



Cockpit Chatter

As of this writing, it is the eve of Thanksgiving. All in all, we have a great deal to be thankful for. As it goes every year, we lose some friends, people move away. Tragedy strikes. Through it all, we persist and survive, and, in general, we tend to make sense out of this hodge-podge string of events we call life. Since the chapter will have a new president come January, 2005, I guess that this makes this the last President's column that I will write. (unless someone railroads me to run again sometime in the future.) My tenure as your President has been, to say the least, interesting. We have worked through disagreements with the national organization in Oshkosh, and we even now have a chapter home. (not quite ready to occupy yet, but we should be in it sometime in 2005-- depending on how hard we work on the hangar this spring.)

These have been no small accomplishments. Both of these items were quite serious to the chapter, at large, and being the President of the Chapter, I get to take some of the credit, and blame, for how things turn out. It is kind of like the presidential elections we just went through. Even though our President may not have had a thing to do with something, he gets the credit and the blame for it. I guess that is our "trickle-down" philosophy at work in our society. It was good to get the scale issue resolved with National. And is very comforting to know that I am leaving the Presidency of the Chapter with the hopes of being in a new home soon. Of course, no can do things alone, and most all of the work in the chapter is being done by a great bunch of dedicated people-- namely, your board of directors. These people do a lot. They give their time to the chapter and ask nothing in return, except to try and make the chapter better than it was when they took office. I personally want to thank each of them for their time and dedication over the last 2 years that I have been president.

Unfortunately, as with any organization, a small percentage of the membership tend to do all of the work in the organization. Our chapter is no different. These people deserve your support. It is the least you can do. As always, if you disagree with decisions made by the board of directors, please feel free to come to any board meeting and say so. It is not a closed session. Everyone is welcome to attend and put their two cents in on a particular issue or just in general. I wish more of the general membership would try and make it to a board meeting or two each year just to see what transpires, and to voice opinions. We would love to have you. The board meets the 4th Monday of every month at Mike Abraham's office, which is the Phil Patterson Corp. offices. It is about 3 blocks north of the airport on Fleur on the upper level of the offices behind the Goodyear store. For better directions, look up the address in the phone book or ask a board member or officer.

In less than 30 days, Dave Kalwishky will be taking over as your new President. Please give him your support also. I am going to stay on as Vice-President and try and handle the monthly programs and open houses. I need your help in this. If you have a good topic for a meeting, want to put on a presentation or something at a chapter meeting, or would like to host an open house, please let me know. You might as well volunteer to do something. Otherwise, you will have to listen to me talk about stuff or listen to programs that I want to present, etc. You get the idea. With your help, we can have some great programs, but I need your assistance in this endeavor. Thanks.

One thing came up at the board meeting that I thought you should all know about. We were discussing that in the middle of December, the movie, "The Flight of the Phoenix" will be coming out. We are planning on contacting everyone possible and pick a night and invade some theater to view the movie in mass. Wouldn't that be a fun evening? Remember, we have a personal tie to this film. One of our very own, our flight advisor, Gerald Clark worked down in Oklahoma for a number of months building the molds, parts, etc. for the plane that flies in the movie. Let's all try and have a good chapter turnout for this event. Plan on being called sometime in the near future.

On a different more personal note, I finally think I have my RV-6A working pretty good. I flew it for about 2 hours last Sunday without a glitch. About an hour of that was in close formation with a Christian Eagle. I had to keep telling Norm to back away. He was making me a little nervous being just 50 ft. off of my right wing tip. One time
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The Leader In Recreational Aviation



President's Column

(continued from page 1)

I looked over and he was upside down. I asked him to check to be sure he was the one upside-down, not me. I think I can actually start the flight test program now that I have an engine that runs good and doesn't overheat. I had it up to about 150 knots for a while, but it really likes to go slower around 120-130 knots. We will see. Time will tell how this all washes out. I need to start recording some data to figure out the numbers.

Monday night, on my way to the board meeting, I went deer hunting with my Ford Windstar van. The Polk County Sheriff that took the Incident report said that it was the biggest buck he had ever seen hit by a deer. It was a 10 point buck with a wide rack. As of this evening, I have not heard whether they are going to want to total my van-- time will tell. For now, I and a 2005 dark blue Chevy Cavalier are getting acquainted. A rental.

As I close on this final installment of this column by me, I would like to thank every chapter member for allowing me the honor of being your President for the past two years. Have a great Thanksgiving and a wonderful Holiday Season. I hope I see you all at the Christmas party.
—Roger

Do You Want to Win a KitFox?

