# Experimental Aircraft Association
# Chapter 135 News


**Number Ten** **October 2007**

## Next Chapter Meeting

**will be held**

## Saturday - October 13, 2007

**Program will be**

**Our last "hanger meeting" of 2007 will feature two types of "hands on" activities for members and guests.**

**Bob Ellifson of Aircraft Supermarket at DeSoto will be be showing the Flightstar CT light sport plane in the afternoon, and in the evening after supper Joel Severinghaus will do a hand-propping safety tutorial with his Taylorcraft, and giving anyone interested a chance to try it themselves.**

*Flightstar CT light sport plane*

*Taylorcraft*

**6:00 p.m.**

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

**Chapter provides drinks, table service, etc..**
**You provide your own meat.**
**There is a grill available.**
**Bring a side dish to share.**
**Bring your lawn chairs.**

**in Marc & Dave's Hanger (Exec 1)**

## Presidents Position

*by Dave Kalwishky*

During the October meeting we will be electing some new board members. If you want to nominate someone they need to be present at the October meeting to accept the nomination.

If you are interested in a board position please let us know. The board meets on the fourth Monday of the month at 7pm at the Ankeny airport. We'd love to see some new people on the board, the board is responsible for setting the chapter direction and we deal with any issues. Remember, the chapter is for the membership and as board members we can only do what we feel you want, come be a part of the decision making process and make a difference in your chapter.

## Upcoming Events:

- **October 6, 2007 -** Billy Robinson Fly-In Breakfast, Grinnell Regional Airport
- **October 6, 2007 -** Annual Iowa Aviation Hall of Fame Banquet, Greenfield Municipal Airport
- **October 6, 2007 -** Open House (Hap's Air Service & EAA Chapter 1452), Ames Municipal Airport
- **October 20, 2007 -** Fly-in Chili Lunch, Keokuk Municipal Airport
- **December 7, 2007 -** Chapter 135 Christmas Party 6:30 P.M. Chucks

# Termination of 121.5 MHz Beacons for Satellite Alerting is Coming Soon

## Notice Number: NOTC0981

On 1 February 2009, the International Cospas-Sarsat [1] Organization (U.S. included) will terminate processing of distress signals emitted by 121.5 MHz Emergency Locator Transmitters (ELTs). This means that pilots flying aircraft equipped with 121.5 MHz ELTs after that date will have to depend on pilots of over flying aircraft and or ground stations monitoring 121.5 to hear and report distress alert signals, transmitted from a possible crash site.

### Why is this happening?

Although lives have been saved by 121.5 MHz ELTs, the downside has been their propensity to generate false alerts (approximately 98 percent of all 121.5 MHz alerts are false), and their failure to provide rescue forces with timely and accurate crash location data. Both of which actually delay rescue efforts and have a direct effect on an individual's chance for survival. Rescue forces have to respond to all 121.5 MHz alerts to determine if they are real distress alerts or if they are being generated by an interferer, an inadvertent activation (by the owner) or equipment failure.

### Is there an alternative?

Yes, the Cospas-Sarsat System (U.S. included) has been and will continue processing emergency signals transmitted by 406 MHz ELTs. These 5 Watt digital beacons transmit a much stronger signal, are more accurate, verifiable and traceable to the registered beacon owner (406 MHz ELTs must be registered by the owner in accordance with Federal Communications Commission (FCC) regulation). Registration allows the search and rescue authorities to contact the beacon owner, or his or her designated alternate by telephone to determine if a real emergency exists. Therefore, a simple telephone call often solves a 406 MHz alerts without launching costly and limited search and rescue resources, which would have to be done for a 121.5 MHz alert. For these reasons, the search and rescue community is encouraging aircraft owners to consider retrofit of 406 MHz ELTs or at a minimum, consider the purchase of a handheld 406 MHz Personal Locator Beacon (PLB) which can be carried in the cockpit while continuing to maintain a fixed 121.5 MHz ELT mounted in the aircraft's tail.

