

## Cockpit Chatter

By Roger Boco

Well, spring has finally sprung and we are starting into the summer season. The past month has been extremely hectic. Donna has me rebuilding the entire yard, and with an acreage, it takes quite a while to just cut the grass. Between work, the yard, and the Hartman project, I haven't had any time to get any work on the RV-6A. I do need to rededicate myself to the plane. I am so close. Heck, I haven't even had time to go flying. I consider that somewhat of a sin.

We have made some pretty good progress on the Hartman. Bill Gast, Brant Hollensbe, Mark Kokstis and I got a lot of work done on the plane last Sunday. One wing panel is finished. We spent the entire day cutting, planing, and sanding the entire wing. Boy, are there a lot of ribs that need to be sanded. We sanded everything down with #60 grit paper, and then worked our way down to 180 grit. It is all pretty smooth and it is ready to be stained and varnished. We still need to do the same thing to the other wing. If you have some time, it would be great if you could show up and help with the sanding. The best thing to use is a ¼ pad electric sander. It makes quick work of the sanding without wearing your arm out.

We were discussing the project a while back at the last board meeting, and we are getting concerned that we will not have the plane done in time at the present rate. We would like to have it completed around the middle of September, so that we can have some time to display it and do some P.R. work with it. With the summer coming and all of the activities that come with summer, we thought that we would try to work on the plane every weekend. We know that not everyone can come all of the time, but if you can, we are planning on working on Saturdays from 9 until ?? and then also on Sunday afternoon starting at 12:30 P.M. at Mark Kokstis' hangar? That way, if Saturday is out, and you have free time on a Sunday, you can work then also. Mark is keeping tabs on what needs to be done, so no matter who shows up, he will have an idea as to what can be accomplished. There is just a lot of sanding and fitting and whatever to do. Since Art Hartman didn't leave any detailed blueprints behind, we are winging it—trying to build it from the photograph using techniques and parts available in rural Iowa.

I will not be at the June meeting, as I am going to the SAA (Sport Aviation Association) fly-in in Urbana, Illinois on that weekend. If you have not joined SAA, I would like to invite all of you to consider joining. It is a grass roots organization, started by Paul Poberezny, that is like the EAA used to be. The fly-in has no commercial exhibits, and you cannot even get in without being a member. (You can join at the fly-in.) This should keep the riff-raff away from all the pretty airplanes. I have asked Brant Hollensbe, our beloved treasurer, to fill in for me and run the meeting. There is a lot coming up this summer. You can see the schedule in another location in the newsletter.

As a sideline note, Bill Gast, Brant Hollensbe, and I are considering the purchase of an older Cessna 182. Just like a 172, except it hauls more, and goes a lot faster. We have found an old one that needs quite a bit of work. If it works out, we might have a restoration project on our hands. If you are interested in something like this, we could always use a forth participant. (See me, Brant, or Bill) We figure that the investment by each party would be \$10,000 to \$15,000 depending on how much we want to doll a plane up. First, we have to make a deal on the plane. We are trying to wrangle Alan Core into going to look at the plane to see if it a viable plane or a pile of junk. Who knows? This may all fall through and we have to start over looking or seeing what else is out there.

So, get out there and do some flying, building or whatever!



**YOUNG EAGLES UPDATE**

**From your YE Coordinator Alan Core:**

**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**— Evening of 15th, 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. Need volunteers to e-mail Alan Core at: indypurr@juno.com or call 961-4524 to volunteer. **WE NEED YOUR HELP AT THIS EVENT. PLEASE DO YOUR PART BY VOLUNTEERING TO FLY KIDS or BE A GROUND HELPER.**

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

**Chapter 135 Meeting**  
**May 10, 2003**

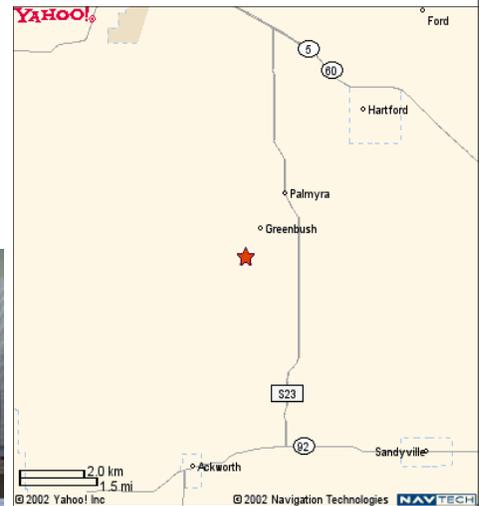
**Hartmann Update**

It was a great get-together at Mark's for the meeting and pot luck, and work on the Hartman. You can see by pictures that we are making progress. We had a report from John Nelson on the successful B-17 tour stop in Ankeny Airport. Treasurer Brant Hollensbe gave his report as well. Roger updated the group on progress of the Hartman, and also progress on the Northfield Flying Club conversations regarding our need to find a chapter home. He also updated the members present that dues was due now, and that it has been increased to \$20/year.

