



Experimental Aircraft Association

Chapter 135

News



Number Five

May 2008

Next Chapter Meeting

will be held

Saturday - May 10, 2008

Program will be

Robert Moser

Flying in Iowa's spring and summer weather

(If the weather is good, he may fly over from Omaha in his J5 Cub!)

4:00 p.m. Tire kicking • 4:30 p.m. Start the grill

6:00 p.m. Program

at

Exec 1 Aviation Ankeny, IA
Maintenance Hanger

(Where we have our summer picnic)

*Condiments, drinks, plastic wear provided,
bring meat for grill and a dish to pass around*

Please Note

The May Board Meeting

will be

May 19, 2008

due to the Memorial
Holiday.

May 17, 2008

**ARMED FORCES DAY
CELEBRATION**

HANGER DINNER DANCE
at the Boone Municipal Airport

- 2:00 p.m. Military Vehicle Displays
- 2-5 p.m. Demonstrations
(Fly-bys, weather permitting)
- 5:30 p.m. Dinner
- 6:30 p.m. Dancing begins, featuring
the live music of The Big Band of Boone

(Available for the first 250 patrons \$15 per person or \$25 per couple, Dance-only portion, \$5) Exhibitors, uninvited military personnel and children 12 and under admitted free.

For more information call (515) 432-1018

Aircraft Ownership

FAA proposes 22 changes to sport pilot rule

By AOPA ePublishing staff

In the almost four years since the sport pilot rule was implemented, the pilot community and the FAA have gained a lot of practical experience. Now the FAA has used that experience to develop 22 proposed changes to the rule that would affect aircraft, pilots, and procedures.

Some of the proposed changes, which were published April 15, already are drawing pilot comment. Among them is the plan to alter altitude limitations—now set at a maximum of 10,000 feet

msl—to include an agl limitation. This would increase the operating window for pilots who live in mountainous terrain. Another change to the rule would allow the use of light sport aircraft (LSAs) in Part 141 flight training programs.

Other changes would replace proficiency checks currently done by flight instructors with checks done by pilot examiners, retroactively require sport pilots to receive one hour of flight training on the control and maneuvering of an airplane solely by reference to instruments, and replace category and class logbook endorsements with ratings on the pilot's certificate, eliminating the need for pilots to carry their logbooks

Continued on page 3

Upcoming Events:

- **June 14** - Speaker to be announced. Iowa Aviation Heritage Museum will be open for the meeting. Special Raffle - Pitot Tube from an F-16.

Please Note:

All of our summer meetings will be at the Maintenance Hanger

FSS gets ready for busy summer season

By AOPA ePublishing staff

Change is never easy. And that is why AOPA is working closely with the FAA and FSS contractor Lockheed Martin to make sure there isn't a repeat of last summer's FSS glitches.

A part of this effort is Lockheed's summer plan that centers around increased staffing, improvements to the call handling system, and advance preparation for big events, including Memorial and Labor Day weekends, EAA AirVenture, and the AOPA Fly-In and Open House.

"We are continuing our watchdog role to make sure pilots get the services they need," said Melissa Rudinger, AOPA vice president of regulatory policy. "As part of that role, AOPA will continue to closely monitor the FSS system and pilot comments to ensure that Lockheed Martin is achieving required service levels."

As part of its preparations, Lockheed has created a national traffic manager position, staffed 24/7 to handle spikes in call

volume. In addition, FSS has added 217 new staff since October 2007, will bring back 38 retirees to provide part-time help during the busy summer flying months, and is adding a total of nine new workstations at high-volume locations in Raleigh, N.C., and Nashville, Tenn. The system also has a surge capacity of up to 100 flight service specialists who can be brought in on short notice to handle as many as 4,000 extra calls each day, Lockheed says.

