



## 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!"

As some of you know I completed my commercial pilot training last month and took the check ride and passed. I'm now officially a commercially rated Instrument Pilot, now if I could just find a job flying for someone.

I've added many new picture albums to the chapters' website and I'm still looking for contributions from YOU. There are some great shots of the 1993 floods and the devastation is levied upon North Field, my hangar at the time was under 8 feet of water. Please get in touch with me if you'd like to contribute something otherwise you're going to be stuck looking at what I like.

There is a safety seminar at the Sheraton in West Des Moines on November 2<sup>nd</sup> in the evening at 7pm. If you liked Rod Machado at last year's conference, you will love this year's featured speaker, Jerry Cockrell (humorist and aviation safety). Jerry will speak to pilots attending the safety seminar. Be ready to laugh and learn at the same time! Shane Osborn will also be speaking, he is the former Navy pilot who pulled his crippled spy plane out of a harrowing dive and safely landed on Chinese soil. The international incident made the Omaha pilot a certified national hero.

As I've written about in the past I am a volunteer pilot for Angel Flight, I am also a first responder pilot with the Homeland Security Emergency Air Transportation System. This part of Angle Flight is called upon during times of national disaster, such as hurricane Katrina. I was at the airport a few weeks ago a received a call from them, they were prearranging pilots to go to New Orleans for three days at a time and fly missions. Mission coordination teams are working 24/7 in several locations throughout the country and are focusing their professional efforts, limited funds and volunteer pilot resources on requests to reunite families separated during the evacuation and relocate families out of shelters that have confirmed safe housing elsewhere. Angel Flight staff and coordination volunteers have been on the ground in Baton Rouge, Louisiana spreading the word through shelters that transportation is available while teams in other areas of the country are working with regional and local agencies and hospitals. Children along with other men and women being dislocated in the storm are being reunited with their parents and other family members. I was set and ready to go but the final call never came, the response from the Angel Flight wings in that region was so overwhelming they did not need us.

Brant, Marc, Tony (Brant's CFII) and I attended the Flight Breakfast in Osceola on September 18<sup>th</sup>. We saw Rogers' RV6A with the new O360 engine on it and boy does it look pretty on his plane. Tony and I were in the back seat while Brant and Marc were in the front seats and we had a good time heckling Brant as he flew us, at one point on the way home I thought Brant was going to make us get out and walk home. I would like to say a big thank you Brant for taking us along, we all had a good time.



—Dave

## PROPWASH

### 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.



### **BEWARE—Crack in US Airway DC-9**

This is scary for anyone who travels frequently by plane. Actual crack in a US Airways DC-9 window frame. You won't believe this when you see it, this is an actual crack that was found in the window frame on a DC-9. This could have caused a major in-flight problem. I sent this to our aircraft certification division to see what action the FAA could take on this problem.

### **My first flight to Oshkosh**

Written and contributed by Dave Kalwishky

I was all set to go to Oshkosh this year with a friend but at the last minute his camper became broken. I toyed with the idea of renting a plane and flying over but he is an older gentleman and can't sleep on the ground. The closest motels I could find were almost 2 hours away. We scrubbed our plans because of this but I still wanted to go. White Knight and Space Ship One were going to be there and I really wanted to see them. This was going to be a once in a life time opportunity to seem then together up close.

I called upon my good friend Brant to see if I could persuade him into flying over in his plane and take me with him. He and his wife Rhonda graciously let me tag along. Brant and I spent some time reading through the 32 page NOTAM of the arrival and departure procedures. While it seemed daunting at first, if you break things down into steps it's really pretty easy. We departed in the morning and headed for OSH. Upon arriving at the town of Ripon (about 25 miles west of OSH) we sequenced ourselves in line with the other aircraft, there were planes coming up behind us and from the sides. Brant concentrated in flying the plane while I scanned for and monitored traffic. There are certain altitudes and airspeeds that must be maintained to make everything flow smoothly so we had our hands full. Once we were in line at Ripon we followed the railroad tracks to the town of Fisk where the ground based controllers would call out your aircraft type (high wing or low wing) and colors. We acknowledged them by rocking our wings. The next transmission from ATC was which runway we were going to be landing on. The NOTAM gives a detailed procedure on where to fly from Fisk depending on the runway you are assigned. We followed the aircraft in front of us all the way to OSH and into the pattern. On final ATC told us which colored "dot" on the runway they wanted us to land on, there were two planes landing on the runway most of the time.

