



Cockpit Chatter

By Roger Bocox

Against my better judgment, Donna is pressuring me to write this column before Oshkosh. I was, kind of, hoping that I could delay this writing until after Oshkosh so that I could have some timely and informative details about what is new and my perception of the AirVenture event for 2004. Oh well, she has a schedule to keep, and I must dutifully comply.

It is a couple days before Oshkosh, and I am busily working on getting ready to go. Packing the motorhome, getting food, etc. does take some time. It looks like we will have our usual campsite this year—at least it will be in just about the same location. Maybe it will be moved a little, but still close. We did not have as many campers sign up as we should have had, so our campsite may be somewhat smaller than it was last year. I hope we have room for everyone. In the next column I write, I will give you my impressions of what's new at Oshkosh this year.

I finally got all of my parts for my RV. The camshaft bearings are in, the rocker shafts are brand new, as well as the valve pushrods and the timing chain. I would like to thank Brant Hollensbe for helping me find a place for all of the parts. The Internet is great, but it is a little difficult to search for some things. He found me a site that has every part needed for my engine. Pretty neat. They even have headers, and they even have a blower for on the top of the engine. Wouldn't that look mean on an RV? A big blower and scoop sticking out of the top of the cowl just like on a dragster. Hmm—maybe next year. (Donna, I am just kidding, no really, just kidding.) The engine is all back together and the engine is back on the plane. I have 2 new radiators on the plane that I am just about done with the plumbing on. I sure hope nothing leaks. The radiators were a real bear to get welded. This plumbing takes a while since all of the pipes, hoses, etc. had to be redesigned and rerouted. This forces new brackets to hold everything too. After that I just need to finish the inlet baffling on the left side, adjust the timing, etc. and I should be ready to get back into the air. I am guessing it will be about the middle of August before I am totally ready.

I am fitting the gear on the FW-190, and I just ordered the canopy for it. I need to look at Oshkosh for some braided stainless steel brake hoses that will go over the scissors on the retracts and also some hoses that will swivel at the pivot point of the gear. These are really cheap at Oshkosh, if you can find them. Just takes some looking. To buy new ones from a supply house will cost you the price of a new engine!

In case you are ready to have your plane inspected for airworthiness, a good friend of EAA and our chapter is John Barcus. John is one of the original EAA members. His EAA number is 14. John has provided a number of articles to this publication over the years. John received his DAR about a month ago from the FAA. I think John can even do ferry permits, etc. I am not sure. Check with John on other FAA issues. John is the FBO at the Osceola airport. He loves to look at airplanes and has probably forgotten more about airplanes than you or I will ever know. Give John a call at the airport if you need your bird inspected. More after Oshkosh.

—Roger

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**Chapter 135 Monthly Meeting
July 10, 2004**



If you missed the chapter meeting you just plain, MISSED OUT!!! It was opened at 7:03 by the President, (and birthday boy) Roger Bocox. He asked anyone planning on camping at Oshkosh to contact Gerald Clark in

Osceola as Gerald is arranging the camping. Before we got into the program, and progress reports, Roger had a visitor for his birthday, which I think everyone enjoyed. And those of you that came late, will surely be on time from now on, so as to not miss anything in the future.



Board Reports:

Alan announced more YE flying on October 2nd in Grinnell to help out the Newton chapter with all the YE that will need flying that day. He also let us know progress on Tom Burmeister. Chapter is deciding if there is anything they can be doing to help him during this time. Brant has more money coming in from garage sale, and from leftover soda at Knoxville. He also discussed the August picnic.

The highlight of our meeting was the presentation by Ron Mason. Ron flew PBY's in WWII, and related his experience along with what it was like back then to be flying. He was very interesting. Meeting adjourned at 9:10pm.



**August Chapter Picnic
August 14, 2004**

Load up the family and join the chapter for the August meeting/annual picnic at the Ankeny Airport in the maintenance hangar (thanks to board member Rob Miller). Chapter to furnish hotdogs, hamburgers, buns, condiments, plates, utensils and drinks. Each family is asked to bring a dish to pass. Dessert or salad. Starts 1pm till???. If you're flying in, Rob has asked that everyone park in front of the hangar.

CHAPTER DUES....IS OVER DUE

If you have not paid your dues for 2004 it's time to pay up!!! Please mail a check to Brant at: **Brant Hollensbe 512 36th Street West Des Moines, IA 50265**. The check should be for \$20 and made out to EAA Chapter 135. This will be your last newsletter if you are not a current paying member.

CHECK IT OUT.....

The following link provides hour-by-hour forecasts for temperature, heat index, wind direction and speed, radar images, satellite images and cloud cover.