Recent changes in the call routing system, along with additional local knowledge training, have yielded improvements in service, with pilots reaching a local briefer 85 percent of the time. Hold times also are down to less than 10 seconds on average. But peak summer traffic is still ahead, and Miami is still struggling with longer wait times. Lockheed has promised to increase staffing and provide additional training to bring Miami wait times into compliance with contract requirements.

If you experience any problems using the flight service system, call 888/358-7782 (888/FLT-SRVC). Your recorded comments are listened to by the FAA and Lockheed Martin and reported to AOPA.

Your comments are invaluable in ensuring that the service continues to improve.

To learn more about the changes to FSS and how to get the most from the new flight service system, take the AOPA Air Safety Foundation's Pilot's Guide to Flight Service online minicourse.

Don't tell Gumby-- Marc flies a Taylorcraft



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

“Guaranteed results with our highly skilled instructors or your money back”.



Photos from my Kansas mechanic. Consequences of inadequate tie-down stakes...

We had quite a blow a few weeks ago and the Cessna's dog run screws pulled out. Not a smart way to tie any airplane down in Kansas or anywhere for that matter.

Recipes

*From the Iowa Falls Windsockers
EAA Chapter*

*Jane Knutson, Airport Manager
Iowa Falls Municipal Airport*

Easy Cheesy Potatoes

- 1 bag shredded potatoes
- 1 family size can Cream of Mushroom Soup
- 1 large Sour Cream
- 1 bag shredded cheese (I use the Velveeta shredded cheese)
- Bake uncovered at 350 for one hour.

Corn Casserole

(by Dave's wife Nicki)

- 2 cans cream corn
- 8oz. sour cream
- 2 eggs slightly beaten
- 1 stick margarine melted
- 1 box corn muffin mix
- Salt & Pepper to taste
- Mix together and pour into buttered dish. Bake uncovered at 350 for one hour.
- Take care. Stop by the Iowa Falls Airport when you can.

*Aircraft Ownership - Cont. from page 1
when they fly.*

The FAA is allowing 120 days to file comments, and AOPA is carefully reviewing the proposed changes and their possible effects on members. You can review the full notice of proposed rulemaking online.

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 three 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.

What you missed Monday night

by Joel Severinghaus, 1946 Taylorcraft
BC12-D NC96130

On a recent beautiful Monday afternoon, I couldn't entice any of my office colleagues to come flying with me after work. Previous plans, classes, kids' events – I invited eight co-workers, but they all declined. I went flying anyway, and then sent them this email Tuesday morning:

Re: What you missed last night

Took off from Ankeny's runway 18 at about 5:30. Had to wait for a landing Cessna, and asked the helicopter behind the Cessna on right base for 18 if he intended to land on the runway or the grass. The little two-person helicopters at Ankeny usually use the taxiways instead of the runways, and do their traffic patterns to the west of the field while the "fixed wings" are to the east. The helicopter on final replied that he was planning to land in the grass, so I announced my departure and taxied out onto the runway.

Flew three minutes west to Morningstar Field, to practice three-point landings on their grass runway. Wind from the south, so entered a left pattern for runway 17. There was a pretty white and aqua Aeronca Champ idling by the gas pump as I landed. Their radio only worked for one transmission and then gave out, so I waited for them to depart and then took off behind them, following them around the pattern.

The Little League outfielders in the sports complex on the south side of the Interstate were disciplined, and didn't look up at the two little airplanes climbing overhead. Did four landings on the grass there -- the Champ would back-taxi down the east edge of the runway while I landed on the west edge, and then take off along the west edge while I back-taxied down the east edge. There were two boys on bicycles at the end of the runway, watching the action. We were coming right over their heads on final approach.

Got bored with three-point landing practice, and left the pattern to the west, flying up the Des Moines River to Saylorville Dam at 1000 feet agl. Only one motorboat out on the lake, and only one sailboat moored at the marina. Several people fishing below the Big Creek Lake spillway. Gave a wide berth to a flock of white pelicans that was gliding along at the same altitude, and turned south at the Highway 17 bridge.

