



Cockpit Chatter

By Roger Bocox

“I’M JEALOUS!!” I have just spent a number of Tuesday nights over at Peter James house working on his new RV-10 Tail cone assembly. Why am I jealous, you ask? Silly question. When I got my RV-6A kit, (tail kit in February of 1992), I received a box of sheet metal and some pretty sketchy plans. You had to align, cut, fit, again and again, and sometimes things didn’t fit exactly like they should. Peter’s kit is just about 180 degrees opposite from my kit.

Every piece was nicely marked. All of the lightening holes were drilled out and all of the edges were rounded. Add to that that all of the ribs, formers, spars, and even the skins were NC (numerically controlled machine) drilled, it takes all of the work out of building the plane. It ends up being an assembly process, not so much actual building. You spend the majority of your time on the RV-10 kit smoothing the edges of the aluminum, clecoeing the pieces together, then drilling to the right size for the rivets and then dimpling them—getting them ready for final riveting. Really, almost 80% of the work is gone from the RV-10 kit, compared to my RV-6A.

I guess, what amazes me the most, is that Van has the kit so accurately figured out that it all fits together. All of the bends on the parts are in the right places. All of the holes actually line up. You don’t even have to build fixtures to hold anything—unless you want to for convenience. The only think that has kept us from having the rudder, vertical stab, and the horizontal stab done by now is the fact that Peter didn’t get the primer for the parts in the time frame that he wanted to. Otherwise, they would be completed and hanging from his garage wall. Really amazing! I have to really take my hat off to Van for making things go together that well. Let’s not even talk about the plans. They are computer generated, and are a step by step process.

On my kit, not all of the bolt lengths were exactly right. On Peter’s, it looks like, so far, as if everything is perfect. A truly wonderful kit! If any of you are wondering if you could build an all metal (Van has deviated from that with the fiberglass top) airplane, then this one is for you. Bill Gast, Gene Larson, and I have been showing Peter all of the tricks to the trade as we go through the various parts on the tail. Once you figure out the secrets of alignment, drilling, countersinking, priming, and riveting, anyone can put this kit together. It is really that simple. So if you are inclined to look at a plane like this, be brave and get an RV-10 kit. Just ask local builders for some help in the beginning and after a few weeks, you will be surprised at how easy it is!

On a different note, the election of board members was held at the last meeting. I would like to thank Wes Olson for all the years he has served on the EAA Chapter 135 Board. Because there were 5 names and 4 places, it was inevitable that someone would be voted off the board. THANK YOU Wes, for your hard work and dedication as a board member. I would like to personally welcome our newest board member, Dave Kalwishky to the board. Dave will be a great addition. For those of you who don’t know Dave that well, I have know him since he was a little kid flying model airplanes out at the field near Morningstar airport. This year, Dave has been a great help to Alan Core at the Young Eagle events that Alan could not attend. Dave has flown a zillion kids this year, and his wife, Terri has done the paperwork at these events. Dave and Terri really pitched in when we needed the help and we are all grateful for their efforts.

It is just about time for our annual Christmas party. If you have never come before, please consider it. We have a great meal, we give out some awards and thank people for their work the past year, sometimes we have some great entertainment, and then there is the infamous “Chinese Gift Exchange”. Many people who come, I think, come just for that. It is a real ‘hoot’.

Remember, if your compass starts spinning around; you are either not flying straight or you in the Bermuda Triangle.



The Leader In Recreational Aviation

—Roger

PROPWASH

How many have we completed???

We are looking for everyone who has finished their project and got it in the air, in the last 5 years. ***IF YOU HAVE A COMPLETED PROJECT SINCE July 1998***, please e-mail newsletter editor at chapter35@aol.com and let me know what project you completed and when it was completed. If you can e-mail a picture, please do so as well. I will publish a list and pictures in upcoming newsletter. ***COME ON GUYS—E-MAIL ME AND LET ME KNOW!!!***



YOUNG EAGLES UPDATE

Submitted by our Loyal and Faithful YE Coordinator, Alan Core

It's been an interesting year of flying, only one reschedule and we were flying kids on the 25th of October when the millionth YE was flown, so we couldn't be far off that mark!! Thanks to John, Terri and Denise who usually did the work so I could go play aaaa, I mean do the serious business of flying all the Young Eagles. And at Perry and Knoxville we had three, count 'em THREE, homebuilts flying kids. That's a record for our chapter!! Dave Kalwishky gets the biggest tax deduction award for aircraft expenses this year! Quite an honor! All in all, this has been a really fine year.