Remember, after February 1, 2009, the world-wide Cospas-Sarsat satellite system will no longer process 121.5 MHz alert signals. Pilots involved in aircraft accidents in remote areas will have to depend on pilots of over flying aircraft and or ground stations to hear emergency ELT distress signals. For further information concerning the termination of 121.5 MHz data processing visit http://www.sarsat.noaa.gov

# SOLAR AIRPLANE FLIES 54 HOURS

*From AOPA ePilot website*

A London-based company, QinetiQ, has maintained its increasing line of successes in the New Mexico desert with solar-powered unmanned aerial vehicles (UAVs). The latest, a 66-pound, carbon-fiber Zephyr High Altitude Long Endurance UAV described as hand-launched despite its 59-foot wingspan, stayed aloft 54 hours at 58,355 feet. It won't be a record, though, because the secret test wasn't registered in advance with the Fédération Aéronautique Internationale, the official keeper of the world's aviation records. The research vehicle was sponsored by the U.K. Ministry of Defense and carried a surveillance payload during the flight, and on a second flight to 52,247 feet lasting nearly 34 hours. It is powered by paper-thin silicon arrays and survives at night on lithium-sulfur batt eries.

# 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.

# Colorado Trip

*by Dave Kalwishky*

*Colorado Mountains*

Back in June my wife, daughter and I flew to Colorado in the 182. We got a personalized seminar with Sparky Imeson, one of the foremost authorities on mountain flying. Flying into Leadville was a great experience, the airport elevation is 9927' with the density altitude that day the altitude was 12,300'!

We did have one take off that had some excitement to it, we made a fuel stop in the Denver area where the density altitude was 7300' so during my run up I leaned the engine to the best power setting. To do this I ran her up to 1900 and started leaning until my RPM peaked. I noticed that Chuck (a friend who was in another plane) used 10 degrees of flaps, my POH calls for 20 degrees for short field work so that what I put in. I started the take off roll and it was SLOW but as soon as I had 50 mph indicated she wanted to fly so I pulled her off and that's when the excitement started. The stall warning was blaring in my ears, I was not climbing at all, the airspeed was not changing AND I was drifting to the left side of the runway, at a lower altitude in this configuration I'd be climbing like a home sick angel.

Well, what to do..... I lowered the nose to stay in ground effect without sinking back onto the runway which was tricky as there was only a small pitch angle that would accomplish this. It's hard to push the nose forward when you are so close to the ground but sometimes that's what must be done. Once I was stable and back over the center of the runway I SLOWLY raised the flaps to 10 degrees and the plane started to gain speed and I was able to climb out normally.

During Sparky's lecture he talked about setting the flaps for the most optimum setting for lift vs. drag. Roll the ailerons to full deflection in one direction and lower the flaps to match that angle. The reasoning behind this is the engineers that built the plane sought out the maximum aileron deflection where you got the most lift with the least amount of drag. Any angle more and you would have a situation where the aileron would produce more drag that lift. I had four different people at the seminar tell me this, on my subsequent take offs I used this technique and I had great success with it, the plane flew like a champ!


*Leadville Colorado*

# A love affair with the Tri-Pacer

*by Dave Kalwishky*

The year was 1990 and I was looking to purchase my first plane. I purchased a Piper Colt which was a Tri-Pacer with a 108hp engine and no back seats but a really large cargo area. I owned this plane for two and a half years and flew it for 180 hours before the family started growing and I needed something bigger.

I purchased a Piper Tri-Pacer next; this plane had four seats and a 135hp engine. I owned the Tri-Pacer for 1 ½ years and only flew it 55 hours in that time. I had remarried and life was kind of in the way and there wasn't much money for flying. I finally decided to sell the Tri-Pacer and I purchased a 172, I wanted something a bit bigger in the cabin and the 172 fit that bill.

These planes were a blast to fly, inexpensive to maintain and did not burn much fuel. A couple of fun things I remember, when performing a short field take off once you get some speed up reach down and pull up on the flap handle lowering the flaps all at once, this caused the plane to instantly leave the ground and levitate upwards. Since the plane has a lot of rudder control movement and a short fuselage you can do some dramatic slips. I used to buzz down the runway at 20 feet, full throttle in a forward slip with just about full aileron and rudder. It was pretty cool to watch from the ground

That was 17 years ago. Fast forward to today.

A friend of mine (Ralph) is taking flying lessons and has been flying in 172's and decided that he wanted to purchase a plane. He looked at a number of Cessna 150's but I suggested that he look at the Tri-Pacers and Colts, they are inexpensive to purchase and maintain and are a hoot to fly.

He looked at several Tri-Pacers and found one that was close to home so he and his mechanic checked it out. This plane had not flown for six years so there was some concern about the engine health but the removal of a cylinder showed that everything appeared to be in good shape internally so he purchased it.

