



PROPWASH

EAA Chapter 135 Newsletter

Book 8, Chapter 9

September 2006

President's Position

Well I made it back safely from Oshkosh this year and what a great time we had! My wife, daughter and mother in law and a new friend named Ron went with me. Ron and I flew up (took 2 hours) and family drove up (took 9 hours), can you guess which method of travel I prefer? Flying into OSH this year was pretty easy, once we got in line at Ripon we just followed the flow of traffic in. The controller asked me to land on the second dot down the runway so I did. I had been practicing short field and spot landings as I am working on my CFII so I was well prepared for this request. My wheels touched down just past the dot and the controller remarked what a great job I did. We taxied and tied down the plane. Ron wanted the full OSH experience so he camped with the plane; I on the other hand had a cabin rented at the campgrounds in Fond du Lac which were nice. It was sure nice to get into the pool at the end of the day of walking around.

I later learned that a couple were killed that morning we came in while landing. From the NTSB preliminary report "The airplane was landing at OSH for the EAA Air Venture fly-in. Witness reported seeing the airplane "low and slow" on downwind to runway 27. One witness, a certified flight instructor, stated the airplane remained slow as it overshot final approach. The witnesses reported seeing the airplane stall on final approach. The airplane impacted the runway on the displaced threshold." We'll have to wait for the final NTSB report to know for sure what happened but a pretty good guess is a stall spin accident. As I have been flying with Marc as he works on his private pilot's license I have tried to instill in him that no approach is worth trying to save if you put the airplane into a bad situation, low, slow, overshooting final, bad combination!

The first night the Beach Boys had a free concert which we all attended. They started the concert ½ hour early because of some threatening weather moving in. About an hour into it, it started raining. We decided to head back to the camp grounds, it had been a long day and we were all tired, besides, I got tired of all the women screaming when John Stamos came onto the stage.

There was another fatality on the last day of the show, a TBM Avenger warbird literally ran over an RV-6 while taxiing for takeoff. One person in the RV-6 was killed; he was the president of a Canadian EAA chapter.

While OSH can be a fun time we must all remember how dangerous it can be around airplanes with moving propellers, let's all try and be safe and vigilant out there.

We departed on Thursday, when I got to the airport and we packed up the plane to leave there were A LOT of planes taxiing for departure so we decided to wait 30 minutes for it to thin out. After 30 minutes we got into the plane and got in line for take off. Little did I know at the time that we were in for a LONG wait, it took 55 minutes until we were rolling for takeoff!

The flight home was pretty nice, but as we got near Waterloo (we were headed for Boone) the clouds got lower and lower so I had to open an IFR flight plan to stay legal and we shot the GPS approach into Boone so we could get below the clouds.

It was a great trip and I'm looking forward to next year already, I think I'll go for a full week next year.



The Leader In Recreational Aviation



—Dave

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.

It Gets Better

By Marc Broer

Flying Lessons 3

I was not so nervous this time. My instructor, Dave Smith, had me do "slow flight", flying with the flaps down. The controls are very mushy. I also did controlled ascent and decent, more turns, and something new, Dave Smith said "hey look down there, it's the Raccoon River," then as I'm looking down, I hear the engine go to idle. He did it. " You just lost your engine, what are you going to do?" he says. "Uh, look for a field to land in, best decent speed 80 MPH, uh, call Mayday on the radio. "What's that speed called, V-what?" Dave asks. "I don't know" I reply. "What else besides Mayday?" "I don't know." "Position, 18 miles NE of Ankeny, two persons on board. Turn the transponder to something, I forget, some number, so radar can pick us up." Dave tells me what number. We glided and had time to make turns, and set up for landing in the field, seemed like we were pretty close, so I say to Dave, "We're not really going to land here are we?" "No," Dave says, "Go ahead and shove in the power" Whew!

