



# PROPWASH

## EAA Chapter 135 Newsletter

Book 7, Chapter 3

March 2005

# president's Position

by Dave Kalwishky, President EAA Chapter 135

We had a really nice turnout last month for the Des Moines tower visit. I've had some interest in another possible visit. I am going to schedule something again for early this summer for those that missed this one.

I have learned that the Fort Dodge Flight Service station will be closing down by September of this year so if we are going to tour it we'd better do it soon. I will schedule something in April, the weather will be getting nicer and it should make a nice flying trip. An era in weather briefing is coming to an end and a new one is about to begin with Lockheed Martin winning the contract to privatize the Flight Service System as we know it. Some of the things Lockheed plans to do are adding e-mail and PDA alerts to the system. If a notam comes out or there is a significant change in the weather after your live or computer-based briefing, the system will send you an electronic alert.

The first change hits October 1, when all of the current FAA flight service station employees become Lockheed employees. But from the pilot's perspective, nothing changes. You'll still call the same phone numbers and radio frequencies and talk to the same people in the same locations.

Lockheed's plan is to eventually consolidate the current 58 automated FSS facilities in the lower 48 states, Hawaii, and Puerto Rico into 20 facilities. As detailed in the winning proposal, "Flight Service 21" (FS21) hubs would be located in Ft. Worth, Texas; Leesburg, Virginia; and Prescott, Arizona. Lockheed plans to have them online by April of next year.

Other FS21 facilities would be in Albuquerque; Columbia, Missouri; Denver; Honolulu; Islip, New York; Kankakee, Illinois; Lansing, Michigan; Macon, Georgia; Miami; Nashville; Oakland, California; Princeton, Minnesota; Raleigh, North Carolina; St. Petersburg, Florida; San Diego; San Juan, Puerto Rico; and Seattle.

All the FS21 facilities will be tied together in a super network, sharing a common database. Every briefer will have access to all information.

Briefers will be trained to specific geographic areas; ensuring pilots will still have access to specialized knowledge of local conditions. When you first contact an FS21 facility, you'll likely be prompted to indicate where you're going to be flying, so that you'll be connected to a briefer who knows the area.

We need volunteers to help put together the Iowa Air Tour for later this summer. I would like to depart Ankeny on a Friday evening and fly to an airport and camp for the night. I want to schedule this so the airport we will be at Saturday morning will have a flight breakfast. Once we leave there we will go somewhere where we will be able to get lunch and then depart for another location for dinner. Sunday we will attend a flight breakfast and then head for one more stop for lunch before heading home. I want to spread the word about general aviation in Iowa to everyone, I'd like to print up something about the Hartmann flyer and its roots in Iowa aviation. I want to promote the EAA and AOPA during these flights. There is a lot of planning and coordinating that needs to be done and the board can't do it all. Any one who wants to help will be welcomed. At the February board meeting we will be putting together a committee to start this event. If you are interested in helped please contact me. Letters will be going out this month to all the EAA chapters in Iowa to see if we can get any of them interested in the event.



The Leader In Recreational Aviation

—Dave

# Member Profile



**John Barcus**

(The below profile are John's recollections of events and dates, as told to Roger Bocox one cold Saturday in February, over a cup of coffee and some cookies Donna made for John)

**John Barcus**

**EAA Number 14**

**CFI, CFII, APIA, Ground Instructor, ABDAR, Multi Instructor and FBO at the Osceola airport**

**Just passed the board to be an examiner for the LSA (Light Sport Aircraft)** John just needs to take the written test yet.

**Retired Pilot for Orion airlines**

**Check pilot for Boeing 727s**

**Owns a C-172 straight tail and a C-150. (Is working on a Mustang II someone else started-- O-360 w/ CS prop)**

(Roger's note: John is a member of our chapter, but since he lives in Osceola and can't get to Des Moines easily, many of you do not know John. John is a wonderful person and probably forgot more about aviation than most of us will ever know. You have seen many of his in-depth articles in this newsletter. It would behoove all of you, if you are in Osceola, to stop by the airport and spend some time talking to John. You can't spend any time at all with John without learning something new.)

