18, 2003 — Youth Aerospace Educational Camp. Iowa 4-H Camp. Madrid, IA Info: 515-964-1398.

July 5-6, 2003—Fly Iowa, Eastern Iowa Airport. Questions pamh@cedar-rapids.org.

July 29-Aug 4, 2003—AIRVENTURE 2003

August 22-24—Replica Fighters Fly-In weekend, Osceola.

August 27-Sept 1, 2003 — Blakesburg, IA Reunion of Travel Aires with the AAA/APM International Fly-In at Antique Airfield.

**OPEN HOUSE BILL GAST
MAY 24, 2003 2-5 PM
DIRECTIONS**



This will be at the Guthrie County Airport 3 miles east of Guthrie Center on Highway 44

MAY MEETING

The May meeting will be a little different. It will be at Mark Kokstis and we'll have a "Hartman Project Meeting". Work on the project is from 2-4, and meeting starts at 4-6. **Followed by a pot luck supper.** Chapter to supply meat and drinks. Members each bring dish to pass. Come out and participate in this project, and lend your ideas and talents to the 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, 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 135 is hosting the B-17 on May 6-8, 2003 at Ankeny Airport. Call Tour Coordinator Lynn Curtis at 920-426-4877 to schedule a ride of a LIFE-TIME! Chapter members contact Brant Hollensbe (e-mail: bhollensbe@mchsi.com, or phone: 221-0970) to volunteer to help at event.

**THIS IS A CHANCE OF A LIFETIME
TO SEE & RIDE IN A FULLY RE-
STORED B-17!
THIS MAY BE YOUR LAST CHANCE!**

PROP WASH

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The Leader In Recreational Aviation



Just a reminder.....
Dues are due in June. \$20.00 Please make checks
payable to EAA Chapter 135 and give to Brant
Hollensbe.

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