Flew over my Community-Supported Agriculture farmer's land at Granger to check on crop progress for my weekly box of organic produce -- looked like only one of her cover crop plots was greening up so far. Cattle grazing on the farm just north of hers -- it's hard to distinguish Black Angus from their shadows in the late afternoon slanting light.

Had flown for about an hour, running the 12 gallon main tank down from 9 gallons to 5 gallons, so I turned the fuel transfer valve to drain the 6 gallons from the wing tank into the main, watching the wire on the fuel gauge cork creep upward as the main tank filled. It's reassuring to have the wire poking its full length out of the gas cap.

Turned right and followed Beaver Creek along Highway 141 to Bouton, and noticed I was close to Perry. Hadn't yet landed the Taylorcraft at Perry, and there was still plenty of daylight, so I turned west. Checked the windsock as I flew over mid-field, decided to land on their grass runway 22. It's 235 feet wide, compared to their 75 feet wide concrete runway, almost wide enough to land crossways in the Taylorcraft, if the wind was blowing the right direction. Perry was deserted -- the airport office closes at 6:00. (Wonder if the notation from my first solo cross-country in 1995 is still in their visitor's logbook?) Taxiing back for takeoff, noticed a big gopher hole in the runway I was glad I'd missed on landing.

Loosely followed Highway 141 back east, flying past the new Hindu temple at the north end of Saylorville. Still have scaffolding on the front steeple. Noted that the pelicans were settled down for the night in the shallows at the north end

of the lake, clumps of big white pelicans surrounded with little white dots of seagulls.

South down the lake, turning the radio back on at the mile-long bridge to get the Ankeny AWOS, then made my first position call-out to Ankeny traffic when I was over the dam. Morningstar uses the same common traffic advisory frequency as Ankeny, and there was now an Aeronca Chief shooting landings at Morningstar along with the Champ. Nothing but 1940s planes in the air at that hour!

Followed Oralabor Road across the south edge of Ankeny to the airport, crossed mid-field, entered a left downwind for runway 18. As I was on final, a CT was taxiing out from the T-hangars to do some touch and goes in the twilight. Saw Congressman Boswell's red and black Piper Comanche in the FBO's hangar as I taxied past. (When I was in his DC office a few weeks ago, I noticed he has three photos of the Comanche hung behind the reception desk. Typical pilot.)

Two hours and six landings at three airports in the logbook. First time this year I've had to wipe dead bugs off the propeller and leading edges after pushing the plane back in the hangar, so it's now officially spring.

WHEN ARE YOU TOO FATIGUED TO FLY?

From AOPA ePilot Website

Fatigue can mean a lot of things, including physical and mental exhaustion. But when it comes to flying, fatigue means poor judgment, slow reaction times, and an inability to process information, all of which are likely to lead to the words "pilot error" appearing on an accident report. To help you understand fatigue, its hidden dangers, and how to combat them, the AOPA Pilot Information Center has put together a special online section packed with resources. And be sure to test your knowledge of fatigue and other aviation medical issues with the AOPA Air Safety Foundation's Safety Quiz on aeromedical factors.

