



# PROPWASH

## EAA Chapter 135 Newsletter

Book 8, Chapter 4

April 2006

### President's Position

A lot of changes have been happening on the chapter website. I've been updating the calendar or events on a weekly basis and I have a link to information on the B17 visit, <http://www.eaachapter135.org/b17.htm>. It was reported that Fuddy Duddy would be here, that has changed and it will be the EAA's very own Aluminum Overcast. I've been speaking with one of the pilot that was on the test flight in March and he reported all was going very well with the plane. After almost two years of being out of commission it's great to see this great aircraft flying once again. The B17 will be in Ankeny from June 29<sup>th</sup> to July 3<sup>rd</sup>, please contact John Nelson at 515-276-7646 and let him know you'd like to help out.

While on the subject of the website I have revamped the Members Projects section, we now have three projects listed, Marc and Is 182, Rogers RV-6A and Bob Olson's Zenith project. Check them out and let me know what you think. If YOU have a project you'd like listed please contact me and I will help get pictures and a story created so we can post it.

Take a look at the photo album, most of the contributions have come from me; I need others to submit pictures or stories about flights they have taken to share with the rest of the membership.

Our 182 is getting closer to being ready for its first flight since we brought it home on February 5<sup>th</sup>. Marc and I have decided to have quite a few upgrades done to the plane to make it the best 182 out there for its vintage. All of the work has been performed by Exec 1 Aviation at Ankeny. I could not be happier with the work that has been performed; they have done an outstanding job on every aspect of the upgrade. While the maintenance has taken quite a bit of time, Marc and I gave them a BIG list of projects we cant done to the plane. Hopefully for the April meeting Marc and I will be able to show off the final product.

As spring time approaches and you start flying again please make sure you are up to it. If you haven't flown in a few months or you've flown very little over the winter months grab an instructor and go out for a few hours and knock the rust off. There is never any shame for a licensed pilot flying with an instructor from time to time, in fact, that's just good judgment. Even with all the flying I do I make it a point every year to get with a CFI and fly for three hours under the FAA wings program, it helps me stay sharp and competent as a pilot. If you'd like to refresh your memory on the wings program you can visit <http://www.faasafety.gov/about/AC61-91H.pdf> and read about it. I am excited to say that this August I will be on phase III of the program.

I am looking forward to Oshkosh again this year; this will make my third year going. My wife and daughter are going this year; we've rented a cabin at the KOA Kampgrounds in Fond du Lac. For those of you who have never been to Oshkosh you are missing out some something pretty darned neat! We have one bunk available in the cabin, if you'd like to go up with us please let me know and I'll fill you in on the details.

—Dave

### Happy 2006 Young Eagles supporters

I'm starting the year with a fresh mailing list so if you don't get this let me know, or if you are talking to a YE supporter that is in the dark about our events let me know, if you are in the dark sorry can't help you.

The first event will be at Ankeny on April 15, 9am - noon. We have home schoolers coming for rides and to see Carol Ann Garratt and her Mooney that flew around the world, and she went with it. There may be about 40 kids so this will be a rousing start to the flying year.

And the yearly reminder to check your paperwork; medical, BFR, annual, AD, ELT, transponder, currency, insurance, registration (and any other goofy things the TSA dreams up). Be sure your flying skills are up to the task, it could turn into a Boone crosswind contest like last year.

Looking to the future there may be an event in June, at Guthrie Center airport, Camp Quality is the 19th -24th and they have an aviation theme for the kids, 65 of them at this point. I'm checking into this so stay tuned. The Boone Aviation camp will not take place this year; they are going to shorter weekend events.

Mark your calendar for April 15th and I'll see you there.

