



PROPWASH

EAA Chapter 135 Newsletter

Book 8, Chapter 11

November 2006

President's Position

Hello fellow EAA'ers, sorry I missed you all last in my president's position column, but I got so busy with my CFI training and work that I ran out of time and missed my deadline. Roger was kind enough to write something for the newsletter, thanks Roger!

As I am sure most of you know by now I got my CFI rating in September after three LONG days for the practical exam. I decided to go over to Cedar Rapids and fly with Chuck Hall; he is one of three people in Iowa that can do the initial CFI check ride. I had a great time and learned a lot from Chuck. This is my fourth check ride in the last year and I have made it a point to learn something from each one, and I have.

A couple of days before the check ride a deer hit me and smashed the front of my truck and shattered my windshield. I took that as a bad omen and was very nervous about the upcoming check ride.

I flew to Cedar Rapids for the check ride on a Monday in the Lance and met with the Chuck. We started in on the paper work and he was very impressed with how I computerized everything that he wanted me to bring. We spent over an hour reviewing the 8710 form, he was very thorough and wanted to make sure I understood the importance of filling this out properly, we also spent a lot of time talking about the medical certificate. We started looking at the logbook endorsements and he did not like they way they were written out, I pulled the text right from AC61-65 which is an FAA publication on writing endorsements but it did not match the FAR/AIM and that's what he wanted. He asked if I wanted to go for lunch so I did, when we got back we talked some more and I headed for home very depressed that nothing we did today would count toward my check ride. I got there at 9am and it was 3pm when I was leaving, it was a long day! I met with my CFI later that evening and we got my logbook straightened out.

On Tuesday the Lance was unavailable and the ceilings were too low so I flew over in my 182 in IMC conditions so we could at least do the oral portion. As I was flying along in the clouds I was watching the rain dance around on the wing strut and I noticed that it was no longer moving, I looked at the OAT and say 0 degrees Celsius, I had ICE on the struts! I took that as another bad omen and before I could contact Chicago Center the clouds that I was in spit me out the other end and the ice quickly melted. I landed at Cedar Rapids and met with Chuck again this time he was pleased with the logbook endorsements and we officially started the oral. I made it a point to try and relate all the things we spoke about to experiences I've had while flying with other pilots. Marc probably does not realize it but the unofficial instruction I did with him before this check ride helped immensely and for that I am grateful. Again we got to about 3pm and called it a day, Chuck told me that I had a really good grasp of teaching and the knowledge transfer process. He told me that I had passed the Oral, GREAT! All that's left is the flying part.

I came back on Wednesday in the Lance and the weather was much better. We talked for an hour or so about the flight and what we would be doing. He mentioned that we would be doing an elevator trim stall to which I replied "I've never done one of those, I'm not even sure I know what that is." He said he'd explain it in the air. Once we got out to the plane I started teaching him how to preflight the plane and some things to look for on the Lance that may not be common to other planes. My preflight briefing lasted an hour, he complemented me on how thorough it was and I really understood what I was doing. I was feeling pretty good about it so we boarded the plane and off we went. We did some straight and level flight, turns and climbs.

(cont'd on page 2)

**CHECKING YOUR AIRSPEED INDICATOR
ON THE GROUND**

(reprinted from Chapter 135 newsletter dated March 1981 which was from a 1976 edition of The Omaha, Nebraska Chapter 80 Newsletter)

Materials:

- Ten feet of clear plastic tube (inside diameter to fit outside diameter of pitot tube)
- One dropper.
- One measure (inches or centimeters)
- One stick or board
- Water

Bend the plastic tube to form a skinny “U” about 3 feet long and attach this to the stick or board. Fill bottom 4” of tube with water. Attach one end to pitot on airplane (water should be the same height in both sides of the “U”)

Now add water, drop at a time, until your airspeed indicator reads 60 mpg (52 kph) tapping the tube to make sure all the water gets down. Then measure the difference in the heights of water and record your reading. Repeat with airspeed indicator reading 10 mph higher each time. Readings should be close to those in the table below. **CAUTION: DO NOT ALLOW WATER TO ENTER PITOT TUBE.**

Next check for system leak by checking for reading changes after five minutes at the highest pressure. There should be no change.

