

Cockpit Chatter

By Roger Bocox

Well, we all appeared to make it through another "OSHKOSH". I stayed up there 8 days! That is the longest that I have ever been there. That is almost too long. After a while, the weather, and just being outside all of the time seems to wear you down. From my perspective, the event was quite busy and interesting. I worked with Gerald Clark at the Replica Fighter's building quite a bit. This year the RFA was 30 years old, and the building was 20 years old. Paul Poberezny did a program there on the Sport Aviation Association (SAA), and Tom Poberezny came by just before the Beer and Brat Bash on Saturday night to rededicate the building. For some reason, Tom Poberezny wanted a picture taken with me and Laddie, the RFA president. I don't know why, but I feel that I am going to be paying for that photo for quite a while to come. (Seems that there were accusations of brown nosing, or something to that effect. A lot of good natured and serious ribbing was going on.) I just hope that the photo doesn't show up in Sport Aviation. (photo was taken by an EAA staff photographer) The Wright Flyer was in the Ford tent, and it is quite impressive. I doubt that the actual airplane looked that good! Expert craftsmanship, and no detail was left off. I think Donna is putting in some more pictures in the newsletter of it.

The main talk of Oshkosh this year was Van's new RV-10. This is a 4 place all metal airplane that uses an IO-540 for power. Cruise is up near 200, and it is reasonably priced for an airplane of its size. The top part of the cabin is fiberglass, which is a major departure for Van. The tail section is a "tailcone" that you build as a separate section and then attach it to the fuselage front, just behind the baggage compartment. Van ought to sell a ton of them. This also looks like a great plane for Van to have certified. You should be able to build the entire plane for around 65K, if you don't get too carried away with the panel.

Camping was great, as usual. Mike's new/used motor home, was the base for all activities. We had an electric fan, mood lighting, even a twinkling American flag out front to welcome all passers-by. Excellent food was had by all every night. Food varied from steaks to pork to chicken, and

each night there was sweet corn and baked potatoes. (Friday night, I was sick of baked potatoes, so I made mashed potatoes with gravy for a change.) Saturday night, everyone went to the Replica Fighter's Beer and Brat Bash. Again, more sweet corn and baked potatoes. We certainly do eat good up there! Mike Abrahams had a home theatre system plugged into the motor home, so we had all sorts of music.

We haven't seen much of Bill Gast lately. I don't know why, but it seem like that since he got his RV-6A in the air, all he wants to do is fly it! Come on, Bill, come down on the ground and say hi to us once in a while. Paul Steingrabe flew his Glastar up to Oshkosh with Jack Arthur as his co-pilot. Paul had his plane judged, and the judges came back a number of times to look at it. Speculation was, for a time, that Paul might win something. Sorry to say that the plane didn't win. Even though it didn't, we were all proud that Paul's plane looked good enough to catch the eye of many a judge. Way to go, Paul! You got a great plane there!

The picnic was great. We had a pretty good turn out, and the food was delicious. I would like to personally thank Brant Hollensbe for putting it all together. Brant did a lot of work. I would also like to thank Rob Miller for setting it all up so that we could have the event in the hangar at Ankeny. Everyone pitched in too! Mike did his excellent job as being the chef, manning the grill, as usual. Hmmm I think I saw Mike doing a lot of cooking up at Oshkosh, too. For some reason, Mike appears to like to cook. Does Debby know about this?

Through the grapevine, I have heard that a female member of our Chapter was at Oshkosh this year. I also heard that elsewhere in this newsletter, she has written about Oshkosh from a woman's perspective. Now, guys, I can only guess what that might be. Whatever she says, take it with a grain of salt, and surely make sure that your wife doesn't read the article. You never know what LIES might be told and the garbage your wife might glean from such tainted tabloid journalism. We know the TRUTH! That's our story and we're sticking to it!

Later,
Roger



The Leader In Recreational Aviation

PROPWASH

Rumors & Lies

(you figure it out)

contributed by Mike Abrahams

For those who are involved, or care. The Vinyl Cutter / Engraver has arrived.

