

Cockpit Chatter

By Roger Bocox

April certainly was an interesting month. We secured a home for the chapter. We got the site for the garage sale coming up in May, and I put the first “OFFICIAL” flights on my RV-6A. After building on the thing, off and on, since February of 1991, I finally got it into the air. (Hmmm, let’s see that’s 13 years and 1 month. I just couldn’t let John Nelson beat me into the air.) I ain’t nothin’ if I ain’t persistent!! Please excuse the grammar. Sure, it took a long time to get it built, but remember, I was trying to do this on the very cheap. I had to reinvent the wheel a few times, and do a lot of scrounging to keep the cost as low as possible. I bet there aren’t more than a couple of RVs out there that were built as inexpensively as mine. There is a lot of “sweat equity” in my airplane. I could have just put a Lycoming in it, but that would have doubled, if not tripled the cost of the engine installation. Doing this was not without potential problems, though. I knew this when I took this route. Let me explain.

The first “OFFICIAL” flight of RV-6A N872RF was at 5:35 P.M. on April 5, 2004. I took the entire week off and I was planning on living in the motor home at the airport all week. The idea was to fly off as many of the hours as I could. It didn’t quite work out that way. On the first flight, the prop pitch was set too high, and the engine would not run up to maximum RPM as I had predicted. The plane flew great, though! In level flight, it flies, pretty much, hands off. Keep in mind, that this plane has a 1963 Oldsmobile 215 CID Aluminum block V-8 engine in it. The water temperature was running hot and this caused the flight to last only 0.6 hours. I circled around the airport, always staying within gliding distance, up to about 5,000 ft., and tested the stall speeds, etc. and other things. I greased the first landing. I have it on videotape, and the landing actually does look pretty good.

I re-pitched the prop, adjusted the baffling around the radiators, and checked everything over—thinking that the high pitch was not allowing the engine to cool properly. Tuesday, I flew it again, this time for about an hour. I discovered that I took too much pitch out of the prop this time. Airspeed was reduced due to too low of a pitch, and the water temperature was still too high. Landed again, and this time, I counted all 3 landings. The guys watching me said the landing didn’t look too bad, but it sure felt pretty bad in the plane. The gear is pretty springy, and any misjudgment will throw you back up into the air.

I discussed everything learned with all pertinent people in the know on the field and it was determined to remove the thermostat from the engine. In this way, we could find out if the cooling system was adequate or not. Wednesday, I went up again, and determined that the radiators were not efficient enough and a redesign was in order. At about 2,400 ft. over the north end of the runway, the engine started to miss badly and was running quite poorly. It never did stop, but it sure did get my attention! (pucker factor started to take over!) I dropped her down into the pattern and made a short approach to runway 36. I had some extra speed. (I was at about 100 kts, and remembering what Bill Gast said about his that full flaps are more like speed brakes than flaps, I dumped full flaps.) I cut her into the airport, and made an uneventful landing. The engine was still running so I taxied back to the hangar.

After everything cooled down, it was time to pull things apart to see what was going on and why she lost partial power. I discovered that the rocker arm shaft over the #2 cylinder had broken off and the rocker arm for the exhaust valve on #2 was laying in the head. In effect, I was running on 7 cylinders, not 8!

I had the entire engine rebuilt a number of years ago by a reputable speed shop here in Des Moines, and guess what didn’t get replaced? You got it. The rocker arm shafts were the originals. I guess that the high loads on a 41 year old piece of pipe was just too much for it. Looking deeper into the engine, I determined that one of the cam bearings had slipped on its journal and the oil hole in the block did not match the hole in the bearing. This may have happened due to the excessive engine temperatures in the engine. (Aluminum expands a lot more than the bearings, and it must have rotated off of the oil hole.) Upon seeing that, it was time to pull the engine. Taking the engine home, I have the following to do: (cont’d page 2)

FOR SALE at Chapter Garage Sale



This item has been donated for the garage sale. Oak roll top computer desk. 54”w by 54” tall x 29” deep. Tower or printer can go in bottom left, 3 drawers on right. Great shape. Thought we’d put it in the newsletter to see if any chapter member was interested in making an offer to buy before it goes to garage sale. Call Donna if interested.



