

Cockpit Chatter

By Roger Bocox

Donna and I sincerely hope that everyone of you had a wonderful holiday season and that Santa brought you all of the airplane stuff that you could ever want. Santa brought me a present too. On December 18, I finally got the Airworthiness Inspection done on my RV-6A. Not bad. Only took me, hmmm let's see, almost 12 years. I guess I was never in a great hurry. (That's obvious.) As I have told you before, dealing with the FAA in Oklahoma City has been a arduous process. It continued even further.

A month or so ago, I told you that I was waiting for my address change to my registration. FSDO wouldn't inspect the plane until the address on the registration matched the Airworthiness application. I took care of this immediately—so I thought. After waiting a “reasonable” amount of time, (6 weeks), I called OKY city just to check up on the paperwork. I talked to a very nice lady and she told me that the registration was correct in their computer. I asked her when I would receive the registration paperwork. She checked and told me that she would send it right out that day. I queried her as to what had been done. She told me that it was all in the computer, but there was nothing in there that would have sent it to me. I, very politely, asked her that if I had not called, would it sit there forever with nothing happening to it? She said, “Yes.” She didn't understand it, but that was the way it works.

Just seems to me that there is something terribly wrong with the procedures down there. Take that as a word to the wise to be a ‘squeaky wheel’ when dealing with the FAA in Oklahoma City. **Don't expect them to do what they say they will do! Keep on them!**

After receiving the registration, I contacted Ray Wieland at FSDO in Ankeny to set up an appointment. He had time the next week, so we made it the next Thursday. I went down to the airport and moved the airplane to the heated hangar, set up tables, rounded up all of the tools, creeper, lights, inspection mirror, etc. I did this a couple of days beforehand just be sure everything was ready. I even picked up some doughnuts and put the coffee on that morning. I have heard that making it an enjoyable trip for the FAA boys, generally, makes the inspection go better. (Would coffee and doughnuts be considered a BRIBE?) Well, anyway, Ray came down that morning and got right to work. We went over the paperwork. He had typed copies that I signed, and he asked me tons of questions about why this and how come that. I think that that goes a long way with the inspector's feeling that you know what you are doing and have reasons for doing what you did. I don't know for sure, but it sure seemed like it.

Ray was very thorough. He looked in every hole and over every bolt, wire, etc. I didn't have to change anything, although, he did have a few suggestions for some things to add. I am in the process of adding those items he listed. They were small, had nothing to do with safety, and, all in all, are a good idea. Just to give you an idea what these were, he suggested that I put canopy opening instructions on both sides of the outside of the canopy. I have them on the inside, but he said that if someone had to extract someone from inside it would be good if they knew how to get the canopy open. I didn't have to do that, but it is a good idea, and I will. I took the whole process with Ray as a learning experience. I did learn a lot into how the FAA looks at issues. Ray was a big help. Ray made it a very enjoyable experience.

Something also interesting happened. When he handed me my repairman certificate, he asked to see my driver's license. I gave it to him and he said it was expired. Stupid me forgot to renew my license. Since it was expired, he could not give me the certificate. I said, “no problem” and told him I would get my airport ID badge. He said that they cannot take that either. I had to go home and get my passport to get my repairman certificate. Maybe I am stupid and I don't get the “Big Picture”, but how can I drive my van around the airport with my ID badge, but they won't take it as identification? I guess I just don't understand. Anyway, my certificate and even my driver's license have been taken care of.

(continued on page 2)

(President's Column continued from page 1)

I would just like to thank Ray Wieland at FSDO, Joe Quiring (not sure I spelled Joe's last name right. If not, I apologize.), and the rest of them up there in Ankeny. Even though they follow the rules to the letter, they are understanding and helpful. I would also like to thank Lyle Persels down in Osceola for the use of the nice heated hangar for the inspection, and, finally, I would like to thank everyone of you in the chapter that has offered suggestions, advise, comments, and especially the tech counselors who looked over the plane numerous times over the years. The whole support system for building aircraft really does work! Make use of it.

