

# PROPWASH EAA Chapter 135

BOOK 5, CHAPTER 10

OCTOBER 2003

## Cockpit Chatter

By Roger Bocox

Fall sure has jumped in with a vengeance this year! Funny how it seems like one day it is summer and the next day it is fall. Take 2 weeks ago. It was beautiful all week, and then on the weekend, the damp cold rain started and didn't let up. Since then, you could just feel fall in the air. Now we have warm, but windy days that never really get that warm, and the nights get pretty cold. I guess I shouldn't complain, for in a few months, weather like this we will think is great. Life is relative. It is all what you get used to.

As you can see later in the newsletter, Bob Warner, the Executive VP of EAA dropped in at our monthly board meeting. Bob had a great presentation on the changes in EAA and how they are trying to be more efficient in the services that EAA provides. The presentation was pretty complicated at times and a little hard to follow, but all in all, it made sense. Looks like EAA National is on the right track for the future. As usual, only time will tell if all this is for the better or not.

At the last meeting, Bill Gast, our illustrious ex-President, put on a program with his newly christened and very airworthy RV-6A. Bill went through, in detail, all that the FAA inspectors did during the inspection of N96WG. After that, Bill discussed his flight testing program. Due to the multitude of electronics that Bill had in the airplane, it made his testing somewhat easier than most. He could just push a button on a screen to give him pertinent data that he needed in many cases. Great for him, but the rest of us will have to do it the old fashioned way. We will have to get out the calculator and figure out many of the required figures. While we are on Bill Gast, let me say that his airplane is a dream to fly. Maybe I am a little biased, since I am working with the FAA now to get my RV-6A inspected, but

suffice it to say that the plane does exactly what you tell it to do, exactly when you tell it to do it, and it appears to have no bad habits. Sensitive, and responsive, but not overly so. If Bill ever offers you a ride in it, take him up on it. You won't be disappointed. I did, and from the left seat for about an hour or so.

Winter is coming and that marks, what I like to call, "The Building Season". It seems like there is just too many activities going on during the summer to get much building in. With the yard, flying, vacations, OSHKOSH, Fly-ins, etc. building just stops for a while. Now that winter is coming, dust off that project in the shop and get going on it again. I certainly plan on putting some heavy hours in this winter on the FW-190 and the Boredom Fighter. Just think----No grass to mow. No garden to tend to. No weeds. Just the occasional snow to blow!

I heard that John Nelson is working down in Indianola with some guy named Tom Burmeister on covering some things call wings. If Tom helps with the covering, the Skybolt ought to be great looking when done. There aren't too many people around better than Tom at covering! Tom, keep pushing John and maybe the Skybolt will fly before its 40 birthday! (Sorry, John, I couldn't resist).

On a personal note, I just received a notice that an old friend Max Sullenberger died this week. I think there is a notice somewhere else in the newsletter. Max was a great guy and was a good friend to many of us in the chapter over the years.

Yes, you did hear me correctly earlier. I finally hooked up with the FAA to inspect my RV-6A. I have had a few people look it over recently, and it should be ready. (Only the inspectors will know for sure.) I am just waiting for a date to do the inspection. Sure would like to get it in the air before it gets too cold. (I shouldn't be too hard on John Nelson about the "Antique Skybolt". My RV-6A was started in February of 1992. Hmmmm. That is about how many years? (11 ½ roughly for those of you who are mathematically challenged.) Just kidding. See you at the next meeting.



The Leader In Recreational Aviation

# Look Who Happened To Be In the Area!

At the August Chapter 135 Board of Directors meeting, we had a surprise visit from an EAA officer. Bob Warner, EAA Executive Vice President flew his RV6A from Oshkosh to Des Moines to join us at our regular board meeting. He brought a slide presentation outlining structure changes within EAA.

The presentation was a detailed analysis of how the various EAA entities are being combined into one, to provide more cohesive services for the members and various activities of the organization. It appears that this will be a great benefit to EAA in general for the long term.

In case you don't know who all represents the chapter on the board here are names to go with the faces. Top row left to right: Wes Olson, Rob Miller, Bob Warner, Roger Bocox, Barry Clement, Paul Steingrabe.



Bottom row left to right: Brant Hollensbe, Roger Milburn, Mike Abrahams, Jack Arthur, Bill Gast, Donna Bocox, Mark Kokstis.

Member of EAA chapter 54 put this on our mailing list thought I would pass it along.