THANKS FOR ALL YOUR SUPPORT!!



Gerald Clark in Oklahoma

Gerald Clark, a chapter 135 member, and Osceola chapter 1143 Chapter President was selected to go Ardmore, Oklahoma to work on a movie. No, Gerald is not going to be the next Tom Cruise. They are doing a remake of the old Jimmy Stewart movie, "The Flight of the Phoenix". Gerald was asked to come down and assist in the construction of various airplane parts for the movie. This will include inside the fuselage mockups, various scale parts, and even a full scale flying "Phoenix". We can't remember the name of the company, but if you have seen "Raiders of the Lost Ark" you have seen some of their handy work in the large flying wing that Indiana Jones fought a large Nazi while the plane spun around in a circle and then blew up.

The work needs to be completed by the end of March, 2004, so it can be delivered to the sets for filming. Therefore we won't see much of Gerald until after that. We wish him luck, and some of us are really jealous that you're there and we're not!!! We look forward to viewing the movie, and see Gerald's handiwork.

Chapter 135 2003 Christmas Party

Join us on Sunday, December 14, 2003 for our annual Christmas Party and Chinese Gift Exchange. (Bring a wrapped gift and designate whether male or female. \$20 limit) at Willow Creek Country Club. Starts 5:00 pm. If you've never participated in the Chinese Gift Exchange, you're gonna love it!! Please cut this form out and return to Donna Bocox with your dinner choices. Forms must be returned no later than December 5, 2003.

Name: _____ Phone No: _____

My dinner choices are : _____ Chicken Cordon Bleu _____ Baked Pork Tenderloin

Cost is: \$17.00/dinner Please make checks payable to EAA Chapter 135. Payment for meal must accompany this form.



FOR SALE

The following items are for sale from Dave Stilley:

(he completed his Lancair 360— after 10 years of work by Lee Hart of WDM
These parts he no longer needs, as he is going to use an Eggenfellner Subaru Engine and MT prop in the Lancair)

- **Brand new Prop Spinner for 0-320 uncut— Asking \$100
- ** 0-320 Prop extension for fixed pitch Prop — Asking \$50
- **Set of Brand New 5” Matco Main Wheels, Disk Brakes, and Master Cylinders — Asking \$200
- **Used Air-Oil Separator for 0-320, make an offer — uncertified use only.
- **Two older Loran units without moving map—one is a BF Goodrich that Lee Hart bought Brand new for the Lancair in 1990 that has never been used. The other a used Morrow unit. Make an offer. Both include trays and antennas.

If interested contact Dave Stilley, phone: 515-490-0375, or 515-987-5793. E-mail:mercyeddoc@aol.com

“OSHKOSH “03”, Here We Come

Contributed by Paul Steingrabe

At 4:45 am Jack called our home to report that flight service had given a “Green Light to Go” for our trip to Oshkosh. Jack arrived at the Ankeny airport and we left on time at 6:00 am. As we departed the airport, we enjoyed the lightening display and rain over Des Moines.

We arrived in Prairie DuChien, WI for fuel at 7:30 and found the FBO closed till 10:00 am. We departed for Baraboo, WI, landed and fueled up. The weather broke between there and Ripon. The clouds broke up and the sun came out giving us a beautiful view of Oshkosh as we approached runway #9.

The flight pattern in was very straight-forward with no hassle or confusion. We lined up with the railroad tracks, followed two aircraft ahead of us, and picked up the strobe at Fisk. The controllers had to “rock our wings” and told us to follow the other two aircraft onto runway #9.

The “flag people” controlled us all the way to our parking spot and the show planes. A van picked us up and took us to the sign in building and made us feel like we were flying the neatest, fastest airplane in the world. The reception people really make you feel like you are the most important part of the show when you register.

