



# Experimental Aircraft Association

## Chapter 135

### News



Number Five

May 2007

## SOMETHING NEW!

### Next Chapter Meeting

will be held

**Saturday - May 12, 2007**

**Meet at 4:00**

**Potluck Picnic 5:00 p.m.**

tableware, condiments & pop provided, grill available

**at Brant, Dave & Marc's hangars**

*Hanger doors open at 2:00 p.m. if you want to show up early.*

*Several members' planes, plans and projects to look at, as well as videos, photos and software. Come early to check out the toys, stick around in the evening for a movie.*

**Program 6:00 p.m.**

Program will be

**Jim Jones**

from Newton

**Historical Presentation**

**(He will tell about the B24 that his uncle flew)**

## Presidents Position

by Dave Kalwishky

May is sure shaping up to be a busy and fun month for the chapter. Starting with the May 12th meeting we are going to start having the meetings in our hangar. As many of you know Marc and I co-lease a hangar at Ankeny, Brant Hollensbe has the hangar right next to us. We thought it would be fun to have the summer meetings back at the hangar and have a cookout with each one.

We are planning on being at the han-

gar at 2:00 pm for social time and airplane rides. We will eat dinner at 5:00 pm and have a program that starts at 6:00 pm. Weather permitting Rich Milburn and Roger Bocox are going to fly their planes in for everyone to see.

The chapter will provide paper plates, plastic eating utensils, napkins and pop. If you'd like to eat we will have the chapter grill there so bring your own meat to cook. You could also bring a side dish if you wanted.

Ralph and I will have our laptop computers on hand with various videos and

## Upcoming Events:

- **Saturday May 5th - 7:00 - 10:00 a.m.**  
Pella Flight Breakfast
- **Saturday May 20th - 7:00 a.m. - 12:00 noon** Cherokee Flight Breakfast
- **Monday June 4th - 3:30 p.m.**  
Illinois Congressman Jerry Costello (Chairman, House Aviation Subcommittee) will join Iowa Congressman Leonard Boswell (Member, House Aviation Subcommittee) at the Ankeny Regional Airport to meet with airports, FBO's and pilots to discuss current aviation issues, including FAA Reauthorization and user fees. Additional items to be discussed will be changes in the collection of aviation fuel taxes that are hurting aviation businesses as well as jeopardizing the funding stream for vital aviation programs
- **June 30, 2007, from 9am - 5pm**  
Des Moines 75th Anniversary Open House at the cargo ramp on the South side of the Airport.

## REMEMBER YOUR DUES

**Dues are \$20.00**

**Payable June 1, 2007**

Send check to:

Brant Hollensbe

512 36th Street

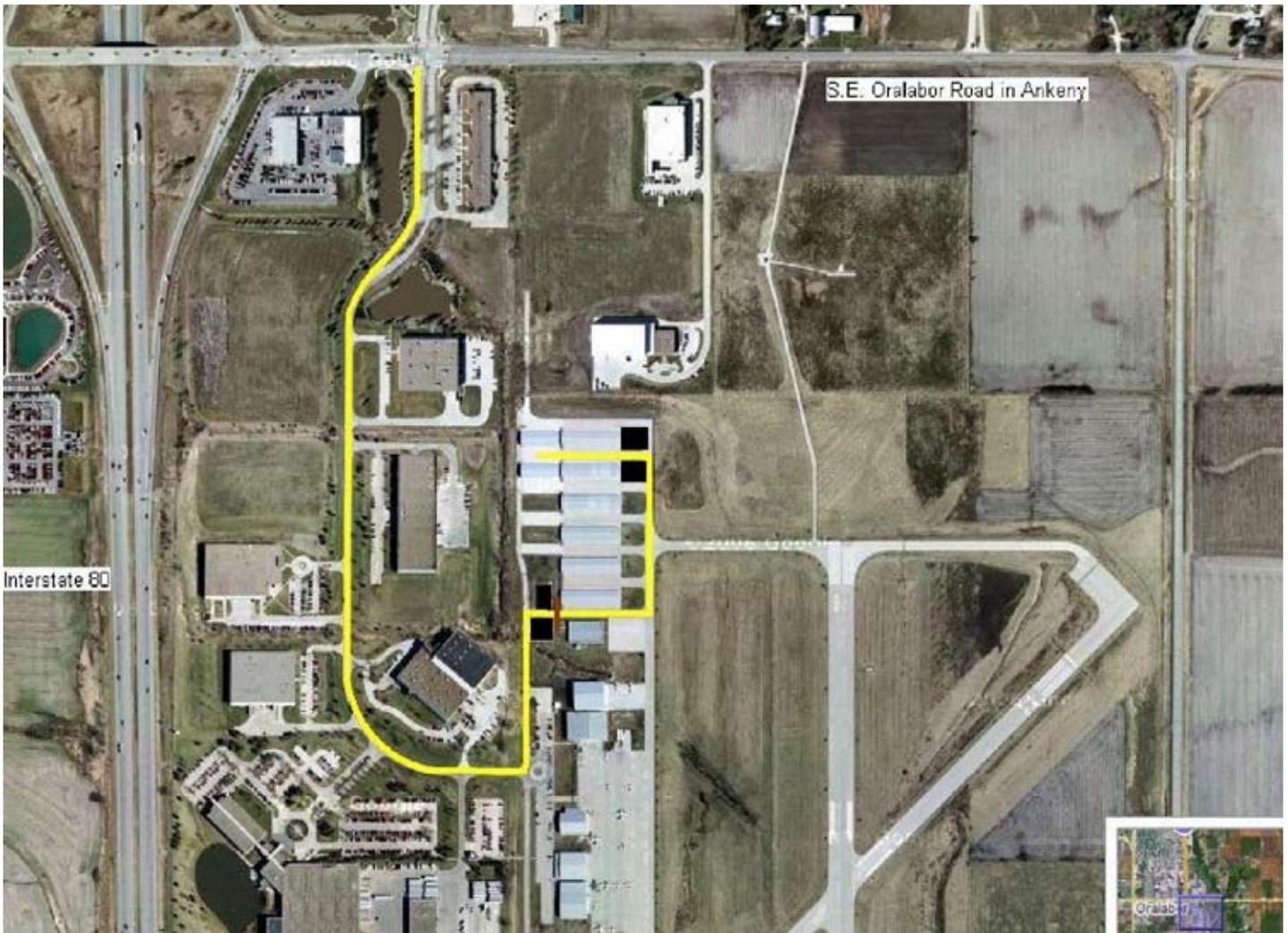
West Des Moines, IA 50265

You must be a current member of the National EAA

training material on hand for you to preview if you'd like.

*Presidents Position Continued on page 2*

*See Map also next page*



Map for next chapter meeting

Parking will be available where the black squares are on the map. You will NOT be able to get back to the hangar without a gate code, so when you pull up to the gate you can call me on my cell phone at 515-314-7060 and someone will come and let you in. You can park by the gate and then ride back to the hangar with whoever picks you up or you can park by our hangar. If you have any questions please give me a call or send me an e-mail at [dave@kalwishky.com](mailto:dave@kalwishky.com)

## Scales Rental Info

Scales going in this week for certification, probably be available again after the weekend.

All scale rentals require check for \$200.deposit (Will be returned, uncashed, upon timely scale return).

Three day rentals. May be extended for thee additional days at no charge, if there are no other conflicting requests for their use, with notification by phone. Otherwise late fee of \$100 per day applies.

All checks to be made out to "J.M. Abrahams / scale rental".

Chapter 135 members (must be member 3 months prior to rental date.) ..\$25.00 for 3 days

National EAA member but not Chapter 135 member .....\$75.00 for 3 days

A&P or FBO rate .....\$125.00 for 3 days

Copy of rental agreement available by fax or email by calling Mike Abrahams at 515-287-3840 or email to [ppcmike@hotmail.com](mailto:ppcmike@hotmail.com)

Scales are kept at Phil Patterson, Corp. / 4214 Fleur Dr., Suite 11 / Des Moines, IA 50321 (two blocks north of N.E. corner of the Des Moines Int'l Airport.

