



# PROPWASH

## EAA Chapter 135 Newsletter

Book 8, Chapter 8

AUGUST 2006

### President's Position

The B17 has come and gone and we had a great time with it. I would like to thank John Nelson for being the tour coordinator and being there every day to ensure everything was running smoothly. I would like to thank Brant Hollensbe for making sure that the merchandise trailer was staffed and we were selling merchandise. I am convinced Brant should go into sales, I think he managed to see one of the dollar posters to just about every person who came through there. Brant also brought out Pizza one day for lunch for all of us courtesy of the Waukee Domino's, thanks guys! And to my wife Terri who was out there quite a bit helping in the trailer and who supplied a home made lunch on one of the days and to Karen Sangster who was in the trailer with Terri and Brant as well. Finally a big thank you to all the chapter members that came out and helped, John and I figured that 50% of our membership showed up to help, it was greatly appreciated.

Thursday night we took the crew to dinner, John Nelson and his wife were there along with Paul Steingrabe and his wife. Also in attendance was myself, my wife and daughter. We had a good evening of conversation and food.

We did have one interesting incident, as we were waiting for the B17 to arrive back at Ankeny on one of the days I noticed someone out in the grass walking toward the runway. I watched this individual for a few minutes and he ended up on runway 18! I called Exec 1 and got one of the linemen to take me out there on a tug to retrieve this individual. He finally settled in on runway 04/22 about 10 feet off of runway 18 which is what the B17 was using for takeoffs and landings. I guess the guy wanted a good shot of the landing, seems like a dangerous place to be for a picture. When we got out there and drug him back he pointed at me and said I told him it was OK for him to be out there. I never said that but I may have told him it was OK to be in grass along the taxiway in front of the maintenance hangar. It takes all kinds I guess....

When the B17 left on Tuesday six of us flew on it down to St. Joseph, MO. What an experience that was, even my wife enjoyed it. On the flight down we were probably only 1000' AGL and I felt us descend and then do a tight turn to the left, as we came around I saw what looked like a funeral procession. Once we landed I asked the pilot what the turn was for and he said that they saw the funeral and spotted a color guard so they figured it was a funeral for a veteran so they gave a flyby as a salute to the fallen soldier.

Once we got down there that EAA Chapter had a veteran that was a pilot during WWII in a B17. I would have liked to have spent some time talking to him but they got him onto the plane pretty quickly so he could look around. We had lunch at the airport café before the long drive home. It was an hour flight down and a three hour drive home. I have my handheld Garmin GPS with me so I could find my way home. As we left I made the first turn the wrong direction and we ended up driving for a few miles around a lake before we decided to turn around and try it again. On the second attempt we managed to find 135 going north so we were home free from then on. I felt right at home when the other five people in the van all asked "are we there yet"? I felt like I had my kids with me 😊

We did several thousands of dollars in merchandise sales each day the B17 was here and we had 68 people take a ride including our own Maury Hunter and Bob Olson.



## CHAPTER 135 PHOTO CONTEST

Don't forget about the photo contest for all chapter members. 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.

### The adventures of our first oil change

(contributed by Dave Kalwishky)

It was inevitable that the first oil change would be coming up on our new plane and we decided to do it ourselves. How hard can it be to change the oil I thought? I'd done it a number of times on my 172 when I owned it and I could complete the job it 30 – 45 minutes and it was easy.

Marc and I picked a time to meet at the hangar to take on this little project. I had spoken to Brant before hand to get some advice on what we needed to do, I figured that he'd done enough of these on his own plane that he'd have some good advice for us and he did. Marc and I got started on removing the cowling. The upper cowl comes off very easily while the lower half involves disconnecting the cowl flaps and the induction air box assembly. Of course nothing is as easy as it should be and we found that the induction air box was double nutted instead of using the standard ¼ turn wing nuts that most other 182's use. Marc struggled with getting a two small wrench up there to disconnect the air box so we could lower the cowl, he was able to do it but it was a royal pain in the butt!