—Alan Core

## Learning to fly

by Chanler Childs

As many of you know I got my pilot's license on March 28, 2005. The road there was, well, anything but simple. I grew up with Tonka trucks, a train set, pedal cars, things like that. Airplanes were those things that flew overhead that other people did. I remember liking the United logo since it was orange and that was a favorite color of mine at the time. Other than that I had no real involvement. In the winter when I was in 2nd grade my parents told me we were taking a trip to Mexico. Surely they meant New Mexico, there was no place named Mexico. Then they pointed to that area under Texas. That was out of the country! They told me we'd be taking an airplane to get there. That made sense to me, it was a really long way and there is no train stop in Cedar Rapids. I had been out to the airport once before so I'd seen the security line and I'd been up on the observation deck. Since there wasn't anything happening it didn't really interest me one way or another. We left our house early on a cold February morning. All I knew was we were going someplace where it'd be like summer. I remember buckling up in my seat and listening to the flight attendant tell us about slides and oxygen masks and everything else that planes do in the movies. We took the runway and suddenly I was pressed back into my seat so hard the seat belt seemed entirely pointless! I couldn't have moved forward if I wanted to! I felt like I was on some amazing roller coaster ride, one that easily blew away everything I'd ever ridden on. From that moment on I was hooked! We flew to Atlanta, then on to El Paso and down to Mexico City. We had dinner leaving Atlanta, and while I thought it was ok it really seemed more like grown up food at a fancy restaurant. It was a great trip and all of the flights were fine. I sure did love the rush on takeoff though! After I got home all of the train books I'd borrowed from the library quickly turned into airplane books.

When I was 13 my dad managed to get us a ride with a coworker in his plane. (A Piper Archer I think) I got to sit up front which was pretty cool but the panel was so high I could hardly see out. He asked me if I knew how to steer on the ground and I knew there was a trick to it but I couldn't remember at the time. I wiggled the ailerons and I knew that wasn't right. Ahh yes, you steer with your feet! We went out and I got to fly for a little bit and it was fun. Later on my parents asked if I wanted to take flying lessons. Heck yes!! Sweet!! Ten days after my birthday I got my first lesson. My instructor was a guy named Harley and we'd be flying a plane called a Beech Skipper. It looked a lot like a Piper Tomahawk he said, even had the same wing but it flew better. It didn't have the nasty stall/spin either. I didn't really understand how a plane that looked roughly the same could fly differently but he was the instructor and my legs were recently retired so who was I to argue. He taught me how to do a preflight check then we hopped in. I slid the seat all the way forward and needed 2 seat cushions to have a chance to see out. Taxiing was more of me boosting myself up by standing on the pedals than anything else. I remember it taxied so much different if it'd just been out instead of being cold. If someone else had just flown it'd taxi too fast even at idle without tapping the brakes. I remember skidding to a stop once. Oops!

### Problems

My lessons were during my 7th grade year, and like everyone else I wanted to have friends over and spend the night at other friend's places and what not. But I had to go flying. Every Saturday. Sure I liked it but I was starting to feel like I was missing out on other things I wanted to do. I knew I couldn't get my license until I was 16 which was like eons away. I was also having problems flying. For instance Harley had told me to fly the pattern at a certain altitude, and at a certain rpm. I remember once I was too fast to get the flaps down and I had no idea how to fix that. I was at the rpm and altitude I was supposed to be at so I managed to drop a little power and get back to the white arc and get my flaps down. I didn't get yelled at so either he didn't notice I cut the power a little or it was ok. Another thing I had no concept of was when to turn in the pattern. Many many times I came in very high but I usually managed to put together a pretty good landing. Harley said I was doing well so I had no concept to ask questions. If he said I was doing ok then surely I must have been understanding everything he wanted me to know at that time. Another thing was we didn't have headsets. To communicate we had to yell and be yelled at. (Yes, a 115hp engine can make plenty of noise) Most of you know I'm a quiet person and I've always been that way, nor do I like being yelled at. By December I was looking for a way out. Preflights in the cold meant soaking my gloves in fuel checking the sumps for water and painfully cold fingers until the engine got the cabin warm. I was not having fun anymore. Then I found out the FBO was losing its lease at the airport. Harley would now be teaching out of Marion. I took that chance to say no thanks, no more. Harley and my parents were surprised, but I held my ground. I put my log book on my shelf and left it there. It gave me fond memories of doing things few other people had done.

### Fast Forward

To 2003. The old log book was still on my shelf next to my diploma and other awards. I sat on my couch, laptop in hand surfing the internet. I'd managed to complete a few projects that I'd started and was looking for something else. Hmm, what about those crazy people that build airplanes in the garage? I like building things and I like airplanes I thought. I'll Google it! Whoa, there's message forum and after message forum, heck there's even a whole experimental aviation association website. Oh yea, that's Oshkosh. Hmm, this is much bigger than I could have guessed. A few newbie questions later (like do you just go buy all your parts at Home Depot?) and more looking around EAA's website I found