If you missed the annual Chapter Christmas party, you missed a great one. I gave out two "Spark Plug" awards. The first one went to Brant Hollensbe. He has just done a lot of work this year working on things and coordinating a lot of events, like the B-17 trip with John Nelson and the picnic. Thanks, Brant. The other award went to Dave Kalwishky. Dave is a, somewhat, new member, but he was very, very, active this last year in the Young Eagles Program. Dave jumped in when Alan could not, and kept everything running smoothly. The award also goes to Dave's wife Terri, too, even though her name is not on the plaque. She worked just as hard as Dave. Tell her a big, "THANKS", too, when you see her.

Donna and I will not be at the January meeting. I think Paul will still be in Florida, so Brant Hollensbe will be in charge. For some reason, my company Christmas party ends up on the second Saturday in January.

Happy Holidays,
Roger

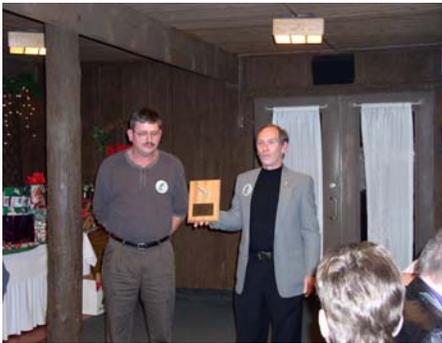
2004 EAA Calendars available now. Hurry and get yours.
Limited supply. Order from Brant Hollensbe:
bhollensbe@mchsi.com ONLY \$10 each

Chapter 135 2003 Christmas Party



The chapter Christmas party was another success, as I am sure anyone that was there will tell you. We had a great dinner, followed by some "words of wisdom" from our illustrious President, Roger Bocox. He gave out the two "Spark Plug" awards this year. Congratulations to Brant Hollensbe and Dave Kalwishky for their effort this past year in becoming that extra "spark" for the chapter, and for not "fouling up"!! Then on to the real reason we all came. THE CHINESE GIFT EXCHANGE. With Mike and Debbie out of the picture this year, we thought the group may be a little subdued. Jack and Ester couldn't get the usual "group thing" going, because there were only 2 of them. But the rest of the group quickly learned how the game was played, and how to "play" the game. Before you know it they were stealing those gifts, left and right, but not before the "quiet Mrs. Core" listened for everyone to say that infamous word, "no" and rush over and steal their bells. She took the prize for the evening, with "lots of bells around her neck" along with our last years champ, Jack Arthur. All, in all, we had a terrific time.

**MERRY CHRISTMAS to EVERYONE,
and a
PROSPEROUS, HEALTHY
and
HAPPY 2004!**



Member Profile

Floyd Neff



Floyd Neff has been a mechanic most of his life. First an auto mechanic, then heavy equipment and eventually A&P. But he adds that he has always loved airplanes! He got his pilots license in 1978, and it was then he became involved in his first EAA chapter in Corona, California. He started building his first and only project, a KR, in El Cajon, CA and completed it in 1984 to the day, (shortly after joining National EAA) in Elizabethtown, Kentucky. He actually calls it a KY 1 1/2 as he lengthened the wings 2 feet and widened the fuselage 2" in the cockpit area.

Moving to Iowa from Norfolk, Virginia in 1987, was when he located Chapter 135. He enjoyed airplanes and building them, and wanted to keep involved with others who felt the same way. He has been a member for the past 16 years and when asked what the biggest changes he has seen in the chapter, he said that he felt there were more planes being built. There have been more planes started and completed, and "better" ones for that matter.

For those who are thinking about joining this chapter or any other chapter for that matter, he advised those interested to come to meetings, and ask questions. Then join the chapter of your choice, and continue to ask questions, and use the advise of people in the chapter to help you with your project. There is a lot of experience in our chapter, that new members can call on to help out with their project. If you need help, he added, simply make an inquiry of those members of the chapter. Building, talking, sharing and flying planes, is just "Plane joy"!

National Ercoupe Convention Update

Jack Arthur is the event coordinator. We are in need of help from chapter members, for each of the 3 days. If you can work a couple of hours, or if you want to take charge of a particular job, please contact Jack Arthur. This is a huge event for our Knoxville airport, and we want to make this a tremendous success. Please e-mail Jack: sky3044@aol.com.

December 18, 2003
FINALLY!!!