<u>MPH</u>	<u>KPH</u>	<u>Cm/H20</u>	<u>In / H20</u>
60	52	4.5	1 13/16
70	61	6.2	2 7/16
80	69+	8.0	3 1/8
90	78	10.0	3 15/16
100	87	12.5	4 15/16
110	95	15.0	5 7/8
120	104	18.0	7 1/16
130	113	21.3	8 3/8
140	121+	24.5	9 5/8
160	139	32.5	12 13/16
180	156+	41.5	16 5/16
200	174	51.0	20 1/16

(President's Column cont'd from page 1)

He was satisfied with how I “taught” him to do them so we moved on. We climbed up for the elevator trim stall, by now I had figured out what this was going to be. I pulled the power back and lowered the landing gear and trimmed the plane just like I would if we were in the pattern going to land. As I turned my pretend final he said to go to full power without re-trimming the plane. The Lance has 300hp and a very long nose; there is A LOT of p-factor and torque so a lot of right rudder is needed. As the nose pitched up I stomped full right rudder and thought to myself that I had never been pitched up at such a steep angle in a plane before, I was getting nervous and a little scared, I did not like this at all! The plane started rolling off to the left and just as I was going to shove the nose down and recover Chuck said “what the hell are you doing, recover this airplane!” so I did. Before he could say anything to me I talked about what went wrong and why the plane reacted the way it did. He was satisfied with my explanation so he said do it again, this time get on the rudder quicker. I did a second one and it was a thing of beauty and it didn’t scare me this time. We flew some more maneuvers and he taught me a technique to enter a steep turn that if used he could hold the plane in a 60 degree bank and go round and round, which we did. When he recovered he had me try it and sure enough it worked well. By now with all the going up and down and turning I had commented I wanted to fly straight and level for a little while as I was getting nauseous. He had me turn back toward the airport for the final part of the flight and some landings. Once we landed I taxied back to the FBO and we got out. He decided I did a good job and told me I passed. I could barely contain my excitement, this is something I have wanted for many years and I worked my butt off to get it.

Looking back at the experience I can see why it has been said the CFI check ride has a 70% – 90% failure rate the first time you take it. I am fortunate to own a plane so I can fly a lot and stay proficient and flying with Marc helped me a lot. There were several times where I became frustrated with the process and almost quit and decided I could not do it. I had a great support network from some fellow CFI’s that I know from the online community that encouraged me and told me to stick it out, I’d do fine.

Next I am going to work on my instrument instructor so maybe by the end of the year that will be done. I’ve already passed the test for my ground instructor license so if I want to teach ground school I can also do that.

This is what
you've been
waiting for
all year!!

EAA Chapter 135 Annual Christmas Party

Friday December 8, 2006

Where: Gino's—2809 6th Ave. Des Moines, IA

When: Friday, December 8, 2006 Cocktails (open cash bar) 6:30-7:30pm,
Dinner 7:30-8:30pm, Chinese Gift exchange to follow dinner.

What's to Eat: This year we are doing it a little different. Instead of collecting money up front for everyone's meal, we will each order off the Gino's menu the night of the party, and each member pays for their own bill. Vegetarian meals will be available on request.

However Each person will need to e-mail or call me if they are attending with the number of people attending no later than Monday, December 4, 2006. e-mail at: chapter135@wildblue.net or 515-991-6610.

Don't forget your Chinese Gift exchange gift. Bring gift to exchange for male or female (husband brings male gift, wife brings female gift) We will exchange them, like we normally do. If you've never done this before, you're in for a treat!!

Photo submitted by
Brant Hollensbe

A pilot took photo after the sun went down below the horizon. What appears to be the sun in the picture (that partial yellow circle) is actually a reflection of the sun, as it was well below the horizon at that point.

As the test pilot climbs out of the experimental aircraft, having torn off the wings and tail in the crash landing, the crash truck arrives, the rescuer sees a bloodied pilot and asks "What Happened?" The pilot's reply: "I don't know, I just got here myself"

—Attributed to Ray Crandell (Lockheed Test Pilot)



Bad Flying Day



Proof that he actually is flying his airplane. Peter James took this picture 10/22/06 while flying with Roger.

October 14 — Chapter Elections

(submitted by Dave Kalwishky)

At the last meeting we held elections for all the positions that were open. The results were: President: Dave Kalwishky, Vice President: Peter James, Treasurer: Brant Hollensbe, Secretary: Donna Bocox, News Letter Editor: Marc Broer. Board Members: Chanler Childs, Roger Bocox, Rich Milburn, Ralph Briggs and Fred Sangster.

