



Experimental Aircraft Association

Chapter 135

News



Number Twelve

December 2007

No Chapter Meeting in December

Special event

Friday - December 7, 2007

Chapter 135 Christmas Party

Cocktails (open cash bar) 6:30-7:30 P.M.

Dinner 7:30-8:30 P.M.

Chinese Gift exchange to follow dinner

Chucks Restaurant

6th Avenue Des Moines

\$22 per person

Must be paid in advance

deadline is 12-2-07

Presidents Position

by Dave Kalwishky

I can't believe it is December already; this year has flown by (pun intended). I have been very fortunate in being able to take a lot of trips and do a lot of things with the airplane and my family this year. As I type this I am reminded of the Johnny Cash song "I've been everywhere", it sure seems like it! We went to Memphis to visit Graceland, North Carolina to see Kitty Hawk, the Bahamas, toured the state of Florida and Key West, flown the mountains' of Colorado and been to San Antonio and Galveston Texas. I've found that you really can travel across this great country of ours in a general aviation plane and with the 182 it was done in comfort. I can't wait to see what 2008 brings in terms of adventures with the family and Gumby.

Marc and I together have put over 18,000 miles on the plane this year. That's almost once around the world! If you count the two years we have had the plane it's been 35,000 miles, once around the earth and then some! One thing is for sure; Gumby gets flown and flown regularly.

Our chapter has received a donation of a headset, Pilot USA PA-1779T retail for \$465.00, which we will raffle. Tickets are \$5.00. You may buy tickets at the December Christmas party, or by mail from Donna Bocox. The drawing will be at the end of the Christmas party. You do NOT be present to win BUT you must be a current 135 member. You can find Donnas' mailing information on the last page of the news letter.

Merry Christmas everyone and let's make 2008 the best year yet for Chapter 135!

Upcoming Events:

- **January** - Jim Jones and the Newton Hanger Project
- **February** - Open
- **March** - Roger on the Hartmann Project
- **April** - Headsets - Chanler
- **June** - American Barnstormers Tour
- **July 7/28 to 8/3** - EAA Airventure Oshkosh, Wisconsin

\$5.00 Raffle tickets to win headset

Our chapter has received a donation of a headset, Pilot USA PA-1779T retail for \$465.00, which we will raffle. Tickets are \$5.00. You may buy tickets at the November meeting, December Christmas party, or by mail from Donna Bocox. Drawing to be at the end of the Christmas party. Need NOT be present to win. Open to current members.

EAA Chapter 135 Annual Christmas Party
Friday December 7, 2007

Where: Chucks - 6th Avenue - Des Moines.

When: Friday, December 7, 2007 Cocktails (open cash bar) 6:30-7:30pm, Dinner 7:30-8:30pm, Chinese Gift exchange to follow dinner.

What's to Eat: Dinner choices are: Iowa Chop, Baked Italian Chicken, Lasagna, or for our vegetarian members, you may choose a vegetarian lasagna.

Cost: \$22/per person. Includes meal, beverage, (coffee or soda) desert and tip. Must be paid in advance. Please cut out and mail to: Donna Bocox, 10746 NW 103rd Court, Granger, IA 50109.

DEADLINE TO Reserve your dinner is 12/2/2007. You must call or send your reservation by then.
Payment must be included with this form.

NAME: _____ **Number of meals:** _____ @ \$22.00/ea = \$ _____
(enclosed)

Meal Choices: _____ Iowa Chop _____ Chicken _____ Lasagna _____ Vegetable Lasagna

Don't forget your Chinese Gift exchange gift. Bring gift to exchange for male or female (husband brings male gift, wife brings female gift) We will exchange them, like we normally do. If you've never done this before, you're in for a treat!!

Membership Dues

Name _____

EAA No. _____

Address _____

Phone _____

e-mail _____

Dues are \$20.00 per year
Dues are due July 1 and run through June 30.
(After January 1st you may pay \$30.00 for 1½ years)

You must be a member of the National EAA.

You may mail your dues to our treasurer:
Donna Bocox
10746 NW 103rd Court
Granger, IA 50109

Stop picking on GA, congressmen tell airlines

By AOPA ePublishing staff

The hearing was about airline delays during the holiday season. But two congressmen clearly had something to get off their chests.

“Get off GA’s back,” Rep. Vernon Ehlers (R-Mich.) told the airlines. The airlines were represented by Delta Air Lines CEO Richard Anderson and JetBlue CEO David Barger. They testified before the House aviation subcommittee on Nov. 15.

