



# PROPWASH

## EAA Chapter 135 Newsletter

Book 7, Chapter 9

September 2005

### President's Position

We have some board member positions coming up for reelection at the October meeting. I would like to encourage anyone who has not been a board member to contact me and we will put your name on the Ballot. Being a board member can be a lot of fun, you get to help decide what the chapter is doing and where we are going. We can only make the chapter better by having your participation so give me a call and tell me "Heck yes, I want to run for the board!"

The August 10th safety seminar at the Des Moines terminal building was a success, I only saw three Chapter 135 members there, the rest of you missed an informative and entertaining program. I hope that some people who have never been to one of these will attend next year.

August 28<sup>th</sup> the Greenfield museum is having their annual Wings, Wheels & Whistles Fly-In. They will be serving breakfast at 7:30am and a picnic supper at 4:30pm. My family and I are flying over for the picnic supper.

The Iowa Air tour is moving along, I would like to know who in our Chapter will be going along. As of this writing I will be flying, Brant Hollensbe will be flying and Rob Miller will be flying. We have seats and space available for our membership so if you're interested in coming along please get a hold of me. We are asking that each person help chip in for the fuel expenses for the trip.

The date for the tour has been set for September 17. We will depart Saturday morning at 9am for Boone to check out the RV projects they have going on. From there we will head to Mason City for lunch at the airports café. Upon departing from Mason City we will be west bound over Lake Okoboji and then south to Storm Lake. After a brief stop in Storm Lake we will over fly the lake and then head to the Loess Hills of Western Iowa. After viewing the Hills from the air we will head toward Greenfield to visit the museum. For those who have already seen the museum and do not wish to go there you may head for Red Oak which is our final stop for the day and where we will be camping and having dinner. Sunday morning we will be departing Red Oak and fly to Osceola for the 4<sup>th</sup> Annual Replica Fighter Association's Fly-in breakfast. From there we will all head for home. It should be a fun time for all and a chance to meet with other pilots and talk about airplanes for the day.

I will be updating the Tour information on the chapter's website at [www.eaachapter135.org/IowaAirTour](http://www.eaachapter135.org/IowaAirTour). If you'd like to see what the Loess Hills are all about you can go to <http://www.nfinity.com/~exile/loesspg.htm> and read all about them.

I went out flying a few days ago with my CFII; I am working toward my commercial license and should have it about the time you get this newsletter if all goes well. We were doing Lazy 8's and Chandelles for about 40 minutes, up, down, left, right, yanking and banking all over the place. For the first time in as long as I can remember I started to get a bit airsick. It was hot, I was dehydrated and I had NOT had anything to eat that day. The lesson here is when you're flying in hot weather make sure you get plenty of fluids.

—Dave

Chapter Elections

October is election month for Chapter 135. We have 3 board members that are up for re-election. Mike Abrahams, Jack Arthur and Rob Miller. Mike and Rob have committed to run for an additional term. Any current chapter member that is interested in running for a board position, please call a board member to let them know. You may also nominate someone for a board position the night of the election. Be sure that your dues is paid for the current year, so you can cast your vote at the October 8, 2005 meeting.

Join us for the September 10, 2005 chapter meeting on:

***A discussion about Lycoming and Continental Engines***

Since most of us build airplanes with Lycomings or Continentals, it seems that a discussion of them is in order. I am sure we would all like to hear about your engine, what you like about it the models, features, and, especially, any accessories and/ or replacement parts that you think are worthwhile to put on your engine. We would even like to have a discussion as to what oil to use and why? What about inverted oil systems, electronic ignition systems, magnetos, Electronic mags, remote oil filters, etc. etc. Bring any info you might have on these items, and we will see if we can get a good discussion going on this topic. How about CS props? Brand? I will just get the discussion going and then let it go where it takes us. Heck, we may have to break this apart into a couple of programs.

**Annual Chapter Picnic**

The group had a great time talking and eating. We had great cooks, awesome food and it was well planned and prepared for by our own chapter treasurer, Brant Hollensbe. He did a terrific job organizing, purchasing the meat, setting up tables and chairs and grills and coordinating getting all that to the picnic on time. He deserves a big THANK YOU. Here are a few pictures we captured from the event.