Flying Lesson 4

I did stalls. Not as scary as I anticipated. My landings are very squirrely. We did some of the same things again, which now are more comfortable. I noticed when I'm done and out of the airplane, I have been sweating and my hands are tingly from gripping the yoke. I also noticed when we returned to Ankeny, the barometric pressure had changed quite a bit after an hour. Hmm. I reset the number in the little window, and noticed the needle showing our altitude moved quite a bit! What the heck? Suddenly the light bulb in my head went off. I remember this from ground school, but didn't understand until this minute, the barometric pressure affects the altimeter reading!

Flying Lesson 5

Stalls again, then steep turns. This gets to my stomach a little. Another simulated engine out, boy this airplane really floats with no power. Then another new thing, the hood. "No not the hood!" I had heard about this, in a negative way. It was a bit unnerving. I can't tell when I'm level, I have to look at the attitude indicator, can't exactly "feel" it. We did some turns and I was scrambling to figure out which instruments to look at. After a while he took off the hood. Hey I feel better now. Then Dave says, "Where are we at?" "Cripes, I don't have a clue!" Now I'm feeling just a bit panicky, except I know we have plenty of gas, and I'm sure Dave knows where we are, but he's not going to tell me. (So I think about where I last knew that we were) "We were NE of Ankeny, and I see a town, It might be Ames." I announce. Dave Smith says "Well it might be Ames, it might be Maxwell, what do you have in the airplane?" Oh ya, a GPS, but I don't know how to use it. So Dave shows me, but I don't remember. Boy, I'm glad I'm not alone in this airplane. And I think maybe I better never be alone, and that means I'm not going to make it through to getting my certificate. Maybe Dave Kalwishky will buy out my half of this airplane if I don't make it. Alright, I'll just stop thinking about that and keep forging on.

Flying Lesson 6

The day was warm, and the sun was bright. We had more hood time. We did medium and steep turns. I got a little sick, and only did 8 tenths of an hour. I hope flying isn't about being sick a lot. I don't feel this way when I go up with Dave Kalwishky. Then it's fun, but I don't have to think about all this stuff either.

This concludes fling lessons in the month of May.

October 14 — Chapter Elections

October is election month for Chapter 135. We have all of the officers and newsletter editor positions up for re-election. In addition there are 5 board members up for re-election: Barry Clements, Mark Kokstis, Richard Milburn, Peter James and Chanler Childs. Any current chapter member that is interested in running for an officer or board position, please call or e-mail a board member to express your interest. ***YOU CAN MAKE A DIFFERENCE IN HOW THE CHAPTER RUNS BY HAVING A POSITION ON THE BOARD.*** We have a board meeting the 4th Monday evening of each month. Be sure you have paid your dues so you can vote at the October 14th meeting.

Cheap auto engine monitoring?

(submitted by Chanler Childs)

Almost every car made since 96 has a computer system built in called the OBD II. This is mainly for emissions control. What you may not know is the wealth of information this is capable of putting out. MAP, RPM, Throttle Position, and Fuel Flow, just to name a few. This can be accessed through the diagnostic port usually located below the steering wheel with a device called the ScanGauge II (<http://www.thinkgeek.com/gadgets/electronic/8426/>). Now why am I rambling on about car stuff? I'm wondering if anyone out there using an auto conversion might be able to savage one of these and gain any benefit from it. Food for thought.



Bad Flying Day



When you really need to trust the pilot!

Landing strip in Heimaey Island, Iceland

Dave's CFII Update

Written by Dave Kalwishky

August has been a tremendously busy month for me. I took the Flight Instructor Airplane written test, ooppss, I mean Knowledge test it's no longer called a written test. I didn't score as well as I wanted on it but I did pass. Feeling pretty good about myself I elected to take the Flight Instructor Instrument Airplane knowledge test, I failed it with a pathetic 58%. This test is from the same bank of questions as the Instrument test and since I've been flying for a year and a half as an Instrument pilot I figured I'd do very well. I'd forgotten about some of the odd ball things the FAA thinks you need to know to fly on instrument, such as how to use an RMI. What's that you ask? An RMI is a Radio Magnetic Indicator and I've only seen one in my life, which was in a 1939 Stinson Reliant that Marc and I saw at a flight breakfast earlier this year.

