



Experimental Aircraft Association

Chapter 135

News



Number Seven

July 2007

Presidents Position

by Dave Kalwishky

Presidents Position

As I write this I am getting ready to depart for the Bahamas in our 182 with Terri and Allison. We've been planning this trip since last Christmas and the excitement it building. Tomorrow we depart for North Carolina to visit Kitty Hawk before going to the islands. We will be out 12 days, I'll have a full write up and pictures when I return.

June was a fantastic month for the Chapter; we had our normal meeting at Beedes Lake. After spending an hour in the WWI museum that Ed Doyle has we went across the street to the park and had a picnic lunch with the Boone Area Pilots Association and the Iowa Falls EAA Chapter.

Brant and I flew our planes up and landed on the grass strip, with us we had Ralph Briggs, Marc Broer

and Peter James who took a lot of pictures with his new camera for us. In all there were 30 people there and a great time was had by all. I was a bit disappointed in the lack of Chapter 135 participation in the event, if you've never been up there and see the collection you are missing out. You can see pictures at the chapter's website at www.eaachapter135.org under the photo album section.

After we were done there was a young man with a name tag that said "future pilot" so Brant took that opportunity to take the young man and his mom for a ride, they had a great time!

Matt Smith flew his new Thorp to a Thorp fly-in in Rapid City, SD in June and took a bunch of pictures. They can be seen on the chapter's website at www.eaachapter135.org under the photo album section.

Matt and his wife Linda joined Terri, Marc and I for a flight over to Ida

Grove for dinner. There is a restaurant named Boz Wells that has some really good food. Matt and Linda flew over in the Thorp while Terri, Marc and I flew over in the 182. We had a really good time and I look forward to doing it again, if anyone else would like to join us next time let me know!

The July meeting is going to be held at Marc and I's hangar again, so refer to the June newsletter for directions and times to the meeting.

I say this often, but we need to hear from the membership on what you would like to see and do for chapter meetings and programs. Give me a call or shoot me an e-mail with your ideas, we'd love to hear them.

Upcoming Events:

- **July 10, 2007 - AirVenture Oshkosh Camping Reservations DUE!!**
- **July 14, 2007 - 8:00 a.m. -12:30 p.m.** Young Eagles - Part of the Iowa Aviation Youth Camp
- **July 17, 2007 6:30 - Boone Area Pilots Association Regular meeting, at CY Aviation - Boone, IA**
- **July 22, 2007 2:00-4:00 p.m. - Osceola EAA Chapter 1143 Regular meeting - Osceola Airport**
- **July 23-29, 2007 - AirVenture Oshkosh**
- **August 11, 2007 - Annual EAA Picnic & Door prize**
- **August 18, 2007 - Young Eagles Ames - Contact Scott Olson**
- **August 25, 2007 9:00 a.m. - 12:00 noon - Young Eagles Knoxville**

Next Chapter Meeting

will be held

Saturday - July 14, 2007

Program will be

Peter James

Fiberglass Materials & Fabricating

6:00 p.m.

in Gumby's Hanger

2:00 p.m. fly-in

Potluck Picnic 5:00 p.m.

tableware, condiments & pop provided, grill available

The Sled...

SR-71 Pilots in training:

There were a lot of things we couldn't do in an SR-71, but we were the fastest guys on the block and loved reminding our fellow aviators of this fact. People often asked us if, because of this fact, it was fun to fly the jet. Fun would not be the first word I would use to describe flying this plane. Intense, maybe even cerebral. But there was one day in our Sled experience when we would have to say that it was pure fun to be the fastest guys out there, at least for a moment.

It occurred when Walt and I were flying our final training sortie. We needed 100 hours in the jet to complete our training and attain Mission Ready status.

Somewhere over Colorado we had passed the century mark. We had made the turn in Arizona and the jet was performing flawlessly. My gauges were wired in the front seat and we were starting to feel pretty good about ourselves, not only because we would soon be flying real missions but because we had gained a great deal of confidence in the plan in the past ten months.

Ripping across the barren deserts 80,000 feet below us, I could already see the coast of California from the Arizona border. I was, finally, after

many humbling months of simulators and study, ahead of the jet.

I was beginning to feel a bit sorry for Walter in the back seat. There he was, with no really good view of the incredible sights before us, tasked with monitoring four different radios. This was good practice for him for when we began flying real missions, when a priority transmission from headquarters could be vital.

It had been difficult, too, for me to relinquish control of the radios, as during my entire flying career I had controlled my own transmissions. But it was part of the division of duties in this plane and I had adjusted to it. I still insisted on talking on the radio while we were on the ground, however.

Walt was so good at many things, but he couldn't match my expertise at sounding smooth on the radios, a skill that had been honed sharply with years in fighter squadrons where the slightest radio miscue was grounds for beheading. He understood that and allowed me that luxury.

