



# Experimental Aircraft Association

## Chapter 135

### News



Number Eight

August 2008

## Presidents Position

by Dave Kalwishky

### Today's Angel Flight

Many of you know that I do charity flights for Angel Flight Central. I thought I would share what today's flight was like.

### Ankeny, IA (IKV) to Iowa City, IA (IOW)

When I got up this morning I checked the weather, there was a nasty line of storms cutting through the state of Missouri, it did not look good. I called my passengers in Iowa City to let them know and give them a few options.

1. I could come to Iowa City, pick them up and we could head for Monett, MO (M58) in south western Missouri (almost to the Arkansas border). If the storms were still there we could land and wait to see if the pass then continue the trip.
2. As we get into Missouri if the storms are impassable then we can land where we are and they can find a ride the rest of the way home.
3. If the storms are impassable we can always go back to Iowa City or Des Moines and figure out a new plan of action.

### She opted for option 1.

My friend Bob and I departed Ankeny (IKV) at 8:37am, I had planned on being airborne at 8:30am but was running late because of the weather in Missouri. I was checking and double checking it. On the way to Iowa City I noticed that I only got one update from the weather on my GPS.

## Next Chapter Meeting

will be held

# Saturday - August 9, 2008

## Family, kids, spouses invited in Maintenance Hanger (Exec 1)

### 2:00 p.m. fly-in

### Family Picnic 5:00 p.m.

Chapter provides meat, drinks, tableservice, etc.

**Bring a side dish to share.**

**Bring your lawn chairs**

I've read where a number of people are having that kind of problem. When I got to Iowa City I "rebooted" the GPS in hopes that in the next satellite update I would get it.

The flight to Iowa City was short, 46 minutes in the air, 109 miles with an average speed of 140mph.

Once on the ground I checked the weather in Missouri, it looked to me like it was clearing up. Hopeful that we could complete the mission I loaded up my passengers. Today we are flying a young mother and her 2 year old son, their home is in Texas we are taking them as far as the Missouri Arkansas border where another Angel

## Upcoming Events:

- September 13, 2008 next meeting

*Please Note:*

*All of our summer meetings will be at the Maintenance Hanger*

Flight pilot will pick them up and take them the rest of the way.

### Iowa City, IA (IOW) to Monett, MO (M58)

We departed Iowa City at 9:30am and climbed to 6,000'. The sky was clear, the ride smooth and it was a cool 60 degrees. As we got into central

*Presidents Position Continued on page 2*

*Presidents Position Continued from page 1*

Missouri I started seeing some very dark clouds.

I checked the Nexrad weather on the GPS only to see that it had not received an update from the satellite. I looked further and saw that the subscription has been deactivated. My first thought was “crap, this is going to be fun navigating thunderstorms without ANYTHING other than my eyeballs.

The Nexrad gives a nice view of what’s behind rain shafts that you can’t see through. Luckily we were in VMC conditions the whole time and I was able to see my way through and around the storms, I certainly gave them a wide berth. As you can see from the flight track I had to make some deviations from my flight path to get around this stuff. It was very dark and ominous looking, no way I’d want to fly through that! The whole flight was smooth and hardly a bump in the air.

During this leg I experimented with my engine monitor and found that on this day I was able to run LOP, cut my fuel burn from 15gph to 12gph and I only lost a few knots of speed.

We were only in the clouds for a minute when we were in the Springfield area.

The flight to Monett, MO (M58) was 2.5 hours in the air, 369 miles with an average speed of 147mph.

### **Monett, MO (M58) to Ankeny, IA (IKV)**

Once we handed our passengers off to the next leg pilot I needed to put some fuel in the plane. Unfortunately there was a truck in front of the pumps fueling up the main tanks for the airport. We had to wait for him to finish before we could fuel the plane. We waited 30 minutes for him to finish. As I was fueling the plane I lamented the fact that it was hot, 94 degrees to be exact. I was sweating just standing there!

Once we had our fuel we got in and

departed. I had originally filed for 7,000’ but changed that to 5,000’. I wanted to stay below the clouds so I could see the storms and avoid them. There was enough activity in the area that I was a little uncomfortable with the Nexrad radar not working.

Once we departed it did not take very long before we had to make our first deviation for an extreme rain shaft. Looking to the west I could see another one so my thought was to go down the middle, once we are past this area it should be smooth sailing the rest of the way home.

ATC agreed and I altered course. As I was approaching the two rain shafts a bright bolt of lightning went from the cloud to the ground. I made an IMMEDIATE turn to the west, no way was I going in there! I called ATC and told them I was deviating for the weather and they told me if I flew west for 10 minutes and then turned north I should be able to avoid all of it so that’s what I did.