Once the cowl was off we cut the safety wire to the air filter and removed it. We cut open the filter and inspected it for debris, what we found was minimal and of no concern. We put a new filter on and I realized I forgot to bring my torque wrench out. I knew that the filter needed to be torqued to 17" pounds to do the job right. Not having the wrench available I remember someone telling me that you can just spin the filter on by hand and once it gets tight twist it a little more and it would be good. I really struggled with doing it this way, I knew that it was wrong but I let my desire to get the job done interfere with my better judgment and I followed that unapproved procedure.

Once the filter was secure we went to safety wire it. We found that the starter and starter adapter plate were in the way and we could not really see the safety wire hole on the back side of the oil filter assembly, another stumbling block. Marc felt around the back of the engine and finally was able to get the safety wire in place. Once the wire was on I used our new safety wire pliers and put the twists in and finished the job.

It was now time to put 10 quarts back into the engine. We ran the engine up to check for leaks. There was some oil that blew onto the ground but I figured it was some left over from the filling processes, maybe some got spilled and not clean up.

With that all done it was time to put the cowling back on, poor Marc went back down on the creeper and fumbled around with the induction air box bolts and managed to get them back on. As I mentioned before it was a royal pain in the butt! It's now three hours later and both Marc and I have had our fill of this oil change, we're glad to be finally done!

Over the course of a few weeks we flew the plane but noticed outside our hangar that there were oil stains on the concrete. We checked the oil level and it really did not seem to be down much of anything so we were puzzled as to what we were seeing and the lack of any appreciable decrease in the oil level when we checked it made it more of a mystery.

I finally noticed that the inside of the right cowl flap was smooth and shiny; it had a thin coat of oil on it. AH HA! I now know where the oil is dripping from the only possible answer was the oil filter which is mounted right above the cowl flap. Marc and I met to pull the cowling back off and to check the filter to make sure it was tight. This time I had borrowed a torque wrench from Exec 1 just in case. With the cowling off I put my hand on the oil filter and sure enough it was wet with oil, leak found!

I was able to turn the oil filter almost two full turns before I heard the click of the torque wrench. Wow I thought, this thing was really loose! With it properly tightened Marc started the pain in the butt process of trying to feed the safety wire thought a little hole that he could not see. As I was standing on the other side of the plane I could almost see the hole, if I were only a little taller. Wait a minute, that's it. I grabbed the ladder and Marc stepped up a couple of steps and had a much easier time of getting the wire in. That ladder really helped.

With the plane done I set the torque wrench on the side of our table and then bumped the table and saw the wrench fall three feet to the floor. Great, what else can go wrong with the oil change? When I returned the wrench to Exec 1 I made sure to tell them that I dropped the wrench and if it needed to be recalibrated I'd happily pay for it.

Some valuable lessons were learned during this process, the biggest one was if an aircraft component requires torquing to a certain value then that's what you need to do. Performing owner maintenance on a plane is no place to take short cuts or use techniques that work for cars. There are very specific procedures that the FAA says we must follow and we should. I am still disgusted with myself for allowing myself to do something I knew was flat out WRONG. I will not make that mistake again

I'm happy to report that after 45 hours of flying there have been no more leaks. Oh yeah, I spoke with Dan at the Knoxville airport and he has ordered the parts to return our air box setup back to the 1.4 turn wing nut design that it should be using.

## ***My First Two Flying Lessons – What the Hell am I Doing?***

By Marc Broer

Following are my notes after I got home, and e-mail conversation with Brant Hollensbe

Note- I started lessons with Dave Smith at Exec 1, in the 1966 Cessna 182 that Dave Kalwishky and I own.

### **5-5-06**

I just had my first lesson. How do I get this knot out of my stomach? This was a busy two hours.

I can't believe how much stuff I forgot from ground school. This is the first time I've really watched the airspeed, turn coordinator, vertical speed & other gauges. First time setting the heading bug, tuning in the radios, listening for the altimeter setting, first time using the throttle by myself, first 45 degree bank, pulling carb heat, lowering flaps, and garbling up the announcements, (I feel so stupid).

Dave Smith has to have a lot of patience to do this.