Just to get a sense of what Walt had to contend with, I pulled the radio toggle switches and monitored the frequencies along with him. The predominant radio chatter was from Los Angeles Center, far below us, controlling daily traffic in their sector. While they had us on their scope (albeit briefly), we were in uncontrolled airspace and normally would not talk to them unless we needed to descend into their airspace.

We listened as the shaky voice of a

lone Cessna pilot asked Center for a readout of his ground speed. Center replied:

November Charlie 175, I'm showing you at ninety knots on the ground.

Now the thing to understand about Center controllers was that whether they were talking to a rookie pilot in a Cessna, or to Air Force One, they always spoke in the exact same, calm, deep, professional, tone that made one feel important. I referred to it as the "Houston Center voice." I have always felt that after years of seeing documentaries on this country's space program and listening to the calm and distinct voice of the Houston Controllers, that all other controllers since then wanted to sound like that... and that they basically did. And it didn't matter what sector of the country we would be flying in, it always seemed like the same guy was talking. Over the years that tone of voice had become somewhat of a comforting sound to pilots everywhere. Conversely, over the years, pilots always wanted to ensure that, when transmitting, they sounded like Chuck Yeager, or at least like John Wayne. Better to die than sound bad on the radios.

Just moments after the Cessna's inquiry, a Twin Beech piped up on frequency, in a rather superior tone, asking for his ground speed.

Ah, Twin Beach.

I have you at one hundred and twenty-five knots of ground speed.

The Sled... Continued on page3

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 emal 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.

The Sled... Continued from page 2

Boy, I thought, the Beechcraft really must think he is dazzling his Cessna brethren.

Then out of the blue, a navy F-18 pilot out of NAS Lemoore came up on frequency. You knew right away it was a Navy jock because he sounded very cool on the radios.

Center, Dusty 52 ground speed check.

Before Center could reply, I'm thinking to myself, hey, Dusty 52 has a ground speed indicator in that million dollar cockpit, so why is he asking Center for a readout? Then I got it, ol' Dusty here is making sure that every bug smasher from Mount Whitney to the Mojave knows what true speed is. He's the fastest dude in the valley today, and he just wants everyone to know how much fun he is having in his new Hornet.

And the reply, always with that same, calm, voice, with more distinct alliteration than emotion:

Dusty 52, Center, we have you at 620 on the ground.

And I thought to myself, is this a ripe situation, or what? As my hand instinctively reached for the mic button, I had to remind myself that Walt was in control of the radios. Still, I thought, it must be done - in mere seconds we'll be out of the sector and the opportunity will be lost. That Hornet must die, and die now.

I thought about all of our Sim training and how important it was that we developed well as a crew and knew that to jump in on the radios now would destroy the integrity of all that we had worked toward becoming. I was torn. Somewhere, 13 miles above Arizona, there was a pilot screaming inside his space helmet.

Then, I heard it. The click of the mic button from the back seat. That was the very moment that I knew Walter and I had become a crew. Very professionally, and with no emotion, Walter spoke:

Los Angeles Center, Aspen 20, can you give us a ground speed check?

There was no hesitation, and the

replay came as if was an everyday request.

Aspen 20, I show you at one thousand eight hundred and forty-two knots, across the ground.

I think it was the forty-two knots that I liked the best, so accurate and proud was Center to deliver that information without hesitation, and you just knew he was smiling. But the precise point at which I knew that Walt and I were going to be really good friends for a long time was when he keyed the mic once again to say, in his most fighter-pilot-like voice:

Ah, Center, much thanks, We're showing closer to nineteen hundred on the money.

For a moment Walter was a "god". We finally heard a little crack in the armor of the Houston Center voice, when L.A. came back with, Roger that Aspen, your equipment is probably more accurate than ours. You boys have a good one.

It all had lasted for just moments, but in that short, memorable sprint across the southwest, the Navy had been flamed, all mortal airplanes on freq were forced to bow before the King of Speed, and more importantly, Walter and

Thank You

The June 4th Town Meeting with Congressman Boswell and Phil Boyer from AOPA was a success.

Thanks to all who attended! A special thanks goes to Many Hunter for the buttons and Mike Abrahams for the cookies.

I had crossed the threshold of being a crew. A fine day's work.

We never heard another transmission on that frequency all the way to the coast. For just one day, it truly was fun being the fastest guys out there.



Oshkosh

THE WORLD'S GREATEST AVIATION CELEBRATION

★ ★ JULY 23 - 29, 2007 ★ ★

www.airventure.org

EAA AirVenture Oshkosh 2007 highlights include ...