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out they have these local chapters. I managed to find the website for 135 which was at the Ankeny airport. Sweet, that's only 10 minutes away from me! Only problem was the 135 website hadn't been updated since 2001 so I had no idea if they still existed or if they'd moved meeting times or places. There was an email address so I gave that a shot and a few days later I found out it was still current. Cool! By this time I'd gotten a big magazine called The Experimenter which listed every available homebuilt airplane. Hmm, what flew fast, far, and cheap? Those Berkuts looked so cool but were out of production and weren't really cheap either. Then my 2nd Sport Aviation magazine showed up showing Jack Morrison's E-Racer. That thing was stunning! By this time I'd attended my first chapter meeting and was hooked. Brant made it a point to welcome me and I really appreciated that in a group of people I didn't know. Bill sat next to me and laughed about my plastic airplane dreams. I could see from his jacket he had an aluminum RV so I had to make a jab back. He laughed some more.

After a few months I realized I may have been getting ahead of myself. Surely a plane wouldn't be much fun if I found flying as frustrating as I did before. Brant was kind enough to take me flying in his 182, and what a difference a plane was with a headset. Handling the plane seemed just like it always had to me, and he pointed me to Erich who was teaching in Ankeny. (They also had a low wing trainer)

I went and got my physical, and with it freshly minted walked into the FBO and asked for Erich. That's me, the guy by the counter says. Some days you just have to wonder if the stars are aligned just right. (I thought about buying a lottery ticket but didn't want to tempt fate that much) Well, I talked to him and he seemed like a pretty good guy and he got me setup with a kit and we scheduled our first flight. I went home, and I think I read a third of the ground school manual that day. Now I was finally understanding when and why I was doing those things I'd been doing! Over the next few months I brought question after question and he'd answer everyone of them and we'd go fly. I was having a blast!

I'd had a feeling one particular morning may be my solo flight. We'd been doing a lot of pattern work lately and Erich hadn't really said what were doing that day which was out of character. I preflighted, he hopped in and I asked what the plan was. "Oh, just some pattern work." he says. Except he's digging through my flight bag. Uh huh. Either he's going to solo me or he's thinking up something fiendish to throw at me. We'd done 3 trips in the pattern so I was starting to think maybe he'd just done that to make me think something was up. "Go ahead and stop up here." he says. What? There's no planes moving. Did he see someone he needed to talk to? Was there something in the grass that needed to be picked up? He opens the door and says, "You're ready to solo. Remember, without me the plane will be a little faster so you might need to back off a couple hundred rpms. Don't forget to turn the transponder back on. Have fun!" I was part excited, part scared, and very focused. Yes the plane did fly a little different without him along. I made 4 trips and 3 landings, having gotten squirrely on one attempt. "You have 5 hours of gas, why do you need to land right now?" was Erich's response to bad landings. I took it to heart, put the coals to it and went around. I settled down by my next attempt and did fine. He called for me to come park for the day and took my photo. I went straight home and called my girlfriend and parents to tell them the news.

My first cross country was a challenge. I was traveling to Centerville which would put me in Des Moines' airspace soon after take off and I'd have to call Flight Service to activate my flight plan. We stayed in the pattern to activate my flight plan, then turned south and called up Des Moines. Being busy on the radio put me behind on navigation and I was drifting off course. Erich took advantage of the situation to see what my breaking point was. He was tossing the E-6B in my lap wanting all of these calculations and asking what town was off to our left, if there were any VOR's we could dial in and quite possibly asking me if it was better to hit out of a bunker with a 9 iron or a sand wedge. I could fly a plane or fly a desk, but not both at the same time. I decided I'd fly the plane and had to pass on answering questions not related to keeping the pointy end into the wind or where we were. At this point I decided to pull the Ace out of my sleeve and started dialing the ADF for Centerville. "It doesn't work.", he said flatly. I wasn't sure if he was being truthful or if he just didn't want me to use it, but the result was the same. In the end I ended up about 10 miles to the west. Maybe its not so hot to pick an airport on the edge of 2 maps for your first cross country. I elected to return at 2500 feet due to winds. As we neared Des Moines we contacted them to get through their airspace once more. Erich warns me of a tower ahead and then ATC warns us of an American Eagle flight. Why they told us is beyond me, they were at 4500 feet and climbing. Then my heart sinks as I see a tower slide by not very far away and not much lower than us. "Yea I warned you about that tower. I wasn't going to let you hit it but I wanted to see what you'd do." Erich says. Either I missed it completely or I couldn't have seen it over the cowl I'm not sure but I wasn't very happy about it either way. We landed, I was exhausted but I'd learned a lot.

