



PROPWASH

EAA Chapter 135 Newsletter

Book 8, Chapter 6

JUNE 2006

President's Position

This is the final newsletter before the B17 visit at the end of June; John is still looking for volunteers to help out. You can get more information on the chapter website at <http://www.eaachapter135.org/b17.htm>. The B17 will be in Ankeny from June 29th to July 3rd, please contact John Nelson at 515-276-7646 and let him know you'd like to help out. Thanks to Marc Broer and County Line printing for printing the flyers that John is sending to all the airports and FBO's in Iowa.

It's been a little over a month since our 182 came out of the shop and I'm happy to report that all the squawks have been taken care of and she's flying wonderfully. I've already put 40 hours on the plane and Marc has managed to get 7 hours in. If anyone would like a ride in our plane just let me know and I'd be happy to take you up.

At the last board meeting we decided to make a change to the September meeting, we will still meet on the Saturday at 7pm but we are going to have a get together first at our hangar and grill out and talk about airplanes and have a good time, every one is welcome to come to the "before the meeting cookout". If this goes over well we will start doing it during the summer months of next year.

That also reminds me that dues are due this month, if you can't make it to a meeting please send your check for \$20 to Brant Hollensbe.

While channel surfing one day I saw a commercial for a show called Wings To Adventure, it's produced by EAA Television. The show features a couple of different airplanes and a fly in destination. The series is about personal aviation -- the people, the aircraft, and the things we do with them. They've done shows on the Beech Staggerwing, Twin Beech, L39, Cessna planes on floats, Sport Planes, Warbirds, some of the bigger aviation museums in the country and some neat places you could fly. The show is shown several times a week on the Outdoor Channel, you can read more about the show and see some video clips at <http://www.wingstoadventure.com/>

Marc has taken a few of his lessons at the Iowa Falls airport, his CFI lives there and drives down to Ankeny to give lessons through Exec 1 aviation. Last weekend we went there and Marc flew. On the trip home I was the flying pilot and we ran into a nasty line of weather just north of Ames. It was obvious we were not going to get into Ankeny at the moment so we were going to have to divert, the Ames AWOS was calling the winds at 30 knots with gusts to 52 knots. Not something I was going to try and land in, then there was Boone, they had winds 20 knots gusting to 30 knots and it was a bit of a cross wind. What did we do? You'll have to come to the June meeting if you want to find out. I will be giving the program and it will be on weather and some things that I have run into over the years and what I did about the situation. Plan on attending, it should be very educational.

About a month ago I was contacted by the Cessna Owners Organization (<http://www.cessnaowner.org/>) about all the upgrades that had been done to our 182. They wanted me to write an article about it and I did. Our plane will be featured in the July issue of the magazine. They first ran an article that I wrote about my 172 and the upgrades that I did to it a few years ago and they've published a few articles that I have written since. Once the article comes out I'll bring the magazine to the meeting so everyone can see it.

—Dave

NO, Dear, I'm not ready to start flying the plane....I need to paint it first.....

Could this be another stall tactic in the never ending saga of the RV6A project? Did he dream up something else to do to the airplane so he doesn't have to fly it?? I'm afraid so folks, but maybe it's not really a stall tactic. Roger has decided because he is having a little problem obtaining his medical certificate, that he needed to repaint the airplane. So, here are some pictures of him stripping paint off the body and beginning the process of getting it ready to paint. I figure that by the time the FAA has the paperwork all approved and he's got his medical, he might be ready to fly it again. Any bets??



YOUNG EAGLES UPDATE.....

From the desk of Alan Core, YE Coordinator

I just got word that we will be flying Young Eagles in Ames on June 11. When I get more information as to times and number of kids, I'll pass along.

Guthrie Center, June 24, 9am till whenever. Camp Quality kids, approximately 40. However, beware, Camp Quality insurance does not think highly of the experimental category and will not cover flights for them. Those of you not in homebuilts, we need all of you to help fly. The rest of you can help as ground crew. See you there!

By the way, Nash Field has a new frequency for lights and comm...122.7—3 clicks and you will have lights that time out automatically.

*Thanks,
Alan*



A picture of the Global Hawk UAW that returned from the war zone on May 15, 2006 under its' own power. (Iraq to Edwards AFB in CA) - Not transported via C5 or C17. Notice the mission paintings on the fuselage. It's actually over 250 missions. That's a long way for a remotely-piloted aircraft....not only that but the pilot controlled it from a nice warm control panel at Edwards AFB.

