

# Cockpit Chatter

By Roger Bocox

I am sitting here shivering, because my illustrious wife chooses to keep the thermostat at 58 degrees in the house. I have a winter coat on while I am typing this. Really, I am not kidding. I don't want to call her cheap, but she has this thing about spending money on heat in the winter and air conditioning in the summer. I just finished snow blowing the driveway for the umpteenth time in the last few days. It is about 6 below with the wind chill about minus 25 degrees. Boy, doesn't that make you want to get the plane out and go flying!

For me, winter is a time to build. I love building just as much or more than flying. In fact, flying is almost anti-climactic. Building for me is therapy. I can come home after a very stressful day at work, go out in the shop, and dive into something totally unrelated to the problems of running a department and babysitting employees. I think that if I didn't do something like this, I would go crazy or maybe take up serious drinking. I am sure that there are many of you out there who are similar. It may not be building airplanes. It may be golf, reading, or even, like my wife, trying to have in our house every possible variety of cactus in the entire world! You don't want to trip and fall in my house. If you do, you will be picking cactus spines out of your body for months!

The RV-6A is just about ready to fly. I have about 7 hours on the engine now, and it is running great. I feel confident that it will work fine in the air. What I still need to do is to do a little more work on the radiator baffling coming in the scoops behind the propeller. Just like the P-51, water cooled engines have a tendency to overheat on the ground. I am doing everything I can so that the engine doesn't overheat on the ground or while taxiing. I think I have it worked out. This involved moving the oil cooler and I think that, just to be sure, I should pull another weight and balance on the airplane before flying it. High speed taxi testing and keeping the plane in ground effect has shown me that the plane has no bad habits on take off. It just comes up off the tarmac clean and stays rock solid. Pretty neat.

I have also been working on the landing gear, brakes, and wheel wells of the Focke-Wolfe FW-190. I need to get over to Mark Kokstis' house and turn down the axles for the bearings and to put threads on the ends for the axle nuts. Then it is a matter of welding on the axles and the torque plates for the brakes. While waiting for parts, I have also been working on the Boredom Fighter (WWI replica biplane). Donna has been scouring the Internet for an A-65 Continental for me. If you know of one for sale for a reasonable price, let me know. I am willing to rebuild it. Even if you have a bunch of parts for an A-65, let's talk. I have time. No hurry. I have also been working on wing ribs. I had forgotten how long it takes to make just one rib. Bunches of 1/4" brass nails, small 1/4" spruce stringers and little plywood plates, all held together with epoxy glue. About one per evening is about all that can be done—with just one jig.

I am planning on modifying the plane to look, as much as possible, like a Curtiss Hawk P6E. I am putting the assemblies on my CAD system, then changing the shape of the parts to be more like the P6E, yet retain the square inches of surface. I can do this, because the CAD system has an AREA thing in it. Pretty neat! I don't want to change it too much, otherwise the weight will suffer, and, I think, that if I change the surface area much, the handling characteristics will be different than designed. Most of the changes will be cosmetic and in the paint.

Our Chapter was able to get a good deal on an enclosed trailer. A picture of it will be in next newsletter. It is pretty nice, but it needs to be painted and stenciled with our Chapter logo, etc. This will be a great way to get our Chapter stuff to various events and to keep the stuff safe.

I would also like to ask any of you out there who have a WWI or WWII replica airplane to consider bringing it to Oshkosh this year. The Replica Fighter Association is trying to get a really good turnout of aircraft at their parking place and building this year. I am sure that you will enjoy the experience and the RFA will make sure it is worth your while. We have an air conditioned office and a great beer and brat feed on Saturday night. I am planning on calling each one of you, personally, that I know has a replica and lobby you to bring your aircraft.

For the time being, keep on building. The weather can't stay this crummy forever. See you at the meeting on the 14<sup>th</sup>.

## Look What Has Been Done Since October 29, 2004

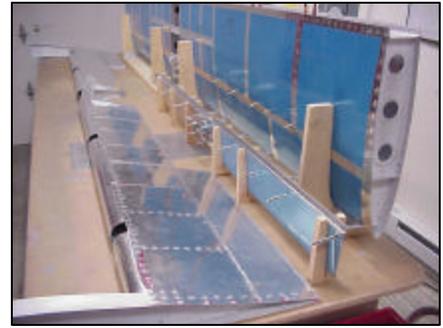
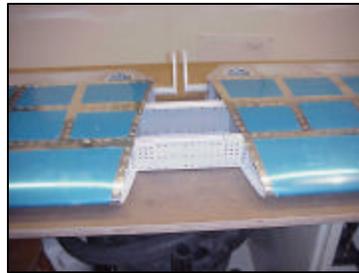
—contributed by Pete James

HSS arrives: I wanted to be able to show how solidly RV's are built, so I took a picture of the number of rivets in the center of the spars in the horizontal stabilizer. There are LOTS of them...and one can confirm that this thing is very sturdy!