# Seatbelt Usage and the regulations

by Dave Kalwishky

“If you read the regulations, and we know everybody should have at least been exposed to the regulations at a certain point, in Part 91.107, specifically, the pilot in command has what I would call two specific jobs or tasks with respect to seat belts and shoulder harnesses. The first one: it says that you have a duty to brief passengers on how the seat belts work. You can’t legally take off until you’ve told them how to fasten and unfasten the seat belts. It may seem fairly obvious, but one of the things to keep in mind is that in many General Aviation airplanes, particularly the older ones, the seat belts don’t work like the cars do. And people actually may need a little bit more of a briefing than you think they do. So don’t take anything for granted. Assume that they need to know how to do it.

The second requirement that you have in Part 91.107, is you have to notify your passengers that they have to fasten their seat belts. So you have to tell them how to fasten and unfasten, but you have to tell them, also, that they must use their seat belts and shoulder harnesses if they are installed in the airplane before you take off, land or as the regulation says, “...cause an aircraft to be moved on the surface.” I think most of us would call that taxiing, but you know how legal language goes. So those are the two main duties with respect to seat belts.

Now the other thing that you probably need to include in this part of the briefing -- it’s a very good idea to brief your passengers on how to adjust their seat position -- but really important, how to lock the seat in place. It would be really uncomfortable for your passengers if the seat suddenly started to shift. And I have certainly had that happen to me, but fortunately, not at a time when it was critical.

But just imagine how dangerous it could be if you had a passenger who had not been told and had not been

shown how to lock the seat in place, and make sure it didn’t slide. The seat starts to slide back on takeoff, and the passenger just instinctively reaches out to grab the yoke, and you fill in the rest. It is not a pretty picture. So a briefing on seat belts, shoulder harnesses and seat adjustment is all a good thing to do.”

## FAA Safety Program Initiatives

by Dave Kalwishky

As I announced at the last chapter meeting I have been accepted by the FAA as a Lead Safety Representative for the area. Many of you have attended the FAA safety seminars that Roger

Clark used to put on, well now that will fall on me to do and the team of newly minted FAA Safety Representatives.

This should give me access to new safety information that I will make available to the chapter. I also plan on holding some safety seminars later in the year as my time permits. Of course all chapter 135 members will have access to the information before anyone else does.

Signing up with the FAA’s safety program is easy to do and free. There is a wealth of information online at the site. If you are not already signed up on [faasafety.gov](http://faasafety.gov) this would be a good time to do so [www.faa.gov/SPANS/preregistration.aspx](http://www.faa.gov/SPANS/preregistration.aspx)

## EAA AirVenture Oshkosh Photo Gallery



*The B-25 Panchito powers off Runway 18 Friday during a re-enactment of World War II combat action at EAA AirVenture 2005.*



*The Lancaster Bomber, one of the world’s only two flying Lancaster bombers from the Canadian Warplane Heritage Museum.*

# EAA AirVenture Oshkosh Photo Gallery Continued

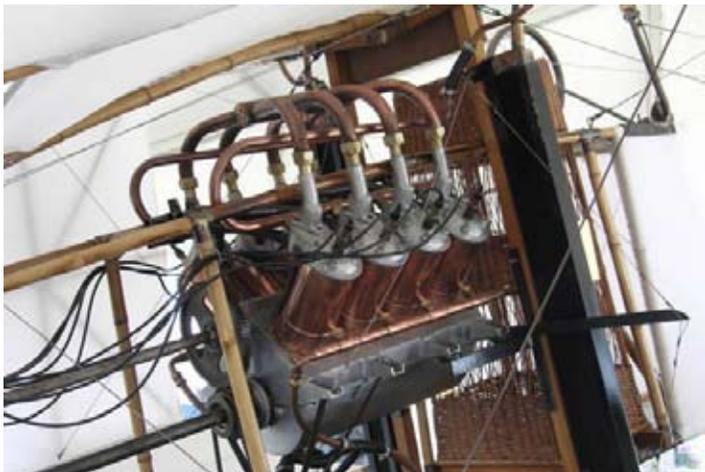
*Old Fokkers never die. The unmistakable lines of the deadly Fokker tri-plane of World War I struck fear into the hearts of many an Allied fighter pilot as history's first aces fought in the skies above Europe. Their story is brought to life in the movie Flyboys that debuts this week at EAA AirVenture Oshkosh 2006.*



