



Experimental Aircraft Association

Chapter 135

News



Number Six

June 2008

Presidents Position

by Dave Kalwishky

My luck is something interesting these days, let me tell you!!!

Our annual got done and I went to retrieve it. I get down there, pull the plane out and I start her up. I do a mag check, look at the engine monitor and everything appears fine.

This is a sod field, we've had a lot of rain, it's soft! For the first time in my flying career I am going to have to do an actual soft field take off. I set 20 degrees of flaps, check all the control for free and correct movement. It all looks good!

I start to taxi to the runway from the hangar and when I hit the sod, it takes 1800 rpm to keep moving, slowly! As I round the corner I apply full throttle I start down the runway. I've already got the yoke back and the nose is light.

I was off quickly even though it took a while to gain speed, the ground was really soft! Finally I was up and climbing. With the PPONK and 20 degrees of flaps and a 60 mph climb that nose is way up in the air.

I dialed in some down trim. The nose went up more, so I dialed in the more down trim. The nose went up more, now I've got two hands on the yoke pushing forward! It took a few moments but it occurred to me that the trim was backwards! I reduced the power by 500 rpm or so and the yoke pressure lessened and the nose was coming down. I dialed in UP trim and the nose started coming down and the pressure was relieved.

At level flight I put the power back in and did some small movements with the trim to verify my findings, yup, the trim

was backwards.

I flew the 15 minutes home and landed without any problems. It never occurred to me to check the trim for correct movement. I learned a very valuable lesson. Check EVERYTHING!

My mechanic is coming to the hangar first thing in the morning to correct the problem.

To top all that off, I took my truck into the shop today and had \$1500 worth of repairs done. My wife had to go to a visitation tonight; a friend brought me and my daughter home only to realize that my house keys were with my truck

in the shop. Terri had to come home and let us in.

What a day!!!!

Dave

Upcoming Events:

- **July 12** - July Meeting will be Fly-In Drive-In Breakfast Meeting 7:00 a.m. Tire Kicking 8:00 a.m. fire up the grill Flying to follow after

Please Note:

All of our summer meetings will be at the Maintenance Hangar

Next Chapter Meeting

will be held

Saturday - June 14, 2008

Program will be a military theme with

Paul Nelson

and a Norden Bomb Sight

from WWII

Brian Aukes is going to try and bring over the T6 and Stearman.

Iowa Aviation Heritage Museum will be open for the meeting also.

Special Raffle - Pitot Tube from an F-16.

6:00 p.m. Program

at

**Exec 1 Aviation Ankeny, IA
Maintenance Hangar**

(Where we have our summer picnic. GRILL STARTS AT 4:30)

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

RV10-List: Humbling Experience

By Peter James

(Maybe some of this will save someone's life, perhaps not. It will save MINE.)

Dear -10 Listers,

I have debated for several days whether to hit the send button on this e-mail. I am not sure that it is my place to share this experience. I attended SNF this year and was pleased to look over all of the -10s that were in attendance. It is exciting to know that my plane will sit in the same row with these birds in the near future. But that's not the reason for this message.....

On the way home from SNF, we stopped in Georgia to look at a ground looped Skybolt that one of my fellow chapter members is considering purchasing. During the conversation with the salvage yard, I mentioned that I was building an RV-10...and that unfortunately, one had gone down last week. The gent helping us stated that the plane was there.... Right next to where we were standing. We wandered over and took a look...

I have never been humbled as much as I was at the Vietnam Memorial in Washington, D.C. While standing looking at the downed plane, I had a second moving experience -- similar to that at "The Wall". I recognized the structures. I saw the parts that I am so intimately familiar with. I saw the devastation that the passengers in this aircraft must have endured. I can only hope that they did not suffer.

I am told that the field of debris was 600 feet long (2 football fields). The first sign of contact was fiberglass imbedded 4" into tree tops. The last item in the field was the engine. In all my days, I have never seen a propeller as curled as this one. I am not familiar with all of the details..... but I can tell you this..... There were structures that had every rivet sheared off. I recognized parts that I thought would be impossible to destroy...yet here they were in pieces. It

was my familiarity with the parts and pieces that made this moment so significant. I cannot imagine what was happening at the time the airframe came to this state of being. I did not know the pilot or passenger. I wish that I could have met them. I am sure they were fine individuals, as all of the -10 builders seem to be.

Why am I writing this, you ask? I am not concerned about insurance or the future of our small community of builders. I am not concerned about bent sheet metal. I am writing this to encourage you, my airplane and aviation family, to think twice before entering into an area filled with Thunderstorms. I have no idea what happened, but I do know that this one stop... this 10 minutes in Georgia...

will change the way that I "pilot"...maybe for the rest of my life. I have landed for weather before....and I will again. From now on...I will be much quicker to make a "NO GO" decision. I encourage you to do the same. The boys from Lancair told harrowing tales of their trip down this year...and how they had been at 400' AGL above an interstate to avoid towers. I was amazed that they survived their complete lack of judgment. We all can suffer from "get-there-'it is"

This humbling moment in time, may save my life...and the lives of my passengers. I am sorry that others lost their lives in order to drive this home for me.

