



Experimental Aircraft Association

Chapter 135

News



Number Six

June 2007

Presidents Position

by Dave Kalwishky

The chapter has seen a number of changes in May. Due to some outside commitments Brant Hollensbe has resigned as chapter treasurer. I would like to thank Brant on behalf of the chapter for the years of work he has given to chapter 135, thank you. To finish out Brant's term Donna Bocox has volunteered to take over the

treasurer duties as well as being the secretary. Thanks Donna for stepping up and helping out!

With that being said we still have an open position on the board for anyone interested. Being a board member will give you a chance to help out the chapter and set the direction. The board meetings are the fourth Monday of every month at 7pm at the Ankeny airport.

May also saw two of our members

purchase planes, Matt Smith purchased a Thorpe and Bob Olson has purchased an Ercoupe.

The May meeting was held back in Marc and I's hangar and it was a big success. Everyone had a great time, good food, good company and a lot of planes around, what more could you want? We had a number of people fly in, Roger Bocox in his RV-6A, Matt Smith in his Thorpe, Bob Olson in his Ercoupe, Ray Robinson in his Aeronca Chief, Rick Gleason in his Piper Vagabond, Paul Berge in his Marquart MA5 Charger, Jim Jones in his Meyers OTW and finally Gumby, our 182 was there.

The June meeting should be even better, Marc has written about it elsewhere in the news letter. I'd urge anyone who has thought about seeing the collection up in Hampton to come to the June meeting; it will be a great

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DON'T MISS THIS ONE

Next Chapter Meeting

will be held

Saturday - June 9, 2007

Program will be

World War I Museum - Hampton, Iowa

Fly in or Drive in 10:00 A.M.

Field Trip to World War I Museum at Ed Doyles' airport at Beeds Lake near Hampton, Iowa. We have tried for two years for this opportunity! Fly-in or drive-in 10:00 A.M. Potluck Dinner in the park across from the museum.

We are joining the Iowa Falls EAA Chapter "Windsockers" and the Boone Area Pilots Association for this trip. B.A.P.A. is providing the meat for lunch. We need to bring side dishes. The Iowa Falls Windsockers are providing transportation from the Hampton airport to the Beeds Lake field (3 miles). If you wish, the Beeds Lake turf runway is in condition for use. It is 2,300 feet long.

This is a rare opportunity to view engines and a large variety of "stuff" from World War I. John Nelson can tell more as he was there some 8 years ago.

This is also an opportunity to meet the Iowa Falls EAA people and the Boone Area Pilots.

Upcoming Events:

- **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:

Donna Bocox
10746 NW 103rd Court
Granger, IA 50109

You must be a current member of the National EAA

VAA Board Expands Contemporary Judging Category

From EAA Website



Aircraft built in the late 1960s, such as this Piper PA-24-260 Comanche, are now eligible in EAA's Contemporary aircraft judging category.

Acting upon the recommendation of EAA's Vintage Aircraft Association judges, the VAA Board of Directors voted to expand the Contemporary judging category to include aircraft built up to December 31, 1970. The category was previously up to December 31, 1967. This change gives EAA and VAA members, who have lovingly restored many of the capable personal aircraft of the late 1960s, an opportunity to participate in EAA's world-class judging program. Inclusion in one of VAA's judging categories also allows those aircraft to be insured through VAA's aircraft insurance program, administered by AUA, Inc.

"EAA and VAA members love to

Boswell to Visit Ankeny on June 4th.

By William Weyers

Congressman Boswell is bringing some influential people with him regarding the user fee debate. Phil Boyer from AOPA is attending as well! Please spread the word and invite anyone and everyone to attend! I plan on flying in. Boswell said he would like to see the ramp full of airplanes.

The meeting is scheduled as follows:

3:30 p.m.-4:30 p.m. Monday June 4th.

(Meeting) Iowa Public Airports Association at Exec1 Aviation, Ankeny Regional Airport

3700 SE Convenience Boulevard, Ankeny, IA

Attending: Congressman Costello, Chair of the Aviation Subcommittee; Congressman Boswell, Member of the Subcommittee on Aviation; and Congressman Braley (invited not confirmed) Member of Transportation and Infrastructure

Also Attending: Phil Boyer, President AOPA

Michelle McEnany Director of the Iowa DOT Office of Aviation

Dan Smith, President of the Iowa Public Airports Association, (Airport Manager Council Bluffs) and

Greg Gobble, Board Member IPAA (Airport Manager Keokuk).

