



Experimental Aircraft Association

Chapter 135

News



Number Three

March 2007

Presidents Position

by Dave Kalwishky

Because of the serious threat of coming user fees I have devoted my Column this month to what AOPA is doing about this. If you are not already an AOPA member I urge you to join at www.aopa.org. The \$39 yearly dues give us a voice in Washington when the lawmakers decide to do stupid things. At the end of the newsletter is a sample letter that you can print and send to your congressman, I have included the names, address and e-mail address for them. Please don't delay and let your voice be heard before it's too late.

From the website:

Open letter to members

I've heard from a lot of you since the Bush administration revealed its plan to coddle the airlines and kill general aviation with a 70-cents-a-gallon avgas tax, user fees for flying into Class B airspace, and new or increased fees for other FAA "services."

Many of you know that I try to reply to every e-mail I get, but this week I've received much more than usual. So, I hope you'll understand why I'm going to answer some of your general questions, rather than trying to respond individually.

Most of you want to know what you can do right now to fight this harmful FAA funding proposal. I'll get to that in a moment.

Don't despair

"I'm going to sell my airplane now, Phil, and give up flying because I won't be able to afford it anymore," wrote one, echoing the feelings of many others.

Next Chapter Meeting

will be held

Saturday - March 10, 2007

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

Program will be

West Regional Airport Authority

(the one that was cancelled last month)

Larry Lion

Well, let me tell you — after saving up for years, I now personally own two single-engine airplanes, and I'm not ready to give them up yet. I know in my heart we can win this fight, and we'll do it with the power and assistance of more than 410,000 AOPA members. So don't despair.

Strategic battle plan

We have a battle plan, and it's much more sophisticated than just asking all of you to write your congressman or senator immediately.

Our strategic plan calls for bringing pressure to bear on certain members of Congress at specific times.

In the coming months, each of you will be called to help, but in a highly segmented fashion. And when the final bills are up for vote by the entire Congress, we will issue a national call to action.

The airway ahead

Let me explain how this battle will progress so that you can understand when and how you will be called upon

to help us fight.

What the administration calls the "Next Generation Air Transportation System Financing Reform Act of 2007" is, at this point, nothing more than a proposed bill sent to Congress.

And the first place it will be vetted is by the aviation subcommittee of the House Transportation and Infrastructure Committee and the aviation subcommittee of the Senate Commerce, Science, and Transportation Committee. (See "Point of Order" for more detail and animation of how the proposal will move through Congress.)

The House aviation subcommittee has already scheduled hearings for March 14, and they'll call me to testify on behalf of our members.

Your AOPA legislative affairs staff and I have been lobbying hard for more than two years against the administration's claim that it needs user fees. Now that we have a concrete

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GOOD NEWS FROM WASHINGTON ON YOUNG EAGLES



FAA reaffirms Young Eagles flights not subject to new Air Tour Rule

February 22, 2007 - A week of work by EAA and FAA have ensured the future vitality and success of the Young Eagles program, by removing possible barriers that were part of the new Air Tour Rule announced earlier this month.

EAA President Tom Poberezny, along with EAA's Earl Lawrence and Doug Macnair, met Thursday with FAA's senior leadership, including Administrator Marion Blakey. They discussed the Air Tour Rule's possible effect on Young Eagles, especially limits on what aircraft could be used for Young Eagles flights, plus additional restrictions on pilot qualifications and frequency of Young Eagles activities.

"Everyone we met with at FAA assured us that there was no intent to harm the Young Eagles program in any manner through the air tour rule," Poberezny said. "FAA's staff showed true concern for the program and immediately moved toward a positive solution."

When Poberezny arrived at FAA headquarters the agency had, in anticipation of the meeting, drafted a letter clarifying Young Eagles flights as non-compensation flights. The letter emphasized that the Air Tour

Rule does not apply to Young Eagles flights where the pilot does not receive compensation.

The final version of that letter will arrive at EAA within the next few business days. In addition, Administrator Blakey and FAA senior officials pledged that technical corrections would be made to the air tour rule's preamble before the rule takes effect on March 15, 2007.

For EAA members who plan on flying Young Eagles, it means they may continue to operate as they have in the past when providing Young Eagles flights.

"The rapid, positive resolution to this situation is an example of the outstanding working relationship between EAA and FAA," Poberezny said. "FAA has helped provide the environment where nearly 1.3 million Young Eagles have been flown, and they continue their support of what has become the largest youth education program in aviation history. We are very pleased with the outcome and appreciate FAA's immediate attention to this issue."