CALENDAR OF EVENTS

from the Iowa Department of Transportation Office of Aviation web site

Event	Date	Details
<u>May 2008</u>		
Tulip Time Flight Breakfast	5/3	Pella Municipal Airport 7:00 a.m. – 10:00 a.m. Shuttle available to Tulip Festival - May 1st, 2nd, and 3rd Pilots in Command FREE 641-628-9393 (Shane Vande Voort) shane@flyclassicaviation.com www.pellatuliptime.com
Annual Flight Breakfast	5/18	Cherokee Municipal Airport 7:00 a.m. – Noon 712-225-2810 (Brian Lauck)
Friday Night Cook Outs	5/16-9/26	Clinton Municipal Airport 5:00 p.m. – 7:00 p.m. Every Friday May 16 – September 26 (563)242-3292 (Michael Nass) www.clintonairport.us
1st Annual Ray Hill Memorial Flight Breakfast	5/24	Newton Municipal Airport Smiling Thru Hangar Hosted by: EAA Chapters of Central Iowa 7:00 a.m. – 11:00 a.m. 641-792-9764 (Jim Jones) jimjones@iowatelecom.net
<u>June 2008</u>		
58th Annual Flight Breakfast	6/1	Audubon Municipal Airport 6:30 a.m. – 10:30 a.m. FREE to all Fly-ins 712-563-3780 (Barbara)
Fly-In Breakfast	6/1	Washington Municipal Airport Hosted by: The Pilot's Assoc of Washington 7:00 a.m. – 11:00 a.m. Pilots in Command eat FREE 515-707-3977 (John Grim) bjbp@hotmail.com
Fly-in Breakfast	6/8	Red Oak Municipal Airport 7 a.m. to 11:00 a.m. All fly-ins eat free 712-623-6523 (Michael Sharpe)

Event	Date	Details
Fly-In Breakfast Fly Van Buren	6/14	Keosauqua Municipal Airport 6:00 a.m. – 10:00 a.m. Pilots in Command FREE 800-868-7822 (Stacey Gladon) 319-293-7111 www.villagesofvanburen.com
Optimists' Fly-In Breakfast	6/15	Maquoketa Municipal Airport 7:00 a.m. – 1:00 p.m. FREE to all Fly-ins pilots 563-652-6517 (Brian Wagner) maqcity@maquoketaia.com
Airshow & Flight Breakfast	6/15	Northwest Iowa Regional Airport (Spencer) 7:00 a.m. – Noon 712-262-1000 (Mike Plathe) spencerairport@smunet.net
63rd Annual Flight Breakfast	6/15	Harlan Municipal Airport 7:00 a.m. – 11:00 a.m. FREE to all Fly-Ins 712-755-3270 (Randy Pash) rpash@ft.newyorklife.com
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
Balloons in June	6/20-6/22	Clinton Municipal Airport 563-242-3292 (Michael Nass) www.balloonsinjune.us
Quad City Air Show	6/21-6/22	Davenport Municipal Airport 563-285-7469 info@quadcityairshow.com www.quadcityairshow.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
Lions Fly-In Breakfast	6/22	Fairmont, MN Municipal Airport 7:00 a.m. – 11:00 a.m. Pilots in Command FREE 507-235-9837 (Wayne Kahler) wkahler@kaco.net

Event	Date	Details
Friends of 8 Charlie 4 Fly-In	6/29	Tipton Municipal Airport 9 a.m. – 3 p.m. 563-212-3308 (Max Coppess) coppessiii@netins.net
Annual Fly-In Breakfast	6/29	Pender, NE Municipal Airport 8:00 a.m. - Noon Pilots in Command FREE 402-380-9882 (Paul Peters) ppeters@skyww.net
<u>July 2008</u>		
4th of July Flight Breakfast	7/4	Atlantic Municipal Airport 7:00 a.m. – Noon FREE to all fly-ins 712-243-3056 (Barry Reid at Airworks) airworks@metc.net
4th of July Flight Breakfast	7/4	Iowa Falls Municipal Airport 7:00 a.m. – 11:00 a.m. FREE to all fly-ins 641-648-3191 (Jane Knutson) fourwindsaviation@prairieinet.net
Fly-In Breakfast	7/4	Paullina Municipal Airport Quasquicentennial Celebration (July 3-6, 2008) www.paullinaiaowa.net
49th Annual Flight Breakfast	7/4	Corning Municipal Airport 6:00 a.m. – 10:00 a.m. FREE to all fly-ins 641-322-3243 (Adams Chamber of Commerce) adamschamber@frontiernet.net
2nd Annual Planes, Trains & Automobiles Pancake Breakfast	7/19	Oelwein Municipal Airport 7:00 a.m. – 11:00 a.m. Pilots in Command FREE Shuttle for town events bryancon@iowatelecom.net www.oelwein.com
International Cessna 150-152 Fly-In	7/23-7/27	Clinton Municipal Airport 563-242-3292 (Michael Nass) www.cessna150-152club.com
ILPA-IBDA L-Birds Fly-In	7/24-7/26	Keokuk Municipal Airport All warbirds welcome 319-524-6378 or 6203 (Irv Lindner)
EAA Airventure	7/28-8/3	Oshkosh, Wisconsin www.airventure.org