I said a swear word landing, I thought crashing for a moment.

I had a hard time driving home, I'm shook up. I need to walk a couple of miles and walk this off.

### **5-6-06**

Lesson #2, Dave Kalwishky flew me to Iowa Falls where Dave Smith was so I could do a lesson there. Steep turns, slow flight, constant climb and decent, this stuff was hard. I told Dave (Smith) I've had enough for today, I'm all tensed up, and my stomach doesn't feel too good. We went to land and a 12 knot cross wind had come up. I heard the tires skidding sideways, When we got out I checked the tires to see if they were alright. I'm all sweating and shook up again. What the hell am I doing? I'm not sure if this was a good idea.

(After both lessons, Brant Hollensbe e-mailed me to see how my lessons were going. Here are copies of the e-mails between us)

*May 6, 2006 (E-mail from Brant to Marc)*

Hi Marc

How is your flying going with Dave the CFI???? What have maneuvers have you done so far? I heard that you flew into Iowa Falls. I hope most your family got a chance to see and maybe ride in your airplane.

Brant

*May 7, 2006 (E-mail from Marc to Brant)*

Hi Brant,

This is not easy, Friday eve. I scared Dave & myself landing (not crashing, but I thought I was going to), don't know how Dave Smith does this training stuff, he must be crazy. He just says "It's OK, it will get better" I got home nerves wound up like a 10 day alarm clock. Saturday was a little bit better. Mom and Dad came out after we were done, I don't want anybody around when I'm training. So far in just 2 hours ground & 2 hours flying, I have done 15 , 30, and 45 degree banks, (180 and 360 turns), take off, landings, of course, and abort landing, constant speed climb & descent (ya right!), slow flight at 60 knots, wow, that's different, so much stuff at landing

time, I'm muffing up the announcements something terrible. I need to stay after school and write on the black board 100 times: downwind, base, final, downwind, base, final...The instrument panel is finally making more sense to me. The importance of working the throttle, using the flaps, checking gauges, can see the airspeed and turn coordinator much better from the left seat. I'll keep forging on, ignore the little voice inside me that wonders if I'll ever do this by myself. Hate to admit it, but I'm somewhat scared so far. I continue to appreciate everything you and Dave K. do for me.

Marc

*May 7, 2006 (E-mail from Brant to Marc)*

Good going Marc!

You have covered more flying stuff than I covered in the first 5 hours of flight. It is supposed to be confusing.....Well let me explain.

You are just starting out learning and in an airplane that 20 years ago was considered complex or more complicated than most. When you are in the take off, and especially in the landing phase, IT GETS BUSY. For the time being if the radio calls get too much, while you are preparing to land, have the CFI make the radio calls while you focus on airspeed, altitude, MAP pressure, RPM. fuel selector, carb heat, cowl flaps, ect, ect., ect. At the training stage you are in, It is more important for you to master the landings than to make the radio calls. You see, Ankeny is one of the busiest non-controlled tower airports in the Midwest. It is tough enough to learn to fly in a 150 or 172 at a slow airport. You are doing it in a High Performance airplane, with a constant speed prop, at a busy airport, and I have found out that at our age we just do not learn as fast as we did when we were 20.

Cut yourself some slack.....you will get the hang of it but it will take some time. I am impressed that the CFI felt comfortable enough in your skills to allow you to land. That says something....you are better than you think. Of course your first 6-10 landing will not be pretty. THEY ARE NOT SUPPOSED TO BE! You are learning, once you understand the delicate touch it takes to make a good landing, the more you will appreciate those who land well. For right now, try to land well and land safely. In about 15-20 flight hours you will be confident in your flying abilities and the training will change to focus on navigation and cross country work.

For right now, relax when you fly, accept the one or two lousy landings you will make and learn how to go around or add power to smooth out a bounce. If you make a crummy approach, just remember, YOU HAVE LOTS OF GAS IN THE TANKS, WHY LAND IF YOU DO NOT HAVE TO, go around and set it up better.

Anytime you need a break from training, let me know and we will go out for a joy ride (my or your airplane). We will fly off your stress and you can ask all the questions you want.