The flight to Ankeny, IA (IKV) was

2.5 hours in the air, 357 miles with an average speed of 142mph.

### **Epilogue**

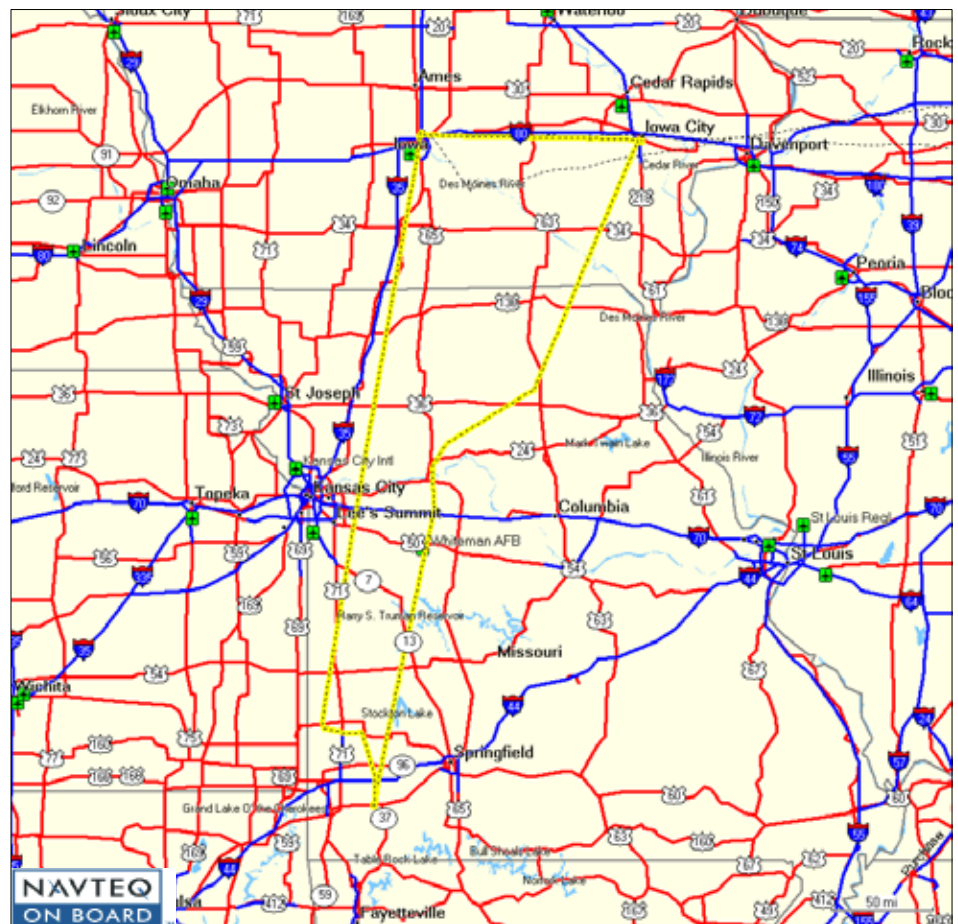
As you can see from the map I had to do some dodging to avoid the storms. I know pilots have been flying many years without the aid of Nexrad radar but this trip really reinforced to me how valuable a tool it can be. Today I spent allot of time talking to ATC getting vectors around all this stuff.

Had I actually been in IMC conditions I would have stopped and landed. I only continued because I could see what was around me and make decisions based on what I could see and what ATC was telling me.

There is no substitute for your eyes when flying in this kind of weather.

The final trip tally was 835 miles, 5:49 minutes of flying, average speed of 144mph and an average fuel burn (lean of peak) of 12gph.

I got to help someone that needed my help, it was a good and rewarding day for me.



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## Fires affect dozens of CA airports

From AOPA ePilot Website

By AOPA ePublishing staff

With about 1,000 separate fires burning in Northern California, dozens of airports and hundreds of miles of airspace have been affected.

Pilots who don't need to traverse the affected areas are urged to avoid them, leaving airspace, air traffic controllers, and radio frequencies available for fire-related operations.

U.S. Forest Service officials report that extremely smoky conditions have kept many aircraft on the ground, but large numbers of aircraft have been assembled at airports near the fires, ready to fly as soon as conditions permit. Unmanned aircraft, including NASA's Ikhana and the Northrup Grumman Global Hawk operated by the Air Force, are among the aircraft being used to track and take images of the fires. These unmanned aircraft are launched and recovered within existing

restricted areas and operate above Flight Level 180, so they do not affect most general aviation operations.