This meeting is open to FBOs, pilots, and others interested in aviation.

Congressman Boswell asked as many pilots as possible to show up and make their position on FAA user fees know to his guests.

share their newly restored aircraft with their fellow members and the general public, and we're pleased to announce this change, which will allow members with beautifully restored airplanes from the late 1960s to display their restorations in the Vintage parking and camping areas," said H.G. Frautschy, executive director of the VAA. "We look forward to their participation."

Effective starting with this year's EAA AirVenture Oshkosh 2007, the VAA's internationally recognized judging categories are:

Antique: Aircraft built prior to September 1, 1945

Classic: September 1, 1945- December 31, 1955

Contemporary: January 1, 1956- December 31, 1970

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

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.

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time.

June is the month that Chapter dues are due; dues are \$20 for the year. That would be a bargain at twice the price!

June 30th is fly Iowa which will be held at the Des Moines airport this year. We need a few volunteers to man the Chapter 135 table, if you can help out for a few hours let us know.

ARC CONTINUES DISCUSSIONS ON AMATEUR-BUILT CERTIFICATION

From EAA Website

The Amateur-Built Aviation Rule-making Committee (ARC) met in Milwaukee this week for continuing discussions on future policies and procedures regarding the approval of kits and the certification of amateur-built aircraft. EAA's Earl Lawrence, co-chair, and Joe Gauthier, member of the EAA Homebuilt Aircraft Council, attended along with several representatives of the manufacturing community, including co-chair Dick Van Grunsven of Van's Aircraft; Jeremy Monnett of Sonex Aircraft; Mikael Via of GlaStar; and Rick Schrameck of Epic Aircraft. Frank Paskiewicz, FAA Manager, Production and Airworthiness Division, Aircraft Certification Service, led the FAA team.

In a related matter, the FAA recently issued clarifying language to FAA Policy 8130.2 (Change 3) stating that parts from type-certificated aircraft are not approved for use in amateur-built aircraft. The language reads: "A rebuilt, altered, or repaired type-certificated aircraft DOES NOT meet the intent of § 21.191(g) and DOES NOT meet the § 21.191(g) requirement that the major portion of the aircraft be fabricated and assembled." This language was added due to concerns with past policy interpretations that have led to the certification of aircraft that FAA headquarters questioned as meeting the eligibility requirements for an amateur-built certificate.



Nation's Largest Charitable Aviation Network Adopts New Name

From EAA Website

ADDISON, TX (May 7, 2007)—Angel Flight America® [AFA], a national network of several independent member organizations arranging free flights of hope and healing by transporting children and adults in need announces that effective today it will be known as Air Charity Network™ [ACN]

Air Charity Network member organizations and their generous volunteers are on the front line every day of the year helping people in need access life-saving specialized medical care. The arranged through the national network also arranges flights of compassion including travel for military personnel and their immediate families as well as missions of disaster response. Last year alone, the 7,200+ volunteer pilots and the thousands of additional "ground crew" volunteers helping with outreach made over 23,000 "angel flights" possible. Based on those numbers, it is estimated that nearly 90% of the non-emergency charitable flights in the United States are being coordinated through Air Charity Network.

Passengers on "angel flights" are never charged for the transportation network. It is provided by volunteer pilots who receive no monetary compensation whatsoever for their time, talent, airplane, fuel and operating expenses. Corporate aviation departments and airlines are also easily-accessed through the Air Charity Network. This charitable story of leveraging resources to meet needs on such a large scale is unique and compelling. The network and its member

organizations exist solely through donations from individuals, companies, organizations and foundations that cover the many expenses associated with matching passengers in need with charitable aviation resources.

"We are changing our name to better describe the comprehensive services currently offered through our network as well as those which may be added in the future. Our vision and purpose—to give hope wings and ensure that no person is denied access to care due to an inability to 'get there'—remains the same," said incoming Air Charity Network Chairperson Christel Gollnick. Current Chairman Tom Powers said, "As a volunteer pilot myself, I look forward to the continued spirit of goodwill and cooperation our network stands for."

Angel Flight America® d.b.a. Air Charity Network™ is a 501(c)(3), tax-exempt charitable organization.

For more information, to donate and to volunteer visit www.aircharitynetwork.org or call the national toll-free number which will direct callers to the appropriate member organization for their area at 1-877-621-7177.