Brant earns a little side \$\$ selling from the back of his truck!!!



**Summer Daze**

by Brant Hollensbe

The start of school always reminds me that the end of summer is near. This summer has been a particularly successful one for our chapter. The Young Eagle program lead by Alan Core has flown several tons of youngsters introducing them to the joy of flight! Dave K. sold his lovely 172 so it was sorely missed at the YE events but 'ole faithful' Dave was still there serving as ground crew and occasionally flying kids whenever he could beg, borrow, or rent an airplane with an engine that would start. Next time you see one of our YE pilots, give him a pat on the back. The future of aviation depends on encouraging a new generation of kids to become pilots and experience the joy of flying amongst the clouds.

It was a joy to see the chapter pull tightly together and work side by side on the hope of creating a new home. Even if things did not work out as originally planned, the closeness and esprit de corps formed by this hard working band of members was not lost. We learned about each other's talents, abilities, and strengths... sometimes we even discovered new strengths within our self. When the next opportunity comes for a new home, this chapter will not waiver...IT WILL HAPPEN!

Air shows and site seeing are always a big part of Iowa summer too. Our members have visited FSS, control towers, and air shows as near as Knoxville and as far away as????? You guys have to help me out on this one. Please let me know who traveled the farthest to see an air show. Yes, I flew to Florida and watched a few local airplanes shoot touch and goes, but that doesn't count.

The granddaddy of all air shows has got to be Air Venture at Oshkosh. I had the joy of flying to it and camping under my Cessna's wing for 4 wonderful days. This was my first time flying in. It was easier that I thought. Airplanes space themselves ½ mile apart over the town of Ripon Ws and fly at 100 mph over a railroad track that leads to Oshkosh. Fisk ATC is stationed at Fisk Ws. right next to the railroad and about 4 miles from the Oshkosh runways. Fisk ATC will inform you which of 4 possible runways you will land on. You wiggle your wings to acknowledge, turn toward the proper runway, and tune the radio to Oshkosh ATC. Oshkosh ATC will vector you to the proper runway and you follow the airplane ½ mile in front of you to land. On final, ATC will tell you which colored spot on the runway or taxiway to land. You land on that spot, slow down, and get the hell off the runway before someone land on top of you. It was very easy and simple. I had another pilot with me on this trip, like it's hard to find a pilot that wants to go to Air Venture. He helped tremendously by spotting other airplanes while I remained focused on flying the airplane, staying on course, maintaining altitude, speed, and keeping my spacing with other airplanes. It was great fun.

Summer sure has flown by. And a lot of fond memories have been made. At the start of summer I promised myself that I need to earn my IFR rating by the end of Sept. I'm on track for it, but that is another story.

**The Changing Face of Osceola Municipal Airport**

Contributed by Lyle Persels

When the Osceola Airport Management Commission was appointed in mid-1996, the airport had made little progress since concrete was poured and it was opened for air traffic in 1987. The management responsibilities had lain with the city council, who had neither the time nor the aviation savvy to apply the attention that would be required to develop the airport and realize its full potential as a major city asset. To be sure, through the efforts of a few local enthusiasts, the city council had agreed to lease land for the construction of two multi-plane private hangars on the west side of the 125' by 250' parking apron. These hangars, it was believed, could be a catalyst for future growth and development. But it was not until the commission was formed that the airport showed real signs of progress.

Since its outset, the commission's strategy has been to develop a master plan, provide competent and knowledgeable on-site management, construct physical facilities essential for the support and promotion of aviation activities, and gain recognition and stature with appropriate state and federal aviation authorities.