John soloed at the age of 16. Soon after that, he joined the Army Air Corps and ended up as a pilot of a B-24 Liberator in the 8<sup>th</sup> Air Force. John has had a very interesting history, and flew in many of the pivotal air raids during WWII.

John was piloting his B-24 during the infamous Ploesti oil field raids. He took off from Bengazi, North Africa on Sunday, September 1, 1942. Since there was radio silence, it was a follow-the-leader operation. The lead plane lost an engine shortly after take off, and spun into the Med. The second leader crashed also before they even got to Sicily. (con't) /

The third lead plane headed for the town of Pista, Italy, which was a reference point. At this point, a General Ent. (not sure of the exact name) ordered a turn the wrong direction, and it was a while before they realized the error. John just followed along. Remember, these were low level raids--20 feet off the deck. The Germans were notified that the B-24s were coming, but they thought they were headed to Bucharest instead of Ploesti

This caused the Luftwaffe to scramble about 145 fighter to the wrong place. The error in direction caused the B-24s to come in from the wrong direction right through the worst flack in the area. There were planes going every which way. Of the 176 B-24s that took off on the raid, only 38 returned. John was lucky to be one of the few coming back. Later reports from the Germans said something to the effect that it was the most impressive display of low level precision flying they had ever seen. John said it was just a screwed up mess and you just had to dodge planes coming from all directions. The 8<sup>th</sup> Air Force and the 9<sup>th</sup> Air Force went into Ploesti, and only part of the 8<sup>th</sup> came out. After Ploesti, there was no more 9<sup>th</sup> Air Force.

As bad as the Ploesti raids were, John had others that, to him, were much worse. The worse action he ever saw was a bombing raid on the Messerschmitt plants in Wienerstadt (sp) This was later in the war when John was flying out of England. John spent a lot of time in the Mediterranean, bombing fighter bases in Italy from North Africa.

After the war, John ended up in the Southern Wisconsin, Northern Illinois area, where he continued his interest in aviation. One cold night in the winter of 1953, John and a friend of his went to a meeting where this interesting guy, we think his name was Paul Poberezny, but we are not sure, talked to a bunch of guys about starting some sort of sport aviation organization. At the meeting, John and 21 others signed up. John ended up with EAA number 14. (I guess there were a number of people who didn't want number 13.) John had to borrow the \$5.00 dues from his friend he came with. (Ed. Note: John, did you ever pay him back?) To this day, John is close friend of Paul's, and at AirVenture, John is treated like royalty.

John was the FBO at the Creston airport for many years where he ran a Part 141 operation. John, by being a DAR can check over and sign off your homebuilt, when you get it done. Give him a call, or stop by the Osceola airport. When you are there, make sure to ask John and see the newspaper article where he had "God as his Copilot" and dumped a broken Bonanza on top of a wooded hilltop in the Ozarks.



**From Tim McClung-IOWA DOT**

I met a guy at the PAMA conference the other day who started a company in Cedar Rapids that sells plans and kits for pedal planes. The way he explains it, this is a great way to get kids interested in building planes and can be something that parents or grandparents can do with their children. I have seen the planes and they are awesome! EAA sells the plans at the museum in Oshkosh. If you are interested in pulling some stuff from their web site, the address is: <http://showcase.netins.net/web/pedalplane/planes.htm>