While in the pattern we heard a radio call to a "Cherokee" to slow down, he was messing up the sequencing of traffic. The pilot came onto the radio and informed ATC that he was in fact a Citation, not a Cherokee. ATC commented that that explained why they were having a sequencing problem.

Once down we pulled off the runway onto the grass where lineman directed us to our parking spot.

Having flown into OSH I can defiantly say I would not want to do it single pilot, there really needs to be someone in the front seat that can help scan for traffic and point out the traffic that could be a problem.

We spent three days camping with the plane and had a wonderful time; I can't wait to do it again next year and who knows, maybe it will be in my own plane.

### **SUNDAY FLYING**

by Marc Broer

Sunday morning, August 28th, I forced myself to get into work, where the job quote work was piled on my desk. I checked my e-mail, HEY! Dave Kalwishky asks does anyone want to go flying? I called him right away. This is going to be a good day! I finished the quotes and got to Ankeny.

Dave was practicing maneuvers. First, he did a short field take-off. Then he went NE and set up for Chandelles, which involved a turn and steep climb, smoothly climbing and ending up going the opposite direction. Then some lazy 8's. These were fun, climbing close to a stall while turning, then diving & turning to complete half of the 8, same thing opposite direction to complete the 8. His third maneuver was called 8's on pylons, which required selecting two points on the ground, in this case a house and a shed, then turning with the wing tip fixed on the point. Two sharp turns in either direction made the figure 8. We flew to Morningstar Field, where Dave made a short landing and short take off on the grass. Back to Ankeny. My head felt funny, I never got sick, but that was about enough for me. Mike Lossner was in the maintenance hanger working on his 1947 Piper Vagabond. What a beautiful airplane.

Dave asked if I wanted to fly Sunday night, I jumped on the opportunity. That night about 8:30, we took off and headed for the Des Moines airport. He showed me how the runway lights are turned on by the pilot, seven clicks on the airport frequency, cool! At the Des Moines airport he did touch & go's. I saw the "rabbits", chasing lights that indicate where the runway begins. It is really neat to fly at night. Dave flew around the downtown area, then out over Morningstar field, where seven clicks turn on those lights too. Back to Ankeny, Thanks Dave, I'm really enjoying this flying. I got in my 1973 Ford LTD Station wagon and "flew" home.

Copyright Paul Berge, first appeared in *Antique Airfield Runway Magazine*

## Westward Into The Fog -

*Paul Berge's biplane Journey of Discovery from Ailerona, Iowa to Monterey, California (originally published in Antique Airfield Runway magazine) (Part 1 of 3 part series) Paul's website is: [www.ailerona.com](http://www.ailerona.com)*

by Paul Berge

Like blackened teeth in the lower jaw of a long dead titan, the mountain ridge northeast of El Paso, Texas blocked what I'd thought would be a short cut to Carlsbad, New Mexico. But, whatever I'd thought in my former life before departing on this 4000-mile biplane ride rarely matched what the mountains and deserts viewed from an open cockpit had to teach. In short, there was no way I was getting over the ridge without a serious handshake from the ghost riders dancing among the craggy peaks.

It had begun two weeks earlier when I left Iowa in a Marquart Charger headed to Watsonville, California. For its annual Memorial day fly-in and spaghetti feed. I'd worked at this airport in the 1970's, and this was my first return flight. Doing so in a biplane seemed the perfect way to fly across both miles and time, only I didn't realize how broad both spectra were. The miles, I could measure on charts that ripped apart in the cockpit's wind, but above landscapes so wide the mind was sucked into unseen horizons that reworked all concepts of place and time.

