



PROPWASH

EAA Chapter 135 Newsletter

Book 8, Chapter 5

MAY 2006

President's Position

Well it finally happened; our airplane is out of the shop and flying! It's been a long three months but we are finally finished getting "Gumby" set up the way we want it. Marc is ready to start his lessons and has a CFI lined up and ready to go. The new instrument panel that we had installed came out great; it looks like a new plane. We had a Garmin 530 GPS and STEC 50 autopilot installed.

Speaking of CFI's, I did my spin training last month in a 172 at Exec 1 Aviation. I admit that the thought of a spin was terrifying to me but I mustered up to courage and did it. What a blast I had! I know that the 172 is tame compared to some other airplanes when it comes to spinning but now that I've had a taste of it I want more! I'd like to do some aerobatics this summer. My goal is to take my CFI check ride on June 21st; this is the date that I soloed on many years ago.

Last month the aviation world lost a true legend, Scott Crossfield was killed in an accident while flying his Cessna 210. A vicious thunderstorm, with reports of hail as large as golf balls, was reported in the area. Weather at Dalton, GA (DNN) near the route of flight was: wind 120 at 12, gusts to 24; visibility 3/4 statute miles in thundershowers; clouds broken at 400, overcast at 1500 feet. Crossfield had filed IFR out of Prattville, AL (1A9) for Manassas, VA (HEF). The flight plan was for 11,000 feet at 148 kts. Crossfield left Prattville, Ala., about 9 a.m. and dropped off radar screens about 11:14 a.m. Crossfield's last radio transmission was a request to divert south of his intended flight path to avoid weather. Recorded radar data indicate that Crossfield entered a level 6 thunderstorm prior to dropping off radar. Wreckage distribution suggests a low altitude in-flight breakup, with the main wreckage situated in a four-foot deep crater. Limited collateral damage near the main impact site suggests a near vertical descent path. The on-scene investigation did not reveal any pre-impact anomalies with the instruments or airframe that would have prevented the normal operation of the airplane or its related systems. Multiple debris fields were found, but the majority of two ailerons and the outboard portion of the right elevator were not recovered.

Crossfield was the first to fly the X15 at Mach 2 and unofficially he flew at Mach 3. More recently he helped train the pilots who flew the Wright brother's 1903 flyer replica back in 2003.

AVweb did an interview with Scott a few years ago; you can read it at <http://www.avweb.com/news/profiles/182924-1.html>

As I mentioned last month I will be attending Oshkosh again this year. We are leaving on Sunday July 23rd and will be home on Friday July 28th. My wife and daughter will be driving up while I plan on flying. If anyone would like to go with us you are more than welcome to come along. We've rented a cabin at the KOA Campgrounds in Fond du Lac and 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

Upcoming events

I had a chance to visit Creve Coeur, Mo on business last summer and found that this quite little airport has a museum on field. The link to their web site is:

<http://www.historicaircraftrestorationmuseum.org/>

I am planning on a trip to visit some weekend in May. I need two things, who would like to go on the trip and who has an airplane that would like to go on the trip that can take along any chapter members that wish to go. Please contact Dave Kalwishky if you are interested.

The following was found in the chapter items that were given to us by Wes Olson's family. Thought you might enjoy.

B-17 Check List

For use at Transition Schools Revised 20 Sept 1943

Revised for Co-Pilot School 10 July 1944

PILOT

BEFORE STARTING

1. Pilots Pre-Flight—Complete
2. Form 1A — Checked
3. Controls and Seats—Checked-Checked
4. Fuel Transfer Valves & Switch—Off

1. Intercoolers—Cold
2. Gyros — Uncaged
3. Fuel Shut-Off Switches — Open
4. Gear Switch — Neutral
5. Cowl Flaps — Open Right-Open Left-Locked

1. Turbos — Off
2. High RPM — Checked
3. Auto Pilot — Off

1. De-icers and Anti-icers Wing and Prop — Off
2. Cabin Heat — Off
3. Generators — Off

STARTING ENGINES

1. Fire Guard and Call Clear—Left-Right
2. Master Switch—On
3. Battery Switches and Inverters—On & Checked
4. Parking Brakes—Hydraulic Check—On—Checked