Meeting adjourned 4:45 pm, to have the potluck supper. It was great to have everyone share in the progress of the Hartman, and the potluck.

**NOTE:** *We need to have this project finished COMPLETELY by September 15, 2003.* That is less than 4 months away. Therefore beginning immediately, there will be work on the Hartman each weekend. The board is coordinating a phone tree, so members will be contacted to solicit their help. ***WE NEED YOUR HELP.*** This is a Chapter project, so we need ALL chapter members to put in a little time. We need to complete it by mid September to allow us time to get good press coverage, and have a dedication to include Art Hartman's living children. This should allow us to find a "home" for the replica once completed. **Please stop using excuses, and come out and participate in your chapters 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.



## Boeing Wants to Know Your Best Ideas

Boeing is getting the general public involved and enthused with their 7E7. It's a new marketing angle, departing from the company's usual focus on selling to airlines.

The traditional Boeing model was called, "push," in that the manufacturer built what the airlines indicated they wanted, and then offered it to the airlines. This tactic, called, "pull," is usually used for consumer products. This strategy encourages customer involvement. Examples include kids' breakfast cereals, or the fairly recent tactic of advertising prescription drugs directly to the general public, instead of the old ("push") strategy of demons. Anyway, Boeing wants the public to be enthusiastic about their new plane, and one way to build customer awareness and enthusiasm is to get people involved at an early stage. To that end, you can "Name that Plane," on a dedicated website. Additionally, if you enter the sweeps, you can become part of Boeing's design team -- they'll send you updates, and ask you questions about what's going on with the newest big airliner in the world.

FMI: [www.newairplane.com/USA/hi/index.htm](http://www.newairplane.com/USA/hi/index.htm)



## WES NEEDS HELP WITH RIBS

Wes will be building ribs at Aviation Camp June 16-17 and needs volunteers to help build them. The kids love to do this, and need adults to help out. Please call Wes to volunteer: 279-3847 or e-mail: [flywloolson@dwx.com](mailto:flywloolson@dwx.com).

# Aluminum Overcast

We had a very successful B-17 visit at the Ankeny Airport on May 6-8, 2003. We flew 63 people in 2 days, and our revenue's from the sales of tours in the plane, and shirt/hat items totaled approximately \$4200 for 2 days. We make a percentage off of that, and also off of the people who took rides. Thanks to John Nelson and Brant Hollensbe for their planning and organization to make this a very successful endeavor. When they left Ankeny for Minneapolis, they took 5 chapter members along "For the Ride". It was absolutely



# Chapter Dues are \$20 per year, and are due now.

## Chapter 135 Board Meeting May 19, 2003

The Chapter 135 Board Meeting was opened at 7:10 pm by President Roger Bocox. Vice President was absent, but Roger discussed programs. He has switched with Richard Milburn for July, as he will be absent for June meeting. Richard will present the June program. Board approved paying for all crew and guests dinners from the B-17 event. Bill stated that they flew 13 YE from Atlantic at Greenfield. June 7-8 and 16-18 are next YE events. Board members present had the following comments. Mark found a great deal on sand paper. Wes announced he needs help building ribs at Aviation Camp June 16 & 17. Rob found a Ranger engine at Storm Lake. Bill moved RV to airport over weekend, and is preparing for Open House on May 24th. Roger updated Board on call from EAA Headquarters from Bob Mackey's boss regarding the scales. Roger also expressed concern on the feasibility of the Hartman being completed on time. The Board decided to have work at Mark's each weekend, either Sat or Sunday, and that a call tree would be established to make sure members are recruited to work. Saturday work party will start 9AM, Sundays will start 12:30 PM. Barry reported on a trailer for sale by the CAF. The Chapter is interested in purchasing a trailer, and their budget for the expense would be around \$1000. Meeting was adjourned at 8:30 pm

# Bill Gast Open House



It was a great day to be inside a hangar working on an airplane, which is exactly what Bill and Brant Hollensbe were doing when chapter members and guests showed up. It was cool out, and rainy, but inside was excitement. Bill has made a tremendous amount of progress in the past 2 years. Look at the progress we've seen since his Open House in April 2001, and then March 2002. He now has the plane completely painted, and wings on, seats upholstered and ready to be installed, and most of the gages and instrument panel complete, engine prop installed and cowl complete. He's just finishing up the mirage of little things needed to be complete.



