



## Cockpit Chatter

by Dave Kalwishky, President EAA Chapter 135

As I write this, its a few days before Christmas and I've had time to reflect on 2004; it's hard to believe that it's almost a memory. We've had some good times this year flying young eagles, hearing about milestones that our membership has made on their projects, and of course our new hangar at Morningstar field, the summer picnic and Christmas dinner. We've also lost a friend, someone who personally meant a lot to me as a teacher at Tech High; who guided me through some rough times in that period of my life, he will be missed by all.

When I first joined the chapter I enjoyed reading the member profiles, but no one ever asked me to do one, so I'm going to take this opportunity to indulge myself. I took my first flying lesson in 1982 when I was 15 from Harold Lossner in the Aeronca Champ that he had. I received my pilots' license when I was 17 and I've been flying ever since. I currently enjoy flying young eagles and performing volunteer flying for Angel Flight Central ([www.angelflightcentral.org](http://www.angelflightcentral.org)). I currently own a 1957 Cessna 172 that I fly at every opportunity; it is for sale as I'd like to move up to a Cessna 182 or possibly build an RV10 or Murphy Moose. I am employed at Dee Zee Manufacturing where I have been the Information Systems Manager for almost 12 years now. As the I.S. Manager I get to design and implement computer solutions for our companies needs. I really enjoy my work and with the Ankeny airport only 5 minutes from my office you will find me at the airport taking coworkers for rides over our lunch hour during the summer months. It's a great break in the middle of the day. I am currently working on a new design for our Chapters website and it should be online by the end of January.

One of the things I would like to do is organize more group outings. Brant and I flew to Oshkosh to visit the museum back in November and we had a great time. This is something that we could do again this summer as a group. Several of us also met and saw the movie Flight Of The Phoenix, we had a good time. This year our Chapter flew 191 young eagles, I would like to thank Alan & Denise Core and my wife Terri for making the events run smoothly and the effort they put into them.

I'd like to take a visit to the Des Moines Control Tower which we will do in January. I tried to arrange this I December but it fell through at the last moment. I will be sending out an e-mail to everyone we have an address for once I have a firm date. If you don't have an e-mail address but would like to go please contact me and I will add you to the list. Future ideas for things to do would be visiting the Flight Service Station in Fort Dodge, and attending flight breakfasts in 2005 as a group. It's a great excuse to get out and fly. If you've never been to the Museum in Greenfield you're missing something very neat.

I've also thought that maybe we could have some of the summer meetings on Saturday mornings, maybe combine that with a flight breakfast or something. Maybe we could have a second monthly meeting for those that want to go flying and come back for breakfast. I think it would also be interesting to have members submit articles on flights they've taken or trips they've made so others can enjoy them too. I would really like to hear from YOU on what you would like to see the chapter doing.

As Roger said last month, if we don't give him ideas for programs he'll end up picking the things he wants to see, likewise without input from the members we can't improve our club and give you what you want.



The Leader In Recreational Aviation

—Dave

### My First Annual....well sort of

written and contributed by Brant Hollensbe

There is an old saying that goes, 'Time passes quickly when you're having fun'. My first year of aircraft ownership has been great deal of fun and one of my most rewarding experiences.

I logged almost 85 hours in my Cessna during the last year. I fly when I want to and not when a plane is available. The airplane cabin is as clean as I choose and everything on the panel works. If something needs attention, I see (and pay) that it's repaired properly.

I wish I could have flown more hours. But a 2-hour round trip drive to my hanger limited those spur of the moment or after work flights. But the good news is I just relocated to a new hanger, I-4 at Ankeny airport. I need to thank our chapter's new imperial potentate, Dave K. for lending a hand in my relocation process.