Jack Arthur says he's going to get started on the BD-4 as soon as Esther will let him help Mark Kokstis finish up the shop/barn/hangar and get the machine tools moved in from the garage.

Mike Abrahams is going to get started, again, on the E Mdl. Ercoupe sometime in September. He is also going to get to work on the Hartman engine & propeller.

Alan Core has a new hangar and is working on a floor. He is also doing extensive background checks for the Boy Scouts of America. I wonder if Atty. General Ashcroft was a Boy Scout.

You can catch more bees with honey than with vinegar. Of course, then you have to run, or swat all the little devils.

California needs a new Governor. Gee, I thought the legislature was responsible for passing budgets and new legislation to deal with state problems. Oh well, ignorance is bliss.

You can see Oshkosh ("Air Venture" tm.) in a couple of days.

Oshkosh was more fun than ever, cheaper than ever, and better attended than ever. (But I still had a good time and enjoyed all the usual crazy characters, self included.)

- No matter what you do:
- for some it will be wrong.
 - for some, they could have done it better.
 - it should have been done faster.
 - it should have been done cheaper.

So after all the work, and comments, evaluate it to see if it is safe, and if it meets your personal standards. If it does, enjoy it. If it doesn't, fix it, or start over.

People who bitch the loudest about the game are usually the last to volunteer to play.

Even if you don't like them, be nice.

- it doesn't cost you anything.
- helps your blood pressure.
- makes you feel better about yourself.
- and may change their attitude so that you can start liking them a bit more.

Chapter 135 Picnic 2003



What a great day we had for the Chapter Picnic. And lots of people turned out for the cookout, and we sure did have some great food. Chapter members and families totaled about 40, and it was a terrific afternoon of visiting and eating. Steve Lyon brought his SE-5A from the hangar for us to enjoy, and we had a T-6 giving scheduled rides for us to watch. We sure do have some terrific cooks.



Thanks to Brant Hollensbe for all his work in organizing the event, and having it come off as smoothly as it did.





PROPWASH

YOUNG EAGLES UPDATE

THE YOUNG EAGLE PROGRAM IS FLYING HIGH

by Brant Hollensbe and David Kalwishky

Alan Core and David Kalwishky (Mr. I wanta fly the kids) have had a busy month organizing Chapter 135 Young Eagle flights. On Aug 9 at Knoxville 12 youngsters became Young Eagles and were introduced to world of aviation by completing their first flights. Pilots: Alan Core, George Durban, and David Kalwishky volunteered their time, planes, and expertise to make it fun and successful day for the kids.

On a hot a sunny August 16, Greg Long’s Boy Scout troop of Johnston meet up with Chapter 135’s Young Eagle program at the Ankeny airport. David Kalwishky and his wife Terri expertly handled the organization of the kids, paperwork and pilots. In all 28 boys and 12 adults flew with 5 pilots. Of course David Kalwishky was there with his classic straight tailed Cessna 172, Art Dinkin was flying a Piper warrior compliments of Barney at Exec 1, Brant Hollensbe was in a Cessna 172 from Todd's, Greg Long had one of foxtrot flying club Cessna 150’s, and Paul Steingrabe was piloting his gorgeous Glastar, It was reported that a flight of F-16s deviated from their course and flew by Paul plane just get a better look. The boy scouts had an (as one scout was heard to say) "EXCELLENT!!!!" time. A special Thanks goes to Exec 1 for allowing us to use the maintenance lounge and donating the rental costs on the airplanes that Art Dinkin flew. The next time you see Barney, Please thank him for such generous support of our EAA programs