1. Booster Pumps—Pressure—On & Checked—#3 Off
2. Carburetor Filters—Open
3. Fuel Quantity—Sufficient
4. Start Engines (Ignition Switches)
5. Flight Indicator and Vacuum Pressures—
Checked both pumps

1. Radio—On
2. Check Instruments—Checked
3. Crew Report

CO-PILOT

ENGINE RUN UP

1. Brakes—Locked
2. Trim Tabs—Set
3. Exercise Turbos and Props
4. Check Generators—Checked and Off
5. Unlock Tail wheel
6. Run Up Engines
7. Turbos—Off
8. Radio Call—Alt. Set
9. Chocks out

BEFORE TAKE OFF

1. Flt. Confs—Unlocked and Free
2. Turbos—Set
3. Radio Call
4. Tail Wheel—Locked on Runway
5. Gyros—Set
6. Generators—On

AFTER TAKE OFF

1. Wheels—(Pilot Signal) Brakes
2. Power Reduction
3. Cowl Flaps rail
4. Wheel Check—OK Right—OK Left
5. Booster Pumps—Off

BEFORE LANDING

1. Radio Call Altimeter—Set
2. Crew Positions—OK
3. Auto Pilot—Off
4. Booster Pumps On—#3—Off
5. Mixture Controls—Auto Rich
6. Inercooler—Set
7. Carburetor Filters—Open
8. Wing De-Icers—Off
9. Land Gear
 - A. VISUAL—Down Right, Down Left
 - Tail wheel Down,
Antenna in.
 - B. Light—On
 - C. Switch Neutral—Check Manually
10. Hydraulic Pressure—OK—Valve Closed
11. RPM 2100—Set
12. Turbos—Set
13. Flaps 1/3—1/3 Down
14. Radio Call

(cont'd on page 3)

AFTER LANDING

1. Cowl Flaps Open and Locked
2. Hydraulic Pressure—OK
3. Tail Wheel—Unlocked
4. Turbos—OFF
5. Booster Pumps—OFF
6. Wing Flaps—UP

END OF MISSION

1. Check Mags
2. Engines—Cut
3. Radio—On Ramp
4. Switches—OFF
5. Chocks—Right-Left
6. Controls—Locked
7. Form 1

GO AROUND

1. High RPM Power—High RPM
2. Wing Flaps—Up to 1/3
3. Power Reduction
4. Wheel Check—OK Right-OK Left

RUNNING TAKE OFF

1. Wing Flaps—Up to 1/3
2. Power Reduction
3. Generators—ON
4. Wheel Check—OK Right-OK Left
5. Flaps-UP (Pilots Signal)
6. Flap Switch—Neutral

SUBSEQUENT TAKE OFF

1. Trim Tabs—Set
2. Wing Flaps—UP
3. Cowl Flaps—Open Right-Open Left-Locked
4. High RPM—Checked
5. FUEL—Gallons per tank
6. Booster Pumps—ON—#3 OFF
7. Turbos—Set
8. Flight Controls—Unlocked and Free
9. Radio Call
10. Tail Wheel—Locked on Runway
11. Gyros—Set
12. Generators—On

SUBSEQUENT LANDING

1. Landing Gear
 - a. Visual—Down Right, Down Left, Tail Wheel Down
 - b. LIGHT—ON
 - c. Switch Neutral—Check manually
2. Hydraulic Pressure—OK
3. RPM 2100—Set
4. Turbos—Set
5. Wing Flaps 1/3—1/3 Down
6. Radio Call

FINAL APPROACH

1. Flaps—Down
2. Gear—Down Right-Generators
3. Gear—Down Left Generators-OFF
4. High RPM

POWER SETTINGS

91 Octane

- 43.5” 2500 RPM Auto Rich
- 36.0” 2300 RPM Auto Rich
- 30.0” 2100 RPM Auto Rich
- 29.0” 2000 RPM Auto Rich
- 28.0” 1950 RPM Auto Rich
- 27.0” 1400—1950