Said Rep. Leonard Boswell (D-Iowa), “It irritates me to see in the publication in the pockets of your seats the distortion of... general aviation,” referring to anti-general aviation editorials in airline publications and e-mails to customers.

“So quit it,” Boswell said. “You don’t make any mention of the taxation on fuel and the other things that general aviation pays. I’m going to continue to support you because I know that you’re extremely important to our economy.... But come on, let’s do what is right.”

He reminded the airline chiefs that some of their best customers are also GA pilots and aircraft owners.

Rep. Ehlers pointed out that the “pilot in the GA cockpit may be one

of your pilots some day.” He noted that the military will be training fewer pilots, so general aviation “is going to be your source of pilots in the future. Just remember that.”

EPA looks into lead emissions from GA aircraft

By AOPA ePublishing staff

The Environmental Protection Agency is seeking feedback from the public and general aviation industry on leaded aviation fuel in response to a 2006 petition from the Friends of the Earth.

AOPA met Nov. 5 with the EPA, FAA, and general aviation industry groups to discuss the petition, state of the GA industry, concerns about transitioning from current avgas and associated safety-of-flight implications, and the fact that currently there is no unleaded fuel that will work for the entire GA fleet.

“Replacing today’s avgas with a new fuel is a critical issue and must be carefully thought through by the agencies involved,” said Andy Cebula, AOPA executive vice president of government affairs. “Right now there isn’t an unleaded fuel that would meet the needs of the entire fleet without requiring aircraft modifications or decreasing aircraft

performance and utility.”

AOPA participates as a member in both the Coordinating Research Council and ASTM International, a not-for-profit organization that facilitates voluntary consensus standards for things like aviation fuel, to come up with safe alternatives. The association also helps secure funding through Congress each year for the FAA to test possible replacement fuels at its William J. Hughes Technical Center in Atlantic City, N.J.

The Friends of the Earth wanted the EPA to make a finding that lead emissions from GA aircraft endanger public health and welfare and to issue emission standards.

“At the meeting I attended last week, it was clear that the EPA is working with the FAA and other industry groups on this issue,” said Rob Hackman, AOPA senior director of regulatory affairs. “We’re committed to helping the agency understand the impact this could have on the GA fleet and provide information to help ensure a viable GA community well into the future.”

Right now, the EPA is not undertaking a study but is requesting environmental and health information from the public. For more information about sending comments to the EPA, see the notice.

Scales Rental Info

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.

Old Pilot Sayings

Every takeoff is optional. Every landing is mandatory.

If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick back, then they get bigger again.

Flying isn't dangerous. Crashing is what's dangerous.

The only time you have too much fuel is when you're on fire.

A 'good' landing is one you can walk away from. A 'great' landing is one after which they can use the plane again.

The probability of survival is inversely proportional to the angle of arrival. Large angle of arrival, small probability of survival and vice versa.

It's always better to be down here wishing you were up there than up there wishing you were down here.

The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.

When in doubt, hold on to your altitude. No one has ever collided with the sky.

Learn from the mistakes of others. You won't live long enough to make all of them yourself.

You know you've landed with the wheels up if it takes full power to taxi to the ramp.

Never let an aircraft take you somewhere your brain didn't get to five minutes earlier.

Stay out of clouds. The silver lining everyone keeps talking about might be another airplane going in the opposite direction. Reliable sources also report that mountains have been known to hide out in clouds.

Always try to keep the number of landings you make equal to the number of take offs you've made.

There are three simple rules for making a smooth landing. Unfortunately no one knows what they are.

You start with a bag full of luck and an empty bag of experience. The trick is to fill the bag of experience before you empty the bag of luck.

Helicopters can't fly; they're just so ugly the earth repels them.

If all you can see out of the window is ground that's going round and round and all you can hear is commotion coming from the passenger compartment, things are not at all as they should be.

In the ongoing battle between objects made of aluminum going hundreds of miles per hour and the ground going zero miles per hour, the ground has yet to lose.

Good judgment comes from experience. Unfortunately, the experience usually comes from bad judgment.

It's always a good idea to keep the pointy end going forward as much as possible.

Keep looking around. There's always something you've missed.

Remember, gravity is not just a good idea. It's the law. And it's not subject to repeal.

The three most useless things to a pilot are the altitude above you, runway behind you, and a tenth of a second ago.