Meanwhile, temporary towers have been installed at some airports, including McClellan Airfield in Sacramento and Siskiyou County in Montague, to help manage firefighting activities.

Pilots who must fly anywhere in the Northern California area are urged to check notams frequently, as temporary flight restrictions are continuously being activated and changed as conditions dictate. More than 140 fires are burning in Mendocino County alone, and at one point aviation officials considered putting a TFR over the entire county—the state's largest and home to about 15 airports. Officials ultimately decided to use multiple smaller TFRs, but their status and location can change at any time.

To get the most up-to-date notam information, visit the U.S. Notam Office's Web site. For more information about the fires, including statistics and links to information about specific fires, visit the National Interagency Fire Center.

## NTSB SEEKS TO COLLECT UAV ACCIDENT/ INCIDENT DATA

From AOPA ePilot Website

AOPA is supporting an NTSB proposal that would allow the investigative body to collect unmanned aerial vehicle (UAV) accident/incident data. "The FAA is working on developing regulations that would allow UAVs to operate seamlessly in the National Airspace System," said Melissa Rudinger, AOPA vice president of regulatory affairs. "This step proposed by the NTSB would help the industry better understand how UAVs operate and what goes wrong in an accident or incident." AOPA is a part of the FAA's rulemaking committee that is making recommendations for UAVs' seamless access to the National Airspace System. Once regulations have been established for UAVs operating in U.S. airspace, AOPA suggests that the NTSB revisit its proposal to ensure it is still up to date.

### 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

# CALENDAR OF EVENTS

from the Iowa Department of Transportation Office of Aviation web site

Event	Date	Details
<b><u>August 2008</u></b>		
<b>Friday Night Cook Outs</b>	<b>Now -9/26</b>	Clinton Municipal Airport 5:00 p.m. – 7:00 p.m. <b>Every Friday May 16 – September 26</b> (563)242-3292 (Michael Nass) www.clintonairport.us www.semfc.com
<b>Fly-In Drive-In Breakfast</b>	<b>8/3</b>	Cresco Municipal Airport 7:30 a.m. – Noon Pilots in command and passengers eat FREE 563-547-3434 (Cresco Chamber) director@crescochamber.com aradtke@mchsi.com www.crescochamber.com
<b>FLY IOWA 2008 Wings, Wheels, and Water</b>	<b>8/9-8/10</b>	Storm Lake Municipal Airport 515-964-1398 (Chuck McDonald) chuckdsmcc@aol.com www.flyiowa.org
<b>Humboldt Rotary Flight Breakfast</b>	<b>8/10</b>	Humboldt Municipal Airport 7:00 a.m. – Noon Pilots in command eat FREE 515-332-4012 (Dean Telford) telford@trvnet.net
<b>Fly-in / Drive-in Breakfast</b>	<b>8/10</b>	Monticello Municipal Airport 7:00 a.m. – 12:30 p.m. Pilots in command eat FREE 319-465-5488 (Teresa Bader)
<b>EAA Fly-In / Drive-In Pancake Breakfast</b>	<b>8/17</b>	Monona Municipal Airport 7:00 a.m. – Noon PIC eats free
<b>Fly-In Breakfast</b>	<b>8/17</b>	Manchester Municipal Airport 8:00 a.m. – 11:00 a.m. Pilots in Command eat FREE 563-927-3636 (Marty Kelzer) mkelzer@iowatelecom.net
<b>Fly-In Flight Breakfast</b>	<b>8/17</b>	Mapleton Municipal Airport 7:30 a.m. – 11:30 a.m. Pilots in Command eat FREE 712-889-2174 (Denny McCall)