# What's Coming Up

PROPWASH

# Progress Reports

March 2005		
<b>AOPA Air Safety Foundation 'Weather Wise: Practical tips and Tactical Trick' Safety Seminar</b>	3/8/05	7pm - 9 pm Kirkwood Comm. College - Iowa Hall 6301 Kirkwood Blvd SW Cedar Rapids, IA For more information: 301-695-2184
<b>Aviation Safety Seminar Wings Program</b>	3/14/05	7-9pm Algona Airport. A review of Accidents and Incidents in the state of Iowa in 2004 and a look at some common problems. Also a new Aviaiton Jeopardy game to test your knowledge of varied aviation subjects. Ft. Dodge FSS will present a program on "A Successful Cross Country."
<b>Aviation Safety Seminar Wings Program</b>	3/23/05	7pm - 9 pm at Ankeny Airport Exec. 1 Building -- A review of Accidents and Incidents in the state of Iowa in 2004 and a look at some common problems. Also a new Aviaiton Jeopardy game to test your knowledge of varied aviation subjects. Ft. Dodge FSS will present a program on "A Successful Cross Country."
April 2005		
<b>Annual Chili Fly-In / Drive-In</b>	4/2/05	Fort Dodge, Iowa Regional Airport For more information: 515-955-3635
<b>15<sup>th</sup> Annual Fly-in / Drive-in Breakfast</b>	4/24/05	8am - 12pm Hosted by: University of Dubuque Flight Team - Dubuque, IA Reg. Airport For more information: 563-589-3835 (Nick)
May-05		
<b>Pella Tulip Time Flight Breakfast</b>	5/7/05	7am-10am Breakfast \$4 Adults - \$3 Children 6-12 Pilot in command eat free. Shuttle available to Tulip Festival May 5-7. Pella, Iowa Municipal Airport. For more inf on Tulip Festival go to: <a href="http://www.pellatuliptime.com">www.pellatuliptime.com</a> For more info on breakfast call: 641-628-9393

**Bill Gast**, has only 10 hours of flying in last three months. Bought a farm, and wants to put a grass runway on it.

**Brant Williams** Wains will be in Osceola Thursday giving a class on converting Corvair engines.

**Roger**, has headers put on, put wrong gaskets in the carb. Still playing with powder coating. Has been working with Jerry Grogan.

**Kent & Melinda**, Working on tail parts

**Rich Milburn**, Bought plywood for floor parts. Has been flying the Neuport, and landed it in standing water at the Boone airport for a new experience in getting wet.

**Jack Arthur**, drove 4,000 miles with the trailer to Alpeny MI & back, bought an Er-coupe, took it to Knoxville.

**John Nelson**, working on Skybolt instruments. Reports Ace Cannon is out of hospital.

**Mark K.**, checking the log books on the new Er-coupe for discrepancies. He suggests changes to our trailer after helping Jack haul the Er-coupe.

**Marc B.** working on wallpaper & paint, to get moved to new house.

**Ralph Briggs**, building a Hornet Ultralight. bought plans, plus a wrecked one for spare parts. He is bending tubing for the fuselage, and has instrument pod done. Now he will build a 2-car garage to continue.

**Don Kaufman**, is re-building a T-Craft

**Bob Olson**, trimming and de-burring work on his Zodiac CH601XL

**Peter James**, Rode to Greenfield chili lunch with Rob Miller, they buzzed the field at a high rate of speed. approx. 200 MPH at 75 feet. Also, he is working on his RV10, trying to spray-paint in 30 degrees with space heaters in the garage.

## I Want to be More .....By Brant Hollensbe

The other day Dave asked if I would be his safety pilot while he practiced for his IFR ticket. Oh sure, I would be happy to, but that simple request got me to thinking. I wanted more than being some body else's safety pilot. When I first got my private ticket, I had intended to some day expand my piloting skills to IFR. I had even gone so far as the IFR written test over a year ago. But during the last year then what have I done? In that year Chanler started his pilot training and is now very close to getting his private license. In that year, chapter members have put 3 airplanes in the sky and 2 more have been officially started. Others members have spent countless hours building or restoring their beloved projects. In those 12 months, the building committee has found the chapter a home. Yet I did nothing.

That is going to change! And change Pronto! I want to fly when I want to and not when the weatherman says it's going to be sunny and clear. I want to improve my piloting skills so if I get into a reduced visibility situation, I'll know I can safely handle it. I want my IFR ticket!!!! Hey Dave! I'll be your safety pilot and you can be my, OK? By the time you read this, my training will have started.