(contributed by Gerald Clark—Osceola EAA Chapter 1143)

Goggles, Scarves, Leather Jackets and Wine

Written and contributed by Richard Milburn

Aviators are notorious for wearing sunglasses and leather jackets. Even Snoopy wore a leather flying helmet, goggles and silk scarf. It does look cool but where did this custom come from?

During WWI many of the aircraft used rotary engines. This was not like the present day Mazda rotary engine. The WWI style bolted the crankshaft to the firewall and the propeller was bolted to the engine crankcase. This meant that when the propeller turned, the cylinders spun also. The carburetor fed air, fuel, oil mixture (like a 2 stroke) into the crankshaft where it went out into the cylinders. With the whole engine spinning an exhaust system could not be used so that exhaust gasses blew back in the Propwash. The lubricant of choice in those days was castor oil, which would blow back in the slipstream as a fine smoke or mist.

Pilots wore goggles to keep the castor oil out of their eyes. The silk scarf was worn to keep the pilots neck from chafing while constantly turning their head looking for enemy aircraft and more importantly to wipe the castor oil off of the goggles. Leather was a great material to break the wind and flying helmets and jackets made of leather protected the pilot from the elements. Many of you may be more familiar with castor oil for its medicinal purposes rather than for its engine lubrication properties. Castor oil will relieve constipation if one suffers from this ailment and will induce diarrhea if one does not. WWI pilots were given rations of wine to counter the diarrhea effects of the castor oil fumes.

One French pilot had the mechanics remove the fabric from the fuselage bay beneath his seat and had a toilet seat installed in place of the normal wicker seat. It was said that when the effects of the castor oil fumes would become too strong to ignore, he would dive over the German trenches and make a special bombing pass.

As Paul Harvey would say, now you have "the rest of the story". We don't need all of this stuff in modern aircraft. If you see me out of the flight line I'll be wearing my leather flying jacket (I keep the scarf and goggles in the airplane because too many people pointed and laughed in the grocery store). Carry on the aviation tradition proudly, wear those scarves, jackets, sunglasses, goggles and helmets and maybe on the way home from the airport pick up a bottle of wine for medicinal purposes!!



We are still looking for volunteers to help at the B-17 event. Please contact John Nelson at 515-276-7646 if you have time to help. Even an hour will help us out.

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 \$130. Everyone that is planning on camping needs to send a check for \$130 to cover the campsite. 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 make check out to Gerald Clark and mail to: Roger Bocox, 10746 NW 103rd Court, Granger, IA 50109.** If you are not staying the week, join up with someone else who will be there part of the week, and go in together and pay \$130 for both together.



5th Annual SAA Gathering June 23-25, 2006

To be held this year in Urbana, IL at Frasca Field C16 (picture above). The SAA (Sport Aviation Association) is a grass roots organization dedicated to homebuilders, similar to the way EAA was in its inception. It is headed up Paul Poberezny, the founder of EAA. Registration is \$20 for the weekend. Camping is available on site for no additional cost. There will be forums all day Friday and Saturday by various EAA members and group dinners both evenings. If you need additional information contact: saa.php@ameritech.net.

Spin Training

Written and contributed by Dave Kalwishky

For the past few months I have been toying with the idea of getting my CFI and then II. One of the requirements is spin training and frankly the thought of spinning a plane scares the heck out of me, I don't know what it is about the maneuver that I find frightening but I do.

One of the challenges I face is my size and weight, that pretty much makes it impossible for me to get any kind of training in a normal plane, Decathlons, Citabrias, Champs, Cessna 150's and 172's are out of the question.

I spoke with a training school in the St. Louis area and they could accommodate me with a really light weight CFI and minimal fuel so I thought this would be a good plan and told them I'd be back in touch when I was ready to fly down. I had also spoken with a CFII at my field and she (Mickey, you know like the Toni Basil song from the 80's) thought it might be doable but was not real sure. That was a month ago and I had not heard back from her so I thought it was a dead issue.

On Tuesday April 11th I got a call from Mickey asking if I wanted to do the training, we talked about the weight and balance and being in the utility category and concluded that we would be right on the edge but we were within limits so we were good to go. Then it sank in, the fact that I was going to spin an airplane and now I had two days to think about it.

Today, Thursday April 13th was the big day. The last two days I've been somewhat uneasy and nervous about the whole thing. I got to the airport about 30 minutes early and I was feeling nervous and anxious to get this over with. For some reason I had visions in my mind of over stressing the airframe and losing a wing. Once I got there Mickey met me and asked how I felt, I told her "Nervous and scared", she told me that I'd do fine. We went out and preflighted the plane, now she knows that I am doing this for my CFI check ride so she had me climb into the right seat, this is where I would be flying today. Fortunately I have 20 hours or so flying a friend's 182 from the right seat so this did not bother me in the slightest.