Max. 5 Minutes

- Climb
- Max. Cruise
- Fast Cruise
- Desired Cruise
- Long Range
- Hovering

100 Octane

- 40” 2500 RPM Auto Rich
- 38” 2300 RPM Auto Rich
- 34” 2200 RPM Auto Rich
- 31” 2100 RPM Auto Lean
- 29” 2000 RPM Auto Lean
- 29” Low RPM, 155 IAS
- 29” Low RPM. 120 IAS

Camping At Oshkosh

If you are planning on camping at Oshkosh with the group from chapters 135, 1143, and the Replica Fighters, we need you to turn in your reservations now. We must have everyone paid for by the middle of June, so we can reserve enough campsites for the group. Price for week is about \$130. Everyone that is planning on camping needs to send a check for \$130 to cover the campsite. Any leftover funds (just in case the cost isn't that much) will go to the food, drink and ice fund. Please put your EAA number on your check as well. This will allow you to pick up your campsite credentials at the main gate to the camp. **Please send your check asap to: Roger Bocox, 10746 NW 103rd Court, Granger, IA 50109.** Remember, the more that sign up by the middle of June, the larger the site we can get and we won't be crowded. If you are not staying the week, join up with someone else who will only be there part of the week, and go in together and pay \$130 together.

Spring Proficiency Practice

Contributed by Bill Gast

This was a president's article in 1999, but most of the chapter has changed, and the ones who haven't, still need this practice regimen along with everyone else. I've updated the practice routine to what I use with the RV rather than the 150 and 182, but basically it stayed the same.

Now it's spring so we load up the old winged chariot with gasoline, fill the seats with family/friends and take off into the wild blue yonder, right? Some questions I would like all of us to ask ourselves before we do this after a winter, or any other time, where we don't fly much. Is my radio work up to par; am I truly in control; am I as safe as I should be? My personal answer was NO.

So what's the plan? First I sat down and reviewed (some of) the FAR/AIM manual. Secondly I went to my check list book (that I carry and USE on every flight) and reviewed the performance figures of the Cessna 150 and 182 that I fly regularly. I again memorized the best dead engine GLIDE speeds, rate of climb speeds, and stall speeds. (I copied most of the pertinent performance figures to my check list book since the operator's manuals are kept in the club planes that I fly.) Also I fired up the old computer, loaded Flight Simulator 98, and practiced a couple of dozen ILS approaches. Then my yearly spring plans were reviewed for 3 practice flights (1.5 hours each) using the flying club Cessna 150.

The first flight is set up for slow flight practice with no flaps, partial flaps, and full flaps at an altitude of at least 3000' AGL. Left circles, right circles, and figure 8's in a 30 degree bank. Three of each maneuver at each flap setting and CONCENTRATE on precision in airspeed, altitude, and bank angle. Airspeed is to be kept so the stall horn is just bumping on and off. After these, practice forward and side slips down to pattern altitude. Once in the pattern fill out the rest of a 1.5 hour practice session with a normal landings concentrating on speed control in downwind, base, and final.

Second flight is set up for ground reference maneuvers at 800-1000' AGL and crosswind landing practice. The nice thing about spring is that it's windy!! I spend 45 minutes doing turns around a section, turns around a point, and S-turns on a road with a 45-90 degree crosswind. By changing the radius of the circles on the point and S-turns, starting at 1/2 mile radius, then to 1/4 mile, and progressing down to 1/8 mile this gets challenging on a windy day! Then back to the airport again for crosswind landing and take-off practice. It's nice to be at a non-controlled airport with intersecting runways for these practice sessions! I pick the WORST crosswind, and announce intentions of practicing CROSSWIND landings and takeoffs.

The third flight is stalls, spins, and high performance takeoffs and landings day. Power off stalls and power on stalls both straight-ahead and with coordinated and uncoordinated turns until I can cut the recovery tolerances in half from the private PTS standards. I do the uncoordinated turn stalls so I can experience a severe wing drop. I also practice something that Olie Pasch showed me one day where you keep the airplane stalled and walk it back and forth with the rudder until you lose about 500' altitude. Perform a couple of spins to the left, and then TRY to get the 150 to spin to the right. More side and forward slips back to the landing pattern. Four simulated short field takeoffs and landings over a 50' obstacle. Slipping the 150 with 30 degrees of flaps hanging out and simulating a 100' obstacle on the last set is a challenge! Then to the four soft field takeoffs. Jerk the 150 off into ground effect at 40-45mph with flaps hanging out and keeping it there until the flaps are retracted and you have best rate of climb speed gets the heart pumping. Then to the final PRECISION of soft field landings where you play with the throttle and controls so the mains just kiss the ground and you keep the nosewheel out of the simulated mud until your speed is as low as possible.

