



# Experimental Aircraft Association

## Chapter 135

### News



Number Two

February 2007

## Presidents Position

by Dave Kalwishky

At the January board meeting we started planning our activities for the upcoming year. I would like to take some short trips and to places to see and do things. Some ideas that I have are:

1. Visit the WWI museum in Hampton, IA. Marc Broer has been in contact with the individual and he has invited us to come up whenever we'd like. I think this will make a great spring time trip.
2. Fly down to St. Louis for the day and visit the Creve Coeur Antique Airplane Museum, their website is: <http://www.historicaircraftrestorationmuseum.org/>
3. Take a tour of the Des Moines control tower.
4. Take a tour of the Fort Dodge flight service station before the close this year.
5. Flying to various flight breakfasts.

As for chapter programs we have come up with the following:

1. Have Quint from Spencer avionics come down and talk about GPS's.
2. Have a program on getting you're plane inspected and licensed.
3. AOPA's turbo medical form.
4. Flying in and out of the United States. This will go along with my flight to the Bahamas.
5. Garmin's 496 GPS and Google Earth.
6. Engine Monitoring.
7. Airplane covering.
8. Aircraft fasteners.

9. Glass cockpits.
10. Lycoming engines.
11. Hand held radios.
12. Air Traffic Control program.
13. Cookouts for the months of May, June, July and August.

Chapter 135 currently has 54 paid members; we need ideas from you to help the chapter grow. Please let us know you're ideas!

There is an FAA sponsored program on Aeronautical Charts on February 13th starting at 7:00 pm (see elsewhere in the newsletter for a description of what will be covered). The seminar will be held at the Aviation Lab of Central Campus at the Des Moines airport. Many of you may not know this but I went through that program in the early 80's and I'm looking forward to going back and seeing how the program has changed and what they are doing these days. The Aviation Lab is located behind the radar tower on the north side of the airport; enter the laboratory by the illuminated B-29 propeller display.

## WELCOME

### KAREN SANGSTER

*Appointed to fill board member position vacated by Bill Gast*

## EAA IS 54 YEARS YOUNG!

EAA IS 54 YEARS YOUNG! On January 26, 1953, three dozen people who enjoyed a keen interest in building their own airplanes met at Curtiss-Wright Field, Milwaukee, Wisconsin, to discuss forming an organization to share their knowledge of and passion for aviation. Friday, January 26, marks the 54th anniversary of that first meeting of what would become your EAA.

EAA founder and Chairman Paul Poberezny wrote to a person inquiring about the young organization in March 1953 with words that still ring true today: "It is the intent of this Association to foster closer fellowship through the exchange of ideas of mutual interest and to aid in the reduction of cost of homebuilding and experimentation."

More about EAA's early history and chronology can be found on the EAA website. Meanwhile, take a moment today to say, "Happy Birthday, EAA!"

**Your next lesson will be delayed a bit. . .**



## **U.S. Pilot Numbers Dip Below 600,000**

Despite aggressive action -- including a whole new certificate classification - - to attract more people to flying, the number of certificated pilots in the U.S. dropped to 597,109, according to year-end preliminary stats released by the FAA. Rather than attract new pilots, the new Sport Pilot certificate appears to be extending the flying activity of older pilots. The average age of pilots as a whole was 45.6 years while the average of the 939 sport pilot holders was 52.9 years. AOPA's mentorship program, Project Pilot, is reporting some success in

encouraging people to learn to fly and there are plenty of instructors waiting. More than 90,000 pilots, almost one in six, are instructors. The stats also raise questions about the need or viability of the recreational certificate. Only 242 people have maintained those privileges. By far the biggest segment of pilots is private certificate holders (236,147) with ATP (144,681) and commercial (130,234) in second and third place. There are 84,866 student pilots and 41,306 with rotor ratings. A total of 37,837 pilots have glider ratings and 10,511 can fly balloons.

## **Aeronautical Charts**

A lot of aeronautical decision making starts with a VFR chart and that "green book" (AKA the Aeronautical Facilities Directory). Do I need a current one? Do I need to plan this flight ahead of time? Do I need to study this stuff again; after all, I learned it years ago?

Aeronautical charts are a critical tool in the aeronautical decision making process. A solid understanding of what information they contain and how to use that information is an important part of aviation safety.

The FAASafetyTeam (FAASTeam) is proud to introduce Mr. Richard Neher. Mr. Neher is part of the FAA's Charting Office and he is anxious to show pilots the macro and micro points on the aeronautical charts his office produces. You are absolutely guaranteed to learn something new at this seminar and you will probably have your memory jogged on a lot of things you once heard but haven't used for a long time.

To get the most out of this safety seminar, bring a sectional chart with you for reference and to mark items of special importance.

This seminar qualifies for the safety meeting portion of the FAA Pilot Proficiency Program (Wings Program). Pilots who successfully complete a phase of the program satisfy the requirement for a flight review in accordance with 14 CFR 61.56(e). The current program will sunset sometime during 2007, however there will be a six month grace period allowing participants to complete a phase of the program under the current rules.