Oshkosh Editorial

Two questions for the guys here. First question is, “Why do you have to go to Oshkosh for a whole week”? The second question is, “Who said men don’t shop”? Actually both questions are related. As Roger was packing for the highly anticipated “Oshkosh Trip” I asked “Why are you going for a whole week?” You can see it in 2 days. He of course told me there is no way to see all of it in a couple days. You need a whole week. I go to Oshkosh on Thursday night, and spend Friday, Saturday, and Sunday there. I test my theory, and discover I CAN see it all in 2 days. However, now it is clear to me why you all need a whole week. First day you (the guy) take a casual tour of the whole site. Then you take a more in depth study of where what you’re looking for is located. Ok, now you’ve found a couple of places that are selling the “things” you came to Oshkosh to look at, or as we women call “shop for.” So the next time you go out, now you’re looking at the “things” you came for and comparing. You still have not bought anything, you’re still “looking”. You go back to the campsite that night, and “talk it over with the other guys and compare.” Who has what, how much is it, maybe I better check out where you saw that, before I buy it where I saw it.” By day 4, you are finally ready to purchase all the “things”. Day four becomes the “shopping spree”. Armed with their “whole year of lunch money saved for these special things” they go out and buy all of the “things” they came for. Success! Now, you can’t fool me....or any other woman for that matter. That which has occurred in the past 4 days, is called **“SHOPPING.”** So, next time guys, you’re asked why you have to go to Oshkosh for a whole week, be honest and just tell us the truth. Suck it up and say “Because it takes that long to do my shopping!”

As usual, it was a great time in Oshkosh. I can see all the bonding between the guys, especially when they are discussing the “Oshkosh scenery.” Until next year and the shopping starts again,
LET THE BUILDING CONTINUE!!!
(this is **not** tainted tabloid journalism!) —Donna



Mike	Abrahams	Ercoupe 415E	Bryan	Knox	Dragonfly
Jack	Arthur	BD4	Mark	Kokstis	Glaster/Ercoupe 415D
John	Barcus	C-172	Gene	Larsen	Van's RV9A
David	Bailie	Rans S-16 Shekari	Gary	Liebold	
Frank	Baldwin		Gregory	Long	
Wayne	Bausch	RV6A	Janet	Lossner	
Paul	Berge	Aeronca 7 ac	Mike	Lossner	Vagabond
Clark	Betts	Quicky 200	Steven	Lyons	SE5A Replica Bi Plane
Roger/Donna	Bocox	Van's RV6A/WAR-FW-190	Ted	Mart	Sky Raider
Robert	Bolken		Richard	Milburn	Newport 17 (Replica)
Mark	Broer		Robert	Miller	BD-5B
Tom	Burmeister	Cessna 120/Fairchild 24 W	Roger	Murphy	
CC 'ACE'	Cannon		Floyd	Neff	KR2
Barry	Clement	Glassair	John	Nelson	Skybolt
Gerald	Clark	FW190,P51/Volksplane VP1	Wes	Olson	
Allen	Core	Cessna 150	Bob	Olson	
Jim	Delveau	Van's RV6	Don & Ann	Pellegrino	Fairchild XNQ, Piper J-3
Norm	Foreman	Pulsar III & Ultra	Lyle	Percels	Kitfox IV-1200
Bill	Gast	RV6A	Richard	Phinney	Glaster N584
Kris W.	Greenwood	KR-1	Raymond	Robinson	Helicopter
John	Grim		Fred	Sangster	
Jerry	Grogan	Skybolt	Kevin	Reynolds	Beech S 35 Bonanza
Tom	Grogan	Smith Mini Plane	Mark	Schmitz	Cessna 140
Jerrald	Grogan II		Wayne	Schreck	
Tom	Grogan, Sr.		Joel	Severinghaus	
John	Hampel	PAA-28-181	Paul	Steingrabe	Glaster
Joseph	Heggan		Dave	Stilley	Piper Turbo Lance. 7ECA Citabria
Brant	Hollensbe	KR-2	David	Sult	Cessna 150
Maury	Hunter	KR-2	Mark	William	Taylorcraft
Peter	James				
Jerry	Jones	Teanie II			
Donald	Kaufman	Taylorcraft BC-12K			
Robert	Keenan	Skybolt			
Dave	Kalwishky	Cessna 172			
John	Kennelley				

What's Going On

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

September 13, 2003 — Chapter 135 monthly meeting. 7:00 pm Exec I, Ankeny Airport.