POBEREZNÝ BRIEFS PETRI ON GA'S OPPOSITION TO USER FEES

EAA president meets with ranking member of House Aviation Subcommittee

February 21, 2007 - EAA President Tom Poberezny reinforced EAA's strong opposition to the Bush



Congressman Tom Petri

Administration's user fee/fuel tax hike proposal during a meeting Wednesday morning in Oshkosh with Congressman Tom Petri, ranking member of the House Aviation Subcommittee. Petri (R-WI) represents the state's 6th congressional district, home to EAA headquarters.

"Congressman Petri is well aware of EAA and general aviation's united opposition to the administration's proposal and the potential consequences it would have on aviation," Poberezny said. "Our position is that the present system works. The Airport and Airway Trust Fund is collecting record revenues and is projected to continue to do so. The new system as proposed would initially result in less revenue collected, compromise the much needed growth in the general aviation community, and result in less congressional oversight and more influence on the national airspace system by the airline industry."

Congressman Petri reiterated his support for general aviation and said that the future funding needs for the national airspace system need to be determined before deciding on a new funding mechanism. His objective in the reauthorization bill is to ensure that the United States remains the world leader in aviation.

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proposal to work with, I'll begin calling on all of you to help with the fight.

Within a short time, I'll be asking some of you who reside in certain districts to contact your elected officials. These officials are members of key committees in both the Senate and House.

As the proposal moves through other committees, we will call on others to weigh in at the most effective times. And a lot of committees will have interest in this bill, including the House Ways and Means Committee, Senate Finance Committee, plus committees with jurisdiction over the military, homeland security, etc.

Talk to your congressman and senators

While some of you have already proactively written to Congress, right now it's time to "talk."

Congress is in recess this week, and most of the senators and congressmen are back home meeting with constituents. If you have the opportunity to talk with your elected representatives, do so. Let them know how important this issue is to you. ([Click here](#) to see a short video from Republican Rep. Sam Graves of Missouri to understand why that face-to-face contact is so important.)

If you do choose to write your representative or your senators now, your communication will be more effective if you send it as a letter or fax. ([See our information](#) on how to contact your representatives and what you can say.) Letters carry more weight than e-mails and are more likely to be seen by the member of Congress, rather than be answered directly by a staffer.

Keep AOPA informed

Whenever you send something to Congress, please send me a copy (e-mail to FAAFunding@aopa.org or fax to 301/695-2352), and more importantly, send me whatever response you get. We are tracking every single member of Congress. We will hold each one to their promises.

And now my promise to you. We will

use every resource we have to defeat the administration's FAA refinancing bill. And, keep in mind, AOPA members have responded to our call for [Political Action Committee \(PAC\) contributions](#), giving us a war chest of funds to help fund the reelection campaigns of "our friends" in Congress.

We will win. And we will do it with the help of each of you, the 410,000-plus members of the Aircraft Owners and Pilots Association.

But if you haven't and want to do so now, you can do this by making the following points on your personal or business stationary:

- Introduce yourself by describing how you use your pilot certificate.
- Express your opposition to the ridiculous fuel tax increase in the FAA plan by explaining what effect the tax on avgas going from the current 19.4 cents per gallon to 70.1 cents per gallon would have on your flying. (For turbine fuel users, the tax would escalate from 21.8 cents per gallon to 70.1 cents per gallon.)
- Urge them to reject the Bush administration's request for air traffic control user fees for any segment of aviation by explaining that this is a major step toward privatizing the ATC system, placing it in the hands of FAA bureaucrats and the airlines by diminishing, and ultimately eliminating, congressional oversight of the nation's air transportation system. By the FAA's own admission, the system provides the world's safest airspace and handles more than six times the traffic of the next largest air traffic service organization.
- While the FAA claims that the changes are needed because the current financing system is "broken," share with your representative that based on projections using Office of Management and Budget data, the FAA can be funded using the existing system of aviation taxes. The radical changes proposed by the FAA are not needed to keep the U.S. aviation system vibrant and

successful.

- Conclude by asking if they will agree to oppose this plan and work with AOPA and others in the general aviation community to develop a reasonable and balanced plan for financing the FAA and modernizing the air traffic control system.