The transponder & static system check needed to be done so he and his CFI brought the plane to the FBO where I am based for the work to be done. Once this was done he needed to get it back to its home field some 20 miles away, his CFI was unavailable so after talking I agreed to fly the plane back home for him.

On the evening that we were ready to go I climbed into the plane and noticed how small it was compared to my 182 but I was really excited at the chance to fly one of these again, Ralph gave me briefing on some airspeeds and starting procedures and I was ready to go.

The plane started right up and ran smooth. I taxied to the runway and did my run up. Once ready to go I made the radio announcement and took the runway and pushed the throttle in and I was off. Passing about 50 kts I pulled back, the nose came up and we were flying! I climbed out at 70 kts. What a marvelous feeling to be flying a Tri-Pacer again! Compared to the 182 the controls are so light I couldn't believe it.

Once I was clear of the pattern I tried to contact Des Moines approach but they said I was unreadable although I heard them and other traffic just fine. I really wanted to do a transponder check but I can't because of the communication problem.

My friend mentioned that if I wanted to "exercise" the plane that would be all right so I did a couple of 30 degree turns just to get reacquainted with the controls and pressures. I then did some 45 degree steep turns and then a couple of 60 degree really steep turns, she handled it all with grace and no complaints. In level flight at 1000' AGL I was getting 103 kts TAS at 2400 rpm. I also checked all the gyros and instruments to ensure they were working properly.

As I approached Ames I started to get into landing mode, as I entered the pattern I made a few radio calls and lined up on runway 19 which the 3 knot wind favored. While on short final I saw a plane taking off on runway 13, I did not hear any radio calls. As he crossed in front of me I side stepped to the right to stay clear of him, he departed the pattern to the south.

I came back around and lined up a second time on final and dropped all 40 degrees of flaps and coasted in at 60 indicated. I touched down as though I was on a feather, very soft and smooth. I quickly noticed that the steering is more sensitive that the Cessna's I normally fly.

After I cleared the runway I asked for a radio check over the Unicom and another plane responded that I was loud and clear. I tried to turn on the runway lights but could not. There is something going on with the COM radio that will need to be worked out.

I taxied up and parked the plane and climbed out. I was smiling from ear to ear, what a great 30 minutes that had been. It brought back allot of memories from when I owned one.

While my mission profile these days calls for something like the 182, the Tri-Pacer will always have a very special place in my heart.

# Blakesburg Antique Aircraft Association Fly-in

*by Dave Kalwishky*

Marc, John Nelson and I flew down to Blakesburg for the day to see all the antique airplanes that were there for the fly-in. We saw some beautiful planes and had a great time. The flying weather was perfect and it was a great day spent talking about and looking at some beautiful planes.


# NEW YORK EAA CHAPTERS' 1903 WRIGHT FLYER DEDICATED

*From Eaa e-Hotline Website*

*The Wright Flyer built by EAA New York Chapters on display at Floyd Bennett Field, Brooklyn, NY.*

September 13, 2007 - Nearly a dozen New York State EAA chapters took center stage at the Gateway National Recreation Area's historic Floyd Bennett Field in Brooklyn last Saturday, September 8, as their joint project, a 1903 Wright Flyer replica, was officially handed over to the National Park Service. The project, originally conceived as a tribute for the 100th anniversary of powered flight in 2003, is now on permanent display at the historical facility, helping visitors there learn more about the world's first successful powered airplane.

"This was a remarkable undertaking," said EAA Board member Alan Ritchie, who was on hand at the dedication ceremony on behalf of EAA. "The chapter members did a very nice job - as good a reproduction as any I've seen. For kids as well as adults, their Flyer will provide a great perspective of the origins of flight."

Ritchie credited EAA Chapter 594's Michaelene "Mickey" Carpenter, who was the driving force to complete the project. "This was truly a labor of love and became a cause for her," he said.

*EAA Board member Alan Ritchie and Chapter 594's Mickey Carpenter at the dedication.*

Carpenter, who also spoke at the ceremony, thanked all those who participated in the project, including members from the following EAA chapters:

Chapter 3 (Westbury); 46 (Buffalo); 69 (Warwick); Ultralight 95 (Rochester); 294 (Utica); 353 (Glen Falls); 500 (Massena); 528 (Suffolk County); 594 (Long Island); 656 (Clarence); and 1070 (Cooperstown).

# Prevention is the key to protecting airports

*From AOPA ePilot website*

Much like an aircraft accident, airport closure often stems from a series of events that likely could have been prevented. That's why AOPA is taking a proactive stance to save airports.

