



PROPWASH

EAA Chapter 135 Newsletter

Book 8, Chapter 12

December 2006

President's Position

Well it's hard to believe that another year has come and gone. I've sure been fortunate enough to do a lot of flying this year and add new ratings to my pilot certificate. As I write this I am looking at my new certificate that arrived yesterday from the FAA that says I am a CFI. Now when I sign Marc's logbook I can put a real number in there instead of "Pending". I truly feel blessed that I live in a country where I can hop in a plane and go fly.

November saw Peter James, Matt Smith, Rodney Kubik and I get into my 182 and fly down to South Carolina to look at a plane they were interested in purchasing. The flight home was exciting when we got into some ice, January's program will be a review of that flight, what four pilots were thinking and what we would have done different if we had it to do again. Plan on making the meeting, it should be a good one.

I've had numerous people ask me about the Cory Lidle accident. He is the pilot that flew into an apartment building in New York. This link goes to a short 6 minute video of explaining what probably happened. <http://www.youtube.com/watch?v=2YqUJ0YE8cl>

A news item in AVwebFlash has resulted in a major boost to a fundraising campaign that may put what was once the world's only flying B-29 back in the air. Texas inventor and industrialist Joe Jamieson [has pledged \\$2 million](#) toward a \$3 million project to install more reliable engines in Fifi, owned and operated by the [Commemorative Air Force](#).

The plane has suffered engine problems since she rolled off the Boeing assembly line. The aircraft has Wright R-3350-57AM engines and last June, after discovering metal shavings in the oil, the CAF decided, for safety reasons, to ground the big bomber until more reliable engines could be installed. Jamieson, a former military and transport pilot, develops safety-related equipment for the transportation industry, so the donation is a good fit for him.

"New engines for the B-29 make its operation safer, so it is therefore reasonable for Mr. Jamieson to pledge some money to help make it happen," said Raeleen Behr, public relations specialist for Jamieson's company, American Automation Technologies Inc.

The CAF already has the engines but getting them ready for installation is a major project. Technicians will combine R-3350-95W and R-3350-26WD engines, resulting in custom-built engines for the aircraft. While Jamieson's pledge has provided a major kick-start to the campaign, CAF spokesman Rusty McInturff noted that \$1 million is still needed. "We still have a long way to go, and every donation is important, regardless of the amount," he said.

—Dave



First Flights & Building Airplanes

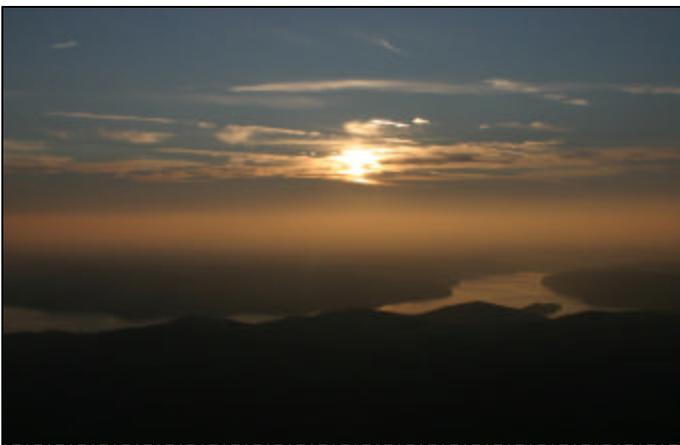
Written and contributed by Rich Milburn

It's been over 41 years ago that I had my first airplane ride. I don't remember all the details but then again I don't recall much of anything else from my tenth year on earth. We lived in Grinnell Iowa and drove up to Gilman to a small airfield that I believe no longer exists. Monte Hammond, also of Grinnell, had a Mooney and kept it up there. Mr. Hammond, my mother, a lady I didn't know and I all climbed aboard and we took off. The only part of the flight I really remember was when we did a barrel roll. The lady I didn't know turned a sort of green color (I don't think she really enjoyed the flight) but I thought I was in heaven. That started a love for aviation that continues to this day.

At thirteen, a couple friends and myself started building a glider from model plans that we up scaled. We had the fuselage framed out of 2X2's that were fastened together with those little wavy things they put picture frames together with. The tail feathers were constructed out of 1X2's with the same wavy fasteners. The plan was to cover the airplane with bed sheets and paint it with white house paint. We ran out of scrap wood and funds so we religiously watched the 3:30 PM movie on channel 13 so we could win money on "Dialing for Dollars" (we never won). At the end of the summer school began and the sides of the airplane and tail started to collect dust hanging on the wall of the garage. It stayed in that condition for many years until it finally became wood for the fireplace. It was really easy to take apart with a gentle pull what with those wavy things the only thing holding it together (what are those things really called).