EAA Chapter 517, Inc. in Missoula, Montana is conducting a sweepstakes with a KitFox Model V which was completed in 1997 as the Grand Prize. Built by a retired airline captain, this beautifully completed aircraft is powered by a Teledyne Continental IO-240 engine. This beautiful airplane, painted in a patriotic red, white, and blue scheme, has approximately 110 hours total time and is a 9+ inside and out. Pictures and full details about this airplane are available on the EAA Chapter 517, Inc. website: www.eaa517.org. In addition to the Grand Prize KitFox, 1st prize will be a Garmin GPS, and 2nd prize will be a Lightspeed ANR headset.

This sweepstakes is unique because Chapter 517 will only offer a maximum of only 4,000 tickets. The odds of winning will be based on how many ticket are actually issued. The Chapter hopes to receive donations for a minimum of 3,000 tickets to see an appropriate return on the generous donation made by one of our Chapter members. A donation of \$25.00 is requested for each ticket. The drawing for this sweepstakes will be held on March 5, 2005.

Entry forms and rules are available on the EAA Chapter 517, Inc. website at: www.eaa517.org. Rules and entry forms may also be obtained by calling 406 542-5177, mail request at P.O. Box 16446, Missoula, MT 59808, or by e-mail at: eachapter517@aol.com

11/24/04 - FAA COMMUNICATES SP STUDENT CERTIFICATE PROCEDURES TO FLIGHT STANDARDS STAFF



Several EAA members called EAA headquarters this week to report being denied sport pilot student pilot certificates after [FAA announced last week](#) that the certificates were available. EAA's government relations staff immediately notified FAA headquarters of the situation. On Tuesday, November 23, FAA placed a teleconference call to U.S. flight standards managers and briefed them on the new procedures. They also asked the managers to let their staffs know that they are allowed to issue sport pilot student pilot certificates through their facilities. FAA will follow up the conference call with a written directive/notice to all flight standards staff early next week.

Those wishing to obtain a student pilot certificate, based on the standard student pilot information contained in FAA Order 8710.0, may now do so by completing form 8710-1, which is available on the [FAA website](#). Once completed, prospective student pilots can submit the application to a local FSDO inspector or to a designated pilot examiner (DPE).

New Radial Engine Planned for Homebuilts

Gesoco Industries of Swanton, VT and S.C. Motorstar of Bacau, Romania, have developed a new radial engine design for experimental homebuilt aircraft. The five cylinder R-263 is planned for three different variants, 125-, 150- or 180-horsepower. The basic engine will be a naturally aspirated five-cylinder radial weighing in at about 220 lbs. with accessories. The 33-inch diameter, 27-inch long air-cooled engine will feature electric start, a 35-amp alternator, a throttle body injection system and dual ignition. Designer Viorel Andries is the chief designer at S.C. Motorstar, producers of the M-14P engine. Plans are to have a display engine at Sun n' Fun 2005, with a flying example at Oshkosh. Projected price is about \$18,000 including the accessories and warranty. For more information, visit www.gesoco.com or call 802-868-5633.



YE UPDATE

We have nothing scheduled for the remainder of 2004. Thanks for your help and support in 2004! You all pitched in and made our YE program extremely successful. I appreciate all of your help and support. Thanks! —Alan

The landing was particularly hard, and as the pilot greeted the passengers as they were leaving, one little old lady looked up at him and asked "Sonny, did we land, or were we shot down"?

Your EAA Membership Benefits What They Are and How They've Changed

We're often asked "what are the benefits of belonging to EAA?" The answer can be a long one depending on what that individual's interests are as EAA has a vast offering of benefits and services. And they are evolving and improving all the time. But let's just start with the basics and explore what's new in a \$40 EAA membership.

Every member receives his/her choice of a monthly magazine. EAA SPORT AVIATION is the flagship monthly publication for members interested in the broad scope of recreational aviation with editorial geared to the flying, buying, building, restoring and maintaining of all types of aircraft. We are currently in the process of expanding our coverage of production aircraft news and hands-on topics. EAA SPORT PILOT & LIGHT SPORT AIRCRAFT magazine is new just this year and its editorial is aimed at those who'll fly the newest special light-sport aircraft, including fixed wings, trikes, powered parachutes, gyrocopters, gliders, and Part 103 ultralights. Your membership includes a choice of either membership or you can add on the additional magazine.

EAA member benefits at EAA AirVenture Oshkosh each year have also increased. Now members not only have greatly reduced admission fees, but you'll receive discounts on specially priced meals from several food vendors, have access to the members-only internet café, and enjoy member events in the new EAA Member Village near AeroShell Square. And the list will be sure to evolve over the next few months as we set plans for the 2005 event happening July 25-31. Watch this space for more details on "The World's Greatest Aviation Celebration."

EAA's Insurance Program has expanded with the addition of insurance for students and renters. This non-owner insurance plan is Sport Pilot-ready. In addition EAA, and Falcon Insurance have developed an outstanding insurance plan for all types of aircraft including expanded coverage, service and great pricing for members. Call today for a free quote at 866-647-4322 or visit www.eaa.org. EAA membership also includes preferred rates on other lines of personal insurance.