In aviation, what have you done in the last 12 months? What is your goal in the next 12? Just be sure to save some time to help the building committee, transform our hanger into the chapters' new home.

Blue Skies to you all.

*You Can't Change Things....*

Written and submitted by John Barcus—Osceola FBO

There has been a lot of discussion about what already type-certificated aircraft can be flown by a sport pilot. So long as the aircraft meets the definition and requirements of a light sport aircraft (LSA) it can be flown by a Sport Pilot. But watch out, now! Somewhat disguised in section 1.1 of the regulation—this section in part, states that in order to meet the definition of a light sport aircraft the airplane must meet and meet all of those requirements since it's original certification. Let's look at which aircraft already type certificated, can be flown by a Sport Pilot.

As most of you know my now, the maximum gross take off weight is set at 1,320 lbs. Assuming it's a land plane, not intended for water operations, what can be a problem is the fact that there are some airplanes out there with different gross weights allowed in the type certificate data sheet, depending on certain modifications having been made. Let's see how this affects a couple of very popular classic airplanes and their eligibility to be used as a light sport airplane. The Aeronca Champ series of airplanes was a very popular aircraft before the sport pilot rule. The 65 HP 7ac has a maximum gross take off weight of 1,220 lbs. No problem as a light sport aircraft, as that is well below the 1,320 lb limit. The same aircraft with a 75 HP can be referred to by several different model names. 2-16 7CCM or 7DC. All these airplanes have a gross weight of 1,300 lbs. Very close to the limit, but still below it. So, can they be flown by Sport Pilots, or not? Remember the rule in the definition of a light sport aircraft is it has to meet the limitations since its original emphasis certification. That means if at any time during the airplanes life it has been modified in such a way that it did not meet the light sport aircraft limitations, *it can never be a light sport aircraft*. Whether this part of the rule is fair is an interesting academic discussion. So, there you have it. That's the rule!

So, let's look at another plane—our old friend Champ. There is an alternative landing gear that was available for the 85HP Champs. It is called no bounce. It looks a bit larger than the standard main landing gear legs. When a champ is equipped with a no bounce gear, the allowable gross weight goes up to 1,350 lbs, and is above the light sport limit. So, a champ with a no bounce gear installed isn't a sport aircraft and cannot be operated by a sport pilot. So, you ask, can we take off the no bounce gear and solve the problem? NO! Why? Because the aircraft has not met the definition of a light sport pilot aircraft. Since it's original certification—once it has the no bounce gear installed, if only for one day, the chain of time was broke, and broken forever.

The same sort of problem is haunting another popular old classic airplane, the Ercoupe. The Ercoupe was manufactured by several different companies from just before WWII to the 1960's. The post war version, the 415-D, originally had 75HP engines and a gross weight of 1,260 lbs. There were very few D's manufactured by the factory, a field conversion of a C or CD modified to a D is fairly straight forward, and not too expensive. Most D's in existence are modified C's. The big difference between a D and the other two models is that the D has a gross weight of 1,400 lbs. That is 140 lbs. more than the C or CD models. In this class of aircraft, every extra pound helped. We have the same situation as the Champ. You cannot bring it back into compliance with it's type certificate data sheet.

This unfortunate situation is caused by the FAA decision to not allow aircraft to be modified to light sport limits, when their original certification went back beyond those limits. The FAA did not want to see people applying for STCs to lower power, speed or weight to modify some aircraft down to light sport qualification. This seems to make sense. Since light sport aircraft rules allow a different class of pilot to fly a host of already existing airplanes that had always before been flown by private pilots or those with higher certificates.

So understand that there is not a way an aircraft that has fallen outside of the light sport restrictions is able to go back and be restored to light sport qualification. And don't get any ideas that a missing log book or a log book page removed is a way out. That's just not legal. There also is a small detail that will trap you. When an Ercoupe or a Champ was modified, there was probably a form 337 filed with the FAA, reflecting the alterations. That form would have become part of the permanent record of the aircraft. Be honest, and stay legal. Don't get bit by the "FAA Bear".