### **Checkride**

Erich said I was ready and to go ahead and schedule it. I called Charles Hawley and scheduled it for Monday the 28th. Erich and I did all of the paperwork (no, I didn't know there was that much) and I managed to get the airplane with plenty of time to spare as I'd hoped. I taxied out behind a King Air. No biggie I thought, any wake he throws will be long gone by the time I do my run-up. Except he sat at the hold short line and did his run-up. I'd turned into the wind and done mine and he was still doing his. I looked around, no I'd done everything on my run-up I hadn't left anything out. So I sat there. It was getting a little warm even when I remembered the fan in front can also be used to keep pilots cool. I stuck my hand through the side window and ducted air in. Ahh, that's better. Finally the King Air calls on the radio that he's taking off, with a pretty loud alarm in the background. Well they didn't seem concerned so I wasn't concerned. I took off next and was soon on my way.

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(cont'd from page 3) I called Flight Service to activate my flight plan. As had been my luck before I'd either said something wrong or they'd lost the one I filed on the phone so I was invited to make a new one over the radio. As I neared Denison Erich wished me luck over the radio. He had a student doing VOR holds over Newton! I checked the winds, not good. 17mph, direct crosswind to the paved runway. The grass runway aligned with the wind was listed as closed November through March. Rats. (The warrior is rated for 17 mph max crosswind) I came in and was holding every bit of rudder I could wishing I had more. I landed, then the runway started sloping downward. I was light enough on the wheels I started skidding towards the left edge of the runway. I held full controls against the wind got on the brakes and kept myself on the runway and had to make sure my heart hadn't left my chest! I found a spot to park and shut down and sat there for a moment. This was not going to be easy! I gathered up my stuff and went into meet Charles. He came around and greeted me and told me to make myself comfortable and to setup in the conference room. He gave me a list of items to do and I set to work on them. He had me plot a trip to Waterloo. This proved interesting. I had to flip both maps to plot the course, and it was longer than my plotter. I ended up using the edge of a folder and I managed to get a semi straight line across all 4 pages. He seemed pleased with my answers and just as pleased he could stump me on a question and soon after we were ready to go fly.

He gets in and I ask if he needs a safety brief, which he politely declines. I got to the Mag check on the run-up when all of a sudden the plane starts shaking wildly. "Oh you've got a piece of carbon on a plug.", says Charles. He grabs the mixture and throttle and has me flip through the mags and we try to clear it. "Ahh, it'll blow out once we're in the air" he says. Here I am, 75 miles from my home base, with a DPE in the plane and he's saying it'll fix itself. I have to make a judgment call. It could be a trick and he's going to fail me for flying with bad equipment. But I have a hunch he's an experienced veteran and it really will fix itself and its not a big deal. Besides, how will I get home in a plane with a bad Mag if I stop now? So we line up and take off. He says to make a trip in the traffic pattern and we'll check it. I came back in and with that cross wind I caught a gust and did a go-around. He chuckles and said well we had to do one of those anyways. We came in again and sure enough this time the plugs were fine so we set out again. We did the stalls, steep turns, slow flight "That stall horn is music to my ears" as I motor around nice and slow. He has me point out 3 landmarks to see if I know where I am and I point to 2 curves in a road a town to our right. We did unusual attitudes and he covered up the AH which didn't bother me at all. He asks about soft fields and I say I've practiced it but I've never been on grass before. He asks if I'd like to and I eagerly agree since I'd like to try it and its aligned with the wind. Well it took more power to taxi just as advertised but wasn't that much different. We landed and I was surprised how fast you slow down on grass too. He had me taxi back over the FBO and shut down. He tells me that he thinks I'm safe to fly and I'm ready to continue as a pilot to keep learning. Congratulations. I'm not sure if my shoes touched the ground walking back inside. He typed up my temporary certificate, I thank him again and head back for home, only as a pilot. On my way home I elected to deviate from what had been a strict flight plan to fly over my aunt's farm house. Pilot's discretion!

I landed and came back in. Roger, Dave, Brant and several others are in the FBO getting ready for a board meeting and when I say I passed they all rushed over to congratulate me and shake my hand. I'll never forget it.