How has this played out? Very well indeed. The five-member commission first hired John Barcus as manager of Osceola Municipal Airport. John is a highly experienced and knowledgeable pilot, mechanic and airport manager. With the aid of a consultant, the commission prepared an Airport Master Plan, which has been approved by both state and federal authorities. Guided by the plan, they have constructed a seven unit T-hangar building, a 50' by 60' maintenance hangar, and a 30' by 40' single aircraft hangar, together with supporting taxi lanes. They have widened the main taxiway and added 125' by 150' of parking apron. A new entry road and parking/turn around area has been constructed. The airport has installed a new self-service credit card aircraft fueling system, and has recently acquired new snow removal equipment and constructed a large new storage building for that equipment. And, with the aid of a local grant they have purchased a new small airport utility tractor with all equipment and accessories necessary for mowing, material movement, and light grading and surface preparation. Current efforts are focused on 'finish-up' activities: final grading and reseeded, adding of concrete walkways, and installing appropriate signage.

To sum it all up, the commission has spearheaded efforts, which have resulted in obtaining federal, state, and local grant assistance in projects with a total value of more than a million dollars, all at a total cost to local taxpayers of less than one hundred thousand dollars. Finally, through the commission's efforts, the Osceola Municipal Airport has gained a position in NPIAS, the Federal Aviation National Plan for Integrated Airport Systems, that provides federal Airport Improvement Program entitlement funding of \$150,000 per year, and it has also gained designation as an Enhanced Airport in the Iowa Aviation System Plan.

Where are we now? For starters, the FAA has already programmed funding for acquisition of a twenty-three acre parcel land immediately south of the airport terminal area, and for installation of an AWOS on the land. While negotiating the land acquisition the commission is turning its attention from physical improvements to marketing and public relations.

**IF CHECK RIDE** (Part 2-continued from August Newsletter)

By Dave Kalwishky

We took off and headed for SUX, the wind was still howling pretty good, my take off was fine and we climbed out. As we departed I had the DNS approach plates in my lap, he asked why. I told him that if something happened and I needed to return right away I wanted the departure plates readily available. I also had tuned the ADF to the field as an extra measure for situational awareness. He was pleased with this. I set the GPS for KSUX and we headed that way. He made it a point to tell me not to look up above the panel, don't cheat by looking out as I would only be hurting myself. I told him the only time I would look up was to set the DG to my compass and I would tell him when doing that. He did not say one word on the way there; a few times I drifted off of my assigned altitude by 100 feet, the updrafts and downdrafts were very strong! I glanced over at him and he was looking at some paperwork in his lap, I thought for sure I had busted the ride when I went from 4000' to 3800' but he didn't say a thing. I was riding the "waves" in the air and not forcing the plane to hold perfect altitude as I did not want to put undue stress on the airframe.

When we were handed off the Sioux City Approach he asked for some holds over the VOR. I started thinking ahead about what kind of entry I would use, direct, parallel or tear drop. I then thought to myself why not alter my course and get established on the 312 degree radial before I get to the VOR, that's what I need to hold on. I changed the CDI from the GPS to OBS mode and dialed up 312. I altered our source so I would intercept this radial as we got close to the VOR. I figured I would give myself the advantage of a direct entry to the hold. Charles did not say anything about this and was content for the ride, albeit a bumpy one. The first turn around the VOR I tried to figure my 1 minute leg, I didn't do very well. We were about a minute thirty coming back in and I blew through the radial badly, I had over compensated for the cross wind. I immediately told him what I had done wrong and we tried it again. On the second turn I used less cross wind correction and a shorter outbound leg. The inbound leg was about one minute fifteen; I did not blow through the radial nearly as bad but worse than I expected. I commented that I needed even less cross wind correction and less time on the outbound leg. The third time was better, I hit the radial pretty darn good and the inbound leg was a minute five seconds. He told me that was enough, just then approach called and asked about our intentions. Charles got on the radio and said we wanted the VOR 31 approach and we were cleared to descend from 4000' to 3000' until established then we could descend lower. Charles said we would need to do one more hold to loose the 1000' feet so around the fourth time we went. It was pretty much the same as the third time. As we came in I got the needle centered up and looked at the GPS, I looked at the direct track number and the track number and once they were the same I set the DG bug on my current heading. As long as I held the heading I had set I would have my cross wind correction built into my heading for me. As we came in approach asked our intentions, Charles got on the radio and said we would like the ILS 31 after this approach. They told me to climb to 3000' and turn left to 280 when we were done.