September 14, 2003 — EAA Chapter 675 Fly-In Ice Cream Social. Starts 3:00 pm. Location: 1 1/2 miles west of Fernald. 2500' NS grass strip. GPS N42 degrees 04.293, W93 degrees 25.262.

September 13-15, 2003 — KR Gathering, Red Oak, IA..

September 20, 2003 — YE Flying at Ankeny. Call Alan Core For time and details. **515-961-4524**

September 22, 2003 — Chapter 135 monthly board meeting. Call Board member for location.

September 20, 2003 — Fly-In breakfast and air show. Breakfast: 6:30 AM to 10 AM. Pilots in command free. Southeast Iowa Regional Airport, Burlington, IA Info: 319-754-4601

October 16-17, 2003 — Annual Aviation Conference, Marriott Hotel, West Des Moines, IA Info: 515-239-1691

YOUNG EAGLES NEW PAPERWORK

The Boy Scouts of America are requiring additional paperwork from all pilots flying Boy Scouts. Each pilot needs to provide the following for each YE event involving Boy Scouts.

1. Copy of Pilots certificate.
2. Copy of Pilots Medical certificate.
3. Date of Aircrafts last annual.
4. Name of aircraft owner.
5. Aircraft N number, make and model.
6. Insurance company name, policy number, expiration date, and policy amount. (100K per seat required for EAA umbrella insurance to be effective)
7. Pilots total hours (250 hours minimum required)
8. Pilot must be current.

Before each YE event which involves Boy Scouts, Alan Core will need this info. There are Boy Scouts being flown on September 20th in Ankeny. Please send Alan your info before. Send to: Alan Core 306 W. Boston Avenue, Indianola, IA 50125-1906. Phone: 515-961-4524.



Because of schedules, Hartman work will not be going on for a while. We will update you when the work parties begin again.

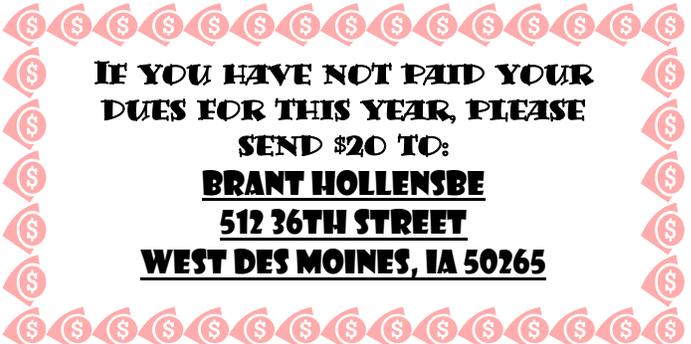
Member Profile

GENE LARSON



Gene is a long time resident of Walnut, IA. He grew up in the same house he currently lives in. By day, Gene is a full time guardsman in the Iowa National Guard, due to retire in 2006. By night, he is building an RV9A, faster than any other member currently working on a project! Starting his RV9A in October 2000, he expects to be flying sometime September 2003!! He learned to fly in a Cessna 172 in 1998, and previously built and flew radio controlled airplanes. What made him join EAA? Gene says he joined EAA "Initially, I wanted a cheaper admission into Oshkosh, but have since seen the advantages of being associated with aviation enthusiasts as a pilot and a builder." Joining EAA in 1989, he did not join our chapter until he decided to build an aircraft, and looked at our web site. He joined Chapter 135 in 1999, at the urging of Bill Gast. Currently he is a chapter board member as well.

What advise does he have for people that are sitting on the "EAA Fence"? Gene said "Just do it! Join our chapter. It doesn't cost much and you can determine your own level of involvement!"



IF YOU HAVE NOT PAID YOUR DUES FOR THIS YEAR, PLEASE SEND \$20 TO:
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512 36TH STREET
WEST DES MOINES, IA 50265

PROP WASH

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