### **APRIL CHAPTER MEETING—** **APRIL 15, 2006—7:00 pm Exec I**

April meeting will feature Carol Ann Garratt who will give a presentation of her seven month trip around the world in a Mooney to raise awareness of research for Lou Gehrig's disease/ALS after losing her mother to the same disease. Meeting will start promptly at 7:00 pm, and because of our guest speaker, we will have only 15-20 minutes of member reports and then will go right into our guest. For those of you that would like to check our her website before hand, <http://www.kerrlake.com/mgarratt/INDEX.HTM>.



You know it's spring out when the aircraft start to breed!

(Thanks for Fred Sangster and Brant Hollensbe for providing both Blue Angels pictures and subtitles in this newsletter)

## Peter James RV10 Project

### Engine

The IO-540 that I found on YellowAirplane.com has been shipped from Seattle to Johnston Aircraft and been torn down. The really good news is the engine is in great shape. There was no rust even though it has been sitting for 5 years. It was full of oil and showed no signs of rust. It will get the new crankshaft as provided by Lycoming. While they have the engine apart, I am having them install 9:1 compression pistons to bump the HP about 5-8 HP. The crank will be statically and dynamically balanced. The engine had 'flow' work done the last time it was apart, so it should have a total of about 285-290 Horse Power. Can you say 'WAHOO!!'? The engine should arrive in the next 2 or 3 weeks.

### Fuselage

The Wednesday work crew has been hard at work. We are putting the skins on the sides of the fuselage. Roger installed the nylon blocks for the steps the fit into. Matt Smith came over and helped back rivet a whole bunch of rivets. Matt and Jerry cut most of the insulation that will fit on the floor of the fuselage. With Bill's help, the vent fabrication is complete. We will continue to buck rivets for the next couple of weeks, then we will begin floor insulation, floor panels, and system installation. Systems will include brake lines, fuel lines, pitot lines. After that, we will attach the rear tailcone. At that point, Ann's car will likely be kicked out of the garage for the remainder of the project. (I'm not looking forward to telling her that - maybe one of the Wednesday warriors will do it for me ...hint, hint)

### Finish Kit

The finish kit is 'in-house' and has taken over an entire room in the basement. Pictures will attest to how full the room has become. I am amazed at the size of the wheel pants. They are down right HUGE! It's no wonder you have to have a 6 cylinder engine to pull them through the air.

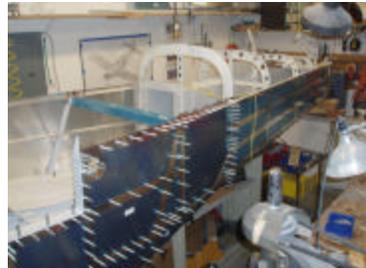
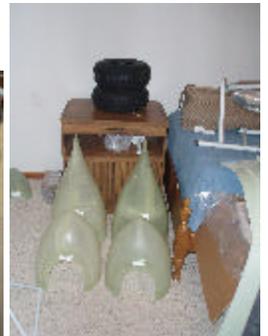
### Firewall Forward

I have ordered Van's FWF kit. I decided to order it with Verneer controls instead of a quadrant. I like the quadrant better, but don't like how Vans recommends installing it. I may change my mind as we go along because I am debating installing a center console that we will have to custom make. The ones for sale at Oshkosh were thousands of dollars. I'm just not willing to pay that for a bit of luxury.

### Employment update:

Avidyne has scheduled the next round of interviews during Sun N Fun. The only hold back at this point is that they want me to move to Boston. I'm not sure I'm willing to do that these days. Too many reasons to stay local these days. Hmmm.....Big Glass definitely has some sex appeal! Stay tuned....more to come! Roger predicts first flight next summer. I plan to prove him wrong! I'm way too anxious to let it take that long. Donna, can you put together a pool? Should be some interesting bets put down on this one!!  
Cheers,

Pete RV-10, N122PJ reserved, Airplane name: Dunwurkin' (What's that mean in German?)



## Chapter 135 Photo Contest

Have you recently taken some cool aviation pictures? Maybe a picture of your plane that you're really proud of, or some great pictures when you were in Oshkosh last summer?? Chapter 135 is sponsoring a photo contest for all chapter members beginning now and ending at the October chapter meeting. Here are the guidelines:

- 1) Any aviation related picture taken within the last 18 months, of you or of your plane, or a picture that you took that was aviation related would qualify. You may enter as many photos as you like for the judging.
- 2) All pictures are to be submitted to Chanler Childs either digitally via e-mail (cchilds@cchilds.us) or an actual photo can be given to him personally at a meeting. (make sure you have your name on the back of picture)
- 3) All photos must be submitted no later than October 14, 2006. Judging will be at the end of October.
- 4) Anyone submitting a picture must be a current chapter member.
- 5) Winner will receive dinner for 2 at the Christmas Party Dinner in December.