In 1979 I took a summer course at ISU on aircraft construction under Dr. John Riley. I learned a lot from his course (one does not use those wavy things to hold ones airplane together). We started a Sidewinder aircraft (plans built) and got it about 50% complete in the 4 weeks of the course. The owner sponsor was going to finish it but I don't believe he ever did. In 1986 I started building the Nieuport 17 thinking it would be a 2 year project. It was finished and had it's first flight in 1999. I had no trouble convincing the FAA that I had built 51% of the airplane when they came to inspect it because I had taken pictures during the construction process with the kids in and around it. Before it was covered there were pictures of the kids in the cockpit with their hands on the stick when they couldn't see out of the cockpit. My 6' 4" son had his senior picture taken next to the airplane a year after its first flight. The Nieuport now has 850 some hours on it and is still fun to fly in calm weather but there is still that itch to build. The Sonerai 2 stretch plans were delivered to my house in 1999 and it has slowly been taking shape. It will be nice to fly faster than I can drive and have the ability to share flying with family and friends. Shortly I will be installing the front seat and we will see if those 6' 4" kids will fit.

Monte, thanks for that first flight.



Al abama Tennessee River Val ley
Sunset—November 9, 2006



Bad Flying Day



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 Tuesday, December 5, 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!!

Update on my flying lessons and training

Written and contributed by Marc Broer

This summer went by quickly, and I will try to hit on the memorable events. I have to get out my log book to remember what I did. (I've been taking flying lessons with Dave Smith at Exec 1, in my Cessna 182 - "Gumby" that Dave Kalwishky and I keep hangered at Ankeny)

June 2006 - For some reason, I had only 5 lessons, and looks like my first trip into Des Moines June 30th. In July, I did some VOR navigation, and my instructor, Dave Smith, did a new thing by covering up various instruments, pretending they didn't work, and now what the heck do I do? July 28th, he had me do nothing but take-offs and landing. Eleven of them -- I never left the pattern at Ankeny. My landings never got any better either! Dave Smith was constantly doing "ground school" also, and some pre-solo written test that is required.

All this time, in June and July, I was practicing with Dave Kalwishky and Brant Hollensbe, going to flight breakfasts, events, and just messing around. Brant had me fly to Knoxville, and Pella. Dave had me fly to Marshalltown, Boone, and the grass strip at Morningstar. Plus I flew to Dennison, Humboldt, Albia, Center-ville, Osceola, and Blakesburg antique field, all off the record, not Pilot in Command or as a student. I had one lesson each with Eric, and Micki at Exec 1. My landings were just not what I wanted, I'm always a bit high, and flare a bit soon. To my surprise, on August 8th, Dave Smith decided my landings were consistent enough; he got out of the plane, and had me go SOLO! I made one take off, flew the pattern, and landed. I'm a chicken. Things seemed to pick up at this stage, I did my night cross country with Dave Smith, to Ma-son City, Iowa Falls, and back, with 7 night landings. I got signed off to fly solo to Newton and Boone, and so I get to fly to Boone often to gas up Gumby.

September was just a bunch more navigation and night stuff. Then I got another boost, my co-owner part-ner Dave Kalwishky got his CFI and became my second instructor. September 25th, we went to Boone, and officially did short field, and simulated wet field take offs and landings, and now it really counted in my log book. On the way back to Ankeny, we passed the Goodyear Blimp on its' way to Jefferson. Not every day that happens! I wanted to fly closer, but Dave wouldn't let me. Must be the instructor coming out in him!

I think I'll stop for now, and save the rest for another newsletter.

2006-11-26 IMC Currency Flight

Written and contributed by Dave Kalwishky

Every six months I go out in my plane and shoot six approaches, radial tracking to a VOR and holds. I usually do this with a safety pilot but today I wanted to get out in actual conditions.

I arrived at the airport and got a weather briefing, the freezing level was 9000', the visibility 2 - 3 miles and a 2000' ceiling. Perfect I thought!

I filed IFR for 3000' and headed for the plane. I called up Des Moines Clearance Delivery and the controller was rather irritable and short with a lot of pilots out there today, myself included. I thought he cleared me for takeoff from Ankeny but I was unsure so I called him back to verify and he rather smartly said "I told you were cleared for departure via the 18 departure procedure". I acknowledged that and took off.

Climbing through 1500' for 2100' I called Des Moines approach and got the same guy, he sounded very busy and no happier than he was a few minutes ago.

He cleared me to 3000' and direct to the Newton VOR where I was going to hold a few times. He asked what approaches I wanted and I told him I would start with the VOR14 approach, go missed and then the GPS14 approach, go missed and then the three runway 32 approaches.

As I was approaching the VOR I heard an airline pilot ask him what they were doing. The controller said he was getting set up for a base leg to runway 13 or 31, I forget which one now. The pilot radioed back and said he was given instructions for runway 5 to which the controller argued that he was not cleared for 5 but for 13/31 just as the ATIS stated. The airline pilot then told the controller he'd better pull the tapes and listen because they were clearly given runway 5 which screwed them up and now they had to scramble to reprogram the flight management system (FMS) so they were less than happy. I don't know any more than that as the airline pilot gave up arguing with the controller which was probably a good thing as they airspace was very busy.