Be safe my friends, I hope that I can meet each of you in person one day soon.

Paul Poberezny Receives Lifetime Achievement Award

From EAA website



Paul Poberezny addresses the crowd after receiving an award from the Wisconsin Historical Society this week.

May 15, 2008 — EAA Founder and Chairman Paul Poberezny received the Seymour Cray Award for Distinction in Technology Wednesday, May 14, at the Wisconsin Historical Society's Third Annual Wisconsin History Makers Gala in Milwaukee, Wisconsin.

After he was introduced by EAA Director Emeritus Verne Jobst, Poberezny paid tribute to his wife, Audrey, as well as the many thousands of members and volunteers who helped build and grow EAA. "Over the years, I've learned more about people than airplanes," he said. "I am pleased that so many people have recognized EAA and AirVenture. It's a real honor."

Poberezny was among five distinguished honorees that also included retired Green Bay Packers President and CEO Bob Harlan; philanthropists Robert D. and Patricia E. Kern; and renowned thoracic transplant surgeon, Dr. Alfred J. Tector of Milwaukee.

Poberezny's idea - EAA - has often been described as the world's most dynamic aviation organization. Each year, EAA AirVenture Oshkosh draws more than 500,000 people and 10,000 airplanes to Oshkosh for the world's premier general aviation event. Poberezny is one of the most decorated men in the international aviation community, having received literally hundreds of trophies, awards and honors for his countless contributions to the world of flight.

He is a 1999 inductee to the National Aviation Hall of Fame in Dayton, Ohio, America's place of honor for its most legendary aviators. In 2002 he also received the prestigious Wright Brothers Memorial Trophy from the National Aeronautic Association.

Flight Planning

Top 3 fuel-saving techniques for pilots

By AOPA Pilot Information Center staff

A top concern among AOPA members is the rising cost of avgas. Although alternate fuel sources are being explored all over the world, it will be some time before any of them have a direct impact on general aviation.

You can minimize the hit to your wallet by practicing a few simple fuel management techniques. Proper leaning combined with a lower economy cruise setting and a cruise descent profile can result in significant savings. Also, remember when you're planning cross-country flights to check FBO fuel prices in AOPA's Airport Directory for the best deals.

Leaning

Leaving the mixture knob forward the entire flight is a big fuel waster; not to mention that a full rich mixture at cruise power can actually hurt some engines by causing rougher engine operation and vibration. When properly done, leaning provides greater fuel economy, smoother operation, and longer engine life.

Most engine manufacturers recommend leaning when operating at or below 75-percent power. Above 75-percent power, the engine needs more fuel to help keep it cool. Flying lean of peak is another step to maximize your fuel savings. We'll leave this decision up to you per the manufacturer's recommendations.

On longer cross-country flights, adjust the mixture to account for pressure and weather changes and changes in altitude to maintain the best economy fuel/air ratio. On the ground, at lower power settings, you don't have to worry about over-leaning. You can save fuel by leaning aggressively during taxi.

Economy cruise

In combination with proper leaning techniques, consider bringing the throttle lever farther back during cruise.

A best-economy power setting will provide the most miles for the gallon.

For instance, on a 200-nm cross-country flight in a Piper Archer, bringing the power to 65 percent at best economy will save 3 gallons (6 gallons round trip) when compared to flying at 75-percent best power. AOPA's Real-Time Flight Planner shows the flight arriving nine minutes later when flying at 65 percent. Time is valuable, but nine minutes is likely worth the \$18 savings on each leg of the flight.

Aircraft manufacturers provide best-power and best-economy fuel flow based on proper leaning technique, so fly at the recommended power setting. Simply leaning at a random power setting or only reducing power without touching the mixture won't yield the desired fuel burn and may lead to serious fuel mismanagement.

Cruise descent

The most poorly managed segment of a flight is the descent. Instead of flying straight to the airport traffic pattern, leave the power setting where it is and prepare for a gradual 500-fpm descent to the airport.

If, for example, you are cruising at 5,500 feet msl and want to descend 3,500 feet to the traffic pattern altitude, start your descent about 15 miles out to achieve a smooth cruise descent profile. No need to touch the power, just lower the nose slightly with a trim adjustment. The passengers in the back will also enjoy this smooth and well-planned descent. Compared to the alternative practice of arriving at the airport high and adding time in flight by circling down to the proper altitude, you can save \$6 in fuel costs.