## ISU FLYING CLUB FLY IN

**April 8, 2006 8 a.m. - Noon**

**Haps Air Service  
Ames Municipal Airport (KAMW)  
41-59.522N / 093-37.309W  
CTAF-122.7  
ASOS-132.025  
\$5 breakfast, free for PIC's**

**Events:**  
Flour Bomb Drop Competition (\$5 beforehand, \$7 day of)  
Helicopter and Glider Rides,  
Skydiving (must pre-register.)  
ISU Clubs, Light Jet Display,  
\$15 Plane Rides

For questions or to pre-register: ISUFlyin@iastate.edu  
Or contact Haps Air Service : (515) 232-4310

## Iowa Aviation Events

For a complete calendar visit <http://www.iawings.com/calender/yearly.htm>

Chapter 135 and Local Events		
<b>EAA B17 at Ankeny</b>	6/29 -7/3	For more information or to volunteer to help contact John Nelson at 276-7646 or <a href="mailto:skydog@mchsi.com">skydog@mchsi.com</a>
<b>ACAP Airshow</b>	7/22 - 7/23	For more information: <a href="http://www.evgshows.com/aspsite/index.asp">www.evgshows.com/aspsite/index.asp</a>
<b>EAA Chapter 135 picnic</b>	8/12	Exec 1 Maintenance Hangar

April 2006		
<b>Annual Chili Fly-in / Drive-in</b>	4/8	11am – 2pm Hosted by: Plane Cra-zies Fort Dodge, Iowa Regional Airport For more information: 515-955-3635 (Eldon) RAIN DATE: April 9, 2006
<b>Sport Pilot &amp; Sport Plane Issues Open House</b>	4/8	9:00a.m - 3:00 p.m. Rides available in Flight Design CT Aircraft Super Market De Soto, Iowa For more Information: 515-834-2225 (Bob) <a href="mailto:bob@aircraftsuper-market.com">bob@aircraftsuper-market.com</a> <a href="http://www.aircraftsuper-market.com">www.aircraftsuper-market.com</a>
<b>ISU Flying Club Fly-in breakfast</b>	4/8	8:00 a.m. - 12:00 PIC eats free, Flour bomb drop competition (contact to pre-register) Ames, Iowa Municipal Airport For more information: 402-202-8640 (Allen Ball) <a href="mailto:aball@iastate.edu">aball@iastate.edu</a>
<b>15<sup>th</sup> Annual Fly-in / Drive-in Breakfast</b>	4/9	8am – 12pm Hosted by: The University of Du-buque Flight Team <b>FREE</b> to pilots in command Dubuque, Iowa Regional Airport For more information: 563-589-3180 (Kim Bruggenwirth)

April 2006		
<b>My Trip Around the World.... in a Mooney 20J</b> Presentation by: Carol Ann Garratt	4/15	7:00 p.m. EAA 135 Exec 1 Aviation Ankeny, Iowa Re-gional Airport For more information: 515-465-5819 <a href="mailto:kent.vandervelden@pioneer.com">kent.vandervelden@pioneer.com</a>

May 2006		
<b>Fly-in Breakfast</b>	5/6	Fly-in to benefit: Muscatine Symphony Orchestra Muscatine, Iowa Municipal Airport For more information: 563-263-8672 (Janet)
<b>Pella Tulip Time Flight Breakfast</b>	5/6	Breakfast \$4 Adults \$3 children under 12 <b>FREE</b> to pilots in com-mand May 4-6 Shuttle available to Tu-lip Festival Pella, Iowa Municipal Airport For more informa-tion: <a href="http://www.pellatuliptime.com">www.pellatuliptime.com</a> 641-628-9393 (Shane)
<b>Friday Night Cook Outs (Clinton Aero-club)</b>	5/19	Every Friday May 19 - Sept. 15 - 5 p.m. to 7 p.m. Clinton, Iowa Municipal Airport For more information: 563-242-3292 <a href="http://www.clintonairport.us">www.clintonairport.us</a>
<b>Fly-in Breakfast</b>	5/21	7:00 a.m. - Noon Cessna, Cirrus, and used aircraft for sale <i>Pilots in Command + 1 FREE</i> Cherokee, Iowa Municipal Airport For more information: 712-225-2810
<b>2006 Eastern Iowa Big Kids Toy Show</b>	5/20-5/21	Fly-In Breakfast every morning Young Eagle Flights Hangar Dance Saturday night Display of business jets, ultra-lights, cus-tom choppers, custom car show and more. Iowa City, Iowa Mu-nicipal Airport For more informa-tion: <a href="http://www.BigKidToyShow.com">www.BigKidToyShow.com</a> 888-925-3947 (Jay Honeck) <a href="mailto:AlexisParklInn@mchsi.com">AlexisParklInn@mchsi.com</a>

