



PROPWASH

EAA Chapter 135 Newsletter

Book 8, Chapter 7

JULY 2006

President's Position

I was really hoping that by the time I submitted this for the July newsletter I would be able to state that I had my CFI, but I don't. Work and some other things have taken a fair amount of my time lately and I've been moving a bit slower on the CFI that I wanted to. My CFI that is helping me is going to be out for a week and we have the B17 that came in thus taking another week from me. I hope sometime in July to go for the CFI checkride so I can start flight instruction. I've always been told that the best way to learn a subject is to teach it.

Marc and my 182 was on a segment that Channel 13 did on flying solo in general aviation aircraft. I went to the airport to fly with my CFI and she had received a call from the Chopper 13 pilot that they wanted to get some footage over at Newton of a plane doing some touch and go's. I was excited to do this so we went over there when I went through the motions of teaching someone to land a plane. The next night Channel 13 aired the segment that was seven minutes long. It was pretty well done, there were a few things that I didn't care for but overall it was a good piece. I have the segment on DVD and will bring it to the next meeting to show.

Marc and I also had an article published in the July 2006 issue of the Cessna Owners Organization magazine and all the upgrades and things we did to our plane, it's pretty neat to see something you did in print like that.

I've also started sending out e-mails to all the chapter members when I have Angel Flight missions or go to some kind of flying event. If you do NOT wish to receive these e-mails from me please let me know and I will remove you from the list.

I was discouraged when I learned that the ACAP airshow for July 22/23 has been cancelled as have all the shows for the remainder of the year. It seems that they were not going to be able to make any money doing this; I guess it was a lack of sponsors. This show was going to be similar to the Red Bull Air Races (<http://www.redbullairrace.com/>), which if you ever get a chance to see I'd recommend it. I saw it two years ago at the Reno Air Races and it was something else. The website has some videos of just what they do; these are some top notch pilots!

There are rumors circulating that Cessna is going to unveil their Cirrus killer in November at the AOPA Expo in Palm Springs. The existence of a development program for a new Cessna single came to light last year about this time and since then the aviation press has been buzzing about what it will be. The consensus seems to be a straight-leg, strutless, high-wing six-passenger airplane with 350 horsepower and, of course, a fully electronic panel. Cessna is also talking about entering the light sport market with a new two place design.

Finally I would like to pass along that we have a new D.A.R. (Designated Airworthiness Representative) in the area. Dan Folkers who runs the maintenance shop at Exec 1 informed me that he recently came back from Oklahoma City with his certificate. A D.A.R. is an individual appointed in accordance with 14 CFR §183.33 who may perform examination, inspection, and testing services necessary to the issuance of certificates. Dan has built a HiMax (http://www.eaa.org/homebuilders/list/Hi-Max_Bauer.asp) and recently purchased a Piper Tri-Pacer. Dan is a fellow pilot and holds an A&P with IA and has been involved with aviation for over 20 years. When you get ready to have your homebuilt aircraft inspected for it's airworthiness certificate give Dan a call, he is going to charge a flat rate for the inspection and when he's completed it you will get a log book entry for a condition inspection (we certified guys call that an Annual), he can be reached at Home: 515-981-0502, by Cell: 515-480-9490 or by e-mail at wingnut1060@msn.com



The Leader In Recreational Aviation

—Dave

CHAPTER 135 PHOTO CONTEST

Don't forget about the photo contest for all chapter members. Now that we are in the middle of the "Flight Breakfasts" and "Airshow" season, you should all be taking loads of pictures with the intention of submitting the best ones! Here's the guidelines:

- 1) Any aviation related picture taken within 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 may be given to him at a meeting (make sure to put your name on the back of photo)
- 3) All photos must be submitted no later than October 14, 2006. Judging will be at the end of October.
- 4) Anyone submitting a photo must be a current chapter member.
- 5) Winner will receive dinner for 2 at the Christmas Party Dinner in December.

Look at who got to fly in a Skybolt down in Osceola last weekend!!! It's our own "Skybolt Builder" John Nelson. 😊



Look at those happy faces all ready to fly with Peter in his RV10. Just a little more work guys and you'll be all set!