NOT RECOMMENDED



Amidst airline delays, Bush calls for user fees

By Warren D. Morningstar
From AOPA e-Pilot Website

President Bush on Nov. 15 announced a series of measures to reduce airline delays, including opening restricted airspace on the East Coast to commercial flights during the holiday season. And he renewed the administration's call for higher taxes and user fees on general aviation.

"If we really want to solve this problem, it's time for Congress to modernize the FAA, and we've given them a blueprint to do so," said Bush, referring to the administration's FAA funding bill that would increase GA avgas taxes by 263 percent and impose user fees. And he praised Sens. Jay Rockefeller (D-W.Va.) and Trent Lott (R-Miss.) as people in Congress "who understand the need to act." The Rockefeller-Lott FAA funding bill (S.1300) includes a \$25 per flight user fee on turbine aircraft.

He also called for "congestion pricing," charging aircraft higher fees to land during busy times, or auctioning the right to take off or land at a specific time to the highest bidder.

"The president's statement is a reminder that the FAA funding issue is far from resolved, and that there is still the possibility of a bill coming out of Congress that would be harmful to general aviation," said AOPA President Phil Boyer. "The Senate needs to act and pass the American Infrastructure Investment and Improvement Act of 2007 that came out of the Finance Committee last September."

The House of Representatives has already passed its FAA funding bill, H.R.2881, the FAA Reauthorization Act of 2007. But two different Senate committees are in disagreement over user fees versus taxes, airline tax

breaks, and some other issues. Those disagreements will not be resolved before the Congress goes home for the holidays on Dec. 14. (Congress will likely pass a "continuing resolution" to keep the FAA operating into the first part of next year.)

"That means we'll pick up the FAA funding fight again in January," said Boyer. "We'll renew our efforts to convince the Senate to pass an FAA funding (authorization) bill without user fees. We cannot modernize ATC and build new runways without it.

"And once again, we'll be calling on AOPA members to contact their senators when the time is right."

JOY OF FLIGHT: MEANT TO FLY!

From AOPA e-Pilot Website

Nearly every pilot has a fellow aviator that he or she admires. For AOPA member Scott Evans, that aviator was his father who was left paraplegic by an automobile accident at age 12. The elder Evans eventually earned his private pilot certificate in an Ercoupe and then got a supplemental type certificate for his homemade rudder controls to fly a Cessna 150. Read about this aviator's persistence in "Meant to Fly!" the latest installment in the Joy of Flight series.



From AOPA e-Pilot Website

Mentors: Welcome to Project Pilot

GA needs more dreamers! We need more student pilots. You already know someone who has a dream of learning to fly: a friend in the neighborhood or at work or even a family member. Join ranks with your fellow AOPA members as an [AOPA Project Pilot Mentor](#) and share your passion for flight by encouraging an aspiring pilot to learn to fly. Sign up [right here](#) for AOPA Project Pilot. If you are not an AOPA member yet, or your membership has expired, [join AOPA](#) now!



Getting Started — As An AOPA Project Pilot Mentor

As an AOPA Member and an experienced pilot, you have a *critical role* to play in helping recruit and successfully mentor new pilots. It's easy and fun.



Effective Mentoring — Working with Your Student Pilot

Every new student pilot needs some encouragement and support. We'll help you be a *great* mentor.



Effective Recruiting — Help GA Find the Pilots of Tomorrow

Millions of Americans want to learn how to fly and just need *your* encouragement to make their dream a reality.



My Students — Monitor and Reward Your Student's Progress

Monitor or update your student's progress as they reach key flight training milestones. Print certificates of accomplishment for your student's first flight, solo, and successful checkride. Add students or update your own Mentor profile.

DON'T END UP DISORIENTED, LEARN TO NAVIGATE IN THE DARK

From AOPA e-Pilot Website

There's a good chance you're doing more night flying now that daylight-saving time has ended. When it's dark, it can be more difficult to find your way from here to there, but understanding how to get the most out of your GPS receiver can help. Take the AOPA Air Safety Foundation's GPS for VFR Operations online course to stay proficient. Get a clear explanation of how GPS works and how you can use it to make your next VFR flight more efficient, enjoyable, and safe. What you learn from the course could help you avoid becoming disoriented, unlike the pilot in this AOPA Air Safety Foundation Accident Report who landed in a field.

Do you know where you are?

From AOPA e-Pilot Website

Knowing where you are is always important, but it's especially important when flying cross-country at night. During a dark night cross-country flight on June 22, 2003, the pilot of a Cessna 210 became disoriented and hit terrain while attempting to land near Carlisle, Arkansas. The pilot was not injured, but the airplane was substantially damaged.