## I Want to Be A Pilot

I want to be a pilot when I grow up because it's fun and easy to do. Pilots don't need much school; they just have to learn numbers so they can read instruments. I guess they should be able to read maps so they can find their way if they get lost. Pilots should be brave so they won't get scared if it's foggy and they can't see. Or, if a wing or motor falls off they should stay calm so they'll know what to do. Pilots have to have good eyes so they can see through clouds and they can't be afraid of lightning or thunder because they are closer to them than we are. The salary pilot's make is another thing I like. They make more money than they can spend. This is because most people think airplane flying is dangerous except pilots don't because they know how easy it is. There isn't much I don't like, except girls like pilots and all the stewardesses want to marry them so they always have to chase them away so they won't bother them. I hope I don't get airsick because if I do I couldn't be a pilot and would have to go to work.

A Fifth Grader



**Mark this on your calendar. We will need lots of help. June 17-20, 2004**

# NATIONAL ERCOUCPE CONVENTION

**KNOXVILE AIRPORT  
Jack Arthur, Coordinator**

**More details to follow. Mark your calendars now.**

**PROPWASH**



**YOUNG EAGLES UPDATE  
BY YOUR LOYAL, FAITHFUL, YE COORDINATOR, ALAN CORE**

Headquarters called and reminded me that the reporting requirements for BSA have been in place all along, we are just starting to follow them now.

October 4th, 8:30, Knoxville, 15 Young Eagles prospects from Pleasantville Baptist Academy will be waiting anxiously. John Kennelly will be the Ringmaster for the event as I will be in the mountains of North Carolina on vacation. If you can make this one let me know, if we have enough pilots I will get some more YE from a church group in OXV to keep you all busy till noon. (I hate to see a grown man cry when he can't fly more YE's (Dave K)

October 16, :00 am Knoxville the BS continues with 30 Scouts coming for their into to THE SKY. I still have two scout groups to fly, one in Perry ( a return engagement from 2 years ago) and the other in Winterset. If



October 25th will work for enough of the BS pilots, we will do them then. SO let me know if that date works, so I can get this going.

Headquarters will identify the Millionth YE flown from the registration forms as they are sent in, so it could happen to anyone! They think it will happen in November.

Pictures here are from the Ankeny group of home-schoolers.



**Replica Fighters Fly-In— Osceola**

Osceola actually had great weather for their Replica Fighters Fly-In this year. Held August 22-24th they had some great looking planes fly in for the event. Joe Wallace did his usual great job with dinners on Friday and Saturday night. Dave McCurrey flew in his Loehle 5151.



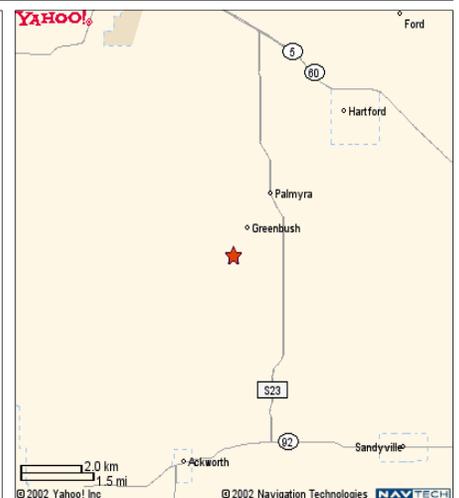
**Our Condolences to the Sullenberger Family**

For those of you that do not know, Harry Maxwell Sullenberger, 65 passed away on September 21, 2003 at Taylor House Hospice. Funeral services were held September 24 at Adventure-Life Church in Altoona, with a military funeral following at Highland Memorial Gardens. Max served in the US Army in Korea, and was a Vietnam Veteran earning numerous awards for valor including a Bronze star with a "V" device. He retired from the US Postal Service in 1999, and was a member of the Experimental Aircraft Association.

**HARTMAN WORK PARTY**

**At MARK'S (see directions below) OCTOBER 4, 2003 10AM. WE NEED LOTS OF HELP. PLEASE COME OUT AND HELP!!!**

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.



**If you have not paid your dues for this year, please send \$20 to:**

**Brant Hollensbe  
512 36th Street  
West Des Moines, IA 50265**

## Chapter 135 Monthly Meeting — September 13, 2003



Monthly meeting opened at 7:02 pm by President Roger Bocox. Project reports included: Peter James has ordered #100 of the RV10. Expects delivery of the kit late November, early December. Richard Milburn plugging away on the Sonarai. John Kennelly reported on Blakesburg event over Labor Day weekend. Ray R. got his tail dragger endorsement. Gene Larsen has RV at the airport. He's just about ready for the FAA. Expects it to be in the air in about 30 days. Roger B. is ready for the FAA. Bill Gast was down looking over Rogers plane, double checking paperwork. Roger got to fly Bills RV to Red Oak. Program for the evening was by Bill Gast, regarding paperwork and test flying your project. Bill also flew his plane in, for a little "inspection" by the group. Meeting adjourned at 9:15 pm