I did two holds around the VOR and thought that I did a pretty good job. I told ATC that I was ready for the approach; he cleared me and told me to fly the published missed and I acknowledged. As I started the approach I called ATC and requested a change to the advisory frequency, I feel they sometimes hold on to me too long so I thought I'd ask. I was told to change frequencies and I did. I flew a beautiful approach and did a great touch and go.

Upon climbing back out I contacted Des Moines approach and was cleared back to the VOR. I told the controller I wanted the GPS14 approach now and I'd like to go to my IAF, again I was told to go to the VOR. After a few minutes I decided this was silly, I was going off of the course that I really wanted and needed so I called ATC again and was finally give the OK to go to my IAF.

I flew the approach going in and out of the clouds and was having a really good time with this and then I made another great touch and go. I added full power and took back off but I noticed something was not right, oh yeah; I had the carb heat on because the carb temp was in the middle of the icing area and since I was in the clouds I was in visible moisture. When I put the carb heat in the engine sputtered a few times, I decided to pull it back out and at the same time I lowered the nose to maintain my airspeed. The engine ran better but was still rough. Again I slowly pushed it in and the engine sputtered, not wanting to screw around with this I started a 180 back to the field and I tried to contact Des Moines approach but no one answered so I went back to the advisory frequency and made my announcements. After landing I pulled off the runway and called Des Moines on the RCO and let them know what had happened. The controller asked if I needed anything and I let him know again that I was safely on the ground.

I did several run-ups and everything seemed fine now. I believe I had some carb ice which I thought was odd since I had been using carb heat during the flight. Since the weather was now VFR I elected to take back off and head for home. I contacted Des Moines again and got the same crabby controller. The next call I received was from a female controller who gave me a squawk code so I could have flight following back to Des Moines.

Back at Ankeny I landed and did another runup and everything was still fine, I'm sure it was carb ice.

(copy of e-mail I received on 12/1 from Peter James describing his "new toy")

Hi folks,

OK, it's now certifiable.....I'm nuts. I located the attached airplane on eBay. I made the mistake of showing it to Matt Smith. He has talked Rodney and myself into buying it. After talking with the owner multiple times, we took the BUY IT NOW price in order to insure that we would get the plane.

He will stay a few days and give us dual. We will check the weather for next week and if the weather is good he probably will fly in Wednesday and stay through the weekend and then one of us can fly him back in the Glasair to get more dual.

As my RV-10 gets closer to completion, I will be looking for a person to buy me out of the partnership.

Plane Description

Glasair 1 TD, IFR Panel, Dual Terra Comm, Dual Terra Nav, Loran 618 GPS coupled to CDI, Dual Terra VOR, Transponder with mode C, O-320 160 hp, Bernie Warnke Propeller, 654 hrs SMOH. Airplane and Motor have the same time. It will cruise at 210 at 7000 ft MSL with two persons and full fuel. It carries approx 32 gallons. The original owner put the Hobbs meter on the Master switch, so the total time on the hobbs is incorrect. Every flight is logged and all builders logbooks are included. If you ever wanted a Glasair with no squawks, then this is the one to get. This plane has very nice interior with no rips or tears in the upholstery. It also has dual sticks, rudder pedals, breaks, push to talks and shoulder harnesses. No damage history. The Glass is excellent and the paint is 8.5 out of 10. The stripes can stand to be repainted but not necessary. I only mention it because I want to list everything that I know. I WILL DELIVER THE PLANE ANYWHERE IN THE USA FOR FREE!!!! Call anytime before 10 pm EST. @ 480-296-5204. I just moved to VA and Still have a Phoenix number. The plane is located at W91 Smith Mountain Lake, VA



Denise Core gets lots of attention from "Elvis" at the Knoxville Airport Christmas Party. Rumor has it Elvis gave her his motel room key for a "Private Concert"



Donna Bocox
10746 NW 103rd Ct.
Granger, IA 50109



To:

DECEMBER CHAPTER 135 DINNER MEETING

Gino's Restaurant

December 8, 2006—Cocktails 6:30 — Dinner 7:30 pm

Chinese Gift Exchange follows. RSVP by 12/4/06

2007 Chapter 135 Officers and Board Members

PRESIDENT	DAVE KALWISHKY	266-4001	dave@kalwishky.com
VICE-PRESIDENT	PETER JAMES	991-5542	peter.c.james@mail.sprint.com
SECRETARY	DONNA BOCOX	991-6610	chapter135@wildblue.net
TREASURER	BRANT HOLLENSBE	221-0970	bhollensbe@mchsi.com
N/L EDITOR	MARC BROER	288-4581	marc@countylineprinting.com
<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)

ROGER BOCOX(B) (TC)	991-6616	rbocox@wildblue.net
RALPH BRIGGS (B)		rbriggs@dsreg.com
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	rchrilmilburn@aol.com
FRED SANGSTER(B)		fltmechb25@msn.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