AVIATION RETURNS TO THE 2006 IOWA STATE FAIR

The Iowa DOT Office of Aviation will again sponsor an aviation exhibit at the State Fair this year. The goal of the exhibit will be to educate the general public on airplanes, learning to fly, and the benefits of aviation in our state.

They are seeking volunteers to work the exhibit. Shifts are from 7:30am-2:00pm and 1:30pm to 8:00pm. Beginning August 10 and running through August 20, 2006. If you would be interested in volunteering, please e-mail Michele Frank at michele.frank@dot.iowa.gov or call 515-239-1691. This is a great opportunity to share your knowledge and educate the public on aviation.

UPCOMING MEETINGS....

July 8, 2006— 7:00 pm. Exec I at Ankeny Airport. Program by Rich Milburn.

August 12, 2006— Chapter Family Picnic at Exec 1 Maintenance Hangar.

September 9, 2006—7:00 pm. Exec 1 at Ankeny Airport. Program by Chanler Childs on "Show and Tell Your Headset". Plan on bringing your own headset to demonstrate.

-From and old carrier sailor...

"There are more planes in the ocean than there are submarines in the sky."

The following was submitted by John Nelson. It is being Reprinted in whole from May 2006 Sport Aerobatics Magazine.



Air show legend

Sean Tucker gathered a roomful of reporters at Sun 'n' Fun to hear the riveting firsthand story of his harrowing emergency over Louisiana. An ounce of empathy turned some moments raw as Tucker described to a press corps of pilots the decision that would doom the "most magical piece of equipment that I've ever gotten to fly in my life."

The equipment was the highly modified and customized Challenger Biplane that for Tucker has clearly become so much more than that, performing as his partner over many seasons. "I didn't want to give her up," Tucker said. Facing decisions sequentially, it would occur to him later that the aircraft might not be the only one taking its last flight.

Tucker was at just 100 feet off the ground when he knew he had a major problem. He had just taken off for a practice session around 10:30am when he pulled back—a 7.5g pull at 225 mph—and felt something snap. At first he thought the stick had just broken off. He was able to gain marginal control with trim, but "the trim just wouldn't keep up with it."

He climbed awkwardly to 9,500 feet while troubleshooting with his team on the ground and weighing his options. "This took a long time, about 25 minutes, burning off fuel....That's a long time to be thinking about an emergency situation, a little too long. It was very poignant; it really affected me spiritually."

Pre-egress, More Bumps in the Road (and on the Head)

Tucker had to weigh the risks not only to himself and his airplane, but also to innocent people on the ground should he abandon the aircraft. "The last thing you want to do is save your life and kill somebody in the process." His ground crew acted quickly to direct him toward a soft plowed field nearby, and alerted emergency personnel, who shut down the freeway. He flew as high as 9,500 feet, trying to regain control, looking for options.

"I was up and down and up and down," he said. Flying with air show fuel supply it wasn't long before he was down to his last gallon of gas. Tucker descended to about 8000 feet and with what may best be described as reluctant resolve, he grabbed the red handles to set the canopy free and ducked. When it didn't fly off on its own, he gave it a quick punch, and it returned the favor, giving him a bump that dented his helmet. It was almost time to jump.



Stepping Out

One lap belt off. The second lap belt off. He pushed himself free, but a shoulder harness strap had a hard time letting him go. The drag from it twisted Sean's body as he left the cockpit, and he found himself momentarily joined up with the tail section: "There are some flying wires under the tail, and I got stuck there." Describing the scent that followed, Tucker almost seemed like he was there again—falling together with the aircraft through space.

There in the press center, he reached out into the air and pushed at the space in front of him, then watched the biplane fall away. After stabilizing himself in free fall, all the thinking was almost behind. "This is it!" Tucker said with a smile. It was almost over. It was time to pull the rip cord. "I didn't see the crash," he said.