## Did you Know????

That in 1986 (20 years ago!!) the women from Chapter 135 put together a cookbook for the Holidays in 1986 of recipes from their own kitchens. Most of these were the wives of chapter members. John Nelson recently made me a copy of that cookbook, and I thought it would be different (as long as space allows) to feature one recipe per month. And in honor of one of our members, Bob Keenan, who was overheard once saying "If a woman ever puts together the newsletter, it will turn into a cookbook" I would like to feature a recipe from Pat Keenan as our first recipe. And it's very appropriately called:

### MY MAN BARS

1 C. Shortening	1 tsp. soda
1 C. Sugar	2 tsp. vanilla
3/4 C. Brown Sugar	2 C. Oatmeal
2 eggs	1 C. Coconut
2 C. Flour	1 C. Nuts
1 tsp. Baking Powder	

Mix in order given. Press into greased 10x15 pan. Bake 15 minutes at 350 degrees. DO NOT OVERBAKE. Frost while warm with powdered sugar and butter frosting. ENJOY!



So, how close is close??

## What's Been Happening

By Marc Broer

I got my third class medical & student pilot certificate March 8th. I had a bit of trouble with the eye exam and had to switch glasses to pass that part.

Dave Kalwishky & I are waiting and watching as our Cessna 182 gets worked on at Exec 1 Aviation. Our elevator was re-built out in Indiana somewhere and is back. It was reinforced with extra rivets according to a Cessna AD (airworthiness directive). Dave took it to a motorcycle paint shop and it has been repainted. We decided since we are having work done we might as well do some upgrading, like a new panel, panel lights, upgrade the auto pilot, and a navigation tool called Garmin 530. They didn't teach much about GPS in ground school, so I'm not sure what makes this one so special, other than the high price. The manual is overwhelming, seems like 400 pages. I just want to learn how to fly the airplane first. I'll tackle the GPS later. I know enough to realize it will be a big improvement over the VOR navigation or the non-directional radio beacon.

Someone called our airplane "Gumby" because it's green, and the name stuck. I'm proud of our airplane. Every time I look at it I get to liking it more. Dave and I are looking for Gumby art to paint it on the cowling.



### Flight Experience Cost:

Pre-Bookings – seats booked in Oshkosh before tour stop starts are discounted.

- \$359 for current EAA members and their guests
- \$399 for non-EAA members. Price includes \$40 for new EAA membership.

Seats book on Site by B-17 crew are regular priced.

- \$385 for current EAA members and their guests
- \$425 for non-EAA members. Price includes \$40 for new EAA membership.
- EAA members may gather seven (7) people (members and/or non members) on a flight and receive the 8th seat "free".
- There are 8 seats to choose from, 4 in the aft compartment, 3 in the radio room and 1 in the cockpit for each flight. You may move around the plane during flight.
- Each flight experience lasts about 35 minutes, with about 20-22 minutes of actual flight time. Flights are usually at an altitude of 1000-2000 feet.
- After the flight, you have the option of purchasing a flight jacket for \$165. You will be fitted for the jacket after the flight.

### Ground Tours:

- \$6 per person (18 years old and up)
- \$10 per family (adults/children 8 to 17 years of age)
- \$5 per student
- \$3 per person Adult groups (ten or more) High School and older
- \$1 per person Grade school groups, (ten or more), can be arranged ahead of time by calling the Outreach Tour Coordinator
- Children under 8 years old FREE (when accompanied by a paying adult)
- Free – All WWII Vets & Former B-17 flight experience participants

# PROPWASH

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## APRIL CHAPTER 135 MEETING

April 15, 2006 at 7:00 pm. Exec I, Ankeny Airport.  
Carol Ann Garratt will give a presentation of her seven  
month trip around the world in a Mooney to raise  
awareness of research for Lou Gehrig's disease/ALS.

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