With the new Sport Pilot movement, EAA's technical team is the leader in helping all aviators understand what the new ruling means and how it helps reduce the traditional time and cost barriers associated with training and aircraft ownership. We have a special brochure series that answers many of the questions members have on this topic. If you'd like to receive this information or have a question on Sport Pilot, please don't hesitate to give us a call or visit the website at www.sportpilot.org.

Another new benefit of EAA membership this year is unlimited admission to the EAA AirVenture Museum in Oshkosh. That's right all members can visit the museum as often as they like -- at no additional charge.

The EAA membership umbrella includes the wonderful ability to join a local chapter and participate in all of its activities. Plus, EAA members also have the opportunity to join one or all of EAA's affiliate organizations: EAA Warbirds of America, EAA's Vintage Aircraft Association, and the International Aerobatic Club division of EAA. Plus, an affiliate of EAA is the National Association of Flight Instructors. The EAA Homebuilt Aircraft Council reaffirms EAA's commitment to its homebuilding roots. There's something for everyone!

With the EAA Flight Planner, EAA members can easily plan a VFR flight, view a route on current maps (including Sectional, WACs and other) check NOTAMs and weather, file with DUATs and many other functions. This \$50 value is free for EAA members, just check out the website at www.eaa.org for more information.

For individual services, EAA provides a wealth of educational and technical benefits. Access to pilot programs such as EAA Technical Counselors, Flight Advisors, Aeromedical Advisors, and Aviation Information Services representatives are ready to answer your aviation questions at 888/322-4636. EAA's education opportunities include SportAir workshops held around the country – the perfect place to learn about aircraft building and restoration. Call 800/967-5746 for all the details.

Working with kids via the EAA Young Eagles program gives the next generation of aviation enthusiasts the chance to take to the sky. EAA members provide an introductory flight experience for kids aged 8-17 – members have flown more than 1,100,000 Young Eagles since the program's inception. Call 877/806-8902 for more information. EAA's Air Academy aviation camps provide a resident camp at Oshkosh headquarters for youth who are aged 12-18 interested in aviation. Reach the Air Academy at 888/322-3229.

Finally, the discounts! Great deals and discounts for EAA members abound: you can save on everything from member discounts on Ford vehicles, John Deere equipment, Hertz car rentals, travel services, and even a preferred rate on the EAA VISA® credit card.

For more information on any of your EAA membership benefits we're at your assistance on-line at www.eaa.org or in person at 800/JOIN EAA (800/564-6322.)

Special Thanks To Those Who Contributed to the Newsletter this Month:

Dave Kalwishky, Brant Hollensbe, and Roger Bocox

Sport Pilot Certificate FAQ's

To become a sport pilot, you must be:

- 17 years old (16 for glider or balloon)
 - Be able to read, speak, write and understand English. Be able to demonstrate that you are medically fit to fly.
- Have a valid state drivers license or a valid third class medical. If you applied for a medical and were denied or had it revoked or suspended, you are not allowed to use your drivers license to show medical fitness.

1. What training is required to become a sport pilot?

The amount of training depends on the type of aircraft you intend to fly.

<u>Type of Aircraft</u>	<u>Minimum Required Training Hours</u>
Airplane	20 hours of which 5 are solo
Glider	10 hours of which 2 are solo
Gyroplane	20 hours of which 5 are solo
Airship	20 hours of which 5 are solo
Balloon	7 hours and 1 flight as pilot in command
Powered Parachute	12 hours of which 2 are solo
Weight Shift Control	20 hours of which 5 are solo

2. What tests are required to become a sport pilot?

You must pass a knowledge test and a practical test (check ride)

3. What aircraft can I fly as a sport pilot?

You are limited to flying an aircraft that meets the definition of a light-sport aircraft (LSA). An LSA is any certified aircraft that meets the following performance parameters:

- 1,320 pounds Maximum Gross Weight (1,430 pounds for sea planes)
- 45 knots (51mph) Max Landing Configuration Stall. 120 knots (138 mph) Max Straight and level
- Single or two seat aircraft
- Fixed pitch or ground adjustable propeller and fixed landing gear (except for amphibious aircraft)

4. What are the restrictions on a sport pilot?

- No night flights
- No flights controlled airspace unless you receive training and a logbook endorsement.
- No flights outside the US without advance permission from the country(ies)
- No sightseeing flights with passengers for charity fund raisers
- No flights above 10,000' MSL
- No flights when the flight or surface visibility is less than 3 statute miles
- No flights unless you can see the surface of the earth for flight reference
- No flights in LSA with a maximum speed in level flight with maximum continuous power (Vh) of greater than 87 knots (100 mph) unless you receive training and a logbook endorsement
- No flights if the operating limitations issued with the aircraft do not permit that activity
- No flights contrary to any limitation listed on the pilot's certificate, US driver's license, FAA medical certificate, or logbook endorsement (s). No flights while carrying a passenger or property for compensation or hire (no commercial operations)

5. I can't wait to get started as a sport pilot. Can I study for and pass the private pilot knowledge test and just use that when pursuing my sport pilot license?