Looking back, now, the journey plays out as a mind movie where the reels are run in no particular order— a mountain landing in Ruidoso, New Mexico with density altitude at 10,000 feet shares the screen with a hellish fire bog called Blythe, California where triple-digit heat on a deserted air field made me feel as though I'd flown off the planet and into a place where rattlesnakes complained about the heat.

Still, when all these disparate images are raked together, sorted, and laid end for end, the trip begins with a cool morning take off from a small grass strip in Iowa and ends 45 flying hours later on the same turf but with a changed pilot re-educated by a truly amazing biplane.

### About the Biplane

It's a Marquart Charger (MA-5) and was designed by Ed Marquart of Riverside, California's Flabob's Airport and built 25 years ago by Dr. Roy C. Wicker of Quitman, Georgia. Not many were built over the years, perhaps a hundred, but at every stop on my trip, someone would slowly walk toward the biplane with that respectful I-think-I-recognize-it look. "Is it a Skybolt?" "Nope, Marquart Charger," I'd answer while unbuckling the four-point harness and pulling myself out of the cockpit by the handles on the upper wing, a maneuver that, by itself, makes owning a biplane worthwhile. "Marquette, huh?" "No," I'd say and swing first one leg then the other over the rim to climb down the wing. "Marquart—'quart,'" and spell it out to drive the name deep into the stranger's consciousness. After that, I'd list the specs: "Four wings, four ailerons, two seats, but I'm using the front seat for baggage," pointing to the metal lid with the compass on top covering the front cockpit. "Aerobatic?" "Yeah, but I'm lousy at it. "What's it got for an engine?" "Lycoming O-360," and I'd pop the cowling open so heat rolled past us. "Hundred and eighty horsepower, swinging a McCauley fixed-pitch prop." "Inverted fuel?" "No." "Smoke system?" "Only where oil leaks onto the exhaust." "Fast, is it?" "For a biplane, sure, but speed's not the selling point. Cruises about a hundred and five knots at sixty-five percent power, faster if you wanna burn more gas, which since it uses hundred octane costing more than single-malt scotch, I don't always wanna do." "Burn about twelve gallons an hour?" "More like ten, stop-to-stop," I'd say. "Makes the math easy enough even for me."

I've never liked math, so round numbers work best, and in round terms the Charger flies at Cessna 172 speeds—the old straight tails, not the stuffy new ones at a quarter mil each— while burning Cherokee 180 fuel rates with the advantage of having only half the Cherokee's range and load capabilities.

Advantage? Absolutely, because with a Charger you make lots of stops, and if you arrive in Lordsburg, New Mexico in a Cherokee no one walks through the ramp's furnace to ask you about your airplane. They don't stand beside it while their sneakers melt into the hot pavement and stare at the stacked wings laced together with shiny flying wires and bug-crusted struts. They don't ask the Cherokee drivers where they're from, are they mad, or what's it like to ride across sky with nothing above their brains but a coat of SPF 500 sunscreen and a canvas flying helmet?

When I landed in Kansas after dodging Toto-eating thunderstorms, the owner of a Hawker bizjet that'd landed behind me rushed over to circle the biplane in awe saying how much better it must be to see the world from my machine than from his kerosene tube-o-comfort. I offered to swap him even, but guys who own jets and wear dreamy dot.com smiles have more sense than biplane pilots like me who've been too long in the air and are in need of a bath, real food, and a clean rag to wipe the oil leaks dripping from the cowl.

(continued on page 4)

Below: Thad Fenton (left) and author (at cowl-ing) in front of the EAA Chapter 119 hangar at Watsonville, CA. (WVI) (Photo by Curtis-Kelly)



## PROPWASH

(Paul Berge Biplane Journey continued from page 3)

He smiled, climbed into his jet, and ordered the two pilots up front to whoosh him back into his world where, no doubt, that night over white wine in Aspen he'd retell his friends about the gray-haired, smelly biwinged bum he'd met in Kansas, "Pass the brie, please, Clarissa..." and the Marquart would fade from his memory.