A year ago, I assisted in a combination pre-buy/annual inspection before I bought the airplane. Last month, I was involved in my first annual inspection, which included a few improvements. Oh, sure there were the typical maintenance items such as spark plugs, tires and brake linings, and some unique challenges. The engine cowl had a crack near the nose. The crack when all the way through a stiffener riveted to the backside of the cowl. I made a wooden male and female mold of about 1/3 the stiffener. Taking a piece of aluminum and a wooden hammer, I formed a new stiffener part. We then cut out the cracked area and riveted in the new stiffener. Now I had a strong cowl! I had some improvements for the plane in mind too. I had a Rieff heat band preheat system installed for those cold winter day starts. My DG may have been rebuilt 3 years ago, but it had way too much precession for me. It was sent off to Kelly Instrument for rebuild. Exec 1 located a new 40-year-old winterization kit for me. Now I can fly is subzero weather and not worry if the oil in the cooler will congeal on me. My ABS elevator tips were cracked so fiberglass tips were installed. I had a nonworking loran in the panel, I found a working loran of the same model on eBay, slid it in the tray, and it worked. It cost me \$46.00. Then there was the little chore of cleaning. I took a rag dampened with naphtha and cleaned under each floor inspection plate. I probably got a pound of crud out of there.

I have found out that airplane maintenance is never ending. Good thing too, for I enjoy it! The elevator tips needs paint, along with some wing screws, the right rear phone jack squeals, and the panel sure could use a Garmin 530 or 430.....

### 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](http://www.eaa517.org). In addition to the Grand Prize KitFox, 1<sup>st</sup> prize will be a Garmin GPS, and 2<sup>nd</sup> 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](http://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](mailto:eachapter517@aol.com)

### Chapter Christmas Party December 3, 2004

If you missed the December meeting/ Christmas Party, you missed a good



time. About 30 members and spouses showed up at Chucks for some fabulous food, conversation, and the favorite part of the

evening, the Chinese Gift Exchange.

Hats off to those of you that come up with those ideas that everyone "fights" over!!



## Propeller Safety

Written and contributed by John Barcus, Osceola FBO  
Osceola Chapter 1134

On take off, propeller tip speeds approach the speed of sound!! The blades must absorb not only the punishing vibration of engine power pulses, but also vibration caused by oncoming airstream centrifugal loads. These forces that try to pull the blade out of the hub, or load up the attach bolts, amount to 10-20 tons per blade.

The blades twist and flex. The stresses imposed on the prop are more concentrated in the small areas that are nicked or cut. These nicks and scratches act as stress risers, which can weaken the blade enough to eventually cause blade failure.

Home builders, **never, never** rework a propeller. Have it cut down or modified. This is a mechanically induced accident looking for a place to happen. When an engine quits, the airplane can glide to a safe landing.

Now remember this, when a propeller blade is lost, the resulting imbalance can tear the entire engine from the aircraft. WOW, what a weight balance problem. Putting the center of gravity far beyond limits and rendering the aircraft uncontrollable. I'll tell you one thing, *YOU WON'T BE AROUND TO HANGAR FLY*, about this one!! Aerobatic aircraft have installed a cable from the engine to the aircraft frame to prevent the engine from tearing out of the aircraft.

There are a few caveats to consider when in the vicinity of the prop: Avoid pulling the airplane around by the prop. Neither the engine nor the prop benefit from the loads imposed by pulling the whole airplane around. Also, avoid pushing the airplane by the spinner. The spinner and backing plate are built to be light and so they are quite fragile. Pushing on them can cause the backing plate to crack and lead to spinner failure. It may even come through the windshield and break your sunglasses!

Hand Propping: I am not going to tell you how to hand prop an airplane. It is not something you learn from a book and it is inappropriate for nose gear airplanes.

I have seen over and over again pilots break all the FAR rules with bad judgment. They don't use common sense when they load and unload the aircraft with the engine running. Unless there are extenuating circumstances (and I have NEVER seen where there were) the pilot should never load and unload passengers with the engine running. Passengers cannot hear any cautionary shouting that you may be telling them over the engine running. Every year there are injuries and fatalities from someone walking into a turning propeller. ***A spinning propeller will kill!***

***Please think about the above. The root cause of mechanically induced accidents is almost always neglect! Be serious and remember that most accidents are easily avoidable.***