## RED OAK Airport Hosts the KR Gathering

by Brant Hollensbe

The KR Gathering was held again at Red Oak, Iowa on Sept 11 –14. Rain and low ceilings postponed Thursday festivities. Friday saw the arrival of 2 KR-1 (single seat) , 3 KR-2 (two seat) and a KR-6a (actually a RV6a). Friday mornings weather was marginal and degenerated to IFR by 2 p.m.. 2 KR's from Florida were flying in for the Gathering around mid afternoon. About 15 miles from Red Oak they encountered a solid wall of clouds, they turned around but found that the cloud bank had moved in behind them. A decision was made to land both airplanes on a gravel road. One airplane was demolished when it struck a post on landing. The second airplane was flipped when it hit a wire on take off. Fortunately both pilots were unhurt. Their planes were so broken up that they loaded both into a single U-haul truck for the return trip home. Moral of the story: Don't get in a hurry, wait it out. Mother Nature is unforgiving. The Friday night barbeque was a great time to learn from those that had experience. Saturday activities included a Pilots Forum hosted by Steve Bennett, past president of Chapter 135. The Forum quickly turned into an open mike time at a comedy club with everyone rolling in the isles with laughter.

I heard from Homeland security that Bill G. showed up Sat. at the Gathering in his new RV. It was also reported that Bill was accompanied by an elusive EAA Chapter President and aid-de-camp to Tommy P.

An informative seminar on your airplanes First Flight was in the afternoon and the jovial Banquet was held that at night. The Banquet concluded with the singing of the 'Dream and the Dreamer' and the 'KR sanding song' which includes 13 choirs of 'I Hate Sanding'. If you ever sanded on foam airframe you would understand why this song is so popular. The final act at the Banquet was when Vt. Vernon, Illinois was selected as the site of next years KR Gathering.



# What's Going On

**October 11, 2003**—Chapter 135 monthly meeting. 7:00 pm at Exec I, Ankeny Airport.

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

October 27, 2003—Chapter 135 Board Meeting 7:00 pm. Contact Board Member for location.

**November 8, 2003**— Chapter 135 Monthly meeting. 7:00 pm at Exec I, Ankeny Airport.

**November 24, 2003**— Chapter 135 Board Meeting 7:00 pm. Contact Board Member for location.

**December 14, 2003** — Chapter 135 Christmas Party. 5:00 pm. Willow Creek Country Club. Bring a gift for the “Chinese Gift Exchange”

**June 17-20, 2004** — National Ercoupe Convention, Knoxville Airport. Jack Arthur Coordinator.

## 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.**



Hi Donna,

I thought the rumor mill had let the cat out of the bag. (Also I ran into Roger at the RV-10 (Van's booth) I have ordered kit #100 of the RV-10. I have included a picture of my family sitting in the cockpit at Oshkosh. I got kit #100 by request. My wife said I could order the tail while we were there...but I didn't believe her. We got home and she said it 4 more times.....Hmmm...this was getting believable. I had told Van's to call me when they got down to the last few kits of the first batch.....they called and said they were at kit #91 and were expecting 5 more that day....with the last 4 going in the next 2 days. I let Ann know....she made the fatal mistake of saying “Just order the thing. You know you won't be happy until you do!!”



Since they were so close to the end of the run, I intentionally asked for kit #100. I pointed out to Anne B. at Van's that

milestone kits get the crates signed and hats and shirts thrown in them...and that surely kit #100 of RV-10's would be a 'milestone' kit! She obliged...I have serial #40100. They are shipping 40 kits per month once they start. Based on this, my tail should arrive in early December....Ladies and gentlemen, start your rivet guns!

Also, I got to fly with Bill Gast in his 6A...what a HOOT!! We spent a couple of hours going through his shop....talking tools to buy...tricks of the trade and generally how to get started setting up my shop. Unfortunately, it will be in my garage. Then we headed out to the airport. I watched Bill loop his plane, pull a wing over/funky hammerhead stall with a great recovery, a few rolls....and the wings didn't fall off!! So then he came down and we flew for an hour checking engine and cruise performance and collecting various other logs. Many thanks to Bill. It confirmed that I need an RV-10. We were a bit snug for my liking in the 6, but the performance was fabulous...just like they say.

See you at the next meeting....because now I have a reason to show up! I'm a BUILDER! I have included a picture of my family in the RV-10 cockpit and also a picture of me beside the 10 in my Chapter 135 shirt!!

Thanks for the great newsletters! See you in the sky!!

Pete James



# PROP WASH

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The Leader In Recreational Aviation

**United We Stand**  
One Nation



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