*SC Johnson's Carnaubá Sikorsky S-38*



*A 1946 Aeronca 7AC making its first visit to AirVenture following several years of restoration. Owned by Harold Shortenhaus of Delavan, WI.*



*Engine*



*A row of Stearmans in Vintage Aircraft parking.*

# FAA FUNDING PROPOSAL BAD FOR AIRPORTS, TOO

*From AOPA website*



FAA Funding DebateThe Bush administration's proposed FAA funding bill would be a step backward for smaller general aviation airports, AOPA President Phil Boyer told the Iowa Aviation Conference in Des Moines on April 3. "The FAA's bill would cut the Airport Improvement Program (AIP) by almost one-third, gutting \$1 billion from the program," Boyer said. "It would remove the funding entitlement for the smallest GA airports, and it would reduce the federal matching amount, making it even harder for cash-strapped municipalities to come up with their share of the money for airport improvements." Boyer also explained to the conference, which included airport managers and government officials, the impact of the proposal on GA pilots.



*The Leader In Recreational Aviation*

## EAA ADVOCATES FOR THE SMALL AIRCRAFT OWNER

### Seeks to Preserve Access to Repair Stations Services

*From EAA website*

April 18, 2007 - EAA responded this week to proposed aircraft repair station certification regulations that, if implemented, would impose significant

administrative and economic burdens on many small general aviation shops. Such an unintended consequence would have an adverse affect on aircraft owners seeking to maintain the airworthiness of their aircraft.

In the FAA's repair stations notice of proposed rulemaking (NPRM), the agency estimates the cost for developing and implementing just one part of the proposed new regulations, a new quality system, at \$34,500 per repair station. That would be a significant hit to small repair stations and could by itself wipe out the profitability of many shops, forcing some to close their doors.

"We fear that these requirements would ultimately result in diminished availability of qualified and experienced maintenance expertise, especially for the vintage fleet," said Earl Lawrence, EAA vice president of industry and regulatory affairs. "Aircraft owners could be forced to use maintenance facilities with less specialized experience on their aircraft type, making it more difficult to complete major repairs and changes to small aircraft, potentially impacting safety as well."

The FAA also proposes that repair stations be required to maintain an approved capability list for each make, series, and model of aircraft it's permitted to work on. This would not be feasible in practice, since small GA repair stations inspect and maintain virtually hundreds of aircraft makes and models, from amateur-built to vintage civil and former military aircraft, mass-produced aircraft, and the countless types built in small numbers over a span or many decades.

One solution provided is to exempt aircraft below a certain weight--say 12,500 pounds--from the capabilities list. EAA's response includes a willingness to discuss how best the FAA could address its quality concerns while ensuring the owners of small aircraft continue to have ready access to repair station services. One suggestion EAA proposed is to exempt, or lessen requirements, for smaller shops with fewer than a given number

of employees.

"EAA strongly urges the FAA to address the capabilities list and quality system requirements in this NPRM before it implements a final rule," Lawrence stressed.

## FLY IOWA 2007

### CELEBRATING DES MOINES INTERNATIONAL AIRPORTS 75th ANNIVERSARY!

*From IAPG website*

Mark your calendars now for Des Moines 75th Anniversary Open House on June 30, 2007, from 9am - 5pm at the cargo ramp on the South side of the Airport.