Event	Date	Details
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August 2008

Humboldt Rotary Flight Breakfast **8/3**

Humboldt Municipal Airport
 7:00 a.m. – Noon
 Pilots in command eat FREE
 515-332-4012 (Dean Telford)
 telford@trvnet.net

Fly-In Breakfast **8/1**

Manchester Municipal Airport
 8:00 a.m. – 11:00 a.m.
 Pilots in Command eat FREE
 563-927-3636 (Marty Kelzer)
 mkelzer@iowatelecom.net

FLY IOWA 2008 **8/9-8/10**
Wings, Wheels, and Water

Storm Lake Municipal Airport
 515-964-1398 (Chuck McDonald)
 chuckdsmcc@aol.com
 www.flyiowa.org

EAA Fly-In / Drive-In Pancake **8/17**
Breakfast

Monona Municipal Airport
 7:00 a.m. – Noon
 PIC eats free

30th Annual Fly-In Breakfast **8/24**

Iowa City Municipal Airport
 7:00 a.m. - 12:30 p.m.
 Hosted by: Iowa City Sertoma Clubs
 319-338-9222 (Jim McCarragher)
 jamesm@meardonlaw.com

September 2008

FAA Central Region Airports **9/16-9/17**
Conference

Westin-Crown Center
 Kansas City, Missouri
 816-795-6616 (Jennifer Leon)
 eventplanz@sbcglobal.net

**‘ROSIE THE RIVETER’
 BOOKENDS**

From EAA e-Hotline Website

EAA Merchandise This 8-inch set of resin bookends is designed by Chris Collicot based on the “Rosie the Riveter” character from World War II. The figural bookends have a timeless machine age-art deco touch. Made of resin, they’re available as sets or can be purchased separately. No bookshelf is complete without them. Get the set of two for \$35.99, or a single for \$18.99. Order online or call our toll-free number, 800-564-6322.



Tool description and uses

“Source: much-forwarded email, origin unknown.”

DRILL PRESS:

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted vertical stabilizer which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL:

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light . Also removes fingerprints and hard-earned - calluses from fingers in about the time it takes you to say, “Oh sh--....”

ELECTRIC HAND DRILL:

Normally used for spinning pop rivets in their holes until you die of old age.

SKILL SAW:

A portable cutting tool used to make studs too short.

PLIERS:

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER:

An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW:

One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS:

Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

WELDING GLOVES:

Heavy duty leather gloves used to

prolong the conduction of intense welding heat to the palm of your hand.

OXYACETYLENE TORCH:

Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

TABLE SAW:

A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK:

Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG YELLOW PINE 2X4:

Used for levering an automobile upward off of a trapped hydraulic jack handle.

E-Z OUT BOLT AND STUD EXTRACTOR:

A tool ten times harder than any known drill bit that snaps neatly off in bolt holes thereby ending any possible future use.

BAND SAW:

A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST:

A tool for testing the maximum tensile strength of everything you forgo to disconnect.

CRAFTSMAN 1/2 x 24-INCH SCREWDRIVER:

A very large pry bar that inexplicably had an accurately machined

screwdriver tip on the end opposite the handle.

AVIATION METAL SNIPS:

See hacksaw.

PHILLIPS SCREWDRIVER:

Normally used to stab the vacuum seals under lids and for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER:

A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws.

PRY BAR:

A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER:

A tool used to make hoses too short.

HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

MECHANIC’S KNIFE:

Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

DAMMIT TOOL:

Any handy tool that you grab and throw across the garage while yelling “DAMMIT” at the top of your lungs. It is also, most often, the next tool that you will need.

One-of-a-Kind Restored Boeing 40 Flying To AirVenture

EAA AirVenture 2008 attendees will have an opportunity to view an airplane that's been resurrected after 80 years, and a aircraft model that has not graced the sky for 65 years, when a fully restored Boeing 40C arrives at Wittman Regional Airport for the annual summer gathering. Addison Pemberton, EAA 154948, Spokane, Washington, restored the aircraft that had been lost in an accident in October 1928, using parts from that airplane and another obtained from Alaska. The restored airplane made its maiden flight in February 2008 and is now being prepared for the 1,400-mile trip to Oshkosh. It is the only flying Boeing Model 40 in the world.

"While EAA AirVenture is always a showcase for aviation innovation, we also take tremendous pride at Oshkosh in celebrating our aviation heritage and those who are dedicated to keeping that history alive," said Tom Poberezny, EAA president and AirVenture chairman. "The Boeing Model 40 was a state-of-the-art aircraft when it debuted in the 1920s and helped establish commercial aviation in North America."

The Boeing 40C was part of the line of Model 40 aircraft built between 1925 and 1931, with a total of 54 Model 40C aircraft built in 1928-1929. The Model 40 was originally designed to be an air mail carrier and was later converted to passenger use.

Pemberton began his drive to restore a Boeing 40 when he first saw one on display at the Henry Ford Museum in Dearborn, Mich., in the early 1980s. He eventually acquired two Boeing 40C

aircraft that had been involved in accidents more than 60 years earlier, and also acquired priceless drawings that detailed many of the 33,000 specific parts of the aircraft.

"There is still a lot of original DNA left in this airplane from its last flight in 1928," Pemberton told EAA Sport Aviation magazine in its April 2008 issue. "One of our main goals in restoring this treasure was not to place it in a museum or keep it tucked away in a hangar.

"It is my intention, as the custodian of this airplane, to share it with as many people as possible. Our plan is to fly the 1,400 miles from Spokane to Oshkosh this summer and place the Boeing 40 on flying display."

Look for the airplane in the Vintage aircraft parking area across from the Vintage Aircraft Association's Red Barn Headquarters.

This unique airplane restoration project is featured in the current (April 2008) edition of Sport Aviation on pages 100-107.



Addison Pemberton's restored Boeing 40C is the only flying example on earth.



Interior shot of the 40C's large cockpit.

NTSB notes big drop in GA fatalities

By AOPA ePublishing staff

The number of fatalities from general aviation accidents reached a 40-year low in 2007, according to statistics released by the NTSB on April 16. It also marked a 30-percent decrease from the previous year.

There were 491 fatalities last year compared with 703 in 2006, although the total number of GA accidents increased from 1,518 to 1,631 for the same time period.

NTSB Chairman Mark Rosenker commented that pilots cannot afford to become complacent. "We must continue to take the lessons learned from our investigations and use them to create even safer skies for all aircraft operators and their passengers," he said.

"That has been our position all along," said Bruce Landsberg, executive director of the AOPA Air Safety Foundation. "And it's why we intend to roll out more than a dozen new online safety training products in 2008 on top of the 21 we already offer online."

Online course completions exceed 20,000 each month. In addition, the foundation continues to offer more than 200 live seminars at locations across the country, reaching more than 40,000 pilots.

To keep tabs on safety trends, the foundation imports NTSB information into its own database of accidents involving aircraft weighing 12,500 pounds or less, then mines the data to identify problem areas that need to be addressed through either live or online courses.

"For nearly 60 years—more than half the history of powered flight—the AOPA Air Safety Foundation has worked to make general aviation pilots and their passengers safer," said Landsberg. "But we're not resting on our laurels. We will continue to develop new ways to help pilots fly more safely, in 2008 and beyond."