The FAA wishes to extend a special thank you to Mr. Bill Howard and Mr. Jerry Bradley of the Central Campus whose assistance has made this safety seminar possible.

For registration and details go to: [http://www.faasafety.gov/SPANS/event\\_details.aspx?eid=13409](http://www.faasafety.gov/SPANS/event_details.aspx?eid=13409)

**Next Chapter Meeting  
will be held**

**Saturday - February 10, 2007**

**7:00 P.M. Exec 1 Aviation Ankeny, IA**

**Program will be**

**WEST REGIONAL AIRPORT  
AUTHORITY**

**Larry Lion**

## HUGE FLYING BOAT SOUGHT FOR BALTIMORE MUSEUM

Successful bidding late this month by the Baltimore-based Glenn L. Martin Maryland Aviation Museum could bring a 200-foot-wingspan Martin Mars airplane to Baltimore to serve as the centerpiece of a new museum on or adjacent to the Martin State Airport. The flying boat is now at the TimberWest Forest Corporation on Vancouver Island, British Columbia, where it served as a water bomber capable of scooping up nearly 60,000 pounds of water on one pass across a lake. Bidding against the Baltimore group is the National Museum of Naval Aviation in Pensacola, Florida, according to a story in The New York Times. In the first round there are 19 bidders, but after initial bids a small number will be selected for further negotiations. During World War II and the Korean War, six of the seven 10,000-horsepower Martin Mars aircraft (one crashed during a test flight before entering service) were used to transport supplies and wounded soldiers. The wingspan is nearly equal to the 212-foot wingspan of a Boeing 747-400.



## FACILITIES WON'T WORK ON AIRPLANES 18 YEARS OR OLDER?

(<http://www.avweb.com/eletter/archives/avflash/775-full.html#194113>)

Aircraft owners in Kansas and parts of the Southwest are worried about

a policy adopted by one and possibly two aircraft maintenance providers to refuse to work on aircraft that are 18 years or older. A customer of Kansas City Aviation Center in Olathe, Kan., who asked not to be identified, told AVweb that officials of KCAC, a Piper dealer, told him they would no longer lift a wrench on anything beyond that age, including Piper products. He said he was told by company officials that it's an insurance issue. A phone message and an e-mail request for an interview left Friday with KCAC's maintenance supervisor were not returned by our deadline, nor was an e-mail request for comment from Piper Aircraft.

## AIRLINE PILOT IS STRICKEN AFTER TAKEOFF, DIES

The pilot of a Continental Airlines flight became ill after takeoff and was later pronounced dead after the plane made an emergency landing Saturday, a company spokeswoman said.

The 210 passengers on the flight, which departed from Houston, Texas, were never in danger and the co-pilot landed the plane safely, Continental spokeswoman Macky Osorio said.

The airline said only that the pilot suffered a "serious medical problem." Continental believes the pilot died of natural causes, Osorio said. The pilot's name was not released.

The flight, bound for Puerto Vallarta, Mexico, took off from Houston's George Bush Intercontinental Airport and was diverted to McAllen-Miller International Airport.

The flight continued to Mexico with a new crew, Osorio said.

THE high school coaches in Boise, Idaho went to a coaches' retreat. To save money they had to room together.

No one wanted to room with Coach Daryl because he snored so bad. They decide it's not fair to make one of them stay with him the whole time, so they vote to take turns.

The first coach sleeps with Daryl and comes to breakfast next morning with his hair a mess, eyes all bloodshot. They say, "Man, what happened to you?"

He said, "Man, that Daryl snored so loud, I watched him all night."

The next night it was a different coach's turn. In the morning, same thing -- hair all standing up, eyes all bloodshot.

They say, "Man, what happened to you? You look awful!" He said, "Man, that Daryl shakes the roof. I watched him all night."

The third night was Frank's turn. Frank was a big burly ex-football player-looking type of man's man.

Next morning, he comes to breakfast bright eyed and bushy tailed. "Good morning." They can't believe it! They say, "Man, what happened?"

He said, "Well, we got ready for bed. I went and tucked Daryl into bed and kissed him good night. He watched me all night long."

# Flying lessons, October – November

by Marc Broer



These two months were very busy. Dave Kalwishky took over from Dave Smith as my primary instructor. I don't have many notes, but my log book tells the story.

At the end of September, I'm flying solo to Newton & Boone. I am restricted to these two airports, and a 25 nautical miles radius of Ankeny. I went out Oct. 1st, by myself, flew to north of Nevada, 25 miles on the GPS, and proceeded in a large circle to the west. I made a giant circle. I flew 25 miles from Ankeny at all times. When I got back to my point north of Nevada, I headed back to Ankeny. 2.4 hours in the airplane. I was tired. This was my longest flight ever.