We were handed off to the tower. Charles asked for the MDA, I told him 1440, he said when I got to that altitude to take the foggles off and do a touch and go. We got down to 1440, I took off the foggles and did the touch and go. He commented on the landing, it was good considering the winds. I added power and we started to climb. I told him that I didn't write down the altitude or heading I needed to fly. He asked me what I was going to do about it and I said "call the tower". He said that was fine but the altitude was 3000' and a heading of 280, I complied. The tower asked what we wanted next and Charles said the ILS for 31. Charles asked me about the localizer frequency for the approach, I told him it was 109.3. As we climbed out I set the GPS for the ILS 31 approach and set up BOTH NAV radios for the ILS. He asked why I did that. I told him the GPS was for additional situational awareness, and I tuned in both radios and would monitor both but NAV 1 would be my primary. He was pleased that I did this. The ILS approach went very well, when the localizer or glide slope got off I was right on in getting them recaptured. I used the same trick with the GPS and tracking as I did with the VOR approach. Charles told me when I reached the decision height to take the glasses off and he would tell me at that point if we were going missed or touch & go. At the DH I took the glasses off and he told me "touch and go" so I did. I did another pretty good landing considering the winds. The tower asked our intentions and Charles said we would be heading back to Denison now. They gave me an altitude and heading to fly, I wrote it down this time! After the tower turned us over to departure we stayed with them for about 10 – 15 minutes before Charles had me cancel IFR. Once we cancelled he said we would do some air work. He mentioned that steep turns were recently removed from the PTS but if I wanted to do one that would be fine with him. I thought about it for a micro second and said "sure, I love steep turns". He asked me to give him a 360 to the left and to roll out on the heading we were currently on. I did the turn and held my altitude pretty well and hit my heading dead on! He said next would be unusual attitudes, he torn a sheet of paper and covered up the AI and told me to put my head down. "Oh great", I thought, "This is going to really suck!" He maneuvered the plane around and told me to recover. I looked at the airspeed and saw it decreasing and I saw the VSI showing a climb. I immediately applied full power and lowered the nose. I don't remember looking at the turn coordinator but I must have because I leveled the wings. I then noticed that he had run the trim up pretty far, I had to spin the trim wheel down. He told me good job and said "put your head down again." After some gyrations of the plane he asked me to recover. I noticed that airspeed was climbing and the VSI was showing a descent. I then noticed he had uncovered the AI. I reduced throttle, leveled the wings and pulled the nose up. As the plane reached 100 knots I applied cruise power.

The next thing Charles said was "you seem to do a good job with the plane, let's go back to Denison and make you legal to do this." I thought to myself, "Holy cow, I think I just passed. Oh lord, please don't let me screw up this last approach!" He asked if I wanted the GPS to 30 or the GPS to 12 with a circle to land. I opted for the GPS 30. I was waiting for him to tell me to

(cont'd on page 5)

(IFR Check Ride continued from pg 4)

engage the autopilot so we could do a coupled approach but he never did. When we got down to the MDA I took off the glasses and landed. On this landing I floated a bit before touchdown, a gust made me airborne but I had the plane under control and I planted it onto the runway firmly. Charles asked if I needed fuel, remembering a conversation from earlier I responded with yes, I had about 45 minutes in the tanks instead of stating I had 8 gallons. Charles refueled the plane and we headed inside. Once inside he asked for my pilot's license again. He started to type out my temporary certificate. He only had a few things he wanted to express to me, he commented that I flew the needles very well; he could tell that I was ahead of the plane at all times. He did mention that when on the ILS or VOR approach to use 10 degree course corrections outside the marker and 5 degrees when inside the marker. He again stated how I was able to stay ahead of the plane and anticipate what needed to happen. That made me feel really good inside. I told him thank you and now I have a license to go out and learn how to fly IFR like a pro. I asked if I could call flight service for a weather briefing for the trip home while he was finishing the paperwork, the bad weather that we had in Denison this morning should be at my home base by now and I wanted to see what was going on. I turned my cell phone on and had a call from work. I called and talked to them for a few minutes, there was a computer problem and they needed my permission to fix something as I had left specific instructions on what NOT to do while I was gone. After that call I called FSS and got a briefing. There was a convective cell just south of Ankeny (IKV), it shouldn't be a problem as it is moving south east and will be just out of my flight path. While I was on the phone Charles came in and gave me my temporary airman's certificate and I thought he said it was good for 140 days. I whispered a thank you and finished my weather briefing. I went ahead and filed an IFR flight plan for home, my very first one as a newly minted instrument rated pilot. This was a very proud moment for me that probably only another pilot would understand. They say the Instrument Rating is the hardest one to get and I did it in minimal hours and only 2 1/2 months time. I was proud of my accomplishment.