After registration, they drove us to our campsite. This is where Jack and I met up with the “gang” from Chapter 135 and Replica Fighters people. As Donna predicted, Oshkosh is where the “guys” shop for the next building project. And, boy, did we shop. The week flew by for all of us because of the fun and fellowship of all there.

Departure day brought heavy fog and a late start for home. We spent an hour and a half on the taxi-way. We shut down the Glastar several times to prevent overheating. The flight home was very hazy and navigating around numerous showers delayed our arrival in Ankeny.

The Glastar performed very well. We had over an hour of fuel left. It was nice to be able to fly non-stop from Oshkosh to Ankeny. In addition to that, it was great to be able to have someone like Jack as a “navigator” to read the maps, change the frequencies, run the GPS and to make sure I flew straight and level. I sincerely hope we can do it again next year.

Paul Steingrabe N255PC

**Chapter 135 Meeting
November 8, 2003**

Chapter meeting was called to order at 7:02 pm by chapter President Roger Bocox. Program included previewing Gene Larson’s newly completed RV, which was done first thing, so Gene could get home. The YE reported that there were 40 kids flown in Knoxville this morning, with 9 planes and pilots showing up to fly them. ALL 9 PLANES WERE OWNER OPERATED, NO RENTALS. That’s outstanding!! Various project reports were completed, with Peter James bringing parts of his RV10 tail that he received about 10 days ago. He announced that Tuesday nights would be “Builders Night” at his home.

Chapter meeting concluded with board member elections. With 4 slots open, there were the 4 current board members willing to stay on the board for 2 more years, and a nomination from the floor or Dave Kalwishky made 5 candidates for 4 slots, so ballots were passed out and the membership voted. The 4 board members voted in for the next 2 year stay were: Jack Arthur, Mike Abrahams, Rob Miller and Dave Kalwishky.

Meeting was adjourned at 8:45 pm.

What's Going On

December 14, 2003 — Chapter 135 Christmas Party. Starts 5:00 pm. BE SURE TO SIGN UP FOR WHAT YOU WANT TO EAT!! Willow Creek Country Club. Bring a gift for the “Chinese Gift Exchange”

June 17-20, 2003 — National Ercoupe Convention, Knoxville Airport. Jack Arthur Coordinator.

**2004 EAA Calendars on sale beginning December 1,2003.
Order from Brant Holensbe:bhollensbe@mchsi.com
ONLY \$10 each**

Roger....Let's Sell the RV9

(contributed by Donna)

Over the weekend of November 8-10, Roger and I were invited to fly down to Houston to go to the Tennis Masters Cup. We flew down in a Beechcraft Baron 58. A 2002 model which seats 6, and plenty of room for luggage. We took off from Elliott's and the skies were clear, and weather was a crisp 32 degrees. Oh my God, that plane is nice. No, it's better than nice. It's classy, sleek, roomy and really, really expensive....but oh how I loved it. Roger was in the right seat, as co-pilot and I was in one of the rear seats, facing backwards, relaxing and enjoying the anticipated flight. What a great view. It took off and landed almost to perfection. We landed in Fort Smith, Arkansas to fuel up and a pitstop. Next stop was Houston. I got to see first hand, that when you're flying a million dollar aircraft, you get treated a little bit differently than you do in a \$50,000 plane. When you land, they (a crew of 2 or 3) come out and put down a mat, and wait for you to walk out and ask you if there's anything they can do for you. When we arrived in Houston, they had the rental car waiting and drove it up right next to the Baron, to make the luggage transfer a breeze. What service!!!