<http://usairnet.com/cgi-bin/launch/code.cgi?>

Control Vision Gets XM Satellite Weather

Control Vision recently added XM Satellite Weather. Direct satellite broadcast of WX Worx weather will be available on new Anywhere Wx systems beginning with HP iPAQ 5500s and will soon be introduced on additional platforms including the new Raven, a light-weight micro-tablet PDA with a 6.5 inch screen. Control Vision will also soon offer XM Weather as part of Anywhere XP, a Windows XP version of Anywhere Map applications for tablet PCs and laptops. Anywhere XM-Weather will also be available as part of Anywhere EFB, Control Vision's Electronic Flight Bag that provides Anywhere Map, Anywhere Wx, and Pocket Plates, an integrated library of current, Part 91-compliant NOAA (NACO) digital approach plates. Control Vision will continue to support and develop weather systems based on the Globalstar satellite network with weather services supplied by Meteorlogix. For more information, visit www.anywheremap.com and www.wxworx.com

Chapter Officer/Board Elections

October is election month for Chapter 135. We will elect all new officers (President, Vice President, Secretary, Newsletter Editor and Treasurer) Board members who's terms are up include: Mark Kokstis, Barry Clements, Gene Larson, Richard Milburn and Mike Lossner. If you have an interest in how the chapter operates, and what it does, now is the time to volunteer your services.

WE NEED NEW BLOOD TO KEEP THE CHAPTER ALIVE.

Call a board member and volunteer to run for an office, or for a board member position. It is rewarding, challenging and for a good cause.

FAA Administrator Marion Blakley announced that the sport pilot/light –sport regulations are now a reality. Here is a brief overview of what was approved.

Gross weight = 1,320 pounds (600 kilograms)

Floatplanes = 1,430 (650 kilograms)

Maximum Full Power Speed = 120 knots (138 mph)

Stall Speed = 45 knots (52 mph) · no more dual stall speeds

Fixed Prop - may be ground adjustable

Fixed Gear - amphibians allowed "repositionable" gear

Two- Place - pilot and one passenger

Day VFR

Driver's License Medical Approved - however, if you have received a letter with the word "denied" from FAA, not from your doctor, you must get a one-time special issuance or FAA authorization · even if you have been denied in the past, you can try again for special issuance (medicines have changed, for example) · more on this as EAA continues to analyze the new rule.

Owner Maintenance Approved on ELSAs - no changes - if you are operating an Amateur-Built or Standard category as an LSA, maintenance remains as it was without change.

No Recertification of aircraft required or permitted (this means ultralights are converted to ELSAs; all other aircraft certification and maintenance remain the same).

Rule Effective Date = 9/1/04

Chapter Location Update

The waiting is about over. I believe we finally have a location we can call "home". Although we have had a few obstacles get in the way, we are finally ready to start making whatever improvements/upgrades etc. that we want. The hangar will be #19 at the Morning-Star Airport. As you may know, this hangar is owned by Bill Benskin, who owns MorningStar. He has been gracious enough to give the chapter the use of his hangar to use for our projects, meetings, etc. for an extended period of time. The Board has decided to contact the county inspector to discuss what improvements we can make.

After this has been completed, we will form our working committees and organize what work will be done. It will only be after that time, that will we start to have our regular meetings out at that location.



I personally cannot tell you how exciting it is to see this finally coming to a reality. I have been working on this project for over a year, but it has been worth the wait. Thank you to everyone that has donated time and money to this project. It's finally going to happen!

The Weather Briefing

by Brant Hollensbe

The rain we had for the past number of weekends has kept me grounded, and I was itching to fly. At last, forecast for Saturday called for clear skies, 10 miles of visibility, and possible scattered clouds by late afternoon. A smile spread across my face, when I realized I'd finally be able to fly this weekend.....but where to go? Obviously, Waverly Iowa, just north of Waterloo. It is only 108 statute miles north of Knoxville where my plane is hangered and I have relatives there that I owe a visit.

I scheduled my takeoff time for 9:00 am. At 7:00 am I looked out my bedroom window only to find thick fog. Being a concerned VFR pilot, I called Fort Dodge weather, for a briefing. The gentleman there calmly assured me that the fog would burn off between 7:00 and 9:00am. In the central Iowa area, he expected 10 miles of visibility, with some scattered clouds at 8000 feet developing in the afternoon. Winds aloft indicated a headwind of 24 mph.