Presidents Column, continued from page 1

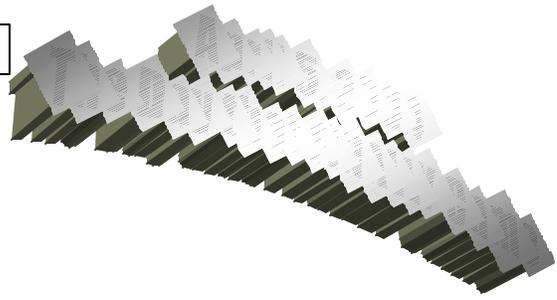
1. Replace the camshaft bearings.
 2. Replace one valve pushrod that is a tiny bit bent due to the valve shaft breaking.
 3. Replace “BOTH” rocker shafts.
 4. Figure out a new cooling system.
- Reassemble, reinstall, retest, fly again.

I got a line on the local radiator “expert” in the area (Dwight at D & G in Indianola if you need a radiator expert for something) to see if he could make me some radiators that would fit under my cowl. He said “No”, but I could make them myself by using a certain model of air conditioner evaporator condensers. I picked up two new ones, and they are currently being welded to fit the system. I also had my radiators being run in parallel, where the water went through all of them at the same time. He suggested that I plumb the radiators in series. He feels that with proper baffling, I should have more than enough cooling for the engine. Time will tell. As of this writing, I am still waiting for the cam bearing to be put in. I am also having a really tough time finding new rocker arm shafts. The ones listed for the engine by NAPA don’t fit. I am emailing manufacturers with specs to find the correct shafts. Don’t worry. I will find them. Remember, if nothing else, **I am persistent!!**

Until next time,
Roger

FLY IOWA– June 4-6, 2004

Dave Kalwishky will be attending with Terri and his daughter. They will be camping out Friday night, and possibly Saturday night. Anyone interested in flying a group with Dave please contact him. Also, anyone interested in rib building at Fly Iowa contact a board member.



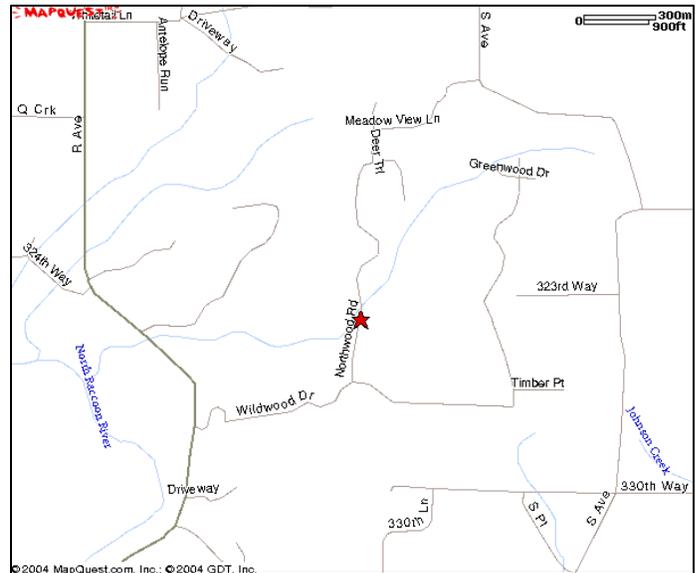
What are we talking about? What FINALLY came?? Roger Bocox FINALLY got that da-- RV in the air. He got it together, and started flying off his 40 hours. Now, we don’t have an actual picture to prove it, because the guys in Osceola were so darn excited watching it take off and fly, they forgot to take the picture. But there are lots of witnesses to prove it. **CONGRATULATIONS ROG!!!**

DIRECTIONS TO MARK MELANDER

May 22, 2004—Open House—1-4 pm

29 Northwoods Road—Adel

Phone: (H) 515-996-9266 or C-515-707-6224



- Go West out of Des Moines on I-80 to the Van Meter Exit (R16).
- Turn Right (North) on R16. Go North for about 1.2 miles.
- Turn Right at “Wildwood Valley” sign which is Wildwood Drive.
- Go about 1/4 mile until Northwoods Road on Left. Turn Left on Northwoods Road.
- Travel about 1/2 mile to 29 Northwoods Road (on left side of street)