For 25 years this Marquart—built from plans, no kits—has turned heads and brought smiles to flyers and non-believers alike. Ed Marquart apparently spent years designing what was for him the best of all biplanes, and I'd say he got it right.

Walk around one and study the shapes. As your eyes pass the images to your brain you'll see a Great Lakes Trainer, or perhaps just a hint of Bucker in the swept wings. Many see a Steen Skybolt until the Charger owner explains how Rubinesque in the waist and tail Skybolts are by comparison.

Others see Starduster or Hatz – all gems in their own ways, but in the end this biplane with so many influences in its pedigree is a unique item – it's a Marquart. It's a funny name to say (sounds like the Aflack duck clearing its throat), but it's a good biplane to fly. Structurally, it's nothing exotic and that adds to its charm. Wood wings—spars and ribs—with a welded steel fuselage lined with aluminum stringers form its Lauren Bacall waistline above a tight tail, all covered in cotton and dope that's still tough after 25 hangared years. N645's US Navy paint scheme is a tribute to its builder's (Wicker) wartime career as a Naval Aviator.

The tail looks too small, and in that momentary transition from tail-high wheel landing to tail-down taxi, it feels briefly inadequate especially in crosswinds. While it wheel lands as sweetly as a Citabria, Aeronca Champ, or Cessna 140, it's easy to overreact to the turning tendencies at slow speeds—at least in this Charger, I can't speak for others.

Since I routinely operate from a 2200-foot grass strip in Iowa, the milelong runways so common out West seemed like child's play, but at the higher density altitudes—routinely above 5000 feet—my touchdowns tended to be hard. Until I got the hang of higher altitude ops an embarrassing whiff of burning rubber accompanied each arrival. With faster touchdown groundspeeds and the lack of soft grass to correct my sloppy technique, landings were, well, *spirited* at times. Where I've been used to a soft rumbling touchdown on dewy turf followed by a short roll as the tail-wheel acted like a hook in the grass, the heat soaked pavement in Benson, Arizona squealed as scrub raced past, runway lights threatened to clip the lower wing tips, and coyotes ran for the hills.

The temptation is to bring the tail down too soon, which simply increases the angle of attack, adds lift, and makes the arrival even squirrelier. Full-stall landings might be better, but, hell, I like wheel landing. The secret is to trust in Ed Marquart's design and allow the biplane to roll without too much pilot-induced interference. Properly rigged and aptly flown—meaning don't get too aggressive—the Charger rolls straight. Thankfully, it has the old Goodyear brakes, which are so crappy there's little chance of aggravating the situation with amateurish braking.

Takeoffs can be a directional challenge, too, at high altitudes with full fuel and light winds. That little bit of extra runway needed before lift-off gives more exposure to stupidity (aka: Pilot Induced Stupidity Syndrome).

The trick is to feed the throttle in smoothly and anticipate the left-turning tendencies both from normal torque and p-factor as the power increases and from the gyroscopic left turn tendency induced as the tail rises. Then, gently correct with the merest breath of right rudder while holding aileron against the crosswind—all basic stick-and-rudder technique used at sea level but magnified somewhat by heat, altitude, and the self induced anxiety of knowing that a thousand miles from home is a dumb place to drag a wing tip.

The Marquart was never over gross even with two on board, and with many of its 180 horses available on take-off (assuming you lean properly), if all else fails just squeeze back on the stick to coax the whole bundle of wires, wings, and sweaty owner clear of the ground. Lower the nose into ground effect, and as the speed nudges 85 knots, climb away. Once clear of the taller cacti, oilrigs, and cowboy hats, a 95-knot climb gives descent cooling but never good forward visibility.