Event	Date	Details
<b>Fly-In, Float-In, Potluck &amp; BBQ</b>	<b>8/23</b>	Abel Island Airpark, Guttenberg 12:00 p.m. – 3:00 p.m. 2,600 ft turf strip/Mississippi River for seaplanes 319-480-0913 (Gary Fisher) FlyinEyeDr@aol.com www.abelisland.com
<b>30th Annual Fly-In Breakfast</b>	<b>8/24</b>	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
<b>16th Annual Wings Fly-In</b>	<b>8/24</b>	Iowa Aviation Museum Greenfield Municipal Airport 7:30 a.m. - 11:00 a.m. Pilots in Command eat FREE 641-343-7184 (Lee Ann Nelson) aviation@iowatelecom.net
<b>Fly-In Breakfast</b>	<b>8/24</b>	Windom, MN Municipal Airport 8:00 a.m. - 1:00 p.m. Hosted by: Lions & Windom Eagles 507-830-0749 (Bob Varilek) r-abyers@windomnet.com
<b><u>September 2008</u></b>		
<b>Stearman Fly-In Breakfast</b>	<b>9/6</b>	Southeast Iowa Regional Airport Dawn – 12:00 p.m. 309-221-2990 (Mark Godsil) mark@jandjdog.com
<b>Tommy Martin Memorial Fly-In &amp; Pancake Breakfast</b>	<b>9/7</b>	Martin Airport 7:00 a.m. – 11:00 a.m. South Sioux City, NE 712-233-1552( Rick) ralter@cableone.net
<b>Fly-In / Drive-In Pancake Breakfast</b>	<b>9/7</b>	Dubuque Regional Airport 7:00 a.m. – Noon 815-747-2594 (John) JEinck@jcwifi.com
<b>Fly-In Pancake Breakfast</b>	<b>9/7</b>	Fort Madison Municipal Airport 7:00 a.m. – Noon Pilots in Command eat FREE 319-372-2312 (Bill Mullen) 319-470-2662

Event	Date	Details
<b>Flight Breakfast</b>	<b>9/7</b>	New Hampton Municipal Airport 8:00 a.m. – 11:00 a.m. Pilots in Command eat and tractor pull FREE 641-330-4620 (Gary Wegner)
<b>FAA Central Region Airports Conference</b>	<b>9/16-9/17</b>	Westin-Crown Center Kansas City, Missouri 816-795-6616 (Jennifer Leon) eventplanz@sbcglobal.net
<b>Airshow</b>	<b>9/20</b>	Southeast Iowa Regional Airport kleescattle@aol.com (Peter Klees) Abourth1@lisco.net (Al Ourth)
<b>19th Annual Iowa Aviation Hall of Fame Banquet</b>	<b>9/27</b>	Iowa Aviation Museum Greenfield Municipal Airport 6:00 p.m. – Reservations Only 641-343-7184 (Lee Ann Nelson) aviation@iowatelecom.net

## Order your Chapter 135 logo shirts

We're ordering more Chapter 135 logo shirts from America's Best Apparel in West Des Moines, who have our digitized logo artwork on file. These are three-button collared polo shirts with a left chest pocket, in pre-shrunk 100% cotton 6.8 ounce extra-heavyweight pique knit. The chapter logo (see top left corner of page one) will be embroidered above the pocket. Shirts are \$20 each, which includes sales tax. Please fill out the order form below, enclose payment for \$20 per shirt, and mail it to Joel Severinghaus by August 15. He'll deliver your shirts at our September or October meeting, or make other pick-up arrangements with you.

We checked, but unfortunately, the logo lettering is too intricate for the logo to be reduced for embroidering onto caps, so we're limited to shirts.

### Chapter 135 logo shirt order form

Your name: \_\_\_\_\_

Phone: \_\_\_\_\_

E-mail: \_\_\_\_\_

#### Please circle your selections:

Shirt #1: M / L / XL / 2XL / 3XL white / heather grey

Shirt #2: M / L / XL / 2XL / 3XL white / heather grey

Shirt #3: M / L / XL / 2XL / 3XL white / heather grey

Please enclose a check or cash for \$20 per shirt and mail by August 15 to:

Joel Severinghaus  
1015 36th Street  
Des Moines, IA 50311-3705

## Good news: FAA extends first, third class medicals

*From AOPA ePILOT Website*

*By AOPA ePublishing staff*

Pilots under age 40 can save a trip to the AME. On July 24, the FAA will extend the duration of third class medicals from 36 calendar months to 60 calendar months (five years) and first class medicals from six calendar months to 12 calendar months for pilots under age 40.

“This is welcome news for the GA industry,” said AOPA President Phil Boyer. “AOPA supported the FAA’s move that makes it easier and more affordable for younger pilots to fly.”

Current and expired medical certificates are grandfathered under this rule.

For example, a pilot under age 40 who has a third class medical that would have expired at the end of July 2008 under the three-year limit is now good for another two years. In other words, the medical won’t expire until the last day of July 2010.

But what if you had let your medical expire? If you are under age 40, and the certificate was issued less than five years ago, it is now valid until the last day of the month, five years from its original issuance date.

Here’s how it works. Let’s say you got your third class medical on Sept. 20, 2004, (and you were under the age of 40 at that time) but have not renewed it. Under the current rules, you haven’t had a medical since Sept. 30, 2007, and could not act as pilot in command. Now your medical is valid again and will remain valid until Sept. 30, 2009. Welcome back to the skies!