2004

**Ercoupe Owners Club Convention
Knoxville, IA—June 17th—20th**

On to Aurora (Van's Homecoming)

contributed by Bill Gast

Last time we left you when I was planning the big trip. The first major cross country would have my father as passenger and be a shakedown of Titanic proportions (hopefully not the same outcome!). The first picture shows Yellow Bird with her wheel dressings on (Thank You, Peter James for helping that Sunday PM). Got the hours flown off; all the squawks fixed except a couple of cranky sensors on the engine monitor; so Carolyn and I took off to Mapleton & Boone for the proverbial \$100 free pancakes. In the mean time I've been measuring fuel use, fuel left in the tanks, accuracy of fuel gauges, getting the calibration right on the fuel use monitor and total gallons used/left display, and trying to take a crash course on the new Garmin 430, WHEEEEE! Got the new Oxygen tank, mounted it, had Rob fill it on Wednesday, ordered all the maps, checked all the weather (and smoke reports), checked out the auto-pilot, planned the trip and communicated with the folks and Michelle's family about departure, arrival times for Friday, August 29, 2003.

Friday started shakily with having to report for work (due to thunderstorms dancing around DSM on Thursday evening) so a late start and phone calls to the folks and Michelle were already underway. On the way out to the airport I called the folks and asked how the line of storms was moving down there, and give them an ETA for pickup at Bentonville. Anyway Bentonville went low IFR while I was on the way so I short circuited at Neosho, MO; the folks met me there; and Dad and I snuck out of Neosho with the ceilings coming down rapidly! We shot out of Neosho at full RV speed (and lots of fuel burn) heading for Alliance, NE. Right on forecast time we dodged the line of storms forming around Salina, KS so things were improving in the weather department. Climbing on up to 12,500 we got lucky and lost about 15 knots of the miserable headwind and tested out the new Oxygen system with both people on board. Since we were able to pull off some power and use a little less fuel Alliance now became a certainty and we ate a leisurely supper on the ground after picking up 32.5 gal of fuel. Gauges, auto-pilot, & computers working perfectly! Pilot missed over half of the fuel tank changes, but I'm getting better.

Leaving Alliance, I didn't go too high so Dad could see the scenery. About 1/3 the way across Wyoming the next line of crap was moving off the Bighorns, so I filed in the air with Denver for direct Worland, direct Cody (to miss the high parts of the Bighorns) and we went up back up through the soup and broke on top between 11,000 and 12,000. Once we got to Worland the clouds were breaking up so I canceled and went back lower so Dad could see the valley scenery up to Cody. We arrived in Cody just before dark with a total of 1200 nm in 8.5 hrs of air time that day. Not bad considering we bucked all that wind from Neosho to the Bighorns.

The next morning all 3 grandkids got their Young Eagle Flights in Yellow Bird (first 3 Young Eagles in the RV, and Chasity was number 150 according to my logbook). The smoke from the Yellowstone and Montana fires was nasty, so Dad and I snuck north up the valley towards Billings instead of going directly west over Yellowstone. The headwinds were mild, so we enjoyed the scenery. We flew fairly low till we got to Butte, then went up to 14,500, went back on oxygen, got on the airways with flight following through the rough stuff in Idaho for safety and ended up in Baker, WA for fuel. Called Geno & Steve at Van's party, but our banquet ticket order got messed up and we didn't have any banquet tickets, so we just flew past Mt. Jefferson & Mt. Saint Helens and met Gene & Steve at the Toledo, WA airport. The next morning all of us flew down to Aurora, OR and Van's RV Homecoming. The pictures are over the Columbia River and in front of Van's Factory.