Somewhat constrained in the harness under the canopy, he steered down to a safe landing, right near the emergency workers. Later he visited the crash site, miles from where he landed, and brought along Lakeland a few of the parts that he found there...the shattered ends of the prop and a ragged foot-square piece of broke airplane. The room was at times filled with laughter. It was just a room full of people, full of nervous energy. Each face filled with an "I can't believe it" awe that left them leaning toward every next word. And the joy of reality—the good man who faced an event so dire is still here to tell the tale.

What's next for Sean Tucker?

So what now? Tucker was at Sun 'n' Fun ready for the debut of his tour flying the Columbia 400 in a demonstration of upset recovery techniques. Will the aircraft at any time be inverted? We put the question to Tucker's public relations man who replied, "Oh yea," which somehow sounded a lot more like "Well, of course." Tucker also will start practicing in his backup airplane and will be ready to rejoin the air show schedule in about two months, he said. The delay, he says, will be necessary to rebuild his g-tolerance after being away from his usual mount. And he plans to work with his team to build a new "magical dream machine" that will be even better than the one he lost. "We're ok, and we're going to keep moving on," he said.

I went flying today...

Written and contributed by Dave Kalwishky

I woke up on this Saturday morning (3/25/06) and looked outside at the clear sky and thought to myself, what a beautiful day this is. I have not done much flying in the last few months and since our plane is not ready yet I decided to rent a 172 from Exec 1 and go burn some fuel and pollute the air. Just four days ago it was below freezing and we have two inches on snow on the ground from a very late in the season snow storm. Today, there is virtually nothing left on the ground.

I called Marc up to see if he wanted to go; he did, so I scheduled the plane and we met at the airport. Marc brought along some family members, one of the ladies had never flown in any kind of plane before. Since Marc is getting ready to take flying lessons I let him do the preflight while I monitored it behind him. The new 172's have 13 fuel drains, 5 on each wing and 3 on the belly; it was a pleasure to let Marc crawl under the plane to check those. 😊

With the preflight done we all boarded the plane and taxied to the end of the runway. As we started down the runway one of the passengers said in not so many words that she wasn't too sure about this whole flying thing, which was right as we were breaking ground and starting our climb. I got on the intercom and told her that if she didn't like it to let me know and we'd land. Before reaching the end of the runway she let me know that she'd prefer to be on the ground so I stayed in the pattern and landed and taxied back to the ramp. She was very apologetic about the whole thing and I told her it was not a problem and to not worry about it. I really wasn't sure what to say but I knew that I didn't want her to feel bad about it and it happens to a lot of people. I had made it a point for the short duration of the flight to keep all my control movements smooth and to execute a smooth landing; even though this flight was going to be short I wanted it to be as smooth and comfortable as possible.

Once we deplaned our passengers Marc and I went back up. There was a broken cloud layer at about 6000' AGL so I found a hole and climbed on top. We were level at 7500' with broken clouds below us and a deep blue clear sky above us, it was a beautiful site for me to see. After spending a little time on top we came back down and went to Newton to shoot a few landings.

By this time I was letting Marc fly the plane, as we approached Newton I gave him the option of flying the pattern and most of the landing. I adjusted the power and told him when to lower the flaps. He did a pretty good job of it and I only got on the controls with him when on final. I helped him with the flare and touch down, he did a terrific job! We did two more there before heading for home. As we were doing the landings at Newton I expressed how important proper speed control is.

As we got closer to home I decided to head over the Morningstar field while was only a few miles away but they have a grass strip. I wanted to practice a short field landing and then takeoff. I wanted 60 kts on final but I managed 70 kts, when I was ready to flare we floated and floated and floated down the runway. The runway is only 2100' long; we were half way down it before we landed. So much for demonstrating a good short field landing, what it did demonstrate was how important proper speed control in especially when doing a short field landing. We taxied back to the end of the runway and took off and headed for home. We landed at Ankeny and parked the plane and got out. It was a great day to fly and I had a great time (Marc did as well), I can't wait for our plane to get out of the shop so Marc can start taking lessons.

Your Chapter Dues is Late

If you have not paid your dues yet, please send your check for \$20 to chapter treasurer, Brant Hollensbe at 512 36th Street West Des Moines, IA 50265.