## What's Going On

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

**June 14, 2003**—Chapter 135 monthly meeting. Ankeny Airport, Exec I, 7:00 pm

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

**June 15,16,17, 2003**—YE in Boone. Evening of 15,16 & 17. Time TBA.

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

June 23, 2003 — Chapter 135 Board Meeting. Contact board member for location and time.

**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.

### *The Low Time Pilot*

by Brant Hollensbe

On Saturday May 10 Chapter 135 held its first combination work day/ chapter meeting/ picnic at Mark Kokstis airplane factory and home. Following a productive day of working on the Hartman replica, Chapter 135's trusty band of builders settled back for some well-deserved rest and relaxation. A short chapter meeting was held at 4:00 pm and then it was dinnertime. About 30 brave EAA and family members found their way to Mark's hideaway just south of Des Moines. Every one enjoyed hamburgers and Polish sausages grilled by the chapters own chef, Mike Abraham's. There was great fun sampling one another's side dishes and desserts. The plus side was that there was food a plenty and bachelor host Mark, reaped the rewards of leftovers.

The Hartman is taking shape but a lot of work is still need to get her completed by the fall deadline. If you have never worked on a plane before, this is the project for you. Art Hartman never built or flew a plane before he built and flew his. Take a plunge and come out to Mark's place on the first and third Saturday each month at 10:am.

Don't be shy because you don't know what to do or afraid you lack the skills. This is the perfect chance to develop those skills on a nonflying replica. Heck, allot of our building is by guesstimation. You see Art did not leave any detailed plans behind on his creation. But by using an old picture of the airplane and a little reverse engineering, Roger Bocox has developed great set of working plans for the replica. Our constructions techniques are based off the old construction plans for Louis Bleriot 1909 airplane that crossed the English Channel. It was this feat that inspired Art to build and successfully fly the first airplane in Iowa.

Become a part of that heritage and join hands with us in building a replica of that historic plane. Remember: Many hands make the work light. (It's a heck of a lot of fun too)

## For The Ride...



contributed by Donna Bocox

It was more than a ride on an old plane. It was a peek into history. When I was first told I had a chance to ride to Minneapolis on the "Aluminum Overcast" with 4 other chapter members I was thrilled. With only 14 B-17 planes operational, this was a chance in a lifetime to be able to view a living reminder of World War II aviation, a part of our history, up close and personal. As the days got closer, I was excited. Finally we boarded that 74'4" mass of aluminum. The take off was smooth, and once airborne, we had access to every part of the plane (except the very tail section). Watching out the waist gunners window, positioned next to one of the machine guns, I experience a great sensation of nostalgia. I can almost imagine what the crew felt when spending hours inside with the air temperature dropping to -50 degrees centigrade. I notice how asymmetrical the side windows are, leaving plenty of operation room for the gunners. The radio room seems like a small office, and I close my eyes to imagine a radio operator, apart from his main duties, operating a machine gun out a skylight in the radio room. The radio room leads to the catwalk going through the bomb bay. With some of the actual bombs there in place, I could imagine the bomb bay doors open, and the bombardier dropping bombs. The catwalk leads into the cockpit area, or down to the nose section where the navigator and bombardier have their posts. I decide to just spend time in the cockpit area. The view is awesome. I check out the gauges of the panel, and close my eyes and imagine how it was back 60 years ago, when these planes were making history. For me, this was more than a ride to Minneapolis.

This was being able to actually touch a bit of history. History that we should not forgot, no matter what our age. Even those too young to have lived through WWII (which is a lot of us) can appreciate the history associated with this airplane. The B-17 is an important part of both US and aviation history. It can help us understand the technology of the times, the era in which the aircraft was developed and the human sacrifices which make our freedoms today possible.

# PROP WASH

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**DON'T FORGET TO PAY YOUR  
DUES THIS MONTH. \$20**



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