I would like to thank everyone that ran for a position and to the new members to the board; I thank each and every one of you. Without you're help the chapter would not be what it is today.

Dear Abby,

I've never written to you before, but I really need your advice on what could be a crucial decision.

I've suspected for some time now that my wife has been cheating on me. The usual signs...the phone rings, but if I answer, the caller hangs up. My wife has been going out with the girls a lot recently, although when I ask their names she always says, "Just some friends from work, you don't know them."

I sometimes stay awake to look out for her cab coming home, but she always comes walking up the drive as I hear the sound of a car leaving, around the corner, as if she has gotten out and walked the rest of the way. Why? Maybe she wasn't in a taxi at all?

I once picked up her cell phone, just to see what time it was. This caused her to go completely berserk. She quickly snatched the phone out of my hand and cursed me hysterically, screaming that I should never touch her personal property, then accused me of trying to spy on her.

Anyway, I have never broached the subject with my wife. I think deep down I just didn't want to know the truth, but last night she went out again and I decided to really check on her.

We live in an airport community with my hangar beside my house. I decided one night while she was out with the girls that I would leave my Cessna 185 out on the drive and hide beneath it. I figured that with a clear view of the corner I could see how she was getting home.

It was at that moment, lying beneath my 185 that I noticed a small amount of motor oil dripping out beneath the cowling. It wasn't a large amount. Just a small spot on the ground.

So... my question is, is this something I can easily repair myself or do you think I should take it to an A&P?

Joe

(submitted by Brant Hollensbe)

Temporary Flight Restrictions

(submitted by Dave Kalwishky)

With the upcoming elections in November this is a good time to be thinking about TFR's. Part of every flight should include calling flight service and getting a weather briefing and any local TFR information, even if you are going to fly locally.

No one wants to look out of their airplane and see a Blackhawk helicopter with a sign that says "follow me".

Winner of the Photo contest the chapter has had for the last several months was submitted by Alan Core. Alan and his wife will receive their dinners free at the Christmas Party, compliments of Chapter 135. GREAT PICTURE, ALAN! Honorable mentions go to: Peter James, Mike Abrahams and Chanler Childs. Thanks to everyone that submitted a photo!



Field of Dreams

Why Airplanes Are Easier to Live With Than Women

- ◆ Airplanes usually kill you quickly, a woman takes her time.
- ◆ Airplanes can be turned on by a flick of a switch.
- ◆ Airplanes don't get mad if you do a "touch and go"
- ◆ Airplanes don't object to a preflight inspection.
- ◆ Airplanes come with manuals to explain their operation.
- ◆ Airplanes have strict weight and balance limitations.
- ◆ Airplanes can be flown any time of the month.
- ◆ Airplanes don't come with in-laws.
- ◆ Airplanes don't care about how many other airplanes you've flown before.
- ◆ Airplanes and pilots both arrive at the same time.
- ◆ Airplanes don't mind if you look at other airplanes.
- ◆ Airplanes don't mind if you buy airplane magazines.
- ◆ Airplanes expect to be tied down.
- ◆ Airplanes don't comment on your piloting skills.

However, like a woman, when an airplane goes quiet, it can be a BAD thing.....

Airport/Facility Directory

(submitted by Dave Kalwishky)

The FAA has recently put the Airport/Facility directory online at http://www.naco.faa.gov/index.aspx?xml=naco/online/d_afd

This publication comes out every 56 days and contains all the information you would want to know about any airport in United States. When I flight plan I always print out the page containing the airport information for the airports I will be landing at. This is much easier than messing with the A/FD book and it's perfectly legal.

John Nelson Open House



It was a beautiful day for an open house, and John had a great turnout on October 7th.

He's made lots of progress on it.



He even got inside it .

To make sure he still could!!



Looks like he's all ready!!

PROPWASH

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



The Leader In Recreational Aviation

To:

NOVEMBER CHAPTER 135 MEETING

Ankeny Airport—upstairs in Exec 1. November 11, 2006
Starts 7:00 pm

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.eachapter135.org</i>	<i>266-4001</i>	<i>dave@kalwishky.com</i>

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

Area D.A.R (Designated Airworthiness Representative) —Dan Folkers—H(515)981-0502; Cell (515)480-9490