The flight departed Sheridan, Arkansas, at 8:30 pm. The destination was West Memphis, Arkansas, about 200 nautical miles away. During the flight, the pilot passed the City of Pine Bluff, Stuttgart Airport, and the City of Brinkley.

He then followed Interstate 40 toward Forrest City, thinking he saw the lights of Memphis in the distance.

The pilot contacted Memphis Center and requested radar vectors to West

Memphis Municipal Airport. The communications were garbled, and positive contact was never established. The pilot also tried unsuccessfully to contact Memphis Approach.

He continued to follow the interstate until he saw what he thought was Airport Road, leading to the West Memphis Airport. He could not see the airport beacon, although he thought he could see the airport hangar and airport environment.

At that point, the pilot could not see the runway threshold lights, but told investigators he "felt very strongly" that the runway was below him. He turned on the landing light, set 30 degrees of flaps, and extended the landing gear. The left wing hit an embankment, which spun the airplane around 180 degrees. The airplane came to rest in a flooded rice field. The accident site was 6 miles from the closest airport (Carlisle Municipal) and 75 miles west-southwest of West Memphis Airport, his intended destination.

The pilot had more than 3,000 hours of total time, 30 of which were at night.

The NTSB determined the cause of this accident was the pilot's improper in-flight decision to descend for landing, at night, without the runway environment in sight. Factors included the pilot's disorientation and the dark night condition.

Although this pilot thought he knew his location, he was clearly lost. Good flight planning would have prevented this accident, but sometimes the unforeseen still happens. The AOPA Air Safety Foundation suggests in its Say Intentions Online Course that lost pilots:

Climb — this will enhance communications, radar detection, and direction finding.

Squawk — 7700 if unable to establish communications, or your assigned discrete code if in contact with ATC.

Communicate — transmit an emergency or urgent message and comply with ATC's instructions, if able.

AVOID NASTY ENCOUNTERS WITH THOSE FEATHERED FRIENDS

From AOPA e-Pilot Website

Remember, autumn is prime time for bird migration. All day long, our feathered friends are on the wing and possibly in your flight path. Learn what you can do to avoid bird strikes and how to report one if it happens to you, in AOPA's subject report. Learn about other pilots' encounters with birds in "Nothing that a hose can't fix" in the March 2006 AOPA Pilot and "Bird Strike! What to do when a bird fills the screen."

Airline Pilot on No-Fly List

From AVWEB

A recently-retired airline pilot told Colorado television station 9News on Friday that while he has all the clearances he needs to fly an airliner, his appearance on the "no-fly" list makes being a passenger a major ordeal. Robert Campbell says that even though the Transportation Security Administration assured him in 2006 that he was off the list, he still gets the third degree when he checks in for a flight as a passenger. "The fact is, I'm authorized by the TSA to fly the airplane and ride the jump seat on air carriers," he said. "But if I want to ride in the back, I'm on the no-fly list."

Campbell found out he was on the list in 2005 and tried everything he could think of to get off it. "I've talked to everybody under the sun — my Congressmen, my union, union legal people, the airlines, my chief pilot — and nobody seems to be able to get me off the no-fly list," he told 9News. "This is absurd. Even the TSA knows it's absurd."

CALENDAR OF EVENTS

from the Iowa Department of Transportation Office of Aviation web site

Event	Date	Details
<u>January 2008</u> 11th Annual Chili Fly-In	1/26	Greenfield Municipal Airport 11:30 a.m. – 2:30 p.m. 641-343-7184 (Lee Ann Nelson) aviation@iowatelecom.net
<u>February 2008</u> 17th Annual Midwest Aviation Maintenance Symposium and Trade Show	2/1-2/2	The Hotel at Gateway Center Ames, Iowa Sponsored by the Iowa Chapter of PAMA FAA Inspection Authorization renewal 319-295-5221 (Phil Conn) pj_conn@juno.com 515-360-3879 (Randy Simpson) simpson8128@msn.com
<u>April 2008</u> Iowa Aviation Conference	4/23-4/24	Sheraton West Des Moines Hotel West Des Moines, Iowa For more information, visit iawings.com Sponsors, Exhibitors and Registration Call: Sue Heath at 515-727-0667 sheath@associationinsight.com Speakers or Programming Call Tim McClung at 515-239-1689 tim.mcclung@dot.iowa.gov
<u>June 2008</u> American Barnstormers Tour	6/15-6/16	Iowa City Municipal Airport 319-356-5045 (Michael Tharp) Michael-tharp@iowa-city.org
American Barnstormers Tour	6/17-6/18	Ames Municipal Airport 515-239-5279 (Steve Salvo) ssalvo@city.ames.ia.us
American Barnstormers Tour	6/19-6/20	Council Bluffs Municipal Airport 712-322-2287 (Dan Smith) 712-323-2173 (Lisa Smith) cbairport@aol.com
Kiwanis Flight Breakfast	6/22	Rock Rapids Municipal Airport 7 a.m. – 9:30 a.m. 712-472-2537 (Scott Schneidermann) ScottS@frontierbk.com
<u>July 2008</u> EAA Airventure	7/28-8/3	Oshkosh, Wisconsin www.airventure.org