Although never over gross, the CG does shift aft with weight, which aids cruise speed but took all nose-down trim from the biplanes screw-jack trim system. While stalls in this swept-wing biplane are somewhat benign, practicing them at low altitude when fully loaded isn't advisable, so close attention to airspeed and coordination—as in any airplane—is a must in the pattern.

(end of Part 1. Part II in November 2005 Newsletter)

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### **WAKE UP PILOTS—YE UPDATE**

I've got a YE event for you to burn that expensive avgas at, and you thought I wasn't thinking of you, well the not thinking part was right but you can come to Ankeny on Oct 1st, 9 AM and fly those YEs. We have about 15 kids to expose to the thrill of aviation so give me a call if you can help

PS Have you checked the price of Aviation oil lately, Aeroshell is up a buck a quart on the batch I bought:). — Alan

**The Continuing Saga of RV-6A N872RF**

As most of you know, I have an RV-6A with an Oldsmobile V-8 in it. I have it installed and operating well. It took a lot of time to get it operating reliably. This involved, mostly, getting the radiator cooling system to keep the temperatures within reason. This took about 20 hours of flying time to get this, and other, issues worked out. The last 10 hours have been enjoyable flying around and making some short trips to other airports besides the plane's home base, Osceola (I75). After working out all of the problems, I could concentrate on performance figures.



When I first decided to put the V-8 in the plane (around 1995), the 215 CID engine was purported to put out about 160 to 180 HP, depending on what was done to the engine. Well, I had the engine completely rebuilt by a speed shop that does engine mods for Knoxville racers, and the engine was balanced and CC'd with every bolt on and performance and safety mod that could be put on the engine—with the exception of fuel injection and turbo boost. Therefore, I was expecting somewhere around 180 HP on the engine. The engine was supposed to weigh, all up, about 20 pounds more than a comparable O-360 installation. This I thought I could handle, since I am a classis 170 pound pilot, so my body weight would make up the difference.

During the test flying, I found that the plane would take off just fine, and climb pretty well. I could get about 1000 ft/min. with an airspeed of about 100 KTS. The problem was that when I leveled off, the plane just wouldn't go. I couldn't get more than about 135 KTS out of the plane. I tried this at various altitudes up to 9500 ft. This, as RV people know, is just not acceptable for an RV. Therefore, I started a major investigative effort to figure out why.

I contacted the supplier of the belt drive, Belted Air Power, and they suggested that I needed to run the engine at a higher RPM than the original 3800 RPM that I had been using. I also contacted another person who had the same engine in his RV-6A. He said I needed a special propeller and I needed to run the engine at about 4600 RPM. He said that he could get 170 KTS on his at 4600 RPM. Well, this defeats what I was working towards. My goal was



to get about 180 KTS on about 8 GPH and have an engine that would not cost the price of a good used car for an exhaust valve. (A small slam on the cost of aircraft parts.) Also, this "Special Prop" was almost \$2,000!

The FBO at Osceola is John Barcus. John has been helping me with the plane and has offered numerous suggestions and assistance over the life of this project. John is extremely knowledgeable in these areas and we did some calculations that prove to me that I just couldn't have anything near 180 HP. After revisiting others about this matter, I finally got one of them to admit that the engine is actually going to put out more like 135 to 145 HP. Darn!! \*&\*&!!@@###&&! (Expletives deleted) Now what to do?

I hate to admit it, but after the years of work on this engine, etc. I was finally beaten! John tried to console me by saying that the engine didn't beat me. I had it running good and it appeared to be reliable. Just the HP figures were not as advertised. I certainly did not want a plane that would use a lot of fuel at high RPM levels and be running at a level that I think would shorten the life of the engine. Oh me, oh My, What to do?

John made me an offer that I could not refuse. He had a wrecked 1965 M20C Mooney in a hangar that he was parting out. A hangar fell on the back of it, but the engine was good. (180 HP O-360A1D.) Checking the logs, the engine had 770 hrs. SMOH and the 74" Hartzell Constant Speed Prop had 300 hrs on it since new. The plane had been meticulously maintained during its life and the engine had been pickled at the time of the mishap. John and I struck a deal and I ordered a complete firewall forward set of parts from Van's.