I then went on to take the Fundamentals of Instruction, Basic Ground Instructor and Advanced Ground Instructor and I'm happy to report that I passed all those. I then spent over six hours with MY CFI going over the areas that I missed and she signed me off as competent in knowing the material. The next step will be to refine my flight maneuvers and then the check ride, ooppss, I mean oral and practical test. I love how the FAA changes the names of things from time to time; I guess that's to keep us on our toes. I fully plan on being a CFI with instrument instruction privileges before the end of September; in fact I might have it before the next meeting!

Here is a post from the KRnet submitted by Brant Hollensbe

Ok it's Friday just wanted to let you guys know I've found a new way to reduce weight in the airplane. I've been walking the wife. She thinks I'm being romantic but what I'm really doing is slimming her down so I can haul more fuel. If I can knock 12 lbs off her then we can haul another 2 gal of gas.

Mike Turner
Jackson Mo

YOUNG EAGLES UPDATE.....

From the desk of Alan Core, YE Coordinator

Next YE event is September 9th 8:30 am—noon at Ankeny airport. This is an Iowa Aviation Youth Camp event like the one on August 5 and sponsored by Iowa Aviation Promotion Group. Chuck McDonald is the coordinator. There will be approximately 25 kids scheduled into 4 1 hour modules to learn various aspects of aviation. See you there!!



Just in case anyone is interested....in 2003, the restaurant chain known for scantily clad waitresses launched a brand extension skyward with Hooters Air. The fledgling airline ceased commercial flights in spring 2006, although the planes (and scantily clad flight attendants) are now available for chartered flights.

New offerings from Garmin

GPSMAP 496: I wound up purchasing one of these; it's their newest and most powerful handheld portable GPS to date. I opted for the full aviator weather package, I've used it on a couple of IFR flights now and it is really nice being able to see the weather around me and where potentially bad stuff is. It shows all the METARS at all the airports in the US so even if I am out of communications range I can still see what the airports are reporting. The unit also has the full AOPA airport guide with taxi diagrams in the unit. I have not had the chance to use this functionality yet but I'm looking forward to it.

G600: This is Garmins answer for a glass panel in older planes like Marc and I own. This unit replaces the standard six pack of instruments with a glass panel and it gives you a multi-function display. This can be yours for the small price of \$30,000 plus installation, oh yeah, you also have to have a 430 or 530 to go with the unit.

G900X: This is basically the G1000 made for the experimental market. They had one of these in an RV-10 at the Garmin booth. What a neat setup, I sometimes wonder were Garmin comes up with their prices, this unit retails for around \$60,000 but it was NEAT to play with.

You can see all of these units at <http://www.garmin.com/aviation/>

New Medical/Alcohol Rule - FYI

The FAA published amendments to the FAR today that have the effect of making a BAC of 0.04 or greater an automatically disqualifying condition for medical certificates. It also makes a refusal to take a DOT blood or alcohol test when requested a disqualifying condition.

Under current FAA medical certificate practice, that first DUI may or may not disqualify you; under the new rule, it seems that even if the BAC is below the DUI limit and you are not charged, you will still lose your medical (probably subject to a special issuance in the "proper" case).

The full text of the amendments can be read here:

<http://a257.g.akamaitech.net/7/257/2422/01jan20061800/edocket.access.gpo.gov/2006/E6-9814.htm>

but here's one example of the change, from 67.207, the applicable rule for second class medicals:

Old rule:

Mental standards for a second-class airman medical certificate are:

- (b) No substance abuse within the preceding 2 years defined as:
 - (2) A verified positive drug test result acquired under an anti-drug program or internal program of the U.S. Department of Transportation or any other Administration within the U.S. Department of Transportation;

New Rule:

Mental standards for a second-class airman medical certificate are:

- (b) No substance abuse within the preceding 2 years defined as:
 - (2) A verified positive drug test result, **an alcohol test result of 0.04 or greater** alcohol concentration, or **a refusal to submit to a drug or alcohol test** required by the U.S. Department of Transportation or an agency of the U.S. Department of Transportation;

There are other parts to the amendments, including rules about reporting drug and alcohol tests and reporting requirements for employers.