- Free Parking, Free Admission!
- Fly-in, drive-in pancake breakfast hosted by Signature Flight Support at their facilities. Pancakes by Chris Cakes. Transportation to the open house on the cargo ramp. No landing fees and reduced fuel prices. PIC breakfast free!
- Many aircraft static displays including antiques from the 1930's... Bi-planes, tri-motors, DC-3's. Modern military aircraft including F-16 Fighting Falcons and KC-135 Tankers from the Iowa Air Guard. Aircraft from UPS and FedEx and more. Some fly-bys.
- Aviation exhibits including the newest and greatest in general aviation aircraft, aviation art, and educational exhibits including airport crash-rescue equipment, snow-plows and more! Learn the history of Iowa's largest and only International Airport.
- Food, beverage, and souvenir vending.

Come one, come all!

### Fly Iowa 2008 at Storm Lake

Plans are being made for Storm Lake (KSLB) to host Fly Iowa 2008 on August 9 and 10, 2008. The program will likely draw together wings, wheels, and water and have something to appeal to everyone.

## Chapter News

Peter James has served Chapter 135 for a number of years as a board member and most recently as our Vice President. Peter has quite a few things going on in his life right now and has had to resign as Vice President of our chapter but he will remain a chapter member. I'd like to thank Peter for all he has done for the chapter over the last few years and wish him well.

At the last board meeting we voted Ralph Briggs in as the new Vice President to fill out Peter's term. Ralph brings a fresh and energetic outlook to the chapter; he has some great ideas for future chapter programs.

Since Ralph has been named the new Vice President we now have a seat open on the board. If anyone would like to be a board member please let me know or show up at the next meeting and put your name in as we will be voting then.

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## TEPID SENATE RESPONSE TO ADMINISTRATION'S FAA FUNDING BILL

*From AOPA website*

Significantly higher general aviation taxes and user fees don't seem to be sitting well with key members of the U.S. Senate. Sen. Daniel Inouye (D-Hawaii), chairman of the Senate Commerce Committee, honoring a request from the president, introduced the administration's FAA funding bill "as a courtesy" on March 30. While noting that the Next Generation Air Transportation System Financing Reform Act of 2007 was an "aggressive proposal" for FAA reauthorization, Inouye said, "I cannot support all portions of this bill.... Specifically, I am troubled by the proposal to drastically increase the general aviation fuel tax and substantially cut the Airport Improvement Program (AIP) funding level." The ranking Republican on the committee, Sen. Ted Stevens (R-Alaska) said, "I echo Sen. Inouye's concerns with the proposal." Sen. Inouye said that he would work with the chairman of the Commerce aviation subcommittee, Sen. Jay Rockefeller (D-W.Va.), and ranking subcommittee member Sen. Trent Lott (R-Miss.) to develop a bipartisan FAA funding bill that could be brought to the full Senate. AOPA has already met with Sen. Lott, and will meet with Sen. Rockefeller soon, to discuss alternatives to the administration's FAA funding proposal.



*Ralph Briggs toured the Fantasy of Flight Museum in Orlando Florida  
Kermit Weeks on the left and Chapter VP Ralph H. Briggs on the right*

## PILOT INPUT SAVES AIRPORT ADVISORY SERVICE

*From AOPA website*

Thanks to feedback from pilots who use the airport advisory service (AAS), the FAA has instructed Lockheed Martin to continue the service at the 20 airports it is currently offered. Last year, the FAA was considering allowing Lockheed to discontinue AAS and asked for pilot input. That's because AAS is offered only at airports with a flight service station on the field, and Lockheed is in the process of consolidating some of those facilities. Many pilots stressed that AAS helped enhance safety in the airport environment. "Because of pilot input, AAS will continue to be provided at the existing 20 locations, even if the facility is no longer located at the airport," said Melissa Rudinger, AOPA vice president of regulatory affairs. "This is a perfect example of how involved pilots can influence what air traffic services are offered." With AAS, pilots receive airport information from flight service specialists, including weather updates, wind and altimeter information, runway usage, and any known traffic in the area.