PROPWASH

May-04		
Tulip Time Flight	8	Pilots in Command FREE
Breakfast		Pella Airport Info: 641-628-9393 (Shane) shanevv@kdsi.net
Flight Breakfast	16	7am-12pm Pilaots in command FREE. Airplane rides, prize drawings and more. Cherokee Muni airport. rheners@inetns.net
Open House	22	Mark Melander building Moose 1-4pm See directions in newsletter
Flight Breakfast	23	7am-12pm Sponsored by EAA chapter 94, Mason City Airport nias@netconx.net
Jun-04		
Fly Iowa 2004	4-6	Commemorating the 60th Anniv of D-Day. Attendees encouraged to dress in 1940's clothing. Washington, IA info: 319-653-6646 Mike Roe www.flyiowa2004.com
Open House	5	Peter James building an RV10
54th Annual	6	6:30am-10:30 am. Fly Ins FREE
Flight Breakfast		Audubon Iowa Airport Info: 712-563-3780
Fly-In	6	Sponsored by Red Oak Ambassadors Red Oak IA Muni Airport info:712-623-6523 - vineair@yahoo.com
Pancake Breakfast and Airshow	12	6:30 Breakfast-10:00 Airshow "Jimmy Franklin and the jet powered WACO" - Webster City Airport Info: 515-832-3723
Flagfest Airshow	13	7am-12pm Airshow, Flight Breakfast Young Eagles event and Static Aircraft Display. Northwest Iowa Regional A/P Spencer, IA Info: 712-262-1000(Gayle)
Youth Aeospace Education Camp	13-16	Iowa 4-H Camp Madrid, IA www.iaspacegrant.org 515-964-8417 (Jay Staker)
National Ercoupe Convention	17-20	18th-Evening Fly-In 5pm-7:30 pm\ 19th-Aviation Safety Seminar Knoxville Municipal Airport Info: sky3044@aol.com
Flight Breakfast	20	6am-1pm Sponsored-Harlan 8-Ball Flying Club. FREE to Fly-Ins Harlan Muni Airport Info: 712-741-5421(Kenneth)
Optimists Fly-In Breakfast	20	7am-1pm Maquoketa Municipal Airport Info: 563-652-2484
Fly-In Breakfast	20	Rock Rapids Muni Airport

Air Show		www.quadcityairshow.com
Fly-In	27	7am-12pm Algona Pilots Assoc Algona Muni Airport Info: 515-332-4012 (Dean)
Fly-In/Drive-In Breakfast	27	7:30am-1130am FREE to pilots in command Pender Nebraska Airport Info:402-380-9882 (Paul Peters)
Jul-04		
Flight Breakfast	3	7am-11am Iowa Falls Windsockers EAA Chapter 1324. Iowa Falls Muni Airport Info: 641-648-3191 (Kevin/Jane)
Flight Breakfast	4	7am-10am - Atlantic Jaycees Atlantic Airport Info: 712-243-3056
Flight Breakfast	4	7am-11am Esterville Airport - Info: estavtn@connect.com
Flight Breakfast	4	7am-11am Paullina Municipal Airport Info: 712-448-2522 (Brian)
Kiwanis Breakfast	11	7am-12:30pm Pancakes, Omelets & Sausage Pilots and co-pilots FREE Emmetsburg Airport Info: 712-852-3810 Tony Meyer
Fly-Drive In B/fast	18	7am-12:30pm Associated Pilots of Iowa Pilots in command FREE Monticello Muni A/P Info: 319-465-5488
Fly/Drive In Pancake B/fast	18	7am-12pm Forest City Police Officers Assoc Forest City Muni Airport Info:641-581-2880
ILPA Fly-In	22-24	Formation School, many activities. All Warbirdswelcome. Keokuk IA Muni Airport Info: 319-524-6203 (Irv)
Airventure 2004	July 27-2-Aug	Oshkosh, WI



YE UPDATE

contributed by Alan Core

The flying season is upon us and with 250 names on the list it is all over us!!

The first attempt to relieve this huge burden(only if you don't like to fly) will happen April 24 at Ankeny, 8:30 AM when we will start off with flying 15 boys that are not Boy Scouts but still like the idea of flying with us. I will call more names on the list for later that morning until noon, if you want to fly longer than that let me know.

May 1st, 9:00 am at Winterset is the next function with 50 merit badge Scouts to fly all day. There is no rain date for this. Bill Gast is bringing the RV for a static display and preflight airplane, he will no doubt use the RV to show them what they COULD fly in if they had enlightened leadership, but that's a topic for a different column. If you are qualified to fly Scouts, plan to attend as we will need you.

May 8 in Pella after the pancake breakfast. Sponsored by chapter 456. Let me know if you're attending so I can let 456 know how many pilots and ground crew.

The Aviation Camp at Madrid will get flown June 13-15, they have 50 kids. I'm looking a few each night like last year. We are looking into some diversionary activities for the energetic little cherubs while they wait for their aviation experience.

That's all for now. I'm not taking on any new groups until we get the backlog reduced so don't promote us until late summer!