I am writing all this because it would be a shame for a sport pilot to buy an Ercoupe for example, thinking that the aircraft met the light sport aircraft parameters. Be careful and discover the history of the aircraft, before you purchase it. An older classic can be a real detective exercise. Lots can get lost, be incomplete, or sadly, in some instances, can be outright fabrications. The seller may be unaware of the twist in regulations that will disqualify the aircraft because of past modifications. Looks can be deceiving. If you're looking to purchase an aircraft for the sport pilot program, make sure what you are seeing is actually what you are getting.

As EAA members and chapters we are all part of the best aviation organization in the world with high standards set by our founder, Paul Poberezny, there is no doubt that without the EAA, there would be little or no sport aviation as we know it today.

John Barcus-FAA-AB-DAR



March Chapter Meeting will feature from our chapter member, Jerry Grogan. Jerry owns "Sky Classic Aircraft" on Jefferson Avenue in Des Moines, and he will put on a program about Custom Metal Parts and Fabrication for your aircraft and also on the Smith Miniplane. Check our their web site: [www.skyclassic.net](http://www.skyclassic.net)

## PROPWASH

I've got a problem, I need help from chapter members with  
submitted by Peter James

I am considering putting an air conditioning unit in my RV-10. If I enable the sale of 10 units, I can get mine for free. However, there has been lots of commentary on the web board about a) weight, b) electric compressor vs. Mechanical (car type hung on engine), c) drag involved. The unit can be found on page 187 of the aircraft spruce catalog. The price is misprinted in the catalog. It should be \$4,995. The unit can be seen on-line at <http://www.airflow-systems.com/> They have sold units to over 60% of the Lancair builders with more going in every day. Air-flow systems will come out and use my cockpit for their air duct mockup and test bed, so I will have complete control over the end product and how it fits in my plane. I had several questions that I sent to the manufacturer. They were as follows, with their reply.

Q. Have you sold a unit to an RV-10 builder yet?

A. Yes, and we have several others that are ready to buy when they get more of their kit. The very first one may be delayed because the owner chose an unusual early Lycoming that requires a mounting arrangement I don't like.

Q. How do you propose to move the cool air inside of the RV-10?

A. We have several different evaporator/fan combinations that can be used to move the cool air. It can be done with an overhead duct (preferred, see below) or side mount ducting (OK) or floor mount (last resort). We will supply our preferred method, builder may change it.

Q. Are you aware that you are not allowed to puncture or mount anything to the composite fuselage top in the 10?

A. Our plan is to add composite ducts bonded to the fuselage top. No penetration, no load bearing, plus it will add a little stiffness. All weight will be carried by metal structure.

Q. Will the cooling scoop subject the cabin to potential exhaust fumes, or is it just a radiator that is in the rear? A. We are very careful about this, and this is why we put the condenser outside the cabin. There is no chance for exhaust to enter as a result of installing our equipment.

Q. Where does the actual cool air come from - inside the engine compartment?

A. Cool air is cabin air that has been passed through the evaporator where it is chilled.

Q. Does the Van's engine mount and plans allow enough room for your unit?

A. This may vary with engine selected, but if we can put it in a Legacy we can put almost anywhere.

Here's where I need help from the group:

A) Does the opinion of the Iowa flyers here think Air conditioning would be a good thing to have? Keep in mind that I'll be hauling the extra 40 pounds around all year long.

B) Do you believe that a belly scoop will only shave 1-2 knots off the speed as the manufacturer claims? I will have fixed gear already disturbing the airflow under the plane - but I'm not sure I buy their claims.

C) Do you think that it would help or hurt resale - not that I would ever sell it!