## Don't Miss The Next Chapter Meeting

### with Special Guest Speaker

## Paul Berge

He's got quite an interesting background. He was born in Newark, New Jersey, the oldest of six children. His dad was a crewman on DC-3s in the Air Corps, who told Paul many flying stories. He joined the Army and served in Monterey, CA and Honolulu where he learned to fly. After the army, he got his degree in European History at UC Santa Cruz and worked part time at the Watsonville, CA airport pumping gas. He loved airplanes, took the FAA controller exam and passed, but didn't love the controller job. Quitting in 1981, he opened a pharmacy in the Sierras in California. Running out of seed money put him back as a controller, first at Reid-Hillview near San Jose, CA then Monterey CA, and then for something completely different—Des Moines, IA. He spent 13 years at Des Moines International before he hung up his ATC headset and now edits and writes for *IFR*. He has written 4 aviation themed novels and co-produced 80 episodes of radio drama, and still hosts *Sideroads* on *Living in Iowa* on public TV. He loves taildragger flying (pictured here is a recent addition to his collection) and he currently manages Nash Field in Indianola.

Please bring along a friend who shares your aviation interest, and join us at our January 8, 2005 meeting, 7:00 pm, at Exec I, featuring Paul Berge as our guest speaker.



**PROPWASH**

**Aircraft  
Certificated  
In  
Standard  
Category**



*The Leader In Recreational Aviation*

**Eligible for operation  
by Sport Pilot**

According to the Type Certificates (TC's) and published specifications, these standard category aircraft meet the definition of a light-sport aircraft (LSA) according to 14 CFR Part 1.1. However, individual aircraft of a given type may not meet the criteria due to modification by STC or field approval. The pilot would need to check the records of a particular aircraft and verify that it has not been modified in such a way as to disqualify that aircraft. Please note that this does not constitute an all-inclusive listing but does serve to cover the more common aircraft. There may be other standard category aircraft that meet the criteria for operation by sport pilots.

If you have questions, contact EAA's Aviation services at: info@eaa.org or call 920-426-4821.

**Landplanes:**

**Aeronca**

C	C-2	C-3	PC-3	CF	K	KC	KCA
KF	KM	KS	50-C	50-F	50-L	50-LA	50-M
50-S	50-TC	50-TL	60-TF	65-C	65-CA	65-LA	65-LB
65-TAC	65-TC	65-TF	65-TAF	65-TL	65-TAL	YO-58	O-58A
O-58B	7AC	7BCM	7CCM	7DC	11AC	11BC	L-3
L-3A	L-3B	L-3C	L-3D	L-3F	L-3F	L-3G	L-3J
L-16A	L-16B						

**Ercoupe**

415-C	415-CD
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**Interstate**

S-1A	S-1A-65F	S-1A-85F	S-1A-90F	S-1 Cadet
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**Luscombe**

8	8A	8B	8C	8D
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**Piper**

E-2	F-2	J-2	J-3	J3C-40	J3C-50	J3C-65
J3F-50	J3F-60	J3F-65	J3L	J3P	J4	J4A
J4B	PA-11	PA-15	PA-17	L-4	L-4A	L-4B
L-4C	L-4D	L-4H	L-4J	NE-1	NE-2	

**Porterfield**

35	35-70	35V	CP-40	CP-50	CP-55	LP-65
FP-65						

**Taylorcraft**

BC	BC-65	BC12-65	BC12-D	BC12-D1	BC12D-85
BF	BF-60	BF-65	BF12-65	BL12-65	BC12D-4-85
BL	BL-65	DC-65	DCO-65	DF-65	DL-65
A	L-2	L-2A	L-2B	L-2C	L-2E
L-2F	L-2G	L-2H	L-2J	L-2K	

**Seaplanes:**

**Aeronca**

S-50-C	S-50-F	S-65-C	S-65-CA	S11AC	S11BC	SO-56B
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**Luscombe**

8A	8C	8D
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**Piper**

J3C-50S	J3C-65S	J3F-50S	J3F-60S	J3F-65S	J3L-S	J3L-65S
PA-11S	J4A-S					

**Taylorcraft**

BCS	BCS-65	BCS12-65	BCS12-D	BCS12-D1	BCS12D-85
BFS	BFS-60	BFS-65	BFS12-65	BLS12-65	BCS12D-4-85
BLS	BLS-65				

**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



As we approach the new year, I felt it appropriate to share some positive thoughts that we should all keep in mind in 2005. They all relate to each of us in some form, and a lot of them can be applied to our chapter as well.