The installation is going well. That's due in part to the fact that Donna won't let me come home till it's done!! It is all straight forward, except that I had to figure out how to shoehorn different gauges into the instrument panel. (Just don't need those water temperature and water pressures any more.) I am installing a plenum on the engine instead of the regular baffling that seals the baffling to the cowl. (This should cool better. I am a little paranoid about engine cooling after the cooling issues on the other engine.)

I just did the weight and balance on the plane. The O-360 with the CS prop weighs about 54 pounds less than the V-8. (not quite the 20 lbs either). The CS prop threw the balance off, though. A lot of weight way out front.) I need to move the battery back behind the baggage bulkhead to get the balance right. I need to have the plane completely re-inspected by the FAA—not because I put in the O360 and took out the V-8, but just because of the constant speed prop. (Go figure!) I also have to go through the flight testing program again from scratch, but, at least, this time, I only have 25 hrs. to fly off.

Yes, Roger is no longer weird. You can all stop worrying about him. He is the proud owner of a Van's spam can! (Anyone need a 135 HP engine system, firewall forward? It will be going on eBay soon.)



Roger

## The Self Proclaimed Engine Modifier

Written and contributed by John Barcus

Who is he? Where is he? You can find him with no A&P FAA Certification, on a grass roots strip or with a certification, maybe an approved repair station. He will do modification on your engine. With one idea in mind, to improve some or all of the aircraft performance envelope. Well, this generally translates to getting more power from the engine than it was designed for. You must ask questions. Will the modification cause the engine to produce more horse power?? How much??

If the answer is YES, is the modified engine legal for the aircraft in which it was originally certified? Is it safe? Compression ratio increase ask to see all data from the detonation survey and how does the fuel flow schedules compare with those of the unmodified engine? Since torsional vibration levels will be affected, was a survey done? To ensure that the new characteristics are acceptable, was a survey done to determine the cowling margin during the ability to provide a new power setting chart?

How about engine balance, or we have to improve on that. Watch out now! It's getting deep. It is possible he knows more than the engineers who have certified hundreds of flat opposed cylinder aircraft engines, and after bonding more than a quarter of a million engines for general aviation?

Is it possible that engineers have not learned what it takes to produce an engine that is properly balanced? This so called farm yard expert will tell you that your engine would be better if you would just take the time, and spend the money with me. I will custom balance it for you. The implication is that the manufacturer knows nothing about balancing an engine and simply throws parts together without consideration of the importance of balancing. ***This is absolutely false.***

The rotating and reciprocating masses of the six and eight cylinder opposed engines are inherently balanced. The reciprocating masses of vibrators inertia moment at the second order exists in the plane of the cylinder center lines. Matching the weights of components will not reduce the second order moment. Additional interval balancing contributes little to engine smoothness. And it may even be harmful when material is removed from highly stressed parts of the engine.

How about oil?? Generally speaking, any FAA approved aviation oil on the market does a good job. We need screens through the engine if the oil is contaminated. It carries that contamination as it circulates. We also need an oil cooler for prescribed limits and the oil is able to perform its function efficiently.

Clean engine oil is essential to long engine life. It's a fact that regular doses of clean fresh oil provides the least expensive maintenance an owner can give an engine!

## Replica Fighters Fly-In Weekend

*September 16-18, 2005 at Osceola Airport*

Chapter 1143 in Osceola hosted the third (?) annual "Flight of the Falcons" Fly-In. This fly-in is for all replicas of all types of aircraft. They don't have to be military in nature, let alone a "fighter". Friday was pretty quiet, with not much activity. No airplanes showed up on Friday. A number of Replica Fighter Association members drove in, though. We sat around and kicked the tires of the planes on the field and discussed the world in general—everything with a twist on aviation. Friday evening, we all went out to the Eagles lodge in Osceola for a nice dinner a conversation.