During the National Association of State Aviation Officials (NASAO) annual conference in Portland, Ore., this week, AOPA discussed airport advocacy, land-use, security, and funding issues — all key to breaking a negative chain of events and creating a thriving airport.

"Improper airport land use is often the start of many problems. If a city allows a developer to build houses close to the airport, it will lead to safety issues and noise complaints that can cause airport operation restrictions or even closure," said Greg Pecoraro, AOPA vice president of regional affairs. "AOPA is working with state directors to provide airport advocates with key information to break the airport closure chain."

NASAO was particularly interested in learning how local pilots can help protect their airports and recognized AOPA's Airport Support Network (ASN) is a model example. During the conference, ASN Director Stacy Platone Swigart explained how to create a guidebook for airport advocates.

AOPA and NASAO are developing an airport land-use best practices program to guide local governments and airport advocates through ways to protect their airport from obstruction hazards, encroachment, and noise complaints.

# NTSB wants pilots to get new ELTs

*From AOPA ePilot website*

The NTSB last week recommended that pilots be required to equip their aircraft with a 406-MHz emergency locator transmitter (ELT). This recommendation comes because satellites will not longer monitor 121.5-MHz ELT signals after February 1, 2009.

"Pilots should be able to decide which ELT they want in their aircraft based upon their type of flying," said Melissa Rudinger, AOPA vice president of regulatory affairs. "We've alerted the FAA and the NTSB that we will oppose any attempt to require all pilots to equip with 406-MHz ELTs."

Aircraft, ground stations, and air traffic control will continue to monitor 121.5 MHz after February 2009.

AOPA also is concerned about a mandate to equip with a 406-MHz ELT because it costs between $1,000 and $1,800, whereas the 121.5-MHz ELT costs $200.

The association has been working to educate pilots about the two ELTs, personal locator beacons, and cell phones with GPS receivers that can be used in case of an emergency. For more information, read "Getting a better signal" in the January 2005 AOPA Pilot.

# CALENDAR OF EVENTS

*from the Iowa Department of Transportation Office of Aviation web site*

| Event | Date | Details |
|---|---|---|
| **October 2007** | | |
| **Billy Robinson Fly-In Breakfast** | **10/6** | Grinnell Regional Airport<br>7a.m. to 11a.m. (Breakfast)<br>7a.m. to 4 p.m. (Open House)<br>641-239-8007 (Bill Owen) |
| **Annual Iowa Aviation Hall of Fame Banquet** | **10/6** | Greenfield Municipal Airport<br>6:00 p.m. Social Time<br>6:30 p.m. Dinner<br>(followed by Induction Ceremony)<br>Call for reservations:<br>641-343-7184 (Lee Ann Nelson)<br>aviation@iowatelecom.net |
| **Open House (Hap's Air Service & EAA Chapter 1452)** | **10/6** | Ames Municipal Airport<br>9:00 a.m. - 1:00 p.m.<br>Plane & Glider rides available<br>515-383-4595 (Ron Hodges) |
| **The Harvest Boogie Skydiving Event** | **10/6-10/7** | Dubuque Regional Airport<br>Tandem jumps available<br>563-590-6779 (Tanya Graves)<br>www.tri-stateskydivers.com |
| **Fly-in Chili Lunch** | **10/20** | Keokuk Municipal Airport<br>Lindner Field<br>11 a.m. - 1:00 p.m.<br>Pilot in Command eats FREE!<br>319-524-6203 (Bob Popejoy) |
| **January 2008** | | |
| **11th Annual Chili Fly-In** | **1/26** | Greenfield Municipal Airport<br>11:30 a.m. – 2:30 p.m.<br>641-343-7184 (Lee Ann Nelson)<br>aviation@iowatelecom.net |
| **February 2008** | | |
| **17th Annual Midwest Aviation Maintenance Symposium and Trade Show** | **2/1-2/2** | The Hotel at Gateway Center<br>Ames, Iowa<br>Sponsored by the Iowa Chapter of PAMA<br>FAA Inspection Authorization renewal<br>319-295-5221 (Phil Conn)<br>pj_conn@juno.com<br>515-360-3879 (Randy Simpson)<br>simpson8128@msn.com |