MEMBERS AND SERVICE AREAS OF AIR CHARITY NETWORK™:

Airlift Hope serving NC and TN

Angel Flight Central serving IA, IL, IN, KS, MN, MO, ND, NE, SD and WI.

Angel Flight Mid-Atlantic serving D.C., DE, KY, MD, MI, OH, PA, VA and WV.

Angel Flight Northeast serving CT, MA, ME, NH, NJ, NY, PA, RI and VT.

Angel Flight South Central serving AR, LA, NM, OK and TX.

Angel Flight Southeast serving FL.

Angel Flight West serving AK, AZ, CA, CO, HI, ID, MT, NM, NV, OR, UT, WA and WY.

Grace Flight serving MS and TN

Mercy Flight Southeast serving AL, GA, MS and SC

Mercy Medical Airlift providing the National Patient Travel Helpline and other services within the national Air Charity Network™.

EAA AirVenture Oshkosh 2007 Celebrates 75 Years of Beechcraft

Event to also mark Beechcraft Bonanza's 60th anniversary

From EAA website



Owners and operators of aircraft manufactured by the Beech Aircraft Corporation and its descendants, including the recently created Hawker Beechcraft Corporation, have two major milestones to celebrate this summer at EAA AirVenture Oshkosh, July 23-29. Special activities, flights, and exhibits at "The World's Greatest Aviation Celebration" will mark the 75th anniversary of Beechcraft and the 60th anniversary of the Beechcraft Bonanza.

"Our members and visitors won't want to miss this celebration," said Tom Poberezny, EAA president and AirVenture chairman. "Just as Beechcraft's influence spans the history of aviation, this celebration will span the AirVenture grounds. Whether in the Vintage or Warbirds areas, on AeroShell Square, or viewing the air show, members and visitors to AirVenture this year will see numerous commemorations and celebrations of Beechcraft's role in aviation.

"There is no better place to honor Beechcraft's contributions than at EAA AirVenture Oshkosh, where the whole world of aviation gathers each year to

celebrate the passion, devotion, and ingenuity that the love of flight inspires," Poberezny added.

The festivities will begin the weekend before AirVenture's kickoff, with Bonanzas to Oshkosh (B2Osh), a mass arrival of scores of Beechcraft Bonanzas during the afternoon of Saturday, July 21. The owners groups that orchestrate this annual operation plan to expand its size and scope this year to recognize 60 years of the Bonanza, which has had the longest production run of any airplane in the world. "Every year a sizable collection of our on-site camping members arrives early to be on-hand for the mass-arrival spectacle. They certainly won't want to miss the Bonanzas this year," Poberezny said.

Sunday evening, pilots and Beechcraft owners of all makes and models are invited to join all those Bonanza fliers in AirVenture's North 40 aircraft camping area for a barbecue and celebration of their aircraft manufacturer's 75th anniversary. Entertainment will be provided by Hawker Beechcraft's own house band, the "Sons of Beech."

During AirVenture, the commemorations will continue with a special Beechcraft display on AeroShell Square, AirVenture's central showcase area, on Monday. EAA's Vintage Aircraft and Warbirds divisions will feature displays of appropriate Beechcraft airplanes and their forerunners throughout the week. And the weeklong schedule of air shows and showcase flying will include performances and flight displays of Beechcraft airplanes old and new.

"A 75-year history of innovation and 60 years of continuous production of the Beechcraft Bonanza are truly monumental achievements," said Jim Schuster, chairman and CEO of Hawker Beechcraft Corporation. "With all of the activities occurring at Oshkosh this year, we are looking forward to celebrating with Beechcraft owners from all model years," he said.

"While we celebrate the legacy established by Beechcraft, we'll also show how all of that accumulated knowledge

comes together in the contemporary models that will be displayed at EAA AirVenture. Today's Beechcraft Bonanza, for instance, builds on the tradition while applying the latest technology in avionics and safety equipment. Paired with exquisite interior appointments, today's Bonanza offers the ultimate in refinement, and we look forward to showcasing that at Oshkosh as well," Schuster added.

To find out more about Hawker Beechcraft Corporation and the Beechcraft Bonanza's 60th Anniversary celebrations, go to www.hawkerbeechcraft.com and go to the "View Special Feature" area for the Bonanza 60th anniversary.