Your are living many peoples Dream, Marc  
Brant

Next month-

Next installment – *Positive progress, yes it does get better.*

## Cheap Fuel worth the cost?

(contributed by Dave Kalwishky)

With the rising cost of fuel for our airplanes I started thinking about weather or not it was an advantage to fly to a nearby airport for fuel if it was cheaper.

Fuel at my home base (Ankeny) is \$4.37 per gallon for 100LL, fuel at Boone is \$3.25 for the Auto/100LL mix which is what I burn. If I take on 60 gallons in my 182 I save \$67.20 per fill up, now subtract from that the flight time of .7 round trip at \$60 per hour and I only saved \$25.20. But what I got for my \$25.20 is .7 of time in my log book. If I spent that extra money at my home field I would have nothing to show for it, at least by going somewhere to fuel up I get more flight experience and time in the log book. Plus I enjoy taking little short flights so for me it works out to be of value. If I were purchasing 100LL at Boone the price is \$3.98 per gallon or a saving of only \$23.40 take that against the flight time value of \$42 and I only saved \$18.60 but there is some value to the flight time, even though it was minimal.

Many pilot's objective is the most flying hours per dollar. Then flying to get cheap fuel both lowers costs and gets more hours! You win on both sides of the equation. Even if the fuel savings balanced the flight time, you are still "winning" with this metric. You got flight time for \*free\*!

There are other pilots who want to maximize travel miles per dollar/hour. If you want to use the airplane for traveling from point A to point B pretty much on demand and with as little overhead and cost as possible then flying to cheap fuel (if it isn't at point A or B) doesn't work at all. It takes time, puts wear on the airplane, and it doesn't reduce costs for the actual A to B part in any meaningful way. For this metric, the local expensive fuel is actually cheaper. If I add anything for my time, then it is \*way\* cheaper.

## UPCOMING MEETINGS....

August 12, 2006—Chapter Family Picnic at Exec 1 Maintenance Hangar. Starts 4pm. We plan on eating between 5-6pm

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.

October 14, 2006—7:00 pm. Exec 1 at Ankeny Airport. Chapter board member and officer elections. Short program will be announced next month.



Come one, Come All! Chapter 135's annual picnic will be at 4:00 pm on Saturday Aug. 12 at the Exec 1 Maintenance hanger at the Ankeny airport. The Chapter will furnish hamburgers and hot dogs grilled to perfection by some of our own master chefs, (chapter members) as well as sodas, plates, plastic ware and napkins. We plan on eating between 5-6pm. Please bring a dish to pass (salad, desert etc) and be sure to bring enough lawn chairs for your entire group. (If you have extra, bring them along as someone always comes without a chair)

If you fly in, please park your airplane in front of the hanger. If we're lucky, airplane rides may be given by some members. See you there!

## **RECOGNIZING A STROKE**

(submitted by Gerald Clark)

***A neurologist says that if he can get to a stroke victim within 3 hours he can totally reverse the effects of a stroke...totally. He said the trick was getting a stroke recognized, diagnosed, and then getting the patient medically cared for within 3 hours, which is tough.***

## **RECOGNIZING A STROKE**

***Thank God for the sense to remember the "3" steps, STR . Read and Learn!***

***Sometimes symptoms of a stroke are difficult to identify. Unfortunately, the lack of awareness spells disaster. The stroke victim may suffer severe brain damage when people nearby fail to recognize the symptoms of a stroke.***

***Now doctors say a bystander can recognize a stroke by asking three simple questions:***

***S \*Ask the individual to SMILE.***

***T \*Ask the person to TALK . to SPEAK A SIMPLE SENTENCE (Coherently) ( i.e. . . It is sunny out today)***

***R \*Ask him or her to RAISE BOTH ARMS. {NOTE: Another 'sign' of a stroke is this: Ask the person to 'stick' out their tongue... if the tongue is 'crooked', if it goes to one side or the other that is also an indication of a stroke}***

***If he or she has trouble with ANY ONE of these tasks, call 9-1-1 immediately and describe the symptoms to the dispatcher.***