Since I fly 2 airplanes I usually fly a 4th proficiency session with the 182 doing the different take off and landing types, an abbreviated ground reference maneuver session and a full slow flight session. I do steep turns in the 182, but if only flying one plane I would add them to session 2. Stalls, solo, in a 182 are a non-event so I don't practice them. Maybe with a plane full of volunteer pilots and full flaps some time!

With the RV, the change is to fly the slow flight at 60 knots (clean) and 50 knots (flaps) rather than with the Cessna stall horn blowing. The extremely powerful rudder of the RV really allows the slips to lose extreme altitude. With the 182 the rudder was almost useless, and you must be careful not to overdo it with the RV. Steep turns in the RV need to be worked at 60 degrees rather than 45. The Falling Leaves that Olie taught me are REALLY a blast in this airplane. The temptation to throw in a roll or two is usually held in check till the 3rd day, after the spins.

It's The Little Things That Bite You!
(so be careful out there)
written by Mike Abrahams

After two off airport landings I'm beginning to learn that those "little things" that tend to cause you grief. You know the stuff we take for granted or get so familiar with that it's surprising when one or more of them jump up and get you.

Last August, during a flight review with CFI Paul Beck, we had completed the part of the flight needed to satisfy both Paul and the FAA that I was competent to carry on for a couple of more years. As we were north of Osceola airport where we had done some pattern work and landings, I asked Paul if he had seen the life sized aluminum (painted to look like bronze) elk that was east of New Virginia on county road G76. Paul said no, so we headed west following G76 at about 700 agl. looking for the critter, which in reality was still east of us. About five miles east of New Virginia the Coupe went to "auto rough" and started acting like the engine was trying to eat itself, which it was. We made an off airport landing on G76 three miles west of New Virginia and hitched a ride into my father-in-law's place with the driver of a Dodge pickup that we had landed behind. I've said that I have never seen Paul so quiet as we made the approach to landing and Paul has stated that he never saw someone go through a pack of cigarettes so fast once we were on the ground.

The culprit behind this little excursion was a small, under \$5.00, two piece, value stem keeper which had not been properly heat treated by the manufacturer. This on a set of new Continental cylinders that had approximately 300 hours since new. Now eight months, and over 10 thousand later we should be in the air again by mid May. Just one of those "little things" that really could not be foreseen.

There are other "little thing" examples that I can think of, like taking off with out removing the foam pieces that kept the birds out of the cowling. Another off airport landing and a new cylinder assembly on a different Coupe many years ago. Then there was the time I bumped the autopilot switch on a Cessna Cardinal and we fought each other a third of the way between Epply Field in Omaha and Des Moines Int'l. You see the Cardinal was trying to go to Kansas City and I was trying to get to Des Moines, and it took me a while to outsmart the critter. Another little thing.

The point to all this rambling is, especially in the spring when were all a little rusty, take a little extra time on that preflight, get a little extra instruction, practice your maneuvers a little, go over those records and certificates a little, learn a little more about your aircraft's capabilities, and maybe recheck your previous construction on that project a little.

These are the positive "little things" that you can do to mitigate those pesky negative "little things" that sooner or later will jump up to surprise or bite you. Give yourself the edge and be careful out there.



Actual Cross Wind Landing

MAY CHAPTER MEETING—
MAY 13, 2006—7:00 pm Exec I

May chapter meeting will have a program on Electrical Wiring presented by chapter Vice President, Roger Bocox. 7pm, upstairs of Exec I, Ankeny Airport. See you all there!

New Tech Counselor

The chapter has a new Tech Counselor—Roger Bocox. Those of you wanting technical advise on your aircraft should e-mail him to set up time when he can stop by and look at your aircraft. E-mail address: rbocox@wildblue.net.