- ★ F-22 Raptors
- ★ C-17 Globemaster III
- ★ Beechcraft 75th Anniversary
- ★ Goodyear Blimp
- ★ Hundreds of forums and workshops
- ★ Family-friendly KidVenture area
- ★ Beach Boys in concert on opening day presented by Eclipse Aviation, Ford Motor Company, and Innovative Solutions & Support
- ★ Fly-in Theater presented by Ford Motor Company and Eclipse Aviation
- ★ Learn to Fly Center presented by EAA and the National Association of Flight Instructors (NAFI)
 - ★ Steve Fossett's record-breaking Perlan glider
 - ★ 60th Anniversary celebration of the U.S. Air Force
 - ★ Astronaut Jim Lovell to introduce Apollo 13 movie
 - ★ Extended warbirds spectacular on Friday & Saturday
- ★ U-2 Reconnaissance Aircraft
- ★ C-5 Galaxy
- ★ 60th Anniversary of the Bonanza
- ★ Stunning daily air shows
- ★ Largest U.S. general aviation expo
- ★ 10,000 airplanes and 2,500 show planes
- ★ Incredible collection of warbirds, including the P-38 Glacier Girl, a JU-52, a Grumman Tigercat, an SB2C Helldiver, B-17s, and others
- ★ National Aviation Hall of Fame's first "Best of the Best" People's Choice Award competition
- ★ Aviation legends Chuck Yeager, Bob Hoover, and Steve Fossett among many others

EAA AirVenture Oshkosh 2007 is shaping up to be the most fun an aviation enthusiast can have!

Not Yet a Pilot?

If you're an aspiring pilot, stop by the Learn to Fly Center in Member Village where there'll be staff experts, forums, and resources provided by EAA and NAFI to help you get into the air faster and cheaper than ever before.

It Pays to be a Member

EAA members receive special savings at EAA AirVenture Oshkosh 2007. If you're not already a member, [join](#) today, because members who bring their EAA membership card get member pricing on admission, meals, and merchandise. Members can also register for daily prize drawings, check their e-mail, renew their membership, and attend members-only evening events at EAA's Member Village during the convention.

For event schedules, hours of operation, travel and lodging info, videos, features and attractions, and the latest EAA AirVenture Oshkosh 2007 news, visit www.airventure.org.

CAMPING at Oshkosh

Again this year, the members of EAA Chapter 135 will be camping with the contingency of Replica Fighter Association (RFA) members. This was worked out to be a good synergistic relationship for both of our groups over the past number of years. Although this has been, basically, good, there have been some situations that need correcting and the EAA has changed how we do our camping. Therefore, if you are planning on camping at Oshkosh with the Chapter, there are some things you need to do now and some rules we all need to follow. These are:

1. EAA has changed the staking out of campsite rules. Therefore, we must pay for and stake out our campsite beforehand. We must pay for the sites from the time we stake them out. We are surmising that the camping for the week will be about \$120.00 per registration. You need to get a check to me for this amount before the 20th of June to insure we get everyone registered.
2. If you want to camp with the Chapter and the RFA, but you will not be staying all week, you will need to find someone to split the week with. Go together and get me the \$120.00 check and let me know who will be there when. The big issue with this is getting a vehicle into the Camp Scholler. You will have to work getting the vehicle pass to the next person coming in. We can assist if necessary. We all have cell phones and can be of assistance.
3. The main problem is that we don't have enough area for parking cars. It was very cramped last year. Don't expect to just show up at the camp site and be able to camp there without making the arrangement above beforehand. Sorry, but this will have to be

enforced. There just isn't enough room.

4. Send the check to me at my mailing address, but, ASAP, email me that you are coming and your tentative plans. I will start a list at that time of who is coming and when.

In any case, I need the check by the 20th of June.

CAMPING RULES

1. Our resident "Old Goat", Gerald Clark will be in charge of setting up the GOAT LOCKER. He will want all of the tents in neat rows to maximize the available room. Please don't just set up your tent without checking with him.
2. The EAA Chapter will not be running a "restaurant" this year. This has been a ton of work by just a few people, and we may go back to the idea of everyone bring one meal for about 10 people. This may be just involving the EAA Chapter members. This has worked well in past years, and we will discuss this later. The food issue is still up in the air.
3. Be prepared to assist with setting up the campsite, and tearing it down. As usual, many hands make light work. We usually set up Sunday morning before and tear down the next Sunday morning.
4. Clean up after yourself. There have been a few slobbers there at times. Before going to bed, please police the area and clean up all bottles, cans, papers, trash. Even dump the trash bags when full. This should not be left to just a few

**LAST CALL
JULY 10TH
is the last day to get
your reservations in for
Oshkosh camping.**

people to have to clean the place up every morning.