Over the course of a 200-nm cross-country in the Archer, a pilot can save a gallon by leaning when taxiing on the ground, 4 gallons in flight with proper leaning and economy power settings, and another gallon with a cruise descent.

At a total of 6 gallons and \$6 per gallon, that's \$36 one way and \$72 round trip! Over the course of a dozen flights, investing a few minutes of your time each leg of your trip will yield a savings of hundreds of dollars. Not a bad way to fight back against inflated fuel costs.



Flying with Roger

I didn't know the race track was so close to the Newton airport. Everyone likes to see themselves in print.... Besides... it proves that Rodgers plane really HAS flown!

by Peter C. James



Pella officials seek to relocate airport to a larger, safer site

Des Moines Register, May 8, 2008

Safety and size concerns have prompted the Pella Municipal Airport to search for more spacious digs.

City officials have located a site northwest of the Marion County town, which could facilitate two runways, double the one the airport has now.

This would enable jets owned by two of the area's largest employers, Pella Corp. and Vermeer Corp., as well as others to fly in and out of the city-owned airport without special permission from the Federal Aviation Administration.

"Pella Corp. believes that a new airport is essential to the economic vitality of the Pella region," said company spokeswoman Kathy Krafka Harkema.

Access to air travel is an important economic development tool for communities and is critical to the businesses in the area, officials say. Besides their

own aircraft, Pella Corp. and Vermeer also attract many planes to the city from suppliers and customers, and Harkema said having a modern airport is needed if the companies and community are to compete in a global economy.

Now that they have located an appropriate space for the airport, city officials are working to obtain federal approval for the project. The good news: The federal government would provide most of the construction dollars for any new airport it approves. The project is estimated to cost \$22 million to \$25 million.

FAA approval for the site, about four miles northwest of town near the tiny community of Otley, could take 12 to 24 months, said Mike Nardini, Pella's city administrator.

He said the search for a new airport was driven by FAA concerns over safety at the current location on the western edge of town. For starters, clear zones, so called because they are free of buildings, at opposite ends of runway aren't as large as the FAA would like.

Then there are buildings on the airport property itself - some not more than 500 feet away from the center line of the runway. That may be acceptable for small propeller-driven aircraft, but a fast-moving jet would want more maneuvering room in the event of an emergency, officials say.

As a result, the city-owned airport isn't rated to handle many jets. However, five jets are based at the field and require special permission from the FAA to use the airport. Pella Corp. owns two of those jets.

Harkema said company employees use the airport continuously to get to factories and clients spread throughout the country. "Having access to air travel is just as critical as good roads," she said.

Unfortunately for the hometown air terminal, it comes up short in meeting the demands of the 4,000-employee company. "The current airport isn't sufficient to meet the needs of air transport," Harkema said.

Pella continued on page 5

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

Gumby's Travels

By Marc Broer



Grundy Center

The Grundy Center Airport May 2008



There was a mower in a hanger - no airplane.



The "club house" is the out house.



The mice chewed the toilet paper in the out house.



I hope this is an upgrade planned for the "club house".



Eldora



The Eldora Airport may 2008



Nice hangers.



Bad hanger.



View from the highway overpass.

Pella continued from page 4

Vermeer also stations a jet at the airport, and it is on board with plans for a new field. "We understand the safety it would bring," said spokeswoman Teri Vos.

Together, those two companies account for about 44 percent of activity at the field using instrument flight rules, which would include any jets.

The next step for the city will be drafting a master plan to show the placement of the field, terminals and runways. Also needed will be an environmental study and a cost-benefit analysis. For the money that would be spent to relocate existing buildings, Nardini said early signs point to a better use of funds on a new airport. He conceded that the capital outlay would be a lot for this community of 10,000.

Luckily, the FAA would pick up most of the construction cost. And Nardini said that money also could be generated by selling the existing airport land once it is no longer needed. "We are working on a solution," Nardini said.



Oops

CALENDAR OF EVENTS

from the Iowa Department of Transportation Office of Aviation web site

Event	Date	Details
May 2008		
Friday Night Cook Outs	Now -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
June 2008		
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
Flight Breakfast	6/1	Denison Municipal Airport Sponsored by: The Optimist Club 7:00 a.m. – 11:30 a.m. Fly-Ins eat FREE (Ryan Oster) roster@frontiernet.net
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)
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

Event	Date	Details
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
Fly-In Breakfast & Air Show	6/15	Clarinda Municipal Airport Breakfast - 8:00 a.m. – 10:30 a.m Airshow – 10:30 a.m. 712-542-6556 (Kevin Brown) kbrown@clarindaherald.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
Fly-In Drive-In Flight Breakfast & Commerative Air Force Open House	6/21	Council Bluffs Municipal Airport Breakfast 8:00 a.m. – Noon Pilots in Command FREE Open House 8:00 a.m. – 3:00 p.m. 712-366-3505 (Dale S) Dales51503@cox.net
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
Fly-In Breakfast	6/22	Pocahontas Municipal Airport 7:00 a.m. – Noon 712-335-0744 (Aaron McCartan) a_mccartan@hotmail.com