*Continued on next page*

| Event | Date | Details |
|---|---|---|
| **April 2008** | | |
| **Iowa Aviation Conference** | **4/23-4/24** | Sheraton West Des Moines Hotel<br>West Des Moines, Iowa<br>For more information, visit<br>iawings.com<br>Sponsors, Exhibitors and Registration<br>Call: Sue Heath at 515-727-0667<br>sheath@associationinsight.com<br>Speakers or Programming<br>Call Tim McClung at 515-239-1689<br>tim.mcclung@dot.iowa.gov |

# FOR SALE

## Victor oxy-acetylene welding aviation set with cart

## $250

## See John Nelson

# Never Again Online: Lost dances

*From AOPA Online website*
*By Loren A. Bauman*

Our adventure began flying low over the watery plains of northern Minnesota. My brother and I were vacationing in his 1958 Cessna 180 on Edo 2700 amphibious floats, with western Washington as our ultimate destination. After extensive preflight preparations, we were ecstatic to finally begin our 1,400-nm journey.

We had planned a "splash and dash" trip. Like dancing with every girl at the prom, we would gently engage every eligible body of water close to our flight path. We planned to fish, but only as an excuse to linger at each pond for a while, wanting to savor each dance. It was to be a grand eight-day voyage, with ample time for admiring the capabilities of my brother's aircraft and improving our own.

Our preflight preparations had involved two full days of lubricating, inspecting, pumping, priming, bleeding, weighing, and flight checking. In truth, there was a whole lot of fussin' over what seemed like a thousand variables. The airplane's paint was recent, but the metal beneath showed evidence of a harsh life. But, this airplane oozed character; it was a fine, hard-working machine. Engine inspection revealed everything was healthy under the hood, and polishing the metal frame provided the finishing touch.

The 180 had earned the name "Loon," after the spirited Minnesota state bird because the aircraft has a long graceful body and rides low in the water.

Our takeoff from land was a snap. The engine had a hungry, energetic growl. We reached rudder control speed quickly, and the takeoff roll was almost too short to savor. Rate of climb was respectable, and I quickly settled in.

"Nice plane, big brother," I said.

"Yeah, it's not too bad," he replied. "It's so graceful when it just begins to caress the water's surface," he added with youthful excitement, "Just you wait." I wouldn't wait long.

"General aviation needs a better checklist system—it's too easy for items to be missed, particularly in complex airplanes like this one." These words had barely crossed my brother's lips when silence overwhelmed the engine hum.

We reflexively initiated engine-out procedures and another 10 seconds lapsed while we listened to the wind whistle before our disbelief relented.

"Is this for real?" I asked.

"Yeah, I think so!" my brother's voice squealed with an uncharacteristic pitch. We pitched the airplane for best-glide speed, and searched for a place to land.

The deafening quiet had a death-grip on the cabin. A power-off glide in an amphibious Cessna 180 is akin

*Continued on next page*

*Continued from page 8*

to a pheasant shot in midair. From an altitude of scarcely 1,000 feet, we had less than 30 seconds before the flight would be over, ready or not. We headed for water, turning back and sharply to our left. No time to bring the landing gear down for a road landing. My mind still in denial, I was certain the engine would restart. The shoreline trees were dead ahead.

While my brother tried to restart, I pushed the yoke forward, lowering the nose, to avoid stalling the airplane. We were now heading toward the treetops, crossing them with the width of three leaves to spare. The lake, now fully visible, was minuscule! It nestled within towering 100-foot rock walls on all sides, and the opposite shore approached with surreal speed.

I lowered full flaps, confirmed the gear was up for a water landing, and we touched down. The landing was graceful, although hurried and downwind. We splashed to a stop. It happened so fast my heart had no time to race. I finally took my first breath.

"What just happened?" I asked. "Did we just make an emergency landing onto a lake that is too small for a takeoff?"

"Yeah! And the wind will blow us into those rocks if we don't start to paddle," my brother said, squirming manically to get out with a paddle.

Even then, my disbelief was still in charge. I climbed up to inspect the fuel tanks, hoping for a restart. Then I saw the left fuel cap was gone and a telltale blue streak trailing aft! We had departed without the fuel cap and, with the fuel selector on "both," fuel had siphoned overboard from both tanks. The second tank's rubber bladder had been sucked upward, causing the gauge to indicate it was two-third's full.

Two days of meticulous preflight inspections had ended with a last-minute fight with the credit card reader on the fuel pump dispenser. My brother had already mounted the airplane's wing for fueling, but when I couldn't make the pump run, he came to help. We argued with the pump to exasperation, and then decided to go to a nearby airport for gas. The rest is history—history unfortunately captured by the local media.