Saturday was more of the same. A few planes flew in to visit. Unfortunately, none were replica fighters. Saturday evening, Joe Wallace from Creston brought over his "War Wagon". This is an old style hay wagon with steel wheels that has been converted to a "party barge"—complete with lighted food servers and even a place for a keg of beer! Joe boiled some brats, etc. in beer and we grilled out for dinner in the hangar. The food was great, as always. You can always count on Joe to create some great meals. After the meal, we had more conversation, and Joe presented his very detailed and precise video on how to move the firewall back on a Loehle P-51 to accommodate a Geo engine instead of a Rotax.. This wood fuselage requires some very precise measurements, accurate alignment, and then the actual cutting of the parts is done with a CHAINSAW! The video was a hoot! Great Video, Joe!

Sunday was scheduled to be a flight breakfast. We had a lot of planes fly in to the breakfast. Long-Ezs, RVs, Skybolts, spam cans, GlasStar, GlasAir, etc. The flight breakfast was a resounding success. I hope we continue with this next year, we just need to figure out how to get more replicas to fly in.

### Discontinuance of 121.5 & 243 MHz for Satellite Distress Alerts

-contributed by Dave Kalwishky

The Cospas-Sarsat Program has announced plans to terminate satellite processing of distress signals from 121.5 and 243 MHz emergency beacons on February 1, 2009. Users of the system will have to switch to emergency beacons operating at 406 MHz, which are more reliable and provide search and rescue agencies complete information that they need to do their job, in order to be detected by satellites.

Reasons for the Cospas-Sarsat program to discontinue use are driven by guidance from the International Maritime Organization (IMO) and the International Civil Aviation Organization (ICAO). These two agencies are responsible for regulating the safety of ships and aircraft on international transits and handle international standards for maritime and aeronautical search and rescue missions. In addition, 121.5 MHz false alerts inundate search and rescue resources which impact the effectiveness of lifesaving services.

Individuals who plan on buying a new distress beacon (ELT) may wish to take the Cospas-Sarsat decision into account. For further information please see [www.sarsat.noaa.gov](http://www.sarsat.noaa.gov).

**Iowa Air Tour 2005**

Written and contributed by Dave Kalwishky

Well this year's tour has come and gone. Only Brant and I showed up to fly. Brant seized this opportunity to get some more hood time in for his instrument rating and I just enjoyed the Iowa landscape below us, sometimes its nice just to be a passenger and enjoy the scenery.

Our first stop was in Mason City (MCW) there was a Mesaba Airlink turbo prop plane on the runway and since no one else was with us we made this a touch & go. There is a TSA office on the field and they get pretty nasty when you taxi by a scheduled airline plane in your little Cessna. There are no marking on the tarmac or any kind of signage letting you know this. I know from personal experience, I was there two years ago and they gave me quite a bit of grief about being there at the FBO.

Our next stop was Estherville (EST) where we landed and got out of the plane. Once inside the FBO we met the FBO owner and his kids' very nice folks and they made feel very welcome. This FBO has something that I have never seen before a section devoted to serving food. It looked like a '50s diner complete with a lunch counter and stools to sit on. They even offered to make us a sandwich for lunch. It was pretty neat and it was then that I realized I had forgotten to bring my camera so I was not able to get any pictures of what we saw.

After taking off we headed for Lake Okoboji, I have never seen the lakes and was anxious to see them. We circled over them for a while and got a really good look at the area, I though it was pretty neat! There are two airports by the lake, Spirit Lake (0F3) and Fuller (4D8) which looked to be nice.

We headed to Storm Lake (SPB), we passed by Spencer (SPW), which was in the middle of hosting Iowa's largest county fair and circled over Ida Grove (IDG). The airport at IDG has an interesting approach from the North West, you fly in over a big pond that has trees lining both sides, it looked like it could be tricky if the wind were blowing. As you may know Byron Originals was a huge R/C/ model plane manufacturer in the 80's when I flew R/C. We saw the family home; it looked like a big castle and was very neat to see from the air. They have a model airplane runway and flight area that looks like a small airport.