5. Be respectful of the property of others. We have had chairs broken that belonged to someone else, beer drank, food taken, ice used without permission, etc. etc. This annoys some people greatly, and it needs to stop. Make sure you ask permission before taking anything that is not yours. Ice seems to be a particular issue. Ice there is expensive, and has to be replaced. Buy a bag of ice for others if you think of it. Of course, there will still be the community chips, pretzels, etc. Stuff put out on the table is usually fair game. Even then, it doesn't hurt to ask. Right?

Get back to me if you are coming and when ASAP by email and then follow up with your check in the mail.

Roger Bocox

10746 NW 103rd Ct.

Granger, IA 50109-9778

515-991-6616

rbocox@wildblue.net



Brant Landing



Brants latest young eagle



Fly-In
Saturday -
June 9, 2007
World War I
Museum
Hampton, Iowa



Gumby high speed pass



**Highlights
from
Saturday -
June 9, 2007
World War I
Museum
Hampton, Iowa**



Dave & Marc



Dave K and Ed Doyle



**Saturday - June 9, 2007 World War I
Museum - Hampton, Iowa
*Continued***



Chapter members



Group Shot

CALENDAR OF EVENTS

from the Iowa Department of Transportation Office of Aviation web site

EVENT	DATE	DETAILS
4th of July Flight Breakfast	7/4	Atlantic Municipal Airport 7:00 a.m. – Noon FREE to all fly-ins 712-243-3056 (Pat Pettis) agcat@metc.net
Flight Breakfast	7/4	Iowa Falls Municipal Airport 7:00 a.m. – 11:00 a.m. Pilots in Command FREE 641-648-3191 (Jane)
Sully’s Celebrating 125 Years	7/4	Sully Municipal Airport Fly-In Breakfast 7:00 a.m. – 9:30 a.m. Sully Community Center 641-628-9393 (Larry) www.sullyiowa.com
Kiwanis Annual Flight Breakfast & Air Show	7/8	Emmetsburg Municipal Airport 7:00 a.m. - 12:30 p.m. (Fly-in) 12:30 p.m. – 1:30 p.m. (Air show with Joe Dooley) 2:00 p.m. - 5:00 p.m. (Young Eagle flights) 9:00 a.m. - 3:00 p.m. (Carshow) 712-852-3810 (Drew Albright) emmetsburg_airport@yahoo.com
Fly-in / Drive-in Breakfast	7/14	Creston Municipal Airport 7:00 a.m. to 11:00 a.m. Pilots in command eat FREE 641-344-0007 (Larry West) llwest@iowatelecom.net
Fly-in Dinner (Bar B Que)	7/14	Larchwood, IA (Zangger Vintage Airpark) 5:00 p.m. - 7:00 p.m. Poker Run starting at 1:00 p.m. 712-477-2230 (Jim Zangger)
Fly-In Breakfast	7/15	Waverly Municipal Airport Pilots in command eat FREE 319-352-4703 or 1-888-UFLYCVA (Chris Renner) crenner@asi-gis.com

Continued on next page

EVENT	DATE	DETAILS
Algona Pilots Association Flight Breakfast	7/15	Algona Municipal Airport 7:30 a.m. – Noon Pilots in command eat FREE 515-332-4012 (Dean Telford) telford@trvnet.net
Fly-In / Drive-In Breakfast	7/15	Monticello Regional Airport 7:30 a.m. – 12:30 p.m. Pilots in command eat FREE 319-465-5488 (Teresa Bader) monticelloaviati@qwest.net
Fly-In Breakfast	7/15	Waukon Municipal Airport 7:00 a.m. – Noon Pilots in command eat FREE Tandum Skydiving available 563-568-3849 (Jim Wadsworth) jim.jappl@mchsi.com
EAA B17 Aluminum Overcast & Young Eagles	7/17-7/18	Waterloo Regional Airport B17 Tours: 9a.m. to 6 p.m. Young eagle flights: 4 p.m. to 7 p.m. B17 Info: 319-310-3641 (David Koelzer) E-mail: david.koelzer@mchsi.com Young Eagles Info: 319-362-6159 (John Anderson) E-mail: joanderson@unitedfiregroup.com Web site: www.eaa33.org
ILPA-IBDA L-Birds Fly-In Fly-In	7/19-7/21	Keokuk Municipal Airport All warbirds welcome 319-524-6378 or 6203 (Irv Lindner)
International Cessna 150-152	7/19-7/22	Clinton Municipal Airport 63-242-3292 (Michael Nass) www.cessna150-152club.com
Oelwein Planes, Trains, and Automobiles Fly-in / Drive-In Breakfast	7/28	Oelwein Municipal Airport 7:00 a.m. – 11:00 a.m. Pilots in command eat FREE Town Shuttle 319-283-5089 bryancon@iowatelecom.net www.oelwein.com
EAA Airventure	7/23-7/29	Oshkosh, Wisconsin www.airventure.org



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