



Experimental Aircraft Association

Chapter 135

News



Number One

January 2007

Presidents Position

by Dave Kalwishky

I'd like to start the New Year by welcoming Fred Sangster and Ralph Briggs to the board. We've had a number of changes in the past year and I'm happy to see some new blood getting involved with the chapter. That being said we do have one spot on the board open, I'd like to see a member come forward and take that spot otherwise I'm going to have to start cornering people at the meetings. ☺

January's program is going to be on the trip that Peter James, Matt Smith, Rodney Kubik and I took to South Carolina to look a plane that they were interested in purchasing. We will be a reviewing 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.

The Christmas dinner was a success, somewhere between 30 – 35 people showed up. We were at Gino's restaurant this year and while the food was fantastic the room we were in was very cramped and not really set up for our gift exchange. We decided to move the tables out of the way so we'd have more room and the hostess came in all worked up that we were somehow incapable of moving some tables. I commented that we are a group of people that build and fly airplanes, I think moving some tables is within our capabilities, she was not amused. Ultimately they would not let us move them around so we had to make due. On the up side we still had a good time and our waitress was very good. I think next year we will want to

find someplace different so if you have any ideas let's hear them.

One of our past members (I never did get his name) had brought a set of notebooks from the 40's for the gift exchange. These had airman information on flying, weather and mechanics. What a neat piece of history, as soon as I saw them I told my wife that I wanted them. So, once they had been picked twice and it was Terri's turn I just smiled at her and said "notebooks". I've have looked through them and I found them fascinating. I am going to turn them into a couple of PDF files so if anyone else would like to see them then will be able to download the files from the chapter website.

Speaking of the website I am still in need of project pictures, most everything that is there has come from me, it looks more like a Dave Kalwishky website and not a Chapter 135 site. Please send me any pictures of your plane, project, trips you've taken or anything else that our members would find interesting. If you only have photo's I can easily scan them and return the photo's to you.

Here is a news bit I picked up: *When Jacksonville, Fl passed a city ordinance in June banning the home-based construction of aircraft, it seemed so unfair that it was expected to fail under court scrutiny. But now an appeal to the courts to reverse the ban has been rejected. "Cities have the right to zone based on aesthetic (or noise) considerations," Judge John Moran said in his ruling on the case, according to the Jacksonville Times-Union. While aviation enthusiasts may disagree with the policy, that doesn't mean the city's decision was "arbitrary and capricious,"*

he said. Homebuilder Brian Kraut had challenged the law as unconstitutional. It was imposed after neighbors complained about his working on a Midget Mustang. This really sets a bad president for all homebuilders in the country, it seems that as each year passes we lose a few more of our rights to build and fly airplanes.

On Monday December 18th I flew an Angel Flight mission. The passenger was an 8 year old child with a Brain Tumor. The flight was schedule for Wednesday the 20th but the weather looked like it was going to be bad (and it was) so we agreed to fly on Monday.

I had planned on doing the flight around noon, but because of some server problems at work I was not able to get free from the office until 6pm or so.

I met the family at the Ankeny airport and we got them loaded into the plane. The child's movements and motor skills reminded me of a 70 year old man ☺ At times he seemed very frightened of everything.

Once we were all in the plane Karen Sangster asked Antonio if he'd like to hold on to the stuffed animal/dog that she had brought. His eyes lit up a bit and he had an enthusiastic yes.

We took off and headed for the hour long flight to Omaha. At 6000' and 90 nm out we could see the city lights; it was a spectacular evening to be out flying! For some reason the headsets in the back of the plane were not working, I don't know why but they enjoyed the flight anyway.

The air was smooth and the flight was great. When we got on the ground I heard a voice call out "Dave" and I
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The PROPEOPDEMREP's Agency for Fixing Other People's Screw-ups Presents:

Recovery of B-1B "SLIP 57"

Submitted by Brant Hollensbe

At about 10 p.m. local time on May 8, 2006, a 7th Bomb Wing B-1B Lancer based at Dyess AFB, Texas, made a wheels-up belly landing on runway 31 at Diego Garcia, skidding 7,500 feet down the runway. The aircraft was landing at the end of an 11 hour ferry mission that started at Andersen AFB, Guam. During the landing, the B-1B caught fire and emergency crews extinguished the flames. The four-person aircrew escaped from the plane through the overhead escape hatch. The aircraft was finally removed from the runway 4 days later. The Air Force Accident Investigation concluded the pilots forgot to lower the landing gear. The USAF estimated the damage to the B-1B at \$7.9 million, and the damage to the runway at \$14,025. RBRM and those old SEABEES made one tough runway, that's for sure! For those of you who've never seen a \$285,000,000.00 bomber on the deck, here she is:



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Update on my flying lessons and training,

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 31st. In July, I did some VOR navigation, and my instructor,

Dave Smith, did a new thing, 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

Goodyear Blimp



landing, 11 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 at Morningstar. Plus, I flew to Dennison,

Humbolt, Albia, Centerville, Ocseola, 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 Mason 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 partner 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 it's 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.

Recovery of B-1B "SLIP 57" Continued from page 2



A question of weight and balance – and Balance!

By Peter James

As I have ventured into the RV-10 project, I have done like many before me. I have defined what my main mission would be for an aircraft. Before flying with Norm Skinner in his Christian Eagle, and then again in Grogan's Skybolt, the answer was always the same: I want a Family cross country traveling machine. You have to understand that I grew up in a family where the only vacations we ever got....was to go visit grand parents in Kansas. I want more for my kids....I want them to see this great country we live in..... based on this, I chose the RV-10.