We took off and started climbing to 6000', on the way up we talked about some different things and I was feeling pretty relaxed. Once we got to 6000' Mickey said she would demonstrate one. As the plane stalled she said if falls off to the left we will spin left by holding full left rudder, if the plane wants to fall to the right then we will spin to the right. I took my hands off of the yoke but kept my feet on the rudder pedals lightly so I could feel what she was doing and when.

As the plane stalled it fell to the left and around we went. She stopped the spin and pulled out of the dive and looked at me. I was grinning from ear to ear and said, "Holy crap that was FUN". I want to do one now and I did, after doing several of them I felt like such a baby for being scared of it. It was a BLAST! We did 6 or 7 more, some to the right and some to the left. Twice the plane would not fall off to either side so I stomped on the rudder to force it but the plane ignored my inputs and just mused forward. The 172 is sure a stable airplane!

It's amazing to see that a 1 turn spin is going to cause you to lose about 1000' of altitude. I can see why this is a killer at low altitudes, there is just no time to recover.

We headed back to the airport and I made a perfect landing right on the center line with a small crosswind of 18 kts gusting to 25 kts.

All in all it was a fun experience and I can't wait to get an opportunity to do it again. Not too far from me lives a gentleman who owns a two seat Christian Eagle (he is NOT a CFI) and said if I drop about 30 – 40 pounds we can go fly it. He said he'd show me what a real spin is like 😊 I am looking forward to getting some acro time in later this summer with him.

I've set a goal for myself to have my CFI on June 23rd, that's the day I soloed on back in 1983.

Another Recipe from the Chapter 135 Cooks.....by Ann Pellegrina

Cinnamon Rolls

1. Mix 2 packages yeast, 1 tsp. sugar, and 1/2 cup warm water.
2. Melt 1 stick of margarine.
3. In large bowl beat 3 eggs, 1/2 cup sugar and 1 cup of milk.
4. Add margarine, beat; add yeast mixture and 5 cups flour.
5. Cover and refrigerate overnight (or let rise 50 minutes)
6. Make 2 portions of dough. Roll 1 portion into rectangle and spread with softened margarine, leaving 2" bare at 1 long edge for sticking roll together.
7. Sprinkle cinnamon and sugar on oiled area.
8. Roll up, sticking un-oiled edge to dough. Cut into 9 rolls and place in greased 9x13 pan.
9. Repeat with 2nd portion of dough. Bake at 375 (do not preheat oven) for 25 minutes. Rolls should be slightly browned.

Iowa Aviation Events

For a complete calendar visit <http://www.eaachapter135.org/calendar.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@eaachapter135.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

June 2006		
Annual Open House	6/3	Vinton, Iowa Municipal Airport For more information: (Tim Busch) Info@IowaFlightTraining.com
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@lowatelecom.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	The Future of Aviation is Here! Saturday: Educational Pilot Forums Sunday: Flight Breakfast with Airshows at 10:30 a.m. and 3:00 p.m. Spencer, Iowa Municipal Airport For more information: www.flyiowa.org or www.spenceriowaairshow.com e-mail: spencerairport@smunet.net 712-262-1000 (Gayle Brandt)
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 For 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 For more information: 641-342-4230 gclark@mchsi.com (Robert G. Clark)
61 st Annual Flight Breakfast	6/18	7am – 11am Sponsored by: 8-Ball Aviation Club <i>FREE</i> to all Fly-ins-Harlan, IA Municipal Airport For more information: 712-755-3270 (Randy Pash)
Balloons in June	6/23 - 6/25	Clinton, IA Muni. Airport For more information: www.balloonsinjune.us
5th Annual SAA Gathering	6/23 - 6/25	Urbana, IL Frasca Field C16 For more information: Paul Poberezny at saa.php@ameritech.net
Heritage Days Flight Breakfast	6/25	7am – Noon Pocahontas, Iowa Municipal Airport For more information 712-335-4382 (Gary McCartan)

PROPWASH

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JUNE CHAPTER 135 MEETING

June chapter meeting will be Saturday, June 10, 2006, 7:00 pm at Exec I at the Ankeny Airport. Program for the evening will be presented by chapter President, Dave Kalwishky and his topic is "**Aviation Weather**". This will be an interesting meeting that you won't want to miss. See you there!

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