Soldier makes it back on time

Patriotic story ends happily

By J.R. WELSH
jrwelsh@sunherald.com

HANCOCK COUNTY --

Patriotism speaks in many ways.

Last month, it spoke clearly through a group of local private pilots and airline passengers when they pulled together to help a soldier rushing to make an appointment more than 7,000 miles away.

That's roughly the distance from Camp Shelby to Iraq, where U.S. Army soldier Martin Medina was headed. But he faced a twofold problem: Having missed a flight from Texas the previous evening, he was running late. He was also running low on cash.

Timing was everything because Medina, who had been on leave, was scheduled to rejoin his unit and leave Camp Shelby almost immediately for duty in Iraq. That's when the Mississippians came in.

It was a Wednesday afternoon. Medina, of Texas, was aboard a Southwest Airlines flight from Dallas to New Orleans. The flight was scheduled to land in New Orleans at 4 p.m.

Diamondhead resident Mario Feola was just settling in on the same plane when a flight attendant made an announcement: A soldier aboard needed to travel to Camp Shelby from New Orleans, but he was out of money. He had learned cab fare from the airport would be \$220.

Fellow passengers started chipping in and within minutes, they raised \$800. But Feola was worried that even with the money, a cab ride from New Orleans would not allow the young soldier to reach Camp Shelby by his deadline.

Feola was willing to drive Medina to Camp Shelby, but that still left a time crunch. "That's why the whole movement was so critical," Feola said

Tuesday.

Before the plane left Dallas, he used his cell phone to call fellow pilots back home. He reached Diamondhead pilot Jay Botsay, who then helped him reach Fred Kleppner and his son, Kiln resident Tim Kleppner. Both are pilots.

The junior Kleppner happened to be at the Picayune Airport that day. He, in turn, reached his father, who flew to Picayune and picked him up in their Mooney aircraft. They arranged to meet at the Slidell Airport with Feola, who whisked Medina off the Southwest flight and drove him to Slidell.

Other passengers stayed seated to allow the two off first. Some were still thrusting money at Medina as they left the plane.

"They clapped and wished him good luck," Feola wrote in a personal recollection. "As we ran up the gangway, we could still hear the clapping. 'God bless America' was heard everywhere."

Tuesday, Feola said his own background as a former soldier and private business experience with the military prompted his actions. "I'm a flag waver," he said. "I'm ex-military, and when I saw that, it just re-instilled my faith."

He said Medina, who is in Army security, was in his early 20s, and that also struck a chord.

Tim Kleppner said he and his father happened to be in the right place at the right time that day.

There was no hesitation when they had the chance to help a young soldier headed for the front, especially when the request came from fellow pilots.

"It's an unwritten thing about pilots. We all stick together," he said.

When the Kleppners touched down at Hattiesburg, darkness was approaching and they had to fly back. But they left behind a relieved soldier, one they assume caught a cab the 30 miles from Hattiesburg to Camp Shelby.

Lt. Col. Doril Sanders, public information officer at Camp Shelby, said he had no additional information Tuesday on Medina, other than that he

has since been deployed.

"He didn't have to ride, he didn't have to walk" to Hattiesburg, Kleppner said. "He didn't have to hitchhike."

Another happy footnote: When the Southwest passengers finished contributing, Medina had about \$1,000. He told Feola he plans to spend part of the money on an engagement ring for his girlfriend. The rest will be put away for college. After the military, he hopes to attend medical school.

"It's difficult for me to put into words the feelings, teamwork and love for our country that came forth that evening," Feola wrote. "I know Martin was overwhelmed and would have a wonderful story to tell his comrades. We wish him well and hope to hear from him soon."