Event	Date	Details
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
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
Fly-In Breakfast	6/29	Osceola Municipal Airport 7:00 a.m. – 11:00 a.m. 641-342-4197 (Lyle Persels) lpers@mchsi.com
Fly-In Breakfast	6/29	Marion Airport 6:00 a.m. – 11:30 a.m. Pilots in Command FREE 319-377-0457 (Jan Walton) janwalton@earthlink.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
19th Annual Fly-In	7/12	Zangger Vintage Airpark Events begins 2:00 p.m. Supper begins 5:00 p.m. 712-477-2230 (Jim Zangger) jrzangger@mchsi.com
Visit from “Sentimental Journey”	7/18-7/21	Ames Municipal Airport Rides and tours given daily 515-323-4310 (Christa Holden) cholden@hairsair.com

Event	Date	Details
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
Algona Pilots Association Flight Breakfast	7/20	Algona Municipal Airport 7:00 a.m. – Noon Pilots in Command & Co-Pilots FREE 515-332-4012 (Dean Telford)
Annual Fly-In / Drive-In Pancake Breakfast	7/20	Forest City Municipal Airport Sponsored by: Forest City Police Officers Association 7:00 a.m.– Noon 641-581-2880 (Richard Trimble) trimbler@wctatel.net

Photos from the May 10 Chapter meeting.

Speaker was

Robert Moser

Flying in Iowa's spring and summer weather




Robert Moser gave an excellent program at our May 10th meeting on weather. He began with a test, and many of us had a hard time answering the questions.

Robert and Ardeth Ohm also have a music program they do for hire, and here is their contact information

*Discussion at meeting.
Woman in pink is Ardeth Ohm
of Omaha, who also sings
with The Avi8ors.*



Robert Moser

ARDETH OHM Artistic Director	
THE AVI8ORS ENSEMBLE	
	
CELEBRATING THE MUSIC OF THE GREATEST GENERATION	
2561 South 138th Street Omaha, NE 68144	
Office phone: (402) 216-4847 Cell phone: (402) 210-9545 Website: www.avi8ors.com Email: remember@avi8ors.com	

Origins of the checklist

On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far. A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition," according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.

A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly, and climbed sharply to three hundred feet. Then it stalled, turned on one wing, and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill.

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than

previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features. While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls. The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly." The Army Air Corps declared Douglas's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do.

They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had

been the U.S. Army Air Corps' chief of flight testing. Instead, they came up with an ingeniously simple approach: they created a pilot's checklist, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced. In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage. But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went on to fly the Model 299 a total of 1.8 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi Germany.



Springtime in Wasilla, Alaska. Ya know....there's always gotta be that one idiot who just has to try it one more time.....

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.



CAMPING at Oshkosh

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

1. EAA has changed the staking out of campsite rules. Therefore, we must pay for and stake out our campsite beforehand. We must pay for the sites from the time we stake them out. We are surmising that the camping for the week will be about \$130.00 per registration. You need to get a check to me for this amount before the 20th of June to insure we get everyone registered.
2. If you want to camp with the Chapter and the RFA, but you will not be staying all week, you will need to find someone to split the week with. Go together and get me the \$130.00 check and let me know who will be there when. The big issue with this is getting a vehicle into the Camp Scholler. You will have to work getting the vehicle pass to the next person coming in. We can assist if necessary. We all have cell phones and can be of assistance.
3. The main problem is that we don't have enough area for parking cars.

It was very cramped last year. Don't expect to just show up at the camp site and be able to camp there without making the arrangement above beforehand. Sorry, but this will have to be enforced. There just isn't enough room.

4. Send the check to me at my mailing address, but, ASAP, email me that you are coming and your tentative plans. I will start a list at that time of who is coming and when. In any case, I need the check by the 20th of June.

CAMPING RULES

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

area and clean up all bottles, cans, papers, trash. Even dump the trash bags when full. This should not be left to just a few people to have to clean the place up every morning.

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

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

Roger Bocox
10746 NW 103rd Ct.
Granger, IA 50109-9778
515-991-6616
rbocox@wildblue.net





EAA Chapter 135

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

2008 Chapter 135 Officers and Board Members

Board Officers:

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Secretary: Donna Bocox..... 515-991-6610chapter135@wildblue.net
Treasurer: Donna Bocox..... 10746 NW 103rd Court, Granger, Iowa 50109
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Young Eagles Coordinator: Alan Core 515-961-4524indypurr@juno.com

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