With that mission in mind: Family Traveling Sedan...I began to clarify what would make the best traveling machine. Suddenly the definition changed. It has now become the "RV-10 Escalade". When you think of an Escalade, what do you think of? Yes, a high end, very up scale Family SUV. That's what my plane has become.

I started by asking questions like the following:

What will I have to have in the plane so Ann and the kids will be willing to sit there – for hours on end – while I have a blast flying!?! The answer: IN-FLIGHT ENTERTAINMENT! When I thought about the places I'd like to fly to, it became another defining moment. I have family in Denver. I will definitely want to be able to fly there. I have skied at Aspen, Vail, and Beaver Creek. I definitely want to be able to fly there. What do I need to get me there: OXYGEN! Not only will Oxygen help with the mountains, it will help me get over the mountains to places like Utah, Nevada to the Reno Air Races, and California where we have lots of friends from when we lived there.

But I also want to fly to Dallas, and the Carolinas, and to Florida, the Virgin Islands, and the Caymans. What do I need to make the family willing to go there? Hmmmm – AIR CONDITIONING!more back seat ventilation at the very least!

What is the cost of such things as in-

flight entertainment, oxygen, and air conditioning? First lets look at the financial end of the equation.

In flight entertainment: DVD Player in the panel with slide out screen – rough numbers about \$1000. An additional screen for the back seat – about \$600. If I go with two screens in the seat backs, add a couple hundred more.

Oxygen systems: Since it is a four place airplane, and I didn't want to have a portable bottle over the front seat back, with a spaghetti mess of tubing to all four places, I decided to go with a built in system from Mile High Aviation. The system is about \$6000.

Air Conditioning: There are several systems available, but the one I would likely choose is about \$5500. ...and this would also require additional plumbing to bring the cool air to the front of the cabin. The overhead console from Advanced Aviation is \$800.

Ouch! This family comfort thing is for the birds! I can't afford this. But what if I could....would I put it all in? Would you?!

The answer is NO! Let me tell you why. The creature comfort items add WEIGHT. Weight is as much of an enemy to airplanes as the cost of comfort items. Let's take a quick look at the actual scenario I am facing.

The DVD player and screens add weight – less than 10 pounds. The oxygen system the lightest bottle, carbon fiber wrapped, when filled weighs over 10 lbs. That does not include the distribution ports, the panel jacks, and the rest of the refill station plumbing, the distribution head, or the like. The air conditioning system, with compressor, cooling unit, etc weighs in at a whopping 40 lbs. All this weight comes off the gross payload capability of the airplane. The overhead console adds another 10 lbs.

The RV-10 was designed for Four (4) 175 pound adults and 100 lbs. of baggage. Let's look at the family for a minute. I'm overweight, Ann is under. Emily (16) and Josh (13) are both un-

der 175 lbs. at this stage of their lives. So I can add creature comforts and still have room for baggage. For the record, the family tips in at 580 lbs. $4 \times 175 = 700$. So I can theoretically add 120 pounds of 'comfort' and still have room for the 100 lbs. of baggage. This is great news! Great news until my son hits hormones and adds another 40 or 50 pounds. He is 13 and weighs just 100 pounds today. But wait a minute. What if I want to travel with another couple?

Chances are that the other gent will weigh as much as me....maybe more. Suddenly, the 700 lbs is all used up in people...and the 'comfort items' have to be subtracted from the baggage weight. Suddenly, I have to have baggage for 4 adults that weigh less than 30 lbs. Ever seen a woman that can get by for a week of vacation on her share of 30 pounds?! (Ever seen the way I pack for Oshkosh!? Roger will tell you it weighs a whole bunch more than $7 \frac{1}{2}$ pounds!!!)

It's my goal to be able to fly with 4 adults. Based on this, I made some sacrifices; some for weight, but mostly for pocket book. Here is what I have added to the mix:

- DVD Player with remote screens TBD.
- Oxygen system for mountain flying – I figure I can take the bottle out if I get that hard up for payload capacity.
- The air conditioner was ruled out due to cost and weight. This is Iowa. I don't need to have A/C for most of the missions I will fly. I will need it

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Try Something Fun

It is winter now and often we do not get to fly as much as we want. Try your hand at flying a Chopper. Click on this link:

<http://www.hurtwood.demon.co.uk/Fun/copter.swf>

Fly safely....Brant

Weight & Balance Continued from page 4

a couple of times a year when I go South. In compromise, I did buy the overhead console for bringing extra fresh air into the cockpit. Several flying RV-10s have commented that there isn't nearly enough air in the back seat. In addition, I have put extra NACA vents in the bottom of the wings and will bring in fresh air from there as well.

In the end, I think I have made good decisions. The good news is that the overhead console will work with an Air Conditioner if I decide to add it later. This may happen after the kids go off to college and I find that Ann and I are flying together...just the two of us. But until then, I have a limited budget, but an even more constrained payload.

Time will tell.



**Next Chapter Meeting
will be held**

**Saturday - January 13, 2007
7:00 P.M. Exec 1 Aviation Ankeny, IA**

Program will be

TRIP TO SOUTH CAROLINA

Dave, Peter, Matt, Rodney

Aluminum Overcast Visit - 2006



President continued from page 1

thought "who the heck is that"?!?! It was a friend from one of the aviation forums that I visit; he came out to greet me. We didn't have a lot of time to talk as I needed to get back to Des Moines to deal with some server problems.

As we were getting ready to leave Karen asked Antonio if he'd like to keep the stuffed animal and he said yes. The father, Jose, had a wonderful attitude toward

his son's problems and seemed like a great guy.

The flight home was equally spectacular, you could see for 100 miles!

I would ask that everyone say a little prayer for this young boy, my understanding is if this doctor's visit does not produce any results then it's a only a matter of time before the boy passes.



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