Iowa Aviation Events

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

Chapter 135 / Local Events		
EAA B17 at Ankeny	6/29 - 7/3	For more information or to volunteer to help contact John Nelson at 276-7646 or info@eachapter135.org
ACAP Airshow	7/22 - 7/23	For more information: www.evqshows.com/aspsite/index.asp
EAA Chapter 135 picnic	8/12	Exec 1 Maintenance Hangar
May 2006		
Pella Tulip Time Flight Breakfast	5/6	Pilots in Command eat <i>FREE</i> May 4-6 Shuttle available to Tulip Festival Pella, Iowa Municipal Airport For more information: www.pellatuliptime.com 641-628-9393 (Shane)
Friday Night Cook Outs (Clinton Aero-club)	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 www.clintonairport.us
Flight Breakfast	5/20	7am - Noon Mason City, Iowa Municipal Airport For more information: 641-424-9366 or 641-357-2773 (Todd Kyle) Rain date: May 21, 2006
Open House	5/20-5/21	8am - 5pm DC-3 Rides Mason City, Iowa Municipal Airport. For more information: 641-424-9366 or 641-357-2773 (Todd Kyle)
Fly-in Breakfast	5/21	7am - 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
2006 Eastern Iowa Big Kids Toy Show	5/20-5/21	Fly-In Breakfast every morning Young Eagle Flights Hangar Dance Saturday night Display of business jets, ultra-lights, custom choppers, custom car show and more. Iowa City, Iowa Municipal Airport For more information: www.BigKidToyShow.com 888-925-3947 (Jay Honeck) AlexisParkInn@mchsi.com

June 2006		
Quad City Air Show	6/3-6/4	Featuring: The US Navy Blue Angels Davenport, Iowa Municipal Airport For more information: www.quadcityairshow.com
Flight Breakfast	6/4	7am - 11am Sponsored by: Optimist Club & Denison Aviation <i>FREE</i> to all Fly-ins Denison, Iowa Municipal Airport For more information: 712-263-2781 (Barry)
56th Annual Flight Breakfast	6/4	6:30am - 10:30am Hosted by: Audubon Chamber of Commerce <i>FREE to all Fly-ins</i> Audubon, IA Municipal Airport For more information: 712-563-3780 (Barbara) audchmbr@iowatelecom.net
Fly-in Breakfast	6/4	7am - 11am Sponsored by: Pilots Association of Washington Pilots in Command eat <i>FREE</i> Experimental, Antiques and Warbirds Washington, Iowa Municipal Airport For more information: 515-707-3977 (John Grim)
Fly Iowa 2006	6/10 - 6/11	Spencer, IA Municipal Airport More information: 712-262-1000 (Gayle Brandt) spencerairport@smunet.net www.flyiowa.org
Fly-In Breakfast	6/11	7 am - 10:30 am—Red Oak, Iowa Municipal Airport. For more information: 712-623-6523 (Howard Viner)
Optimists' Fly-In Breakfast	6/18	7am - 1pm <i>FREE to fly-in pilots & kids under 6</i> Maquoketa, Iowa Municipal Airport. More information: (Brian) maqcityhall@caves.net
Airport Open House	6/18	7:00 a.m. to 3:00 p.m. Fly in breakfast 7:00 to 12:00 p.m. Osceola, Iowa Municipal Airport . More information: 641-342-4230—Gerald Clark at gclark@mchsi.com
Balloons in June	6/23 - 6/25	Clinton, Iowa Municipal Airport For more information: www.balloonsinjune.us
Heritage Days Flight Breakfast	6/25	7am - Noon Pocahontas, Iowa Municipal Airport For more information 712-335-4382 (Gary McCartan)
Lions Fly-In Breakfast	6/25	7am - Noon Pilots in Command eat <i>FREE</i> Fairmont, MN Municipal Airport For more information: 507-235-6648 ext 217 (Wayne)

Another Recipe from the Chapter 135 Cooks...by Emma Nelson (wife of our own John Nelson)

BROCCOLI & RICE

2—10 ounce packages frozen broccoli cuts
1 cup long grain & wild rice mix
1 – 4 oz. can mushrooms, drained
1/2 cup chopped onion
2 cups shredded cheese
2 cans cream of mushroom soup
1/2 cup sour crème
Mix all ingredients in 3 quart casserole. Bake covered at 350 degrees for 1 hour.