Elated by the news, I drove to the airport. Just as the weather briefer said, the fog had lifted during my drive so by the time I arrived; the sky was a clear blue. I performed my preflight inspection then took off. Shortly after departure the batteries in my GPS died and the cigarette adaptor proved to be no help. Then, 7 miles north of the airport, much to my surprise, I found a 40% cloud cover at 2500 feet. Hmmm. Obviously my briefer was human, for the weather was significantly different than what was forecasted. I think turbulence of the morning heat was making the warm moist air unstable and low level clouds were forming as the result. But then meteorology is a voodoo science to me. No matter, it was decision making time:

1. Do I try to find a hole and climb to my planned altitude then hope that over my destination, the cloud cover either thins out or that I can find a hole in the clouds to let down through?
2. Or, do I maintain an altitude of 2000 feet, endure the bumps, use more fuel, keep sight of the ground for navigation and enjoy the scenery along the flight path.

Not wanting to be a NTSB statistic, I chose option 2. By staying below the clouds, if the weather had deteriorated, I could always land at Newton, Marshalltown, or Waterloo.

Upon arriving I spent a wonderful day visiting, I even got my shy 16 year old nephew to fly the plane. He has not even driven a car, yet he did a fabulous job flying and loved it. I did forget to have him complete the Young Eagles paperwork, so nobody tell Alan about the YE that got away!!

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For the complete yearly calendar visit
<http://www.iawings.com/calender/yearly.html>

Aug-04		
Annual Fly-In	8	7am- Noon. Sponsored by Humboldt
Breakfast		Rotary. Humboldt, IA Muni. Airport Info: 515-332-1863 (Dave) e-mail: dave@growthland.com
Flight Breakfast	15	7am-12 Noon. Sponsored by EAA Chapter 368. Pilots in command FREE. Monroe, IA Muni Airport
Fly-In Breakfast	15	7am-11:30 am. Sponsored by Mapleton Flying Club. Maplton, IA Muni Airport Info: 712-881-2764 (Bill)
3rd Annual Fly-In/ Drive-in-Airshow	29	11am-4pm Static Display and air show by "Flying Irishman" and others. Helicopter & plane rides. Food and Bev. Manchester, IA airport. info: 563-927-3636 (Marty) mkelzer@iowatelecom.net
Wings, Wheels & Whistles Fly-In	29	7:30 am- 11 am. Sponsored by Iowa Aviation Museum. Pilots in command FREE Greenfield, IA Airport. Info: 641-343-7184
Fly-In Potluck	29	11am. Rain date 9/12/04. Guttenburt, IA airport Info: 319-465-5114 (Gary) or 563-252-3582
Fly-In Breakfast	29	7am-1pm. Hosted by: Iowa City Sertoma Club Iowa City, IA Muni Airport

Sep-04		
Annual Skydiving	3 -- 6	Sponsored by: Plane Crazyes. Tandem jumps available all weekend. Fort Dodge, IA muni airport. Info: awalrod@fortdodgeiowa.org
Fly-In	6	Sponsored by: Sky High Flyers & EAA Chap 1295 Shelton, IA Muni Airport
3rd Annual Replica Fighter Assoc Fly in	10--12	9/12-Fly In Breakfast. Osceola, IA airport. Info: 641-342-4230 (Gerald) gclark@mchsi.com
Tommy Martin Memorial Fly-In Pancake B/fast	12	7am-12pm Sponsored by: EAA Chap 291 Pilots in command free. 11am Radio Control air show by Golden Kernels Martin Airport, South Sioux City, NE Info: 712-233-1552 (Rick)
Flight Breakfast	12	6am-11:30am. Spons. by New Hampton Kenwood Park. New Hampton, IA Muni Airport. Rides by Charles City Aeronautics with Kenwood Park Tractor Pull starts 1pm
Burlington Regional Airshow	18	Southeast Iowa Regional Airport Burlington, IA Info: 319-754-9560
North Central EA Fly-In	18-19	Whitside County Airport Sterling Rock Falls, IL (SQI) Info:630-543-6174 www.nceaa.org

Oct-04		
Open House/Fly-In	2-Oct	Grinnell Muni A/P For more information: 641-236-8007 (Bill) e-mail:incredibill@hotmail.com

Nov-04		
Annual Iowa Aviation Conf.	11/3-11/4	University Park Holiday Inn Wes Des Moines, Iowa For more information: 515-239-1691(Michelle)

It's Official: FAA Buildings Renamed After Orville and Wilbur Wright

FAA's two downtown Washington, D.C. office buildings are now known as the Orville Wright Federal Building and the Wilbur Wright Federal Building. The new naming became official Wednesday in a formal ceremony held by Transportation Secretary Norman Y. Mineta and FAA Administrator Marion C. Blakey "This is a fitting tribute for two American icons," Secretary Mineta said. "Aviation began with the Wright brothers' dream of flight. Today, the Department of Transportation helps continue that dream as millions of travelers fly safely to locations throughout the world." Also attending the ceremony were Congressmen, former FAA administrators, and members of the Wright family.