## AMERICAN LEGEND TAKES ON RESTORATION BUSINESS

*From AOPA website*

American Legend Aircraft is so obsessed with extending the enjoyment of vintage airplanes, the company has created a restoration service to take it beyond factory-produced Legend Cubs. Called American Legend Aircraft Services, the new company will repair, overhaul, or upgrade a range of tube-and-fabric aircraft. The Sulphur Springs, Texas, company says that the materials and processes associated with production airplanes share a lot in common with the restoration business.

## Aviation Terms

*Submitted by Matt Smith*

**AIRSPPEED** - Speed of an airplane. (Deduct 25% when listening to a retired fighter pilot.)

**BANK** - The folks who hold the lien on most pilots' cars.

**CARBURETOR ICING** - A phenomenon reported to the FAA by pilots immediately after they run out of gas.

**CONE OF CONFUSION** - An area about the size of New Jersey located near the final approach beacon at an airport.

**CRAB** - A VFR Instructor's attitude on an IFR day.

**DEAD RECKONING** - You reckon correctly, or you are.

**DESTINATION** - Geographical location 30 minutes beyond the pilot's bladder saturation point.

**ENGINE FAILURE** - A condition that occurs when all fuel tanks mysteriously become filled with low-octane air.

**FIREWALL** - Section of the aircraft specifically designed to funnel heat and smoke into the cockpit.

**FLIGHT FOLLOWING** - Formation flying.

**GLIDE DISTANCE** - Half the distance from an airplane to the nearest emergency landing field.

**HOBBS** - An instrument which creates an emergency situation should it fail during dual instruction.

**HYDROPLANE** - An airplane designed to land long on a short and wet runway.

**IFR** - A method of flying by needle and horoscope.

**LEAN MIXTURE** - Nonalcoholic beer.

**MINI MAG LITE** - Device designed to support the AA battery industry.

**NANOSECOND** - Time delay between the Low Fuel Warning light and the onset of carburetor icing.

**PARACHUTES** - The two chutes in a Stearman

**PARASITIC DRAG** - A pilot who bums a ride and complains about the service.

**RANGE** - Usually about 3 miles short of the destination.

**RICH MIXTURE** - What you order at another pilot's promotion party.

**ROGER** - Used when you're not sure what else to say.

**SECTIONAL CHART** - Any chart that ends 25 nm short of your destination.

**SERVICE CEILING** - Altitude at which cabin crew can serve drinks.

**SPOILERS** - FAA Inspectors.

**STALL** - Technique used to explain to the bank why your car payment is late.

**STEEP BANKS** - Banks that charge pilots more than 10% interest.

**TURN & BANK INDICATOR** - An instrument largely ignored by pilots.

**USEFUL LOAD** - Volumetric capacity of the aircraft, disregarding weight.

**VOR** - Radio navigation aid, named after the VORtex effect on pilots trying to home in on it.

**WAC CHART** - Directions to the Army female barracks.

**YANKEE** - Any pilot who has to ask New Orleans tower to "Say again".

## USER FEES CAUSE 'DO IT YOURSELF' IFR APPROACHES IN U.K.

*From AOPA website by businessman and pilot Steve Copeland*

Consider this: According to Copeland, there were only three private pilot instrument ratings issued in the U.K. last year. "In the U.K., very, very few people actually take up instrument flying because of the costs and time involved in it," Copeland told AOPA Pilot Editor-at-Large Thomas A. Horne. "People will tend to try and fly in marginal conditions and use DIY [do-it-yourself] instrument approaches to fly into smaller grass and tarmac airfields that don't have instrument approaches. They basically wing it, hoping that they can get in underneath the weather and not have to go to one of the major airports to do an instrument approach." This second installment of a four-part video report on user fees in Europe may explain why almost half of Europe's 90,000 GA pilots who fly powered aircraft hold FAA pilot certificates and ratings, and 30 percent of Europe's 60,000 powered GA aircraft carry N numbers.