EAA Plays Prominent Role In Public Enemies

Ford Tri-Motor to appear in major motion picture



George Daubner (left) and Sean Elliott pictured in front of EAA's "transformed" Ford Tri-Motor. Photo by Fred Stadler

April 13 2008 — People who live outside the Oshkosh area may not be aware of the “buzz” that’s been happening around here the past couple of weeks, but EAA’s hometown has been in the throes of movie mania. Its downtown and Wittman Regional Airport have been serving as locations for the feature film *Public Enemies*, starring Johnny Depp and set for release in July 2009.

The film tells the story of notorious gangster John Dillinger (played by Depp) and is set in the early 1930s. Since aviation plays a prominent role in the movie, filmmakers made good use of EAA and its resources, including Pioneer Airport and its collection of vintage aircraft from that era — most notably EAA’s 1929 Ford Tri-Motor. Pioneer also served as a location for several scenes.

Filmmakers used the Tri-Motor to depict the aircraft that the FBI used to transport Dillinger to Chicago from Arizona. They spent several hours last week filming the airplane in flight as well as statically and on several landing rolls. Set designers transformed the

aircraft from its current “Eastern Airways” paint scheme into that of American Airways, the predecessor to American Airlines. They also turned Wittman’s Basler Flight Service FBO into Chicago Municipal Airport (what today is Chicago Midway). Sean Elliott, EAA director of flight operations, and George Daubner of flight operations were cast as extras to depict the flight crew and took turns flying left seat.

Things began on Thursday afternoon (April 10) when Elliott received a call from the movie’s on-site manager asking that he join director Michael Mann, Airport Manager Pete Moll, and several members of the movie crew to scout the location. They gathered after midnight (Friday morning) to canvass the airport and determine where to shoot the airport scenes.

Before they could film, EAA got permission to operate the airplane on 3,000 feet of Wittman’s Runway 9, which is currently closed while undergoing reconstruction. They also obtained a special waiver from the FAA to fly the Tri-Motor without an N-number, which was painted over for the movie.

A specially equipped Eurocopter AStar helicopter was used to shoot the airplane in flight and during the landing scenes. Pilot Craig Hosking, EAA 222132, literally flew rings around the Tri-Motor, Elliott said, including flying backward in front of the airplane on its landing roll. Elliott, an experienced pilot rated in several types, was amazed at Hosking’s expert flying skills.

The landing scene was shot about eight or nine times in the pouring rain, Elliott said. When shooting finished, the Tri-Motor was quickly repainted before a crew of EAA staff towed it all the way back to Pioneer for a different scene. Then it was towed back to Basler in the wee

hours of the morning and repainted to American Airways. “They worked all night — time really has no meaning to moviemakers,” Elliott said.

EAA staffers who helped move the plane to Pioneer and back were John Hopkins, manager, aircraft maintenance; aircraft maintenance technicians Tom Davis and Gerard Putzer; Mark Leisses, director, event sales; John Faeh, manager, safety and security; and Ron Twellman, curator of collections.

Later that day (Saturday, April 12) film crews shot air-to-air footage of the Tri-Motor over Lake Winnebago. Elliott said that post-production would use CGI (computer-generated imagery) to insert the Chicago skyline into the background.

Johnny Depp was never on board when the Tri-Motor flew, Elliott said, but he was filmed several times to depict disembarking at Chicago Municipal.

At the end of May, EAA’s Ford Tri-Motor embarks on its tour of several Midwest cities. Visit www.FlytheFord.com to see the tour schedule and book a flight. Then when you see it in the movie next year, you can say, “I flew on that airplane!”

EAA Staffer Gets ‘Discovered’

Ron Twellman, curator of collections for the EAA AirVenture Museum, was one of several EAA employees who

Continued on next page



Set designers even created oil streaks on the side of the Ford’s engines. Photo by Fred Stadler

Public Enemies

Continued from page 11

provided special assistance to the Public Enemies movie crew as they shot scenes inside EAA's Pioneer Airport facilities and at the nearby Basler Flight Services FBO. Little did Twellman know, however, that he'd wind up being cast as an extra in the film.