# 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
August 2006		
Fly-In Breakfast	8/5	7am – 11am <i>FREE</i> to PIC Creston, Iowa Municipal Airport For more information: 641-7892-2383 (Larry West)
Fly-In Breakfast	8/6	7am - Noon Hosted by: Humboldt Rotary Club & Flying Wildcats Pilots <i>FREE</i> Humboldt, Iowa Municipal Airport For more information: 515-332-1863 <a href="mailto:dave@growthland.com">dave@growthland.com</a> (Dave Dodgen)
Fly-In Breakfast	8/6	Fly-In, art in the park and downtown car show Cresco, Iowa Municipal Airport For more information: 563-547-3434 e-mail: <a href="mailto:chamber@crescoia.com">chamber@crescoia.com</a> website: <a href="http://www.crescoia.com">www.crescoia.com</a>
Fly-In/Drive-In Breakfast	8/13	7:00a.m. – 11:00a.m. Manchester, Iowa Municipal Airport For more information: 563-927-3636 (Marty Kelzer) <a href="mailto:mkelzer@iowatelecom.net">mkelzer@iowatelecom.net</a>
Mapleton Flying Club Breakfast	8/20	7:00 AM until Noon Serving Omelets Mapleton, Iowa Airport James Whiting Field For more information: 712-371-2255 <a href="mailto:djohnlpg@hotmail.com">djohnlpg@hotmail.com</a> (David Johnson)
Fly-in / Drive-In Pancake Breakfast	8/20	7:00 AM until Noon Sponsored by: EAA Chapter 368 Pilots in Command eat <i>FREE</i> Monona, Iowa Municipal Airport

August 2006		
<b>6th Annual Abel Island Fly-In, Drive-In &amp; Boat-In Potluck &amp; BBQ</b>	8/26	11am – 2pm 2,600 ft turf strip Mississippi River Seaplanes Abel Island Airpark, Guttenberg, Iowa For more information: 319-480-0913 (Gary Fisher) <a href="mailto:FlyinEyeDr@aol.com">FlyinEyeDr@aol.com</a> <a href="http://www.abelisland.com">www.abelisland.com</a>
<b>28th Annual Fly-In Breakfast</b>	8/27	7am - 1pm 6:30am – 10:30am Hosted by: Iowa City Sertoma Club Remote control aircraft, Hot air Balloons, Static displays, & children's activities Iowa City, Iowa Muni. Airport For more information: 319-338-9222 (Jim McCarragher) <a href="mailto:jamesm@meardonlaw.com">jamesm@meardonlaw.com</a>
<b>Iowa Aviation Museum's Wings Fly-In</b>	8/27	Omelet breakfast served from 7:30 a.m. ~ 11:00 a.m. Pilots in Command eat <i>FREE</i> Tours of museum, antique airplane rides, fun for all! Greenfield, Iowa Municipal Airport For more information: 641-343-7184 (Lee Ann) <a href="mailto:aviation@iowatelecom.net">aviation@iowatelecom.net</a>



We had a very successful B-17 Tour at the Ankeny Airport. Many, many thanks to all the following people that helped make this such a great event! Mike Abrahams, Roger and Donna Bocox, Marc Broer, Chanler Childs, Gerald Clark, Barry Clement, Bill Gast, Brant Hollensbe, Maury Hunter, Peter James, Dave and Terri Kalwishky, Richard Milburn, Bob Olson, Ray Robinson, Fred and Karen Sangster, Paul and Carol Steingrabe, Jim Triplett, Kelley Crow, and Scott Olson. A special thanks to Barney and all his employees at Exec 1 Aviation, Ankeny Airport. Thanks again.  
John A. Nelson, Stop Tour Chairman.

# PROPWASH

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## AUGUST CHAPTER 135 MEETING

*Chapter Picnic. BRING YOUR FAMILY, A DISH TO PASS, CHAIRS TO SIT ON, AND JOIN IN THE CHAPTER PICNIC. STARTS 4:00 PM. EATING 5-6 PM.*

## 2006 Chapter 135 Officers and Board Members

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