Team plans global jaunt on solar power

By Alton K. Marsh

From AOPA e-Pilot Website

Now under construction in Switzerland is a four-motor aircraft destined to serve as the prototype of a fragile piloted airplane that will circle the globe on solar power alone.

It will climb during the day to nearly 28,000 feet and descend at night to 3,300 feet. The combined power of the four motors is only 10 horsepower. The cockpit is unpressurized and unheated; engineers are hoping insulation will protect the pilot at the higher altitudes. First it must fly, then cross the Atlantic Ocean.

By 2011 it is hoped the pioneer, Bertrand Piccard, who circled the globe in the Breitling Orbiter 3 balloon, will be able to do the same in his Solar Impulse aircraft, although it will take a month (slower than the balloon).



ARE YOU READY FOR YOUR NEXT NIGHT FLIGHT?

From AOPA e-Pilot Website

The nighttime airport environment can be overwhelming as airports easily navigated during the day can become a bewildering array of lights of all types and colors. The AOPA Air Safety Foundation can help you maintain your night flying proficiency with resources like the Airport Lighting—VFR Safety Quiz. If you're up for another challenge, visit the Previous Quizzes section to test your knowledge of other safety subjects.

Market weakens slightly for piston manufacturers

By AOPA ePublishing staff

Piston-engine aircraft sales are down slightly for the third quarter of 2007, but manufacturers remain optimistic.

Shipments of piston airplanes manufactured worldwide decreased by 6 percent, going from 1,975 for the third quarter of 2006 to 1,857 shipments this year. Turboprop shipments, however, were up by 14.5 percent, and jet shipments saw a 20.9-percent increase, according to figures released by the General Aviation Manufacturers Association (GAMA).

"This is the third consecutive quarter where growth in the piston market has wavered. We are encouraged, however, by the industry's commitment to strengthening this segment with the introduction of products that will bring new pilots and new customers into this market," said GAMA President and CEO Pete Bunce. "The good news is that our manufacturers in this segment have not reported a noticeable decline in interest in the piston market."

Cessna Aircraft shipped the most single-engine airplanes with 507 when combining the 172 Skyhawk, 182 Skylane, and 206 Stationair lines. Cirrus Design, however, shipped the most four-seaters with 461. Diamond isn't far behind with 356 shipments for its two- and four-seat models.

Columbia Aircraft shipped 131 followed by Hawker Beechcraft with 81; Mooney Airplane, 59; American Champion, 50, Eclipse Aviation, 48; Maule Air, 30; and Liberty Aerospace with 28.

Delays shorten for special-issuance medicals

By AOPA ePublishing staff

If you have a medical condition that's keeping you on the ground, your chances of getting back in the air—quickly—are better now than ever before.

The average processing time for medical certificates, including special issuances, is now 30 days, with some cases as low as 15. And less than 0.01 percent of applicants are actually denied because they are medically unfit to fly. That's because the FAA is considering more serious medical conditions than before. (Just this year a heart transplant patient received his special-issuance third class medical certificate.)

"This is good news for pilots with heart conditions, cancer, diabetes, and other serious medical problems," said Gary Crump, director of AOPA's medical certification department. Crump and members of AOPA's government affairs staff met with the FAA's manager of the aerospace medical certification division in Oklahoma City, Okla., this week. "Only a year and a half ago, the special-issuance delays were peaking at 75 to 90 days."

Much of the improvements in the medical certification process stem from a nearly 10-year effort to switch the FAA's medical process from paper to electronic.

AOPA has been actively involved since the beginning of this "virtual medical certification system" and made several of the recommendations that the FAA has now implemented.

Aviation medical examiners (AMEs) are using an electronic medical application format that helps expedite the application process. Plus airman records are now electronic.

Also, AMEs are encouraged to contact

their regional flight surgeon or the aeromedical division in Oklahoma City with questions about a pilot's medical application. In many cases, problems can be worked out over the telephone, and the pilot can walk out of the AME's office with a medical certificate in hand. This has significantly cut down on the number of deferred applications.

While the FAA has made its medical certification process more efficient, pilots still need to do their part to help speed their applications through the system.

If something in your medical history has changed since your last visit to the AME, call AOPA's medical certification specialists at 800/USA-AOPA to find out what paperwork you need to take with you to the flight physical. Also use AOPA's interactive TurboMedical form to find any potentially disqualifying medical condition so that you can gather the needed information to get your medical.

"Working with AOPA to get all of your medical records and reports in order before you go to your AME is important," Crump said. "Often, it can mean the difference between getting your medical that day or having to wait a couple of weeks."