## BIRDS CAN BE UNWANTED PASSENGERS

*From AOPA website*

Longer days and warmer temperatures prompt the avian mating instinct and subsequent desire to protect their nests. These tiny fliers—particularly starlings and sparrows—find the dark cavities and hidden nooks of small aircraft irresistible. Look carefully for signs of the nesters: Bird droppings or loose bunches of grass under the airplane are subtle clues. Use a flashlight to peer into tiny gaps in the airframe and small places under the cowling. Once you've discovered a nest, and removed it, the continuing challenge is to keep them from returning. Many pilots design custom plugs for openings or stuff rags into cavities. Just remember to remove them before flight!

## Ready to go flying? Make sure your airplane is ready, too

*From AOPA website*

As springtime's warm temperatures ease their way across the country, many aircraft owners are ready to go flying. But wait! If your aircraft has been idle throughout the wintertime, you can't just jump in the airplane and go. You'll want to take a good hard look at your airplane to make sure it's weathered the winter, and your first preflight of the year should be especially careful. Walk around the airplane and check the wings, tail, and empennage thoroughly. If it's been tied down outside, look for damage that might have occurred while you weren't around — a ding or a chip caused by flying debris. Scope out possible broken pieces or missing screws. Check the pressure of the tires. Remember that springtime's fluctuating temperatures can cause a change in tire pressure. Conduct a thorough investigation of your fuel tanks. You'll be looking for signs of fuel contamination, particularly if the airplane has been sitting with not much fuel in its tanks; condensation may have formed. Be sure to check all of your airplane's fuel sumps in the process. Of course, you'll want to inspect the airplane for telltale signs that birds, rodents, or insects are living in your bird. Look for nests and bits of hay and grass around the tailcone and wings, and remove the cowling — birds can and do build nests in the engine compartment. Moving to the inside of the airplane, take a moment to check that the aircraft's airworthiness certificate is visible and on board, along with the registration certificate and the pilot's operating handbook or flight manual. Top it all off with a good washing and degreasing of the airplane's belly. For more good ideas on getting your airplane ready for spring, see Steve Ells' "Flying Seasons: Spring Cleaning" in the March 2007 AOPA Pilot, and the AOPA Air Safety Foundation's Spring Preflight Safety Hot Spot.

## EAA Registers 1.3 Millionth Young Eagle

*From EAA website*



*Pilot Paul Rachels and the 1.3 millionth Young Eagle Arlene Martinez in the cockpit of Paul's Cessna 170.*

Oshkosh, Wis. — April 16, 2007 — The EAA Young Eagles program, the world's most successful youth aviation initiative in history, recently registered the 1.3 millionth Young Eagle flown. She is Arlene Martinez, age 12, of Yuma, Arizona, who took her flight on March 17 at Somerton Field (54AZ) in a Cessna 170 piloted by Paul Rachels, EAA 633950. Rachels is president and Young Eagles coordinator for Yuma EAA Chapter 590.

"Arlene was very enthusiastic," Rachels recalled. "She definitely enjoyed the flight and would like to do it again." Rachels is a certificated airframe mechanic with an avionics background who works as a technical representative on Harrier jets for the U.S. Navy.

Rachels has flown 123 Young Eagles and always gets a kick out of how kids react to their special flights.

"They just absorb it," he explained. "But it's as incredible an experience for me as it is for them, and I have 700 hours of flight time."

Steve Buss, EAA Young Eagles ex-

ecutive director, said this was "another important milestone" for the program, which this year marks its 15th anniversary year. "It's wonderful to recognize Paul and Arlene's flight, but we also applaud the outstanding continuing support and enthusiasm for Young Eagles by our members. We extend our congratulations to all who have helped the program reach this unprecedented level of participation."

Buss encourages EAA chapters throughout the world to mark June 9 on the calendars and create special events for the annual International Young Eagles Day. He added that plans are under way for special activities to further celebrate the program's 15th anniversary at EAA AirVenture 2007.