After dinner that evening, Roger was bombarded by my constant comments about the airplane. All the reasons I thought it would be a great plane to have. All the benefits of selling the RV, and purchasing a Baron, that could transport us in style, comfort, and class... The whole night, Roger smiled, nodded in agreement, and never once said anything negative. On Monday, after the Masters Cup (which was almost a non-event, compared to the flight in the Baron!!) we left 78 degree Houston to come back to 30 degree Des Moines. Again we stopped in Arkansas to refuel. This time the weather in DSM was not so good. Overcast, misting, and ceilings at around 200'. We waited about an hour, and the ceilings were at around 300', our pilot decided to go to Des Moines. As we approached Des Moines it was thick. Ceilings were still around 300', but that Baron (combined with an experienced pilot) glided right through that "pea soup" and into Des Moines. You know when you spend that much money on an airplane, you just land, and they come out and fuel it up and park it in your hangar for you!! You just get your luggage out, and head for your car...Oh man, I am excited. I am already writing up the ad to sell the RV in my head. On the way home, I ask Roger how much he thinks we can sell it for...and then my bubble breaks. He comes back with, "Do you realize that plane costs \$1,000,000. And IF (a BIG IF) we could sell the RV for \$45-\$50K, that still means we'd finance \$950,000!! That's a \$5,000 a month payment. And where do you think you're going to come up with that???" That would be a heck of a lot of cookies to sell!!!!" I was crushed. My visions of flying here and there in style just vanished. Reality set in... I guess my idea for selling the infamous RV6A project was not so good after all, and I settled into the idea, that the 2 seater RV6A, which has taken him 11 years of sweat, and anticipation to build, would have to be the way we will travel. But it was fun to say

"Hey Roger, let's sell the RV!"

Flying...Doing What I Love to Do

—contributed by Dave Kalwishky

On September 12, 2003, my wife Terri and daughter Allison and I flew to Macon, MO to fly Young Eagles with EAA Chapter 1212. It took about an hour and a half to get down there. Flying at 5500' with clear sky, and calm air, it was a beautiful trip down. I had a portable music player plugged into my intercom so we had music for the trip. Terri sat in the back playing Solitaire on the hand held computer I have.

We were welcomed by several of the chapter members with enthusiasm for making the trip down and they were anxious to show us how they do things. We met quite a few nice people and had a great time talking to them. I spent most of my time talking to the pilots while Terri spent her time helping with the paperwork and talking to those folks about how they run their rallies. Allison sat on a couch at the FBO and watched TV and played with some of the younger kids that were there.

They conduct things a bit differently than we do. When a four seat plane goes out it goes with all seats full. If only two kids are there, then they wait for a third one to show up. I got the impression that the child who gets to ride in the front seat doesn't really get a chance to fly the plane and they do not normally take parents up, only if they ask. They had run ads on a local TV station and ads in the local newspaper. They were expecting at least 100 kids to show up. Each time in the past when they've done this, they have had that kind of turn out. They had about 15 kids show up; and I got to fly only ONE Young Eagle and his mother. The boy had a younger sister who sat in the back seat with his mom and screamed and cried for the first 15 minutes of the flight. The last 10 minutes of it, she calmed down and I think might have enjoyed it.

After staying about four hours, we loaded up and headed home. We flew back at 6500' and again had a clear sky with only a few bumps in the air here and there. While passing over Centerville, about 60 miles from Des Moines, I could make out the downtown skyline on the horizon.

I felt a bit disappointed to fly all they way, and only fly one child. Then I realized that the day wasn't about flying a large number of kids, it was about taking a trip somewhere in my own plane, with my family and sharing the experience and the day with them. It turned out to be a great day for flying and I am looking forward to doing it again.

Chapter 135 Garage Sale

(coming soon to a garage near you!)

Remember, start thinking about the Chapter 135 Garage Sale that is planned for Spring 2004. No date has been set yet, but as you're sorting and cleaning, put aside anything you would like to donate to the cause, and that we could make some money on. It doesn't have to be aircraft related. And if you've got some large items, and want a tax deduction for the donation, just ask. **THIS IS FOR ALL OUR BENEFIT, SO DIG DEEP INTO YOUR GARAGES FOR STUFF WE CAN MAKE \$\$\$\$ ON. YOU'RE HELPING A GOOD CAUSE!!!**

‘Twas the Night Before Christmas...’

(thanks to whomever gave this to me last year!!)