Oct. 7, I flew with Dave to a breakfast at Grinnell airport. The wind was 17 knots, and I did my first really good crab into the wind, and crosswind landing. Next night, Dave had me go into Des Moines, work with the tower, and do landings. I got confused and lost my bearings. Things look very different at night with all the lights everywhere.

Oct. 22, I flew to Iowa Falls, using pilotage for navigation. I'm naming all the landmarks, Dave is impressed, so he signs me off to fly solo to Iowa Falls. Hooray!

Oct. 27, slipped in a lesson with Dave Smith, and of course he works me hard, as usual.

Oct. 28th, my first flight into Nash Field, Indianola, for a safety seminar. I bounced three times on landing. Paul Berge asked me if I counted that as three landings.

Oct. 29th, more practice with Dave Kalwishky and the tower in DSM. Then Dave got out, and I made my first solo flight to Iowa Falls.

Oct. 31st, more practice with the tower. This stuff is preparation for my upcoming solo cross country trips. It did finally sink in, and on Nov. 4th,

Dave Kalwishky and I made a practice run to Waterloo. The guy at the tower there told me to tell my instructor that he taught me well, because I did everything correctly. Dave says to me "You are so ready" and when we got back, signed me off to go on my solo cross country, Waterloo, Cedar Rapids, and back.

Next Day, Nov. 5th, I did it! I was full of butterflies, never been to Cedar Rapids before, and having to work with two different towers. I made one of my nicest landing ever at Cedar Rapids, and after take off, all I had to do was fly the GPS, and interstate 80 back home. Yes, I felt good! I was buzzing with confidence, and proud of accomplishment.

Nov. 11th, right on into the second required solo cross country. I flew to Dennison, and then to Sioux City. I wasn't so nervous this time, even though these were new places. On the way home, I used our auto pilot, now I know why we bought it. It is so nice. The trip home was like riding the easy chair in the sky.

During these two months, I also got practice that's not in my log book, flying with Brant Hollensbe, one flight with Rick Gleason in his Piper Vagabond, and a flight with Lyle Purcells in his "Yellow Bird" a Glass-Air, (first time I ever flew 210 mph in a 2-seat airplane) Brant & I flew to Osceola one afternoon, and on the way back, I got to see what a 35 mph tailwind will do. I think we got back to Ankeny in 12 minutes!

I will save the rest for next month.

## FAA to address the recent Known Icing opinion

### Embarrassed FAA Preparing To Overturn "Known Icing" Interpretation?

Sources this week tell AVweb the FAA is preparing to overturn a much-ridiculed June 6, 2006, letter from the agency's eastern region that reinterpreted what constitutes "known icing conditions" by reverting back to guidance initially published in 2003. The letter, by FAA Eastern Region Counsel Loretta E. Alkalay, was written in response to an operator's request for a definition of what constitutes "known icing conditions" and stated, "known icing conditions exist when visible moisture or high relative humidity combines with temperatures near or below freezing." She added, "flying through clouds at an altitude that is near or below freezing would constitute flight into known icing conditions." Since the letter was written last summer and became widely disseminated later in the year, numerous aviation organizations expressed opposition to its conclusion. For example, the Aircraft Owners and Pilots Association (AOPA), in a letter written by Luis Gutierrez, the association's director of regulatory and certification policy, told the FAA its interpretation "would unnecessarily ground many safe general aviation flights and may negatively affect safety because many pilots would not be able to train nor maintain flying proficiency during the winter season." Now, according to AOPA spokesperson Chris Dancy, the association "understands the FAA is preparing to overturn" the June letter in a fashion "consistent with current guidance," although he could not highlight how the FAA's policy reversal might be accomplished. Instead, AVweb has learned the FAA

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## St. Croix, U.S. Virgin Islands at 40,000'



*Icing Opinion Continued from page 4*

likely will revert to a 2003 definition of “known icing.”

When the FAA may act to overturn the Alkalay letter is not known, but it appears the agency may accomplish this feat by publishing official guidance. The “hook” on which the FAA apparently may rely is a May 7, 2003, document that sought to clarify and redefine icing terminology [PDF]. That statement, itself a result of a

December 22, 2000, proposal calling “for new and revised icing terms,” grew out of the 1996 FAA international conference on aircraft in-flight icing. In its 2003 statement, the FAA defined “known icing conditions” as “[a]tmospheric conditions in which the formation of ice is observed or detected in flight.” Which is a far cry from the “visible moisture or high relative humidity combines with temperatures near or below freezing” in the Alkalay letter. In fact, sources tell

AVweb it’s clear the FAA is rather embarrassed by the regional counsel’s interpretation and the effort it will have to expend to overturn her letter and return the known icing definition to what it has been. And those sources reminded AVweb this is not the first time that office overturned well-established FAA policy. All of which made one observer with whom we spoke wonder: What will it take for the FAA to suggest to Ms. Alkalay that she stop writing letters?



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