No. You'll have to wait for the FAA to release the sport pilot knowledge test. The sport pilot knowledge test will be specifically focused on the regulations and operations specific to the sport pilot privileges and limitations, so the FAA will require a sport pilot applicant to take the specific sport pilot test.

6. Will insurance be available for sport pilots and light sport aircraft?

Yes, the EAA Insurance Plan is ready to cover sport pilots and light-sport aircraft.

7. Can I train in a Cessna 150 or other plans that wouldn't be considered for the Sport Pilot category?

When training for a sport pilot license, there is no requirement that an LSA be used during dual instruction. However §61.89© specifically states that a student pilot seeking a sport pilot certificate may not act as pilot in command of an aircraft other than a light sport aircraft. Therefore the solo requirements must be completed in a light sport aircraft which means the student will need to be transitioned to the LSA before solo; adding to the training time (and cost).

The practical test must be accomplished in an LSA compliant aircraft. Realistically, the more training one could take in the aircraft in which the practical test is to be administered, the better prepared that applicant will be.

FOR SALE

For Sale

1956 C172 – N7272A – 2650TT, 750 SMOH.

Many new instruments and improvements made over the last 5 years. This aircraft needs NOTHING, it's ready to go. Annualized November 2004. For more information and pictures go to: www.kalwishky.com/n7272a or call Dave Kalwishky at Home: 515-266-4001 or Work: 515-299-8633.



Tour of Des Moines Tower

On December 7th at 11:00 am, Dave Kalwishky along with a few other chapter members, will be taking a tour of the Des Moines tower. Tour will last approximately 1 1/2 hours and maybe you could just take a long lunch that day and join us. If anyone is interested in going please contact Dave at dave@kalwishky.com or 266-4001. He is coordinating the event.

HE'S ALMOST THERE!!

Chanler Childs has done his cross country flight to Waterloo, and a night flight training. He's passed his written. Now he just has to fly enough hours until he feels he's ready to take his flight exam.



NEWSLETTER FORMAT

Some of you have told me you cannot open the newsletter and want it mailed to you. I send the newsletter in Adobe PDF format. You need to have an Acrobat reader in order to open it up. In an effort to help you all be able to read it on line, please go to the website below, and download the most recent version of Acrobat. You will need to select the reader for the platform you are using, and then download and Install. If you cannot do it, call me and I'll walk you through it.

<http://www.adobe.com/products/acrobat/>

EAA Reference Library



Go to this web site:

<http://www.eaa.org/chapters/resources/reference/default.asp> and check out the EAA Chapter Reference Library!

This web site offers 34 reference papers, specifically written to help EAA Chapters.

In addition to the EAA Chapter Reference Papers, there are also several other resources on the EAA Chapter's Home Page: <http://www.eaa.org/chapters/default.asp>

Do you want to see what the oldest Skybolt in Polk County (probably in all of Iowa, possible the US) looks like? Join John Nelson at his home every Tuesday evening 5:30-8:30 and help with the building of the "Nelson Antique Skybolt" His address is: 7309 Ridgmont Drive, Urbandale. No need to call ahead, he'd love to have you stop by.

ATTENTION ALL CHAPTER MEMBERS!!!

WE NEED YOUR EAA NUMBERS

Please call or e-mail Brant Hollensbe with your National EAA number (the one on your card from EAA National) We need it for end of the year reports. Phone: 515-221-0970 or e-mail: bhollensbe@mchsi.com NO LATER THAN 12-10-04.

Home Sweet Home

By Donna B.

We're keeping this in the newsletter every month to keep the Hangar on the forefront of your mind. The Board formed a building committee that is planning on meeting at the Hangar on 12/19 to discuss plans. We will be pulling the permit within the next 30-60 days and we plan on starting work in Feb-March, depending on the weather. We are so blessed with talented and ambitious members, that I am very excited in the prospects of what we will be able to accomplish. We will keep you posted each month on progress, and how you can help. Rest up over the next couple of months, because when spring comes, we're going to need all of us to roll up our sleeves and pound the nails to help us all realize this great dream come true. We Will Have a Home by next winter, and we will all have a hand in making this possible. Enjoy the Holidays!!

PROP WASH



Donna Bocox
 10746 NW 103rd Ct.
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 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.

UPCOMING MEETINGS

December 3, 2004— Chapter 135 Christmas Party and Chinese gift exchange. Chucks on 6th Avenue in Des Moines. Starts 6:00 pm

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