I looked for Charles to thank him again but he was gone. I got into the plane, started up, taxied out, got my clearance and headed for home. The ceiling was at 7000' and broken. I had pretty nice weather for the trip home which took .8 to go to 83 miles. I averaged 103 knots, I had a tail wind but I did spend some time on the ground waiting for my clearance so I probably averaged 118 knots I cancelled my IFR flight plan about 10 miles from home and landed. My CFII was in the lobby and I told him that I had passed, I was grinning from ear to ear! I had an EAA meeting to attend that night so I did not get a chance to call Charles and thank him until after 9:30pm. I called and we talked for a few minutes, I expressed my thanks for flying with me today, I told him I really enjoyed flying with him and I wished him a pleasant evening. He seemed happy to hear from me.

To recap my Instrument training, here is where I ended up:

- I took my ground school on February 11th, 12th and 13th.
- I took the written on February 14th and passed with an 83%.
- I started flying on February 17th and finished on April 16th.
- I took the check ride on April 25th
- It took 73 days from start to finish.
- I had 16.9 of dual and 27.2 with a safety pilot.

Ground School 300.00

ASA Electronic E6B 80.00

L chart and approach plates 15.00

Written test 80.00

CFII & plane rental (16.9 hours) 1,943.50

SOLO time plane rental (27.2 hours) 2,176.00

Flight to DNS for check ride 88.00

Check Ride examiner fee 250.00

Check Ride Flight (2.2 hours) 176.00

Flight home 64.00

Total \$5,172.50



The Replica Fighters Association wishes to thank the members of Chapter 135 and 1143 for their hospitality in the EAA campground during this past AirVenture convention. Every year you folks set up a comfortable area complete with carpeted rain/sun shelter, cooking equipment, music and even movies. We really appreciate your kindness and generosity for inviting us to join you.

We especially wish to thank Gerald Clark for reserving the camping space and Roger and Donna Bocox for the extra effort they make to make it comfortable. The spaghetti feed was great, Donna. We also want to thank Mike Abrahams for bringing the tools donated to the RFA this year, for being chef extraordinaire and the great movies.

Thanks to all of you and, should you come to Oshkosh we invite you to stop by the Replica Fighter club house and join us on the porch or inside where the refrigeration is a big help on hot days.

Thanks again  
 Tom Preuss, Director  
 Replica Fighters Association



# What's Going On In Osceola

## Flight Safety

Written and contributed by John Barcus

Most aircraft accidents result from a combination of circumstances rather than from a single cause. In reality, accidents are the result of a chain of causes involving a variety of pilot, aircraft equipment factors and occurring as a series of errors in judgment, called *poor judgment* or "P.J. chain."

It happens over and over. A non-instrument rated pilot or an instrument rated pilot with limited experience flying in adverse weather wants to get home or arrive at his destination by a certain time. He or she flies on. Now comes judgment. It's time to turn around or land — NOW. But in spite of the weather inexperience, the pilot decides to fly in an area of weather, possible thunderstorms, and they will be in this area just before dark.