These talking points are helpful, but writing your own personal message is important. It is far better to send a personalized letter than an e-mail on issues like the future of the aviation system. All e-mails look alike, yet letters are unique. Letters emphasize the fact the writer is in the congressional district and often the letterhead illustrates the business and other relevant background of the author.

Please send your letter by fax (the fastest and best way to communicate with Congress), then follow up by mailing a copy. Use these helpful links for information on your members of the House of Representatives or Senate.

Please be sure to fax (301/695-2372) or mail AOPA a copy of any letter you send or response you receive from your representative. Or if you prefer e-mail to FAAFunding@aopa.org

Iowa's senators are:

Chuck Grassley
135 HART SENATE OFFICE
BUILDING
WASHINGTON DC 20510
(202) 224-3744

E-mail form: www.grassley.senate.gov/index.cfm?FuseAction=Contact.Home

Tom Harkin
731 HART SENATE OFFICE
BUILDING
WASHINGTON DC 20510
(202) 224-3254

E-Mail form: www.harkin.senate.gov/contact/contact.cfm

To find your representative go to this website: www.house.gov/zip/ZIP2Rep.html

Please send a letter to our senators and house representatives, our voice along with AOPA can make a difference!

My last installment, finishing my flying lessons,

by Marc Broer



Nov. 23rd, 2006, I flew to Boone, dropped off Dave Kalwishky, then flew on solo to Iowa Falls. A layer of broken clouds formed, and I got to thinking about VFR minimums, and making judgement calls about what is safe, and what do I do if I can't land?

Nov. 25th, I had permission from Edna Todd to land at her airport, and today I finally got to do it. With Dave K. as my instructor, and no crosswind, I landed at Todd's Field. It is plenty long of a runway, but very narrow. It also looks funny like it's not perfectly flat, on account of different paving sections, put in at different times.

Nov. 17th, I went up for solo work, and flew to Iowa Falls for a practice landing.

Dec. 16th, I drove to Iowa Falls, met with Dave Smith to see how prepared I am for the Oral Exam part of a Checkride. Dave Smith says I need to do more study in this area.

Dec. 23rd, More solo work, this time to Boone and Iowa Falls.

Dec. 24th, Dave K. gave me a training lesson into Des Moines airspace, Tower control, and out NE to the practice area for reviewing maneuvers for the practical part of a Checkride. Dave says I need some more practice to hone in those skills.

At this point I am done with all requirements. I have 64 hours in my logbook, and another 30 hours unofficially with others as the Pilot In Command, but with myself actually doing the flying. I would need an endorsement from an Instructor to go for a checkride to get my certificate,

and both instructors say I need a bit more work/practice. I know they are right.

Now it is winter, I flew on Jan. 1, with Dave K., winter operations, and tracking the VOR to Newton. On Jan.6th, I flew with Brant in his airplane to Marshalltown. Then Feb. 2nd, I flew our Gumby to Knoxville, with a brand new re-built propellor, and Dave Kalwishky signed my off to go solo to Knoxville. Our engine RPM was still acting up, we had hoped the prop re-build would have solved that problem. It was 2 degrees out that day with a stiff crosswind. My landing in Knoxville wasn't too good, but my crosswind landing back in Ankeny was excellent. This day I realized I was not scared of the crosswind like I used to be.

I had originally set a goal of having my Private Pilot Certificate by the end of 2006, and didn't make it. My new goal is by April/May 2007. Dave and I put Gumby in for it's annual on Feb. 4th, and one engine cylinder failed inspection, also the motor mount has rust and needs re-built. Dave and I decided to bite off the expense of having our engine re-built.

GENERAL AVIATION UNITED AGAINST USER FEES

EAA has always been actively involved in government advocacy efforts on behalf of everyone who enjoys aviation. But user fees threaten the freedom to fly at the very core of recreational aviation. Help EAA and other general aviation groups by becoming informed about the user fee issue and participating in efforts to stop this legislation.

Learn about the issue

- The FAA Funding Question: A debate on user fees An EAA Briefing Paper
- GA Organizations - Joint Position Paper

What can I do?

1. **Contact your congressional Representative and Senators**

in Washington to educate them on the direct impact it will have on you, your family, your business, and your community. A well-informed, personal letter or phone call from a constituent in their home district is the most effective way to express your opinion. Guidance on what to say in a letter can be found in the EAA Briefing Paper.

Be informative, respectful and polite in all your correspondence. Explain the issue, express your personal concerns, and feel free to seek their active support of you and your community.