## BLAKEY OUT OF TOUCH WITH 'JOE PILOT'

*From AOPA website*

Pay attention to the people who pay. That's what a senior AOPA executive told dealers and manufacturers attending the Aircraft Electronics Association convention last week in Reno, Nevada. "Representing more than 411,000 members, I can tell you that 88 percent will reduce their flying significantly if the Bush administration's proposal to quadruple aviation gas taxes is enacted," said Andy Cebula, AOPA executive vice president of government affairs. "And if they reduce their flying, they're going to cut back on their purchases of everything aviation related." Cebula cited AOPA polling data that showed that the majority of AOPA members would reduce their flying hours by up to 50 percent if the gas tax were increased to 70 cents per gallon. These data were in stark contrast to FAA Administrator Marion Blakey's assertion in her speech to the convention that the proposed tax increase wouldn't affect "Joe Pilot in a Cessna 172" because the increased hourly operating cost amounted to "the cost of a Starbucks latte."

# The All New “WINGS - Pilot Proficiency Program”

by: James E. Pyles, National  
FAASTeam Outreach Manager

Regular proficiency training is essential to the safety of all pilots and their passengers. Each pilot must take a personal interest in their safety and that of their passengers. The WINGS - Pilot Proficiency Program is designed to help each pilot construct an educational curriculum suitable for their unique flight requirements. It encourages pilots to continue their aviation educational pursuits and requires education, review, and flight proficiency in the Areas of Operation found in current Practical Test Standards (PTS) that correspond with the leading accident causal factors in the United States. Further, the program encourages participation of FAA Safety Team (FAASTeam) Industry Members to establish regular recurrent training programs within their organizations and areas of influence to help all pilots reach their highest potential and maintain a high level of safety and proficiency. While the program is still in its final stages of development and final details are not yet releasable here are a few informational items about the new WINGS - Pilot Proficiency Program:

- Three Phases; Basic, Advanced, Master
- Those maintaining the proficiency requirements for the Basic phase need not accomplish the flight review requirements of 14 CFR part 61
- Flight Review date “moves” with you as long as you continue to maintain at least a Basic phase / level
- Progress tracked on FAASafety.gov
- Curriculum and Syllabi are designed from Practical Test Standards
- Credits not based on time but on showing proficiency to applicable

practical test standards

- Designed to promote development of year-round training and contact with authorized instructors
- Curriculum and syllabi for all pilots holding a U.S. pilot certificate
- Industry encouraged to provide incentives awarding pilots for their participation in the program
- Special emphasis on incident and accident causal factor areas of operation
- Flexibility in requirements and subject areas allow for maximum effectiveness of program for each pilot no matter what kind of flight activities they conduct
- Requirements include both knowledge and flight Certificate, wallet card, and transcripts are downloadable and printable right from FAASafety.gov

For a very limited time pilots may earn credit for both the new program and sun-setting award program.

## Target nationwide launch date is June

As you can see it's no longer an “Award” program but a true proficiency program designed to help improve our skills and knowledge as pilots. Watch for more information to be released

about the WINGS - Pilot Proficiency Program on the FAA's Safety Team's FAASafety.gov internet site.

# THE CHAMP IS OFFICIALLY BACK

From AOPA website



American Champion Champ American Champion has resurrected an old favorite, the Champ, and, just last week, received FAA certification. The airplane is unique because it was type certified thanks to its original production run, yet it falls within the light sport aircraft performance and weight limitations. That way it can be used to train private as well as sport pilots, plus it can do basic aerobatics and have expanded commercial uses. The Champ has the classic-looking fuselage and modern refinements such as aluminum landing gear legs. It also has a Citabria wing, windows, and other shared parts. It holds 18 gallons of fuel and is powered by a Continental O-200 engine. The base price is \$85,900. American Champion has delivered the first one to its dealer in Florida, and it will be on display this month during Sun 'n Fun in Lakeland. The company says there has been strong interest in the airplane, and it plans to build 30 a year.

## EAA Experimental Aircraft Logbook

From EAA website

This logbook was developed to meet the special requirements of experimental aircraft. It provides for entries not found in “standard” logbooks and deletes others not applicable to recreational aircraft. Copyright 1964; Revised 2007.

E13137 \$4.99\*





## EAA Chapter 135

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## 2007 Chapter 135 Officers and Board Members

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### Area D.A.R (Designated Airworthiness Representative)

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