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|--|----------------------|
| The most destructive habit                 | Worry                |
| The greatest joy                           | Giving               |
| The greatest loss                          | Loss of self respect |
| The most satisfying work                   | Helping others       |
| The ugliest personality trait              | Selfishness          |
| The most endangered species                | Dedicated leaders    |
| Our greatest natural resource              | Our youth            |
| The greatest "shot in the arm"             | Encouragement        |
| The greatest problem to overcome           | Fear                 |
| The most effective sleeping pill           | Peace of Mind        |
| The most crippling failure disease         | Excuses              |
| The most powerful force in life            | Love                 |
| The most dangerous pariah                  | A gossip             |
| The world's most incredible computer       | The Brain            |
| The worst thing to be without              | Hope                 |
| The deadliest weapon                       | The tongue           |
| The two most powerful words                | "I Can"              |
| The greatest asset                         | Faith                |
| The most worthless emotion                 | Self-pity            |
| The most beautiful attire                  | SMILE                |
| The most prized possession                 | Integrity            |
| The most powerful channel of communication | Prayer               |



Trailing Balloons!!

**Home Sweet Home**

By Donna B.

*Keeping you posted on our hangar project this month. Building committee met at the hangar on December 19th to get some final measurements for pricing supplies and also for the permit. 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 your Holidays!*

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

Dave Kalwishky, John Barcus and Brant Hollensbe

Next month we need volunteer(s) for articles. Please e-mail to: chapter135@aol.com by 1/15/05.

# 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.*

## UPCOMING MEETINGS

**January 8, 2005** — Exec 1, Ankeny Airport 7:00 pm featuring guest speaker, Paul Berge.

## 2005 Chapter 135 Officers and Board Members

<b>PRESIDENT:</b>	<b>DAVE KALWISHKY</b>	<b>266-4001</b>	<b>dave@kalwishky.com</b>
<b>VICE-PRESIDENT</b>	<b>ROGER BOCOX</b>	<b>999-2053</b>	<b>roger9102@aol.com</b>
<b>SECRETARY</b>	<b>MARC BROER</b>	<b>288-4581</b>	<b>marc@countylineprinting.com</b>
<b>TREASURER</b>	<b>BRANT HOLLENSBE</b>	<b>221-0970</b>	<b>bhollensbe@mchsi.com</b>
<b>N/L EDITOR</b>	<b>DONNA BOCOX</b>	<b>999-2053</b>	<b>chapter135@aol.com</b>
<b>Chapter Web Site</b>	<b>DAVE KALWISHKY</b>	<b>266-4001</b>	<b>eee.eaachapter135.org</b>
<b>BOARD MEMBER (B)</b>	<b>TECHNICAL COUNSELOR (TC)</b>		<b>BUSINESS MANAGER (BM)</b>
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<b>BARRY CLEMENTS (B)</b>	<b>967-2355</b>		<b>b2clem@worldnet.att.net</b>
<b>MARK KOKSTIS (B)</b>	<b>961-2816</b>		
<b>ROB MILLER (B) (TC)</b>	<b>314-3706</b>		<b>flightmchnc@aol.com</b>
<b>MIKE ABRAHAMS (B) (BM)</b>	<b>981-0381</b>		<b>debra809@mchsi.com</b>
<b>ALAN CORE (YEC)</b>	<b>961-4524/371-8577</b>		<b>indypurr@juno.com</b>
<b>FLOYD NEFF (TC)</b>	<b>641-259-3088</b>		
<b>R. GERALD CLARK (FA)</b>	<b>641-342-4230</b>		<b>gclark@pionet.net</b>
<b>DAVE STILLEY (FFC)</b>	<b>987-5793</b>		<b>vikingdvr@aol.com</b>
<b>JOHN NELSON (FFC) (B)</b>	<b>276-7646</b>		<b>skydog@mchsi.com</b>
<b>RICHARD MILBURN(B)</b>	<b>515-834-2954</b>		<b>rchrmdilburn@aol.com</b>
<b>PETER JAMES(B)</b>	<b>515-991-5542</b>		<b>peter.c.james@mail.sprint.com</b>
<b>CHANLER CHILDS (B)</b>	<b>515-965-5331</b>		<b>cchilds@cchilds.us</b>