JOIN THE AIRPORT SUPPORT NETWORK TODAY

From AOPA e-Pilot Website

Ensuring the health and vitality of your airport is up to you—residential development and economic and political pressures can restrict your flying. Every day nearly 1,900 Airport Support Network (ASN) volunteers are working with AOPA headquarters to help save their airports, but we need more. Below is a link to a list of the airports where an ASN volunteer could make a difference.

To nominate yourself or an associate to be a volunteer, visit <http://www.aopa.org/asn/asn-form.html>.

To learn more about the Airport Support Network, visit <http://www.aopa.org/asn/>.

‘Candy Bomber’ Has a New LSA to Fly

Visit to EAA AirVenture LSA Mall Sparks Interest

From EAA eHotline website



Col. Halvorsen sits in the cockpit of his new Remos G-3.

November 8, 2007 — Col. Gail Halvorsen (USAF-Ret), the famous “Candy Bomber” who during the Berlin Airlift of 1948-49 dropped sweets in tiny, makeshift parachutes to children on the ground, is the new leaseholder of a Remos G-3 light-sport aircraft. The 87-year-old veteran flier arrived in Oshkosh at Orion Sport Aircraft on November 5 to get checked out in the new airplane, which he discovered a little more than three months ago while appearing at AirVenture with the Douglas C-54 Spirit of Freedom.

The vintage military cargo plane just happened to be parked next to AirVenture’s LSA Mall, home to dozens of light-sport aircraft on display during the event. Although he had no intention of getting an LSA that week, Halvorsen found himself drawn to the area and in no time became enamored with the small planes.

“I didn’t have anything in mind about these little airplanes,” Halvorsen said. “But every time we had a little down time, I’d go look at them. And after I looked at them, I wanted to take a closer look.” Oshkosh Remos dealer

Jeff Gentz of Orion Sport Aircraft obliged, taking Halvorsen over to the Remos display.

“I opened the door and was immediately impressed,” Halvorsen said. “The way it was put together really appealed to me.” He later met Remos’ regional manager Monte Bateman, and soon discovered that they were from the same area of Utah—Gail lives in Spanish Fork and Monte, Mapleton—only about 10 miles apart.

When he learned the Remos factory is located about an hour’s drive from Berlin - his second home town - he said, “That’s it—I’m hooked!”

Sitting in the cockpit with the control stick between his knees reminded him of flying a J-3 Cub in flight school. “I hadn’t flown small planes for a long time, but I really liked the G-3,” he said. When he returned home to Utah, Bateman took him for a full flight demonstration.

“He was very comfortable in it,” Bateman recalled. “He immediately put it into steep turns, and controlled it incredibly well. It was a real fun experience to fly with Gail.”

Halvorsen’s intention this week was to get thoroughly checked out on the airplane while in Oshkosh, with the help of flight instructor David Champaign, before flying the plane back to Utah.

Halvorsen says he plans to use the G-3 when he makes visits to schools.



Remos Region Manager Monte Bateman and Orion Sport Aircraft’s Jeff Gentz hand Gail Halvorsen the keys to his new Remos G-3.

“We go to schools, do a presentation on the Berlin Airlift, tell them about the importance of freedom and how grateful the kids in Berlin were. Then do a candy drop.” The G-3’s gull wing doors are easily removed, making the aircraft a suitable platform for the maneuver.

Halvorsen, who in the past has flown Taylorcraft, Porterfields, and other planes in his flying club, felt right at home getting back into a light airplane. “You are actually flying, not in a boxcar or something,” he said. “You feel more like a bird than you do in one of those four-engine airplanes. It will take some getting used to—I hope I still remember how to do a slip.”

Candy Bomber Provided Life’s Inspiration

When the 50th anniversary of the Berlin Airlift was commemorated in 1999, Juergen (Pete) Pietzner attended the festivities in Germany with hopes of meeting his hero, Col. Gail Halvorsen, but logistics prevented that from happening. A half-century earlier, Pietzner was 13 years old, dealing with postwar survival without food or electricity due to the Soviet blockade. The airlift, and Halvorsen’s Candy Bomber missions for the children of Berlin, gave Pietzner a change of heart regarding the “enemy.”

“The same people who were trying to kill us four years earlier were now trying to save us,” he said. “I don’t recall when the candy drops started, but I began to see them in a totally different light. Thanks to Col. Halvorsen and the other U.S. Air Force crews, my family and friends survived the blockade.”