Cool pictures from Maury Hunter—breaking the sound barrier.



Aluminum Overcast Airborne Again

March 07, 2006 - At 2:13 p.m. local Tuesday, March 7, the long and meticulous repair project for EAA's B-17 *Aluminum Overcast* officially ended when her wheels left Runway 18 at Wittman Regional Airport in Oshkosh for a 50-minute test flight. The flight crew consisted of EAA Director of Flight Operations Sean Elliott; B-17 Tour Assistant Director George Daubner; Bob Davis, check airman, and mechanic Vince Hammons.

"The airplane ran just great!" Elliott said. "All four engines were smooth and powerful, it was euphoric to see the aircraft leave the ground again."

Davis added, "It really brought back a lot of memories, that's for sure. She flew square and honest. I've never seen the airplane look so good."

On May 5, 2004, the Flying Fortress was heavily damaged as a result of a main gear collapse on its landing roll at Southern California's Van Nuys Airport. She was eventually ferried back to Oshkosh that September and the arduous repair process immediately got under way. Last week, almost 19 months and many thousands of man-hours later, the FAA signed off on the repairs to pave the way for Tuesday's test flight.

Mechanics at EAA's Kermit Weeks Hangar are relieved to have finished the job.

"We're very glad it's finally done. It's been a tough, long road," said John Hopkins, Aircraft Maintenance Manager. "It's really rewarding to see the aircraft up in the air again. Our crew has been great, sticking to the task, and getting all the work done on time, as well as keeping up with our other duties. It's the most dedicated and difficult repair effort we've ever had.

"Today it looks like it was never damaged."

Another test flight is expected Friday this week and then flight training for the 2006 "Keep It Flying B-17 Tour" is set to begin next week. The tour launches on March 31 at San Diego's Gillespie Field Airport.

For complete tour information, including reservations, visit www.B17.org

PROPWASH

Donna Bocox
 10746 NW 103rd Ct.
 Granger, IA 50109
 chapter135@wildblue.net



MAY CHAPTER 135 MEETING

May 13, 2006, 7pm, Exec I at the Ankeny Airport.
 Power Point presentation will be on Electrical Wiring
 presented by Chapter Vice President, Roger Bocox.

2006 Chapter 135 Officers and Board Members

PRESIDENT	DAVE KALWISHKY	266-4001	dave@kalwishky.com
VICE-PRESIDENT	ROGER BOCOX(TC)	991-6616	rbocox@wildblue.net
SECRETARY	MARC BROER	288-4581	marc@countylineprinting.com
TREASURER	BRANT HOLLENSBE	221-0970	bhollensbe@mchsi.com
N/L EDITOR	DONNA BOCOX	991-6610	chapter135@wildblue.net
<i>Chapter Web Site</i>	<i>www.eaachapter135.org</i>	<i>266-4001</i>	<i>dave@kalwishky.com</i>

Note:
 New
 Chapter
 e-mail
 address →

BOARD MEMBER (B)	TECHNICAL COUNSELOR (TC)	BUSINESS MANAGER (BM)
YOUNG EAGLES COORDINATOR (YEC)	FIRST FLIGHT COORDINATOR (FFC)	FLIGHT ADVISOR (FA)
BILL GAST (B)	515-240-5879	wgast@coonvalleytelco.com
BARRY CLEMENTS (B)	967-2355	b2clem@msn.com
MARK KOKSTIS (B)	961-2816	
MIKE ABRAHAMS (B) (BM)	981-0381	debra809@mchsi.com
ALAN CORE (YEC)	961-4524/371-8577	indypurr@juno.com
R. GERALD CLARK (FA)	641-342-4230	gclark@mchsi.com
DAVE STILLEY (FFC)	987-5793	dstilley@mchsi.com
JOHN NELSON (FFC) (B)	276-7646	skydog@mchsi.com
RICHARD MILBURN(B)	515-834-2954	rchrdrmilburn@aol.com
PETER JAMES(B)	515-991-5542	peter.c.james@mail.sprint.com
CHANLER CHILDS (B)	515-965-5331	cchilds@cchilds.us
MATT SMITH (B)	515-418-1860	mattst18@mchsi.com