Congressional Directories

U.S. House of Representatives

U.S. Senate

2. Tell other pilots, aircraft owners, and aviation enthusiasts about this issue. Share this information at EAA Chapter meetings and other pilot gatherings. Refer them to EAA's briefing paper for more information.
3. Support EAA and other general aviation organizations through your continued membership and donations.

To contact our Senators/Representatives

Senator Tom Harkin
731 Hart Senate Office Building
Washington D.C. 20510

Senator Charles Grassley
135 Hart Senate Office Building
Washington D.C. 20510

Representative Leonard Boswell
(Or your representative)
House Office Bldg.
Washington D.C. 20515

Senate phone number:
1-202-2243121
Senate e-mail address:
www.senate.gov

House phone number:
1-202-224-3121
House e-mail address:
www.house.gov



2006 : Batman's rival

Man, forever obsessed with the dream of flying; Icarus' myth, tried time after time to fly like a bird. The best ever achieved are flying machines in which men lock themselves in, created by some of mankind's greatest pioneers in this area.

Over the past decade, whilst still keeping the idea of flying like a bird in mind, various flying apparels were imagined and created such as hanggliders, paragliders, and gliding wingsuits. All of these use the various air currents to fly on and with.

However, no-one will ever forget the human who could actually fly and who appeared on earth in 1939. This man could jump and fly through the air at whatever chosen moment: Batman... the Cartoon character created by Bob Kane.

Today, Batman can leave behind his cartoon books and movie theatres and fly above the Swiss Alps, this person is Yves Rossy. He has finally achieved Leonardo Da Vinci's greatest fantasy and can fly through the air!

Following a long line of predecessors, this Swiss man, who's lifetime passion is flying, once flew for the Swiss army at the controls of the Mirage III, then went on to fly as captain on Airbuses, and now has not only created and developed wings which allow him to fly, but also built and personally tested them over the past 7 years.

Finally, and this since last Autumn, his dream became reality mainly because of 4 model-engines which were built under his wings. With these, he can fly at over 200km/hr and conquer mountain summits. During the flight, Yves's body becomes the likes of a bird and, other than a gas handle, Yves does not ride his wings but truly flies them, using various

light body movements that he has learned to handle with perfection. These body movements are equal to those that birds use to fly...

And like Batman, when he flies alongside airplanes they can only look and admire him when he activates the acceleration button which makes him disappear at an incredible speed through the blue skies.

Though the most important part of this project has been achieved, there still remains some fine-tuning which needs to be achieved before allowing Yves to take-off, do aerobatics, vertical climbs, and participate at various airshows. To this day, Yves is extremely proud to have arrived at this point in this project and this alone and with the help of several friends, especially as many people judged this project impossible. Having such high potential, finding sponsors and support should be an easy task so that Yves can finally achieve the next steps...

Want to become a sponsor ?

The first jet-powered flying man in the history of aviation. videovideo

Following the "Flying Man" project, the logical "next step" was to accomplish the secret dream of being able to fly like Superman or the Rocketeer. To do this, jet-powering the wings had to be achieved in order to be able to allow the first flying man ever to fly horizontal level !

In 2001, Yves contacted the worlds leading model jet engine Company, "Jet-Cat", based in Germany. This company, which specialized in motorizing miniature planes, quickly showed its interest in helping Yves install engines onto his wings.

To perfect the performance, the aerodynamic wings were improved and their span was increased to 3 meters. As

of 2004 and because there was a loss of rigidity due to the inflatable side of the wings, Yves had to stop his collaboration with "Prospective Concepts" and work only with "ACT Composites" who then created foldable carbon wings, able to be used from a Pilatus Porter plane.

Finally, at 7:30pm on June 24th, 2004 and after the 3rd trial of the day (6th motorized trial), Yves finally dropped out of the Pilatus at an altitude of 4000m over the Yverdon airfield. Before pulling on the little lever that controls the opening of his wings, Yves lets himself glide for a couple seconds and at the altitude of 2500m, he starts the ignition of the engines and waits 30 seconds for them to stabilize. Once they are steady, he can finally speed up the engines and suddenly the dream comes true... He manages a horizontal flight at 1600m from the ground for more than 4 minutes, at a speed of 100 knots, in formation with the Pilatus!

Since this First success, Yves did more than 30 motorized flights, improving this first prototype with the help of his team. He could fly as long as 6 minutes 30" and even with a little climb rate.