PIONEER AIRPORT OPENS 2007 FLYING SEASON

From EAA Website



PIONEER AIRPORT OPENS 2007 FLYING SEASON EAA's authentic recreation of a 1930s aerodrome, Pioneer Airport, is open for the 2007 flying season. See or take a ride in EAA's impeccable flying vintage airplanes like the 1929 Ford Tri-Motor, 1929 Travel Air E-4000, 1927 Swallow, as well as a 1956 Bell 47 helicopter. More than 50 vintage airplanes are on display in seven period hangars that will take you back to aviation's "Golden Age" of the 1920s and 30s. Younger visitors will enjoy a play area with swings and pedal planes, and for kids between ages 8 and 17, a free Young Eagles airplane flight may be available. The airport will be operational every weekend until mid-October (daily from Memorial Day through Labor Day). To learn more about Pioneer, visit the EAA AirVenture Museum website.

HIGHLIGHTS FROM THE MAY MEETING

Bob Olson's new 1946 Eurocupe 415C



Ray Robinson Aeronca Chief



Rick Gleason Piper Vagabond



Paul Berge Marquart Charger



MORE FROM MAY MEETING



Roger Bocox RV-6A



Matt Smith and his Thrope



Dave and Marc Cessna 182



My Training - the Final Story

by Marc Broer



My checkride was scheduled for Saturday, May 5th with Charles Hawley in Dennison, IA.

The weather turned to Not VFR but I had planned to drive in that event to at least do the written and oral part. I left one and a half hours early, but had to drive fast to get there on time. The examiner was about 45 minutes late which gave me an extra 45 minutes to worry.

The exam went pretty much as expected and I learned some things, example - the symbol on the sectional map for "tower under construction".

Charles passed me and offered to do the flying part just whenever the weather cleared over the next week.

I made a leisurely drive home, stopping in Manning for an ice cream for celebration. I checked out a 1989 Mercury station wagon in Coon Rapids that was for sale - spotted it on the way to Dennison earlier - and a side trip through Jamaica, two hours to get home.

Tuesday May 8th, the weather was

good, and I didn't want to put it off any longer. I called Charles and left work at 2:30, got signed off for a solo to Dennison and by 3:00 I was airborne. Needless to say I was a bundle of nerves, which was not a relaxing way to fly. When I got there, I finished the cross country to Waterloo flight plan

with current wind conditions. Then we got in Gumby for the "Practical Exam". I demonstrated the pre-flight inspection, taxi, runup, and took off. First a cross wind landing - not much wind so it was good. Then around the pattern again and pretend to land over a 50 foot tower over the end of the runway. It was good. Then he wants to pretend a short and soft field take off. I asked, "can we use the grass runway?" Charles says in a surprised manner, "You want to take the grass?" "Yes" I said. "It will be more realistic." Charles seemed pleased and said "Yes, take the grass!" I had been practicing this and so - No Problem! We headed out on the cross country to Waterloo. I was asked to identify two small towns below. I fumbled with the map and found them. That was it for the cross country. Next - tracking VOR and finding several headings. Power on stall, power off stall, steep turns and I fought to hold altitude. I think I blew it.

On goes to the "Foggles" - recovery

from unusual attitudes using the instruments only. I put my head down, close my eyes and Charles messes up the airplane. Open my eyes and recover. "Trust the instruments", Charles says. The third one I recovered but something wasn't right. The airplane wasn't acting like usual. "Some thing's wrong", I said. Charles laughed - "I put in 20 degree flaps on you.", he says.

Then we did slow flight. So many questions while this is all going on. I was careful to stay under 128 mph maneuvering speed and do clearing turns.

So, head back to Dennison. I hear a Piper announcing in the pattern at Dennison. Charles is asking questions in rapid succession, and I have to interrupt him to listen to the other planes announcement. Charles says, "Well you passed the distraction test."

I did a soft field landing and a climb out over a 50 foot obstacle.

Well lets head in - "Take any runway you want." I landed on the grass again, Taxi in, turn off the airplane, and Charles asks me, "Well, how do you think you did?"

"I don't think I held altitude on the steep turns." I said. "Sometimes I do well, but not today."

"Well, that comes with practice." ,he says. "You are safe, I never felt unsafe at any time during our ride."

THEN THE MAGIC WORDS.

"You've done enough to be an airman. Let's go in and I will get your temporary license."

The trip home was just fantastic. I was flying a lot higher than the 3,500 feet indicated altitude!





EAA Chapter 135

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