ATLANTIC FLIGHT BREAKFAST

July 1, 2006 from 7:00 am to 10:00 am. Be aware that runway 12/30 has been shortened to 3100 feet because of new runway being constructed.

Iowa Aviation Events

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

Chapter 135 / Local Events		
EAA Chapter 135 picnic	8/12	Exec 1 Maintenance Hangar
July 2006		
Fly In Breakfast	7/2	6am - 11:30am—Pilots in Command eat <i>FREE</i> Airplane and Helicopter Rides available. Marion, IA Muni. Airport For more information: 319-377-0457 (Jan Walton) Janwalton@earthlink.net
58th Annual Flight Breakfast	7/4	7:00 am to 11:00 Pilots in Command eat <i>FREE</i> Estherville, Iowa Municipal Airport For more information: 712-362-2761 (Paul)
47th Annual Flight Breakfast	7/4	6:00 am to 10:00 a.m. <i>FREE</i> to Pilots & Passengers Corning, Iowa Municipal Airport For more information: 641-322-3243 ac-cccc@mddc.com
Flight Breakfast	7/4	7:00 a.m. to 11:00 a.m. Paullina, IA Muni. Airport. For more information: (712) 448-2522 brianwfisch@cs.com (Brian Fisch)
Fly-in Dinner	7/8	4:00 p.m. - 8:00 p.m. BBQ Dinner Pilots in Command eat <i>FREE</i> All day shuttle available to Wild Rose Casino Emmetsburg, Iowa Municipal Airport For more information: 712-852-3810 emmetsburg_airport@yahoo.com
BBQ Beef Supper	7/8	5:00 p.m. - 7:00 p.m. Young Eagle Flights Hot Air Balloons Zaanger Vintage Airpark Larchwood, Iowa For more information: 319-360-3340
Fly-in Breakfast	7/9	7:00 a.m. - 12:30 p.m. Pilots in Command eat <i>FREE</i> Car show/swap meet All day shuttle avail. To Wild Rose Casino Emmetsburg, IA. Muni. Airport For more information: 712-852-3810 emmetsburg_airport@yahoo.com

July 2006		
Commemorative Air Force Open House	7/15	10a.m. - 4a.m. (Lunch) Antique cars and WWII Aircraft will be on Display Council Bluffs, Iowa Municipal Airport For more information: 712-323-2173 www.advancedaircb.com
Flight Breakfast	7/16	7am - 11:30am Young Eagle Rides Sioux Gateway Airport JetSun Aviation Centre Sioux City, IA. More information: 712-258-6563 (Diana)
Fly-In/Drive-In Breakfast	7/16	7am - 12:30 PM Sponsored by: Monticello Flyers Monticello, Iowa Municipal Airport For more information: 319-465-5488.
Flight Breakfast	7/16	7am - 12pm Sponsored by: Algona Pilots Association Pilots in Command eat <i>FREE</i> Algona, Iowa Municipal Airport For more information: 515-332-4012
Fly-In Breakfast & Tandem Skydiving	7/16	7am to Noon—Pilots in Command eat <i>FREE</i> -Waukon Iowa Muni. Airport. For more info: 563-568-3130 or 563-568-3849 (Jim Wadsworth) jim.jappl@mchsi.com
American Barnstormers Tour	7/20	Southeast Iowa Regional Airport Burlington, IA. For more information: 319-754-1414 www.americanbarnstormerstour.com
16th Annual L-Birds Fly-In / Convention	7/20-7/22	Formation School, bomb drops, spot landings and many more activities! All Warbirds WELCOME Keokuk, Iowa Municipal Airport For more info: (Irv Linder) 319-524-6378 or 6203
National Cessna 150-152 Fly In	7/20-7/23	Clinton, Iowa Municipal Airport For more information: www.cessna150-152club.com
EAA AirVenture Oshkosh	7/24-7/30	Oshkosh, WI For more information: www.airventure.org

PROPWASH

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JULY CHAPTER 135 MEETING

July 8, 2006, 7:00 pm, Ankeny Airport, Exec 1 Building. Rich Milburn will present the program for the evening.

2006 Chapter 135 Officers and Board Members

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