The potential foreseen with this first powered wing is huge, and is waiting to be explored!

Yves is actually busy developing a second wing with ascensionnal and aerobatic capacities. And we don't speak of future take-off possibilities...!

Thanks to his professionn aviator's approach during his tests: "Always have a plan B ready", And coached by the Computer Simulation program of the Polytechnic School of Lausanne, Yves guarantees a very high level of SAFETY in the project.

That should gain him much confidence and support from SPONSORS!



DON'T CALL IT A FLYING CLUB

By Bob Mackey, Vice President, Falcon Insurance Agency, Inc.

I got a call from a pilot who was interested in forming a four-way airplane partnership. When this would-be 25 percent airplane owner explained the ownership plans for the airplane, he kept referring to the group as a "flying club." Finally I said, "Hold it! Please, please, please do not use the term flying club!"

Flying clubs are a great way for a larger group of pilots to share aircraft ownership and reduce one's costs of aircraft ownership. Flying clubs also have access to many different types of aircraft. But flying clubs are also difficult to insure because many aviation insurance underwriters typically consider them as disorganized, lacking systems for managing airplane maintenance & operations and the pilot information of individual club members.

There are many successful and well-run flying clubs. But they're typically charged higher premiums than airplane partnerships. If you're thinking about forming a four- or five-way partnership, then do just that - set up a partnership, perhaps a limited liability corporation, whatever your legal counsel advises. Then give the EAA Aircraft Insurance Plan (Falcon Insurance Agency) a call and we'll arrange your aircraft insurance.

Just don't call it a flying club!

If you would like to know more about insurance for an airplane partnership, give Falcon Insurance Agency a call, the official insurance agency for the EAA Aircraft Insurance Plan. Call 866-647-4EAA (4322) or submit a quote request at www.eainsurance.org.

Happy Flying!

Three things an Aviator can't use

- 1) Altitude above you.
- 2) Runway behind you.
- 3) Fuel you've already burned.

Airline pilot is stricken after takeoff, dies

Last month I wrote about a commercial flight where the Captain died shortly after the plane took off. Well, there is more to the story that came out after I submitted the article.

It seems that the co-pilot made an announcement over the PA system looking for anyone with flying experience.

Albuquerque businessman Stephen W. Brown doesn't consider himself a hero.

But when a medical emergency struck down the captain of a nearly full Continental Airlines jet flying to Mexico, Brown climbed out of his passenger seat and into the cockpit.

The 47-year-old licensed private pilot, who usually flies a single-engine Cessna, helped land the Boeing 757-300 loaded with 209 other passengers at McAllen-Miller International Airport in McAllen, Texas, on Saturday.

The plane had taken off from Houston on a flight to Puerto Vallarta when the co-pilot called for help. Brown responded.

"Yes, it was a rush," Brown told the Journal in an e-mail Wednesday from Puerto Vallarta, where he was still on a business vacation. "A combination of sheer excitement and shock kept my heart racing from beginning to end.

"I suppose most private pilots daydream about this sort of scenario where assistance is needed on the flight deck," he said. "The sad part, of course, is how I ended up on the flight deck." The captain later died.

While a few flight attendants and passengers tended to the stricken pilot, the co-pilot took over as captain of the plane. He then asked over the intercom whether there were any pilots on board.

"There's nothing wrong with that," said Federal Aviation Administration spokesman Roland Herwig, who

confirmed Brown's role in the emergency landing. "The (acting) captain can take any action for the sake of safety."

The co-pilot-turned-captain told Brown that he had 28 years of experience.

"At that moment, I was undoubtedly the least nervous person on the plane," Brown said. "I knew, while technically it was deemed an 'emergency situation,' the captain would land the aircraft without incident."

Brown's role was to perform some standard radio work, co-review checklists and lower flaps and landing gear as instructed.

RULES OF THE AIR

- You know you've landed with the wheels up if it takes full power to taxi to the ramp.
- Equipment problems that go away by themselves will come back by themselves.
- Remember, if you crash because of weather, your funeral will be held on a sunny day.
- Flashlights are tubular metal containers that are kept in a flight bag for the purpose of storing dead batteries.
- Never fly in the same cockpit with someone braver than you.
- If no liquids (such as fuel, oil, grease, or hydraulic fluids) are leaking out an aircraft, it's safe to say there are none within.
- Reliable sources report that mountains have been known to hide in clouds.
- Always try to keep the number of landings you make equal to the number of take offs you've made.



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