He finally did it....FINALLY!! At 11:43 am on December 18, 2003, the RV6A that was started about 12 years ago, was finally awarded its airworthy certificate. Yep, Roger finally got it inspected, and it passed no problem. So now, the only question is, "So, will you take it for it's First Flight this year, Rog??"



What's Going On

January 10, 2004 — Chapter 135 Monthly Meeting. Ankeny Airport, Exec 1 upstairs. Starts 7:00 pm.

January 26, 2004 — Chapter 135 Monthly Board Meeting. 7:00 pm. Call a Board Member for location.

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

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.

Following letter was received by John Nelson regarding the B-17 Tour.

PROPWASH

AVIATION FOUNDATION

December 3, 2003

John Nelson
7309 Ridgemont Drive
Urbandale, IA 50322

Dear John:

EAA's B-17 "Road to Kitty Hawk" Tour, 2003

We are writing to thank your EAA Chapter for its participation in our recently-completed 2003 tour with the B-17 Flying Fortress, *Aluminum Overcast*.

We consider it to have been the "best ever" of the 10 tours we have made since 1994. Over the course of seven months we visited 50 locations around the country. The average number of paying passengers per location was 69 – that's a grand total of 3,451 people receiving a true once-in-a-lifetime experience! In addition, we estimate that an additional 20,000 people took a ground tour through the airplane.

Our records show that newspaper coverage alone helped us achieve positive news stories, in your local communities, reaching a total audience estimated at 5,167,784 people (and this does not count all the TV and radio coverage, which is harder to track). We hope you agree that the work we are doing with the B-17 is a unique way to preserve the exceptional legacy of the WWII generation, and is for the good for aviation.

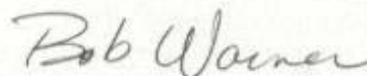
The funds generated by the B-17 tour help us achieve our goal of keeping the airplane flying. This challenge gets steadily more difficult each year, as costs increase, but we are committed to the dream of keeping the B-17 flying as long as possible.

As you know, B-17 revenues are also shared with EAA Chapters in recognition of their support with each tour stop, and to encourage aviation endeavors in your local communities. This year the tour has returned a total of \$137,000 (average \$2,740 per stop) to the grass-roots of EAA - our Chapters.

Again, thank you for your valued support of the B-17 Tour. You have contributed to the fulfillment of one of EAA's key mission elements – preserving the history of flight.



Adam E Smith
Museum Director
& Vice President of Educational Outreach



Bob Warner
EAA Executive Vice President

PO Box 3065, Oshkosh, WI 54903-3065 • Ph: 920.426.4800 • Fx: 920.426.6560 • www.eaa.org

My First Angel Flight Experience

By Dave Kalwishky

Two months ago, I signed up with an organization called Angel Flight. I would like to relate my first experience with flying a passenger that needed my help. Angel Flight provides free transportation to medical treatment for people who cannot afford public transportation, or who cannot tolerate it for health reasons. Angel Flight also flies missions in response to other compelling needs.

11/29/03—My first mission that will be flown. I have had six prior missions cancelled due to weather (wish I had an IFR rating) or because of passenger change of plans. I departed Ankeny, IA (IKV) for Boone, IA (BNW) to pick up a woman and her two kids (ages 4 and 6) to fly them over to Peru, IL (VYS). This is the first leg of three for them. They are headed to Pennsylvania. I arrive in Boone at the appointed time and handle the necessary paperwork. We load the kids and mom into my plane and start up. The 6 year old is totally freaked out by riding in the plane. Mom is a bit nervous as well. After a few minutes of trying to calm the 6 year old down, we realize that it's not going to happen. She is crying so hard, she is about to make herself physically ill. They deplane, and drive home contemplating on how they are going to get to Pennsylvania. I fly home sad that I was not able to help the family in a time of need.

11/30/03 — My second mission. I depart Ankeny for Cedar Rapids (CID) to pick up a woman to transport to St. Paul, MN. (STP) I arrive on time, but she is running a bit late, the winds are forecasted to really pick up in the afternoon and I know I am going to fly a crosswind when coming home. Total time on this leg is .8 on the tach. Our ground speed to St. Paul is showing 80 mph average on my GPS; we are fighting against a 40 mph head wind. When we arrive at STP, Minneapolis Center is great about getting us in under the Class Bravo airspace as we come into STP. The surface wind is now 25 gusting to 31 mph. It is a little bit of a crosswind as I approach the runway and ground. The ride is really rough below 2000' but we touch down with a landing that is pretty darn good for the conditions we are in. I looked over at my passenger and she has both hands on the "oh crap" handle! She commented that I did a really nice landing given the conditions. We taxied up to the FBO and I dropped her off and took on fuel. Total time from CID to STP was 2.9 hours. After a 30 minute break, I reboard the airplane for the trip home. I know that I am going to have a 40 mph tail wind and I am looking forward to getting home in a hurry. As I do my run-up at the end of the runway a Falcon jet is landing and he is being bumped around by the wind. I think to myself that this is going to be an interesting take off. I am cleared for take off and take down the runway. I am bounced all over the place but my skyhawk and I get off the ground and climb like crazy!

Once I am clear of the class Bravo airspace, I climb back up to 6500 feet and the air smoothes out and I have a wonderful trip home. The GPS is now indicating 151 mph (in a 172 no less!) I touch down at Ankeny 1.8 hours later and put the plane back in the hangar. Total flight time today is 5.5 hours.

As I drive home, I realized that I have helped someone today with my plane and saved them from a 5-6 hour drive (one way) and made a difference in her life. It is a GREAT feeling to have helped someone!

Chapter 135 Garage Sale

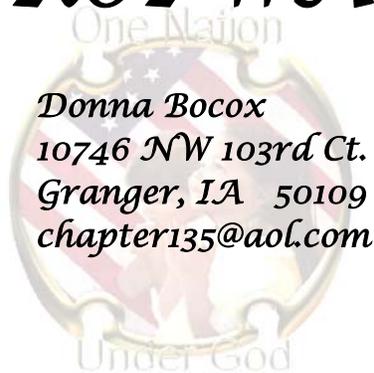
(coming soon to a garage near you!)

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!!!

Flight Rules

1. If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
2. Flying isn't dangerous. Crashing is what's dangerous.
3. Every take off is optional. Every landing is mandatory.
4. It's always better to be down here wishing you were up there, then to be up there and wishing you were down here.
5. The **only** time you have too much fuel, is when you're on fire!!

PROP WASH



Donna Bocox
10746 NW 103rd Ct.
Granger, IA 50109
chapter135@aol.com

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 available only to current Chapter 135 members.



The Leader In Recreational Aviation

Chapter 135 Officers and Board Members

PRESIDENT:	ROGER BOCOX	999-2053	roger9102@aol.com
VICE-PRESIDENT	PAUL STEINGRABE	265-1371	pdsifly@aol.com
SECRETARY/NL EDITOR	DONNA BOCOX	999-2053	chapter135@aol.com
TREASURER	BRANT HOLLENSBE	221-0970	bhollensbe@mchsi.com
WEB SITE			<i>www.eaachapter135.org</i>

BOARD MEMBER (B)	TECHNICAL COUNSELOR (TC)	BUSINESS MANAGER (BM)
YOUNG EAGLES COORDINATOR (YEC)	FIRST FLIGHT COORDINATOR (FFC)	FLIGHT ADVISOR (FA)
JACK ARTHUR (B)	287-8833	sky3044g@aol.com
BARRY CLEMENTS (B)	967-2355	b2clem@worldnet.att.net
MARK KOKSTIS (B)	961-2816	
MIKE LOSSNER (B)	243-2490	mjlossner@aol.com
WES OLSON (BM)	279-3847	flywolson@dw.com
ROB MILLER (B)	314-3706	flightmchnc@aol.com
MIKE ABRAHAMS (B)	981-0381	ppcmike@hotmail.com
ALAN CORE (YEC)	961-4524	indypurr@juno.com
FLOYD NEFF (TC)	259-3088	
R. GERALD CLARK (FA)	641-342-4230	gclark@pionet.net
DAVE STILLEY (FFC)	987-5793	vikingdvr@aol.com
JOHN NELSON (FFC)	276-7646	
BOB KEENAN (TC) (FA)	964-5211	keenflyer@msn.com
GENE LARSEN(B)	712-784-3947	hibeam@netins.net
RICHARD MILBURN(B)	515-834-2954	rchrddmilburn
DAVE KALWISHKY(B)		dave@kalwishky.com