D) I expect this to be a cross country plane that will visit Florida, Arizona, California - I think for hot climates, it would be great to have

E) Van's reputation is to be conservative. The system is C.G. neutral, but the extra 40 pounds concerns me with full fuel, four adults, baggage...and an extra 40 pounds of weight. Is the weight penalty too great to justify staying cool? I have cooked inside of Bill's RV-6 a couple of times - and I expect most of my Iowa flying to be at low altitude.

I'm quite perplexed and would like feedback from the group. Don't hold back - tell me what you really think!! Please send comments to the "no spin zone" at [peter.c.jamesC@mail.sprint.com](mailto:peter.c.jamesC@mail.sprint.com)

*Thanks Dave, for letting me ride along.....*

On Saturday Jan. 29th I got a special treat - flying to Greenfield with Dave Kalwishky in his Cessna 172, along with his daughter Allison. We flew over my new house, and over Saylorville Lake before heading to Greenfield. I got to fly the plane for awhile. Everything looks so different from up there. I could get lost real easy. At the Greenfield airport we ate chili, and toured the museum. They have a new library that I hadn't seen before. On the way home, Allison was in the back seat singing & humming some made-up songs from her imagination. It was pleasant background music. Then after awhile, Dave showed me how he could change the settings of the headphones to tune out the passenger. After checking in with the DSM Airport, we flew over downtown Des Moines, and then back to Ankeny.

Thanks Dave!

Marc Broer

**Special Thanks To Those Who Contributed to the Newsletter this Month:**  
**Dave Kalwishky, John Barcus, Peter James, Marc Broer, Brant Hollensbe and Tim McClung**

**A HUGE Thank you to John Barcus, who sends me articles every month, without me asking him.**  
**Thanks John. I appreciate that so much!!**

# 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 MEETING**  
**March 12, 2005— Jerry Grogan will present a program on “Custom Metal Parts and Fabrication” for your aircraft and the Smith Miniplane. 7:00 pm Exec I, Ankeny Airport.**

## 2005 Chapter 135 Officers and Board Members

PRESIDENT:	DAVE KALWISHKY	266-4001	dave@kalwishky.com
VICE-PRESIDENT	ROGER BOCOX	999-2053	roger9102@aol.com
SECRETARY	MARC BROER	288-4581	marc@countylineprinting.com
TREASURER	BRANT HOLLENSBE	221-0970	bhollensbe@mchsi.com
N/L EDITOR	DONNA BOCOX	999-2053	chapter135@aol.com
<i>Chapter Web Site</i>	<i>eee.eaachapter135.org</i>	<i>contact Dave Kalwishky—</i>	<i>dave@kalwishky.com</i>

<b>BOARD MEMBER (B)</b>	<b>TECHNICAL COUNSELOR (TC)</b>	<b>BUSINESS MANAGER (BM)</b>
<b>YOUNG EAGLES COORDINATOR (YEC)</b>	<b>FIRST FLIGHT COORDINATOR (FFC)</b>	<b>FLIGHT ADVISOR (FA)</b>

JACK ARTHUR (B)	981-8764	sky3044g@aol.com
BARRY CLEMENTS (B)	967-2355	b2clem@worldnet.att.net
MARK KOKSTIS (B)	961-2816	
ROB MILLER (B) (TC)	314-3706	flightmchnc@aol.com
MIKE ABRAHAMS (B) (BM)	981-0381	debra809@mchsi.com
ALAN CORE (YEC)	961-4524/371-8577	indypurr@juno.com
FLOYD NEFF (TC)	641-259-3088	
R. GERALD CLARK (FA)	641-342-4230	gclark@pionet.net
DAVE STILLEY (FFC)	987-5793	vikingdvr@aol.com
JOHN NELSON (FFC) (B)	276-7646	skydog@mchsi.com
RICHARD MILBURN(B)	515-834-2954	rchrilmilburn@aol.com
PETER JAMES(B)	515-991-5542	peter.c.james@mail.sprint.com
CHANLER CHILDS (B)	515-965-5331	cchilds@cchilds.us