On early Friday afternoon (April 11) as the crew was setting up a scene in Pioneer's Lone Rock building, Twellman was asked if he could find someone to play a radio operator for a scene to be shot later that night. He agreed to try and then went back to work on hunting down things like authentic flight wings for EAA's Sean Elliott and George Daubner, who portrayed the Ford Tri-Motor flight crew; old sectional maps; and other period items. (Thanks to generous donations from EAA members over the years, EAA has many artifacts from aviation's early days.)

Later that day, around 10 p.m., while getting a bite to eat at the makeshift cafeteria set up at the Wittman terminal, another crew member asked Twellman if he had found anyone to play the radio operator yet. He had not.

"Would you consider doing it?" she asked. Another member of the film crew sitting nearby told him to go for it, as did Kurt Naebig, a cast member who portrays G-Man William A. Rorer in the film. "So I gave in," Twellman said.

He was rushed through wardrobe, given a haircut ("I had gotten one the week before," Twellman quipped), and then went back to what he had been doing: positioning airplanes to be used as background scenery back at Pioneer. (When the movie is released in July 2009, you might see several of EAA's planes, including the Fairchild FC-2, Pitcairn PA-7S Sport Mailwing, Travel Air E-4000, and Waco RNF. And, for the record, each airplane used was authentic to the time — dataplates and aircraft

records verify each was built before the time they were depicted.)

Twellman even served as a "Wisconsin-ese" interpreter, helping Director Michael Mann nail down the correct pronunciation of "Manitowish Waters," a northern Wisconsin town used as a hideout by the Dillinger gang. Actor Christian Bale, who portrays FBI Agent Melvin Purvis, correctly pronounces it "MAN-ih-tow-wish" in the scene.

On Friday afternoon, Twellman had been tasked with finding a radio to be used in the scene depicting the Sioux Falls, South Dakota, airport because the one they had did not light up. When he secured one from EAA's collection, Twellman was suddenly summoned to the set for the scene. "That was about midnight Friday," he said.

For the next two to three hours, Twellman sat on a stool, one hand on a microphone and the other on a radio dial, as the director ordered numerous takes from various camera angles to get what he wanted.

During filming of the scene, the "working" radio Twellman had unearthed kept blowing light bulbs. The crew had earlier rigged up a special on-off switch hooked to a battery charger, turning off the radio between takes to stretch the life of the 70-plus-year-old bulbs. Soon they realized only two working bulbs were left, and they ultimately blew as well. Fortunately, that occurred just after the scene's final take.



EAA Curator of Collections Ron Twellman on the set of Public Enemies. Photo by Sheila Twellman

Iowa Aviation Promotion Group Event

*Chuck McDonald,
Secretary/Treasurer*

One of the best things Iowa Aviation Promotion Group can do to promote aviation is to take our enthusiasm and excitement about aviation to people outside of the "choir"...fellow pilots and the like in a venue outside of an airport.

Last weekend we had such an opportunity to do a joint exhibit with Cirrus Design at Jordan Creek Mall for 18 hours over Saturday and Sunday Mall hours. Jordan Creek is a very busy place on weekends jammed with thousands of shoppers. An aircraft display,,replica of a Cirrus 22 aircraft INSIDE THE MALL, really attracted notice and gave our staff of four volunteers each shift the opportunity to talk to hundreds of people about flying, getting started in flight training, airports, and all kinds of aviation topics. We even promoted our Iowa Aviation Youth Camps. Cirrus of course, also got some leads on aircraft sales prospects.

All IAPG people who participated thought the event was an unqualified success. We think we need to be looking for similar opportunities in the future and hopefully other aircraft manufacturers will be able to join in such joint ventures at other locations in Iowa. Any leads to such opportunities are welcome.



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