About four years ago, Pietzner attempted to meet Halvorsen while on a bus tour in Utah (where Halvorsen resides), but it didn’t happen. He wanted to thank him personally for his efforts during the airlift.

“I would not have my life were it not for him,” Pietzner said, who said Halvorsen inspired him to emigrate to the U.S. and join the Air Force.

Continued on next page

Continued from page 12

Pietzner served his adopted country for 22 years, reaching the rank of Technical Sergeant, then settled in Sheboygan Falls, Wisconsin.

That's only about an hour's drive from Oshkosh, so when he heard Halvorsen would appear at EAA AirVenture 2007, he made plans to attend and finally meet his hero and thank him personally, once and for all. Pietzner got his wish during the AirVenture Warbirds in Review presentation about the C-54, which featured Halvorsen. In fact, Pietzner and one other person were identified as Berliners and were called up to the front at the end of the presentation.

"I was very touched by his spirit and by his gratitude," the colonel said. "In the scheme of life, that changes everything - from the bleak to the bright, from the impossible to the doable. When people are grateful for something, it opens up channels of communications. It breaks that wall between former enemies."



"Pete" Pietzner, who was a child in Berlin during the Airlift, finally meets his hero, Col. Gail Halvorsen, at AirVenture this year.

AOPA award goes to 'true friend' of GA

By AOPA ePublishing staff



AOPA President Phil Boyer presented the association's prestigious Hartranft Award to Rep. Jerry Costello (D-Ill.) on Nov. 7 in the congressman's Washington, D.C. office. Costello is chairman of the House aviation subcommittee and was the chief architect of H.R.2881, the House FAA funding bill that rejected user fees and provides robust funding for airports and air traffic control modernization.

"Jerry is a true friend of general aviation," said Boyer. "He stood strong against the administration's attempt to impose GA user fees, and crafted legislation that would benefit all of aviation." The award was previously announced at AOPA Expo earlier last month, but the press of business in Washington prevented Costello from accepting it in person then.

The Hartranft award recognizes an elected or appointed government official who has done the most to advance GA. In addition to leading the charge against user fees, Costello has taken the lead on many other issues important to GA.

He held hearings on the current state of

the flight service station (FSS) system, then demanded that the Department of Transportation ensure that FSS service meet or exceed the standards of the previous FAA-operated system.

Costello has pushed for sensible changes to aviation security, particularly the Washington, D.C., Air Defense Identification Zone. In 2003, he helped negotiate the legislative language that "unlocked" the aviation trust fund and permitted all aviation taxes collected to go toward airports and other aviation programs.

Costello recognizes GA airports as vital national assets, and his support for these types of facilities extends outside his district. He voted to support Meigs Field when the National Aviation Capacity Expansion Act (H.R.3479) came before him in 2002.

The Joseph B. Hartranft "Doc" Award is named for AOPA's first employee and president of the association for 38 years.

CARBURETOR PROBLEM FAR FROM OVER

Precision Airmotive says it's far from finding a solution that will allow the company to resume producing carburetors. Claiming a total inability to find product liability insurance, the company's carburetor arm announced on Nov. 1 that it was suspending carburetor and carburetor parts shipments. The Marysville, Wash., company builds certified carburetors for the majority of light aircraft. A company spokesman said Precision Airmotive is working with manufacturers to find a resolution, but right now there isn't a clear solution.

Insurance woes stop carburetor manufacturer

By AOPA ePublishing staff

Claiming a total inability to find product liability insurance, the carburetor arm of Precision Airmotive announced on Nov. 1 that it was suspending carburetor and carburetor parts shipments while it reviews the company's options.

The Marysville, Wash., company builds certified carburetors for the majority of light aircraft. A company spokesman said they are working with manufacturers to find a resolution, but right now there isn't a clear option.

The company will be providing updates as the issue transpires.

Gumby's Travels Toledo Airport

On October 12th, I flew to the Toledo airport. It is somewhat run-down. There was an Aeronca Champ in one old hanger sitting there with the cowling removed. Later, when I told Dave Kalwishky about it, he said that is the airplane that he trained in to get his pilot's license.



Their airport sign



The "office"



Old hangers and newer hangers



"Gumby"



Gumby fills up with gas

Gumby's Travels

October 12th Continued

Belle Plaine Airport

At the Belle Plaine airport I saw the largest Ag-Spray plane I have ever seen before. The mechanic there said it's a Polish-built machine.



Polish-built Ag-Spray airplane





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