Thanks for your support

Alan

Truisms for Pilots

Contributed by Brant Hollensbe

1. No mater what else happens, fly the airplane. Forget all that stuff about thrust and drag, lift and gravity; an aero-plane flies because of money!!
2. It's better to be down here wishing you were up there, than to be up there wishing you were down here.
3. A check ride ought to be like a skirt, short enough to be interesting but still be long enough to cover everything.
4. Always remember you fly an airplane with your head, not your hands.
5. You know you've landed with the wheels up when it takes full power to taxi.
6. A helicopter is a collection of rotating parts going round and round and reciprocating parts going up and down — all of them trying to become random in motion.
7. Things which do you no good in aviation: Altitude above you. Runways behind you. Fuel in the truck. Half a second ago. Approach plates in the car.
8. Asking what a pilot thinks about the FAA is like asking a tree what it thinks about dogs.
9. An airplane may disappoint a good pilot, but it won't surprise him.
10. Any pilot who relies on a terminal forecast can be sold the Brooklyn Bridge. If he relies on winds-aloft reports he can be sold Niagara Falls.
11. Good judgment comes from experience and experience comes from bad judgment.
12. The nicer an airplane looks, the better it flies.
13. Aviation is not so much a profession as it is a disease.
14. If an earthquake suddenly opened a fissure in a runway that caused an accident, the FAA would find a way to blame it on pilot error.
15. Any attempt to stretch fuel is guaranteed to increase headwind.
16. You cannot propel yourself forward by patting yourself on the back.

Iowa Women

By Joe Wallace and Chapter 1143

One man was from Texas, one from Florida and one from Iowa. They started talking about problems, and their wives.

The guy from Texas began by saying "I told my wife clearly that from now on she would have to do all of the cooking. Well, the first day after I told her, I saw nothing. The second day I saw nothing, but on the 3rd day when I came home from work, the table was set, and a wonderful dinner was prepared, including wine and dessert."

The guy from Florida spoke up, "I sat my wife down and told her, that from now on she would have to do all the grocery shopping and all of the house cleaning. The first day I saw nothing. The second day, I saw nothing. But the third day, when I got home, the entire house was spotless, and in the pantry the shelves were stocked with groceries."

The fellow from Iowa was married to a woman who had grown up in Iowa all her life. He sat up straight on the bar stool, pushed out his chest and said, "I gave my wife a stern look and told her, that from now on she would have to do the cooking, shopping and house cleaning. Well the first day I saw nothing. The second day I saw nothing. But by the third day, I could see a little bit out of my left eye!!"

Gotta love those Iowa Women!

Chapter 135 Garage Sale

(coming soon to a garage near you!)

Ok, for all of you that are sorting, 135 Garage Sale is planned for **Saturday, May 15, 2004** 8am-4pm

We have a location for our garage sale. Mark Broer stepped up to the plate and offered his garage. His address is: 5285 NW 6th Drive, Des Moines. It is out by Pine Hill Cemetery, 1/2 mile from Morningstar Field.

We will take donations starting May 1, 2004. Mark will be at that address to drop stuff off on May 1 and May 8 (both Saturdays) from 10-3. If you cannot drop stuff off then, please call Mark at 288-4581 or 249-8511 or Donna BocoX at 999-2053 to arrange dropping off of donations. **COME ON GUYS WE NEED ALL THE GOOD STUFF WE CAN GET.** We want to make some good \$\$\$\$ for the chapter, so dig deep and donate whatever you think will sell. Furniture, tools, kids stuff, baby furniture. Does not have to be aviation related. **PLEASE MAKE SURE IT IS CLEAN, and IN GOOD REPAIR** before you donate it.

We need help on the day of the sale and during the week before to price and sort. Call Donna if you can help out-even for an hour!!



Upcoming Meetings

The following members are planning the program for the next few months:

May 8, 2004 — Gerald Clark—from the Osceola EAA Chapter 1143 will give a slide presentation on his experience with the Flight of the Phoenix movie remake.

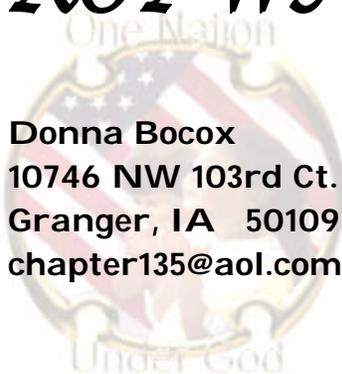
June 2004 — Planning meeting for the Ercoupe Convention.

July 2004 — (Need another volunteer)

August 2004 — Chapter picnic instead of regular meeting

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.



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