Pilots under 40 who have first class medicals won’t need to renew theirs for one year after the original date of issuance. After one year, it will revert to a third class medical.

So, what if you turn 40 during this new one- or five-year window? That won’t impact the duration of your medical. If you get your first or third class medical the day before you turn 40, it will still be valid for one year or five years, respectively.

Because medical certificates that have already been issued and those being issued within the next month won’t reflect the new regulatory language, pilots should print this card that shows the new duration rules and carry it with their medical at all times. The FAA does not intend to reissue certificates to airmen who applied before the new certificates become available.

AOPA’s medical certification staff handles about 20,000 pilot medical inquiries each year. To address members’ medical concerns, AOPA periodically meets in person with the FAA’s Aerospace Medical Certification staff in Oklahoma City, Okla., and the federal air surgeon in Washington, D.C. Because of this relationship, AOPA and the FAA have been able to advance and streamline the medical certification process for pilots.

Have questions? Give AOPA’s medical staff a call at 800/USA-AOPA (872-2672).

~ AOPA Close to Home ~

## AIRPORT SUPPORT VOLUNTEERS NEEDED IN IOWA

*From AOPA ePilot Website*

AOPA Airport Support Network (ASN) volunteers serve as AOPA’s first line of defense by being our local eyes and ears. AOPA needs your help to promote the value of GA in your community by volunteering at your airport today! We are currently looking for volunteers at Sioux Gateway (SUX), Cherokee Municipal (CKP), Oskaloosa Municipal (OOA), Marshalltown Municipal (MIW), Ottumwa Industrial, (OTM), Muscatine Municipal (MUT), Clinton Municipal (CWI), Storm Lake Municipal (SLB), Knoxville Municipal (OXV), and Fort Dodge Regional (FOD). See a complete list of airports that need volunteers. Learn more about the ASN program and submit a nomination.

## DON’T LET MEDICAL PROBLEMS BREAK YOUR HEART

*From AOPA ePILOT Website*

A heart problem doesn’t necessarily mean the end of your flying days. Nearly 21,000 pilots are flying on special-issuance medicals with some type of cardiac medical history, including heart attack, coronary bypass surgery, angioplasty with coronary stents, heart rhythm problems, pacemaker, valvular disease, and even heart transplant. To get a special-issuance medical certificate for a heart condition, the FAA requires a maximum exercise treadmill stress test, routine blood chemistry profile, and cardiac exam report. The tests must not show evidence of disruption of blood supply to the heart or other significant abnormalities. For more information, call AOPA’s medical certification specialists (800/872-2672), or visit AOPA Online .

# Researchers develop portable airport lighting system

From AOPA ePilot Website

By AOPA ePublishing staff



College researchers are developing technology that should literally light the way to remote landing facilities.

The low-cost, portable Remote Airport Light System (RALS) uses LED lights and retro-reflective markers. It can easily be transported to airfields that don't have electrical grids so that disaster relief and medical workers can land safely. The system is especially useful in Alaska.

RALS was developed by Embry-Riddle Aeronautical University researchers and their partners from the University of Alaska-Anchorage, University of North Dakota, and Rensselaer Polytechnic Institute under the FAA Center of Excellence for General Aviation.

The system was successfully tested at Massay Ranch Airpark in Edgewater, Fla. The next step is to install the system in Alaska for nighttime trials through December.

In the RALS setup, typical edge lights are replaced with reflective panels, similar to the technology on road signs, to assist the pilot in safely landing the aircraft. This kind of marker requires no power and is more brightly visible when lit by an airplane's landing lights. The system uses low-powered LED lights to mark the corners of the landing strip.

"In the present economy, airports are looking for ways to cut costs while still maintaining high safety standards," said Dr. Chris Grant, director of Embry-Riddle's research team and associate dean of the College of Engineering. "Considering that a standard FAA-approved lighting system can cost anywhere from \$100,000 to \$1 million, depending on the number of runways and taxiways, our test system is a bargain at only \$3,000."

The LED lights have a lifetime of about 25,000 to 30,000 hours, last 10 to 20 times longer than the incandescent bulbs typically used, and reduce energy consumption by about two-thirds.

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## AOPA MEDICAL CERTIFICATION SERVICES GET YOU BACK IN THE AIR

From AOPA ePilot Website

AOPA is the only general aviation association that has a staff dedicated to providing medical certification assistance to members and that is positioned to advocate for reasonable, commonsense medical certification policies and procedures to keep pilots flying safer and longer. AOPA's