The pilot encounters lightning, turbulence and heavy clouds. Night is quickly approaching and the thick cloud cover makes it very dark. It is too late now and he thinks if only I were home, between the sheets. The pilot becomes spatially disoriented. This means his mind is gone out of control. He cannot think or reason. He is blinded by fear. He cannot understand or read the instruments, use the radio or auto-pilot. Both the pilot and aircraft are out of control. If there are passengers, they will be yelling and screaming.

He becomes spatially disoriented because he made several errors in judgment. He overestimated his flying abilities and relied on his GPS that took him through a potential area of deteriorating weather conditions. The pilot pressed on instead of changing course or landing. This pilot could have broken the P.J. chain at any time, but he did not.

**STOP RIGHT THERE!!** Think about the disastrous results that did not need to be a foregone conclusion. Let's get with it now. Recognize a poor judgment may have been made and be honest with yourself and save your life and those of your passengers and admit the error.

Now go to work and slow the airplane down. Scan the instruments and keep the wings level. Get on the radio and tell it like it is to ATC, FSS or Unicom and you will get help. Stay calm and say to yourself that all is not lost. **YOU CAN DO IT.** If you have an auto-pilot make sure you know how to set it up and you know it's limitations and understand how to operate it. This is called problem resolving, and we use this to overcome undesirable situations by means of a systematic process. It works!

I want you to remember this. Most light aircraft are poor instrument platforms and have a low level of stress factors. When pilots use poor judgment and put their aircraft nose into a gray mist, their chances to survive and come out alive are almost nil. Stay with me on this. Even instrument rated pilots flying light aircraft have become fatalities according to the records. Once a pilot with his family told me he was going to fly into the weather no matter what. You know what I said?? I told him, "pilots fly into the weather and die and the next day we place them in the ground in the sunshine." He got the message. The family went to the motel and flew away the next day in sunshine. So remember, don't fall victim to the "P.J. chain."

### **Replica Fighters Fly-In Weekend** *September 16-18, 2005 at Osceola Airport*

Join the group for dinner of Friday at the Eagles in Osceola. Saturday morning they're starting at 8am with coffee and donuts. Saturday night dinner will be a BBQ at the airport, with the chapter chef, Joe Wallace. Sunday morning starts off with a Fly-In Breakfast put on by the Replica Fighters group, and EAA Chapter 1143. The breakfast to be held at the Osceola aviation hangar. This is a Fly-In, Drive-In, Walk-In, Motorcycle-In!! So, get there however you can, because everyone is welcome. Come down and see all the improvements that have been made to the airport in the last year. Lend your support the group that is responsible for securing our terrific spot at Oshkosh each year. For additional information contact Gerald Clark at [gclark@mchsi.com](mailto:gclark@mchsi.com).

#### **Osceola Chapter Officers:**

Jerry Grogan, President — H (515)967-2092  
cell (515)979-0482  
Joe Wallace, Vice President— H (641)782-8190  
Lyle Persels, Sec/Treas. H (641)342-4197  
or cell (641)414-4293

#### **Chapter 1134 Monthly Meeting**

August chapter meeting had 12 members and 9 guests. Aircraft present were Skybolt, Mooney Mite, Glasair, Diamond Star, Marquart MA-5 Charger, Cessna 182 and a fly by of a beautiful Red Cessna 195. President Jerry Grogan grilled up hotdogs for the group. Norm Skinner gave rides in Grogan's Sky Bolt as did Lyle Persels in the yellow Glasair. Gerald flew his Mooney Mite, but it's a little small to give rides to anyone. Meeting consisted of planning of chapter and Replica Fighters fly in planned in September, and also about flying YE in upcoming months.

—Gerald C. & Jerry G.