It turned out that we had landed on a lake that was property of a large mining company. The treetop approach took us directly over its security office. For "a plane crash," they had called in the cavalry: security supervisors, company engineers, ambulance, fire trucks, and, yes, the FAA.

Before the sun went down, the newspapers and TV reported a "small airplane crashed in the mining pit after running out of gas." Even this partial truth was painful. We didn't enjoy our celebrity status. Community folks addressed us, "Oh, you're those guys." Family members began calling us "the Looney brothers," and suggested we no longer fly as a team. Forty years of being enveloped by aviation safety, excitement, and opportunity fell victim to one brief break in our pilot routines.

We were grounded until we could meet the company's representatives and receive their consent to extract our "Loon" from their waters. Fortunately, despite initial sternness, everyone came together to help us get out. Unfortunately, this involved the Department of Transportation, temporary removal of power lines, stripping the airplane of any unnecessary weight, and obtaining insurance wavers and a rescue pilot. To complete the aeronautical equivalent of "going to the woodshed," the FAA met with us to review the "incident."

The hapless, cap-less, trip ended with the extraction flight: The Washington trip would have to wait for another day. Despite everything that had happened, no property or people were hurt.

We deconstructed our fundamental error to sift through its parts.

We did not lack for thoroughness or discipline during our years of flying together. My brother and I have 87 years and 8,500 hours of combined flying experience, nearly all as single pilot in command, and all gratefully without incident...until that day. But this time we did let a distraction interrupt the normal order and completion of the checklist, causing an upset in our usually complete personal preflight check.

For future flights, we will cruise with considerably more altitude, sacrificing some intimacy with the landscape. We will use "both" fuel setting for takeoffs and landings only.

Most important, we will not allow a distraction to interfere with the checklist items and disrupt our personal preflight check.

The simplest break in the careful execution of a pilot's routine can compromise safety and tarnish years of personal aviation history. And so it was for my brother and me.

*Loren A. Bauman, AOPA 373490, holds ATP and flight instructor certificates. During 41 years of flying he has accumulated more than 4,300 hours of flight time. He owns a 1975 Beechcraft Bonanza V35B.*

# AOPA TELLS FAA: NO TFRs FOR AMATEUR ROCKETS

*From AOPA ePilot website*

Pilots have too many pop-up temporary flight restrictions (TFRs) to look out for all across the country. AOPA is opposed to more being added, specifically for amateur rocket activity in the National Airspace System. AOPA has formally told the FAA that TFRs should not be used for any amateur rocket activities. The agency is proposing to update regulations in order to effectively manage new rocket technologies and practices. AOPA contends that any amateur rocket activity should be regulated to allow for safe integration with other existing operations.

## EAA Chapter 135

Marc Broer
6292 N.E. 14th Street
Des Moines, IA 50313
marc@countylineprinting.com


# 2007 Chapter 135 Officers and Board Members

### Board Officers:

| | | | |
|---|---|---|---|
| President: | Dave Kalwishky | 515-266-4001 | dave@kalwishky.com |
| Vice President: | Ralph Briggs | 515-277-2961 | rbriggs@dmreg.com |
| Secretary: | Donna Bocox | 515-991-6610 | chapter135@wildblue.net |
| Treasurer: | Donna Bocox | 10746 NW 103rd Court, Granger, Iowa 50109 | |
| Newsletter Editor: | Marc Broer | 515-288-4581 | marc@countylineprinting.com |
| Young Eagles Coordinator: | Alan Core | 515-961-4524 | indypurr@juno.com |

### Board Members:

| | | |
|---|---|---|
| Mike Abrahams | 515-981-0381 | debra809@mchsi.com |
| Mary Alice Hill | 515-226-3339 | mapilot@hotmail.com |
| Chanler Childs | 515-965-5331 | cchilds@cchilds.us |
| Roger Bocox | 515-991-6616 | rbocox@wildblue.net |
| John Nelson | 515-276-7646 | skydog@mchsi.com |
| Richard Milburn | 515-834-2954 | rchrdmilburn@aol.com |
| Matt Smith | 515-418-1860 | mattst18@mchsi.com |
| Fred Sangster | 515-276-5027 | fltmechb25@msn.com |
| Karen Sangster | 515-276-5027 | khawk22@msn.com |

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

| | | |
|---|---|---|
| DanFolkers | H (515)981-0502 | Cell (515)480-9490 |