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

August 14, 2004 — Chapter picnic. 1 pm Ankeny Airport Hangar. Chapter to furnish meat to cook, table service and drinks. Bring a dish to pass and enjoy some good food. Be sure to bring a chair to use as well. If you fly in, be sure to park in front of the hangar.

September 11, 2004 — Museum tour courtesy of Rob Miller.

October 9, 2004 — Yearly board and officer elections. Short program by Dave Kalwishky on his visit to the Cessna Single Engine Factory.

November 2004 — No program yet planned. Need a volunteer.

December 2004 — Chapter 135 Christmas Party and Chinese gift exchange.



YE UPDATE

The YE that was scheduled for July 31 has been rescheduled (because everyone is going to Oshkosh) Watch for a later date. October 2nd at Grinnell we will help out the Newton chapter with hundreds? of YE they are expecting. That's all on my agenda right now. Will keep you posted for more events. Thanks for your help and support.

—Alan

What They're Flying

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What They're Flying

Mike	Abrahams	Ercoupe 415E	Donald	Kaufman	Taylorcraft BC-12K
Jack	Arthur	BD4	Robert	Keenan	Wag Aero Acro Cub/Skybolt
John	Barcus	C-172	John	Kennelly	
David	Bailie	Rans S-16 Shekari	Bryan	Knox	Dragonfly Mk III,
Frank	Baldwin		Mark	Kokstis	Glastar/Ercoup 415D
Denny	Bausch	RV6A	Gene	Larsen	Van's RV9A
Paul	Berge	Aeronca 7 ac	Gary	Liepold	
Paul	Beck	Piper PA-28-151 Warrior	Gregory	Long	
Clark	Betts	Quicky 200	Janet	Lossner	
Roger/Donna	Bocox	Van's RV6A/WAR-FW-190	Mike	Lossner	Vagabond
Robert	Bolken		Steven	Lyons	SE5A Replica Bi Plane
Mark	Broer		Ted	Mart	Sky Raider
Ralph	Briggs		Mark	Mellander	Murphy Moose
Tom	Burmeister	Cessna 120/Fairchild 24 W	Richard	Milburn	Newport 17 (Replica)
CC 'ACE'	Cannon		Robert	Miller	BD-5B
Barry	Clement	Glassair	Roger	Murphy	
Gerald	Clark	FW190,P51/Volksplane VP1	Floyd	Neff	KR2
Allen	Core	Cessna 150	John	Nelson	Skybolt
Jim	Delveau	Van's RV6A	Wes	Olson	
Bill	Gast	RV6A	Bob	Olson	
Kris W.	Greenwood	KR-1	Don & Ann	Pellegrino	Fairchild XNQ, Piper J-3
John	Grim		Lyle	Percels	Kitfox IV-1200
Jerry	Grogan	Skybolt	Richard	Phinney	Glastar N584
Tom	Grogan	Smith Mini Plane	Raymond	Robinson	Helicopter
Tom	Grogan, Sr.		Fred	Sangster	
John	Hampel	PAA-28-181	Kevin	Reynolds	Beech S 35 Bonanza
Joseph	Heggan		Mark	Schmitz	
Brant	Hollensbe	Cessna 182	Wayne	Schreck	
Maury	Hunter	KR-2	Joel	Severinghaus	
Peter	James	RV10	Paul	Steingrabe	Glastar
Jerry	Jones	Teanie II	Dave	Stilley	1964 Citabria 7ECA/Lancair 360
Dave	Kalwishky	Cessna 172	David	Sult	Cessna 150
			Mark	William	Taylorcraft

New Customer Assembly Center at New Glastar

Demand led by the new Sportsman 2+2 kitplane has required a 12,000-square foot expansion and staff increases at the New Glastar factory in Arlington, Washington. The expansion features a new Customer Assembly Center (CAC), which, upon its announcement, is already booked through the end of 2004. The CAC educates customers about the assembly and maintenance of their aircraft while allowing them to take advantage of precision factory jigs and tooling to quickly assemble their airframe and install firewall forward components. In only two weeks at the factory, customers assemble all structural components in the airframe; firewall aft fuel and control systems are in place; and the wings are completely closed up and mated with all of the fuselage systems. A third week at the CAC and builders can complete most of the firewall forward. Three to six months of part-time work is then needed to complete the project. "The object is to meet the FAA requirements while expediting the assembly process so our customers can get to the flight line as quickly as is humanly possible," said New Glastar president Mikael Via. "There truly isn't another program like this. The three weeks are very intense, but the customer learns about his aircraft, has a lot of fun, and, in three short weeks leaves with an aircraft almost ready for taxi tests!" For more information on New Glastar, call 306/435-8533, ext 232, or visit www.newglasair.com.

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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.



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