## Iowa Aviation Events

September 2005		
<b>Labor Day Weekend Annual Skydiving Event</b>	9/2-9/5	8am – Dusk daily Hosted by: Des Moines Skydivers Tandem jumps available all weekend! Bleacher seating & Food available! Fort Dodge, Iowa Regional Airport Information: 515-573-3881 or e-mail: <a href="mailto:fdairport@fortdodgeiowa.org">fdairport@fortdodgeiowa.org</a>
<b>Labor Day Fly-in</b>	9/5	6:30am - 11am Sponsored by: Sky High Flyers & EAA Chapter 1295 Sheldon, Iowa Municipal Airport More information: 712-324-4005
<b>Fly-In Breakfast</b>	9/10	7:30am - 1:30pm Airplane rides, static displays, Helicopter rides & landing contest. Fairfield, Iowa Municipal Airport For more information: 641-472-3166 <a href="mailto:lyons@iowatelecom.net">lyons@iowatelecom.net</a>
<b>Fly Iowa 2005</b>	9/10-9/11	Flight breakfasts, ground displays, educational opportunities, vendors, dance and airshows Clarinda, Iowa Municipal Airport For more information: <a href="http://www.flyiowa.org">www.flyiowa.org</a> 712-542-2136 (Gary Walter) <a href="mailto:clarindamanager@iowatelecom.net">clarindamanager@iowatelecom.net</a>
<b>Flight Breakfast</b>	9/11	7am – 12pm 11am - Model Airplane Show <i>FREE</i> to pilots in command. Young Eagle flights all day South Sioux City, NE (7K8) For more information: 712-233-1552 (Rick Alter) <a href="mailto:ralter@cableone.net">ralter@cableone.net</a>
<b>Flight Breakfast</b>	9/11	7am – 1pm Hosted by: Carroll Masonic Lodge Carroll, Iowa Municipal Airport More information: 712-792-4980 (Don) e-mail: <a href="mailto:caraviat@pionet.net">caraviat@pionet.net</a>
		<p><b>16<sup>th</sup> Annual Fly / Drive In Pancake Breakfast</b></p> <p style="text-align: center;">9/11</p> <p>7am – 12pm David Flying Service Homebuilt, Classic, and Warbird Static displays-Dubuque, Iowa Regional Airport (Weather permitting) Info: 563-589-5043 (Dennis Schares) <a href="mailto:dschares@yousq.net">dschares@yousq.net</a></p>
		<p><b>4<sup>th</sup> Annual Replica Fighter Association Fly-in</b></p> <p style="text-align: center;">9/16-9/18</p> <p>Hosted by: EAA Chapter 1143 September 18 Breakfast-Fly-in Osceola, Iowa Municipal Airport For more information: 641-342-4230 (Gerald) e-mail: <a href="mailto:gclark@mchsi.com">gclark@mchsi.com</a></p>
		<p><b>Burlington Airshow</b></p> <p style="text-align: center;">9/17</p> <p>Southeast Iowa Regional Airport Burlington, Iowa For more information: <a href="http://burlingtonairshow.tripod.com">http://burlingtonairshow.tripod.com</a></p>
October 2005		
		<p><b>Annual Billy Robinson Open House / Fly-In Breakfast</b></p> <p style="text-align: center;">10/1</p> <p>7am - 11am Grinnell, Iowa Municipal Airport For more information: 641-236-8007 (Bill Owen) e-mail: <a href="mailto:incrediblebill@hotmail.com">incrediblebill@hotmail.com</a></p>
		<p><b>Poker Run 2005 (Summer 2005 Wing Tips)</b></p> <p style="text-align: center;">10/8</p> <p>Starts at 8:00 a.m. 3:00 p.m. Destination: Boone Municipal Airport Organized by: Des Moines FSDO Final Program: Blending VFR and IFR by Paul Berge. Best hand wins two round-trip tickets on Allegiant Air Rain Date: October 9 For more information: <a href="http://www.faa.gov/fsdo/dsmfsdo/index.htm">www.faa.gov/fsdo/dsmfsdo/index.htm</a></p>
<p><b><u>Special Thanks To Those Who Contributed to the Newsletter this Month:</u></b></p> <p><b>Dave Kalwishky, John Barcus, Lyle Persels, Brant Hollensbe and Gerald Clark.</b></p>		

# PROP WASH



**Donna Bocox**  
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**UPCOMING CHAPTER MEETING**  
*September 10, 2005 – 7pm—Exec I at Ankeny Airport.  
 Program will be a discussion about Lycoming and Continental Engines.*

## 2005 Chapter 135 Officers and Board Members

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