We headed for the Loess Hills of western Iowa. We hit a few small rain showers over the hills so we did not get to spend as much time there as we would have liked but they were truly some neat to see from the plane, it looked like a mini mountain range.

We landed at Red Oak and met the operators of the Airport, Howard and Bonnie Viner, two very nice people that were very accommodating to what we needed. They had arranged with a local church group to cook meals for us if we had a big turn out, as it happened it was only Brant and I. There was also another gentleman there that we talked, truly nice folks at Red Oak and we certainly appreciated their hospitality (nothing beats good old Iowa hospitality). We borrowed the crew car and went into town and ate at the Pizza Ranch, we had a steak pizza that had a touch of Heinz 57 sauce in it, it was very good! Once we got back to the airport there was a woman there from the church who was asking about the air tour and aviation in general, I answered quite a few questions that she had and I was happy to do it.

We had a nice trip back home at the end of the day. All in all we met some nice people on the flight, and we got to see some neat sights that we probably would not have otherwise seen. Oh yeah, most importantly, we got a little over 5 hours of flying in on that day and I can't wait to do it again next year!



**Ramp Etiquette**

Contributed by Dave Kalwishky

Lately I've been noticing how 'rude' people can be on the ramp. So I thought rather than ranting and raving I would write my own 'Rules of the Ramp'. These are things that I see on a daily basis where pilots don't really think about the consequences of their actions.

1. Don't run your plane up on the ramp. Not only are you responsible for your prop wash, but running up an engine on cold oil isn't the best idea. Taxi to the far side of the ramp away from everyone, the designated run-up area or to the runway before you starting pushing several thousand RMPs.

2. Move the chocks out from under your aircraft. When you add a touch of power to taxi out, they do blow away. If they do happen to stay, you've created a nice hazard for the next pilot to dodge taxiing into that spot. If you have the energy to pull the one from in front of the tire, you can probably pull away the whole set.

3. TURN OFF THOSE LIGHTS!!!! Beacons and Navigation lights are one thing, but landing lights and strobes aren't. This is nothing more I like than to have an aircraft strobe me or turn at me with the landing light on. Turn off your landing light; wait a few seconds for your eyes to adjust, then taxi. Don't blind other people with that thing. I do have a big Mag light and I just might shine it back at you.

4. Yield right-of-way to the aircraft on the right. Read FAR 91.113. Just because you have a plane with a glass cockpit or is worth more than the gross national product of a small country doesn't mean you get the right of way. If you're not sure, stop and wave the other guy by. If you are driving a vehicle (golf cart, car, etc...) allow the aircraft to pass. Planes can't turn as sharp or back up to get out of your way.

5. If you want to talk on your phone and wonder around the ramp, don't. Cell phones magically remove all situational awareness that people have. You might find yourself walking into a spinning prop or stepping out in front of a moving aircraft. Go sit in the FBO and enjoy the air conditioning while you talk on your Nokia.

6. If you have small children, keep them within arms length. An airport ramp isn't exactly the best place for kids. The same goes with pets.

7. Make sure you escort your passengers. An airport ramp is a loud and dangerous place, so you may want to wait inside if an MU2 or other loud airplane is on the ramp.

It's amazing how many dumb things you see on the GA ramp in a single day. As 'smart' as pilots tend to be, I'm amazed at how little thought goes into the large area of asphalt where it all starts and ends.

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

**Dave Kalwishky, John Barcus, Brant Hollensbe Marc Broer and Roger Bocox.**

**A HUGE thanks to John Barcus. For those of you that don't know John, is 83, and is the FBO at Osceola Airport. Each month, I receive a HAND WRITTEN article from him....WITHOUT EVER ASKING FOR IT.**

**THANK YOU JOHN—You're the best!**

# PROP WASH



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**UPCOMING CHAPTER MEETING**  
*October, 2005 – 7pm—Exec I at Ankeny Airport. Annual elections.*

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