Iowa Aviation Events

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

Chapter 135 / Local Events		
Fly-in to Hampton	10/7	Hampton, IA
September 2006		
Annual Labor Day Skydiving Event	9/1 - 9/4	Labor Day Weekend Hosted by: Des Moines Skydivers Couch Freaks Skydiving from dawn 'til dusk each day Fort Dodge, Iowa Regional Airport For more information: 515-573-3881 (Rhonda or Amy) fdairport@fortdodgeiowa.org www.couchfreaks.com
Fly-in Breakfast	9/4	Labor Day Sky-Hi Flyers EAA Chapter 1295 Pilot and passengers eat FREE 6:30 a.m. - 11:00 a.m. Sheldon, Iowa Municipal Airport
Fly-In Breakfast	9/9	Fly-In - 7:30 a.m. - 1:00 p.m. Breakfast - 7:30 a.m. - 9:00 a.m. FREE to PIC Celebrating the Grand Opening of our New Runway!! Fairfield, Iowa Municipal Airport For more information: 641-472-3166 (Robert Lyons) ffslyons2@lisco.com
EAA Chapter 327 Fly-In Breakfast	9/10	7:00 a.m. - 12:00 p.m. FREE to PIC Dubuque, Iowa Regional Airport For more information: 563-582-4150 (Dennis)
Flight Breakfast	9/10	7:00am - 12:00pm On Display (2) P-51 Mustangs Breakfast prepared by: Carroll Masonic Lodge as fundraiser for scholarships. Fly-in's eat FREE Arthur N. Neu airport Carroll, Iowa For more information: 712-792-4980 caraviat@pionet.net (Carroll Aviation)
FAA Safety Seminar	9/12	7pm Topic: Weather to Fly Cloud Room, Des Moines International Airport Des Moines, IA For more information: 1-800-322-8876 (Robert G. Linenweber) robert.linenweber@faa.gov
Replica Fighter Association Annual Fly-In	9/15 - 9/17	Hosted by: EAA chapter 1143 Flight of the falcons: 7:00 a.m. to 5:00 p.m. daily Fly in breakfast Sunday the 17th: 7:00 a.m. to 11:00 a.m. Osceola, Iowa Municipal Airport For more info: 641-342-4230—Robert G. Clark gclark@mchsi.com
Young Eagles	9/16	9:00 a.m. - 1:00 p.m. Marion, Iowa Airport For more information: 319-362-6159 (John Anderson) joanderson@unitedfiregroup.com Web site: www.eaa33.org
Burlington Regional Airshow 2006	9/16	Fly-in breakfast 6:00am to 10:00am FREE to PIC Airshow times 11:30 thru early afternoon. Civilian and Military aircraft at the show. Southeast Iowa Regional Airport Burlington, Iowa For more Info: (319) 850-1463 burlingtonairshow.tripod.com e-mail: brlairboss@yahoo.com
Fly-In Iowa Chop Supper	9/16	11am - 2pm Hosted By: Oelwein (OLZ) EAA Chapter 1269 Oelwein, Iowa Municipal Airport For info: 563 920-2692 (Chuck Smith)
EAA 1929 Ford Tri-Motor	9/21 - 9/24	Sponsored by: EAA Chapter 75 Rides available to the public Davenport, Iowa Municipal Airport For more information: 563-355-3424 (Richard Lowe) or visit www.eaa.org
Young Eagle Rides	9/23	EAA Chapter 227 8:00 a.m. - 4:00 p.m. Waterloo, Iowa Municipal Airport For more information: 319-230-8116 (Matthew Russell) matty61184@mchsi.com Web site: www.eaa227.org

PROPWASH

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SEPTEMBER CHAPTER 135 MEETING

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.

2006 Chapter 135 Officers and Board Members

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