**Twas the night before Christmas, and out on the ramp,
Not an airplane was stirring, not even a Champ.
The aircraft were fastened to tie downs with care,
In hopes that come morning, they all would be there.**

**The fuel trucks were nestled, all snug in their spots,
With gusts from two-forty at 39 knots.
I slumped at the fuel desk, now finally caught up,
And settled down comfortable, resting my butt.**

**When the radio lit up with noise and with chatter
I turned up the scanner to see what was the matter.
A voice clearly heard over static and snow,
Called for clearance to land at the airport below.**

**He barked his transmission so lively and quick,
I’d have sworn that the call sign he used was “St. Nick”.
I ran to the panel to turn up the lights,
The better to welcome this magical flight.**

**He called his position, no room for denial,
“St. Nicholas One, turnin’ left onto final.”
And what to my wondering eyes should appear,
But a Rutan-built sleigh, with eight Rotax Reindeer!**

**With vectors to final, down the glidescope he came,
And he passed all fixes, he called them by name:
Now Ringo! Now Tolga! Now Trini and Bacun!
On Comet! On Cupid! What pills was he takin’?**

**While controllers were sittin’ and scratchin’ their head,
They phoned to my office, and I heard it with dread,
The message they left was both urgent and dour:
“When Santa pulls in, have him please call the tower.”**

**He landed with silk, with the sled runners sparking,
Then I heard “Left at Charlie,” and “Taxi to parking.”
He slowed to a taxi, turned off of three-oh.
And stopped on the ramp with a “Ho, Ho-Ho-Ho...”**

**He stepped out of the sleigh, but before he could talk,
I ran out to meet him with my best set of chocks.
His red helmet and goggles were covered with frost,
And his beard was all blackened from Reindeer exhaust.**

**His breath smelled like peppermint, gone slightly stale,
And he pulled on a pipe, but he didn’t inhale.
His cheeks were all rosy and jiggled like jelly,
His boots were as black as a cropduster’s belly.**

**He was chubby and plump, in his suit of bright red,
And he asked me to “fill it, with hundred low-lead.”
He came dashing in from the snow-covered pump,
I knew he was anxious for drainin’ the sump.**

(con’td top next column)

**I spoke not a word, but went straight to my work,
And I filled up the sleigh, but I spilled like a jerk.
He came out of the restroom and signed in relief,
Then he picked up a phone for a Flight Service brief.**

**And I thought as he silently scribed in his log
These reindeer could land in an eighth-mile fog.
He completed his pre-flight, from the front to the rear,
Then he put on his headset, and I heard him yell, “Clear.”**

**And laying a finger on his push-to-talk,
He called up the tower for clearance and squawk.
“Take taxiway Charlie, the southbound direction,
Turn right three-two-zero at pilot’s discretion.”**

**He sped down the runway, the best of the best.
“Your traffic’s a Grumman, inbound from the west.”
Then I heard him proclaim, as he climbed thru the night,**



**MERRY CHRISTMAS TO ALL
I HAVE TRAFFIC IN SIGHT”**

National Ercoupe Convention Update

By Jack Arthur

It’s about time for all good boys and girls to get all those wonderful presents we have been waiting for! Just a reminder for all the rest of us that we have a terrific event coming up next year. On June 17 through the 20th we are helping out with the National Ercoupe Convention in Knoxville Iowa. I know it’s more than 6 months away, but in order for it to come off, it takes some planning and organizing. Yes, I currently have some volunteers but we could use lots more help!! If you would be willing to help let us know. Even if its just a couple of hours one day. Please contact any of the board members or myself or Mike Abrahams. Numbers and e-mail addresses are listed on back page of newsletter. We have had the following people volunteer already: John Kennelly is heading up a team of volunteers to help out keeping the eating area clean, Donna Bocox is going to sell beverages and ice cream, and I have had a couple of other people volunteer to help out where it is needed. If we all pitch in we can make this the best convention they have seen in a long time. We hope to get 100 coupes to fly in plus all the other planes. It should be quite an event! With everyone’s help, we are sure the people who fly and drive in will have one hell of a time.

So, remember JUNE 17-20, 2004, KNOXVILLE IOWA AIRPORT. THE PLACE TO BE!! Come help out and enjoy some wonderful “plane camaraderie” Looking forward to seeing all of you there.

PROPWASH



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EAA Chapter 135 dues are \$20 per year. To join our chapter please contact chapter Treasurer, Brant Hollensbe, who's e-mail and phone are below. Chapter scales are available by contacting Mike Abrahams at phone and e-mail below. Chapter scales are rented only to current Chapter 135 members.



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