HS Elev: One gets a bit anxious to see wha the final outcome is going to look like..so you put the HS on the table with the elevators directly behind...Can you hear the airplane noises I'm making while I am taking the pictures??

MCV-18: This is a picture of the Horizontal Stab complete less 30 rivets that the kit was short. The elevators have freshly rolled leading edges, and the little jigs are holding the trim tabs.

We will have all but the tail cone complete before the next meeting. Keep in mind that I received the kit on 10/29/03. we are very close to having the following complete: Vertical stabilizer, rudder, horizontal stabilizer, elevators with trim tabs. That's 4 major structures in less than 2 months! Complete with priming, which was a chore in itself!



### **DID YOU KNOW.....**

EAA recently announced 25,000 Homebuilt Aircraft Registered...which is about 15% of the total piston-powered single engine GA fleet. The numbers also show that since the late 1980's, the average number of completions per year has been over 1000, and that in a number of those years, homebuilt aircraft have taken to the air in numbers higher than the factory planes!



Next Chapter 135 meeting on February 14th  at 7:00 pm at Exec I will be a program presented by Rob Miller and Brant Hollensbe on "Maintenance Allowed to be Performed by an Airplane Owner". All of you owners will want to hear this!!

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

### **NOTICE OF PROPOSED RULEMAKING IN ACCORDANCE WITH THE FEDERAL AVIATION REGULATION ACT**

**1000.A** No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of the pilot, or pilots may try, or attempt to try or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Federal Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by the Administrator.

**1000.B** If the pilot, or group of associated pilots becomes aware of, or realizes, or detects, or discovers or finds that he, or she, or they, are or have been beginning to understand the Federal Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

**1000.C** Upon receipt of the above mentioned notice of impending comprehension, the Administrator will immediately rewrite the Federal Aviation Regulations in such a manner as to eliminate any further comprehensive hazards.

**1000.D** The Administrator may, at his or her option, require the offending pilot, or pilots, to attend remedial instruction in Federal Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.

## *A day trip to the St. Louis Arch*

Written and contributed by Dave Kalwishky

During December 2003 my wife asked if we could take a trip to St. Louis to see the Arch, she had never been there and wanted to go. My first thought was no way, that's a long drive just to see something and then come home. Then I thought to myself, if the weather is decent I can fly us down. I own a plane, why not?!?!? I did some preliminary flight planning on how long it would take to fly down and did some research on the FBO's at the field using [www.airnav.com](http://www.airnav.com), if you've never used it give it a try. It has good information regarding the airports and FBO's. I realized that the trip would be very doable in my C172. I let Terri know my plans and she was very excited to go, as was I. Due to our work schedules and the way the weather was looking we decided that we would need to go around the end of the month, December 26<sup>th</sup> was the day.

We got up early on the 26<sup>th</sup> and I checked the weather while Terri got dressed and got our daughter Allison (she's 6) up and ready to go. The weather looked like it was going to be fantastic going down but a low cloud layer was set to move across Iowa in the afternoon. The ceilings were forecasted to be high enough so I decided we should go. If we ran into low ceilings or weather problems on the way home we would land and stay at a motel or something to wait it out.

We departed home for the Ankeny airport at 6:15am, we arrived at 6:30am and had the plane out of the hangar and loaded up. I started the engine and we were airborne at 6:50am, after departing from Ankeny I contacted Des Moines approach and picked up VFR flight following for the trip down. We got to watch the sunrise from our cruising altitude of 7500' in beautifully smooth air. As I got near the class Bravo airspace at St. Louis the approach controllers were very helpful and routed me right across the airspace so I would not have to circumnavigate it. The 244nm trip down was great, it took 2.9 on the tach (no one ever said a C172 was fast) and my Garmin 196 worked beautifully. It made the navigation a no brainer.

We landed at the St Louis Downtown Airport (CPS) and when ground asked where we were parking I told them Ideal Aviation. I informed them that I needed progressive taxi instructions since I did not know where Ideal Aviation was located on the field. Ground control directed me to where I needed to go. I would encourage anyone flying into an unfamiliar airport to take advantage of progressive taxi instructions if they are unsure of where to go.

When we got out of the plane the FBO called a cab for us. We were dropped off at the Arch and were ready to spend a few hours exploring. We took a tram ride to the top and spent several hours looking around. There is a museum where you could buy gifts; they had a really nice display of Amana Colony food items. It seemed really weird to be so far from home but yet see Amana products.

After we left the Arch we walked a few blocks to the old court house with is filled with a lot of interesting history regarding slavery and how the town grew over the years. We spent an hour or two there and the decided to walk a few blocks to get lunch. We came across a Wendy's so we stopped and ate there. When we were done we called the cab company and they came and took us back to the airport. The cab driver was really friendly and talked to us for the 10 minute ride back to the airport. He was so nice I gave him a good tip.

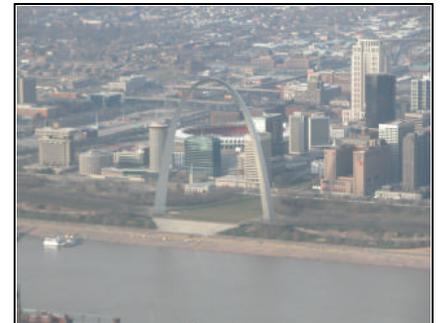
I paid my fuel bill and checked the weather. Just as had been forecast a low cloud layer was over all of Iowa, the cloud bases were are 2000' AGL. We departed and picked up flight following with St. Louis approach, they had to route me around a bit before they let me pick up my heading for home. We flew directly over the top of the St. Louis airport; that was really cool to see! I climbed to 6500' but knew that when we got to Iowa I was going to have to descend. The ride home was really smooth and we had a bit of a tail wind. About the time we got to the border the clouds started to lower, I started my descent to stay below them. After a few miles I had to descend another 500' and then another. By the time we got back to Des Moines I was at 2000' indicated. We landed, put the plane back in its hangar and went out for a nice dinner. It was a perfect end to a wonderful day.



Allison and Dad



Busch Stadium from top of the Arch



The Arch as seen from our plane





# February 2004

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2 Groundhog Day	3	4 RV10 Building At Peter James	5	6	7
8	9	10	11 RV10 Building At Peter James	12	13	14 Chapter 135 Monthly Meeting 7:00 pm Exec 1
15	16	17	18 RV10 Building At Peter James	19	20	21
22	23 Chapter Board Meeting 7:00 pm— Contact Mike A For location	24	25 Ash Wednesday	26	27	28
29 An extra day! Work on the plane!						

**UPCOMING EVENTS:**

**April 13-19, 2004—Sun n’ Fun Fly In—Florida**

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

**July 27-August 2, 2004—EAA AirVenture—Oshkosh, WI**

**IF AIRCRAFT WERE VIRUSES**

*(your opinions may differ...just read and enjoy)*

**F-4 VIRUS** Outdated virus that was once very capable, but leaves an obvious trail and is therefore easily detected.

**F-16 VIRUS** Extremely small virus that's highly overrated. Seldom makes it all the way to your files. But if it somehow does, it usually can't do any real damage anyway.

**F-15C VIRUS** Makes lots of claims about what it can do, but usually shows up after you've already shutdown your computer. Sometimes destroys the wrong files.

**F-15E VIRUS** Most capable virus of all. Works quickly and accurately. Causes tremendous damage to targeted files. Can defend itself well against anti-viral programs.

**F-18 VIRUS** Another virus that seldom makes it all the way to your files. Spends 90 percent of its time just trying to get aboard.

**F-111 VIRUS** Extremely fast, deadly accurate virus that is slowly being replaced by less capable viruses.

**F-117 VIRUS** Works only at night. Targets very specific files stored towards the center of the hard drive. Can only be used once a night due to long boot-up time.

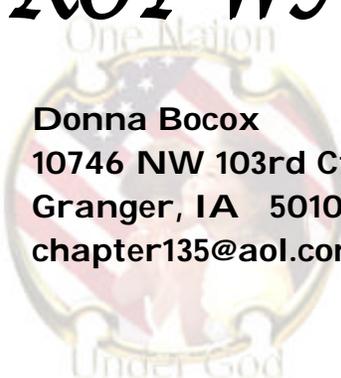
**B-1 VIRUS** Very expensive virus that is easily erased because it's so easy to find, and has no known defensive capabilities.

**B-2 VIRUS** Most expensive virus ever. Costs far more than the computer it infects. Hard to detect. Works only at night. Must have access to external modem to find targeted files.

**C-130 VIRUS** Most lethal virus of all because it can carry all types of additional viruses, anywhere, anytime. Shows up in more foreign versions than the flu bug. Can find its way into even the smallest of computers (on land or sea). Limited only by the amount of additional viruses it can carry and distance covered (overcomes this limitation by staging itself from an unlimited variety of other locations within systems). Quite benign after delivering other viruses because it settles down to a binge of eating and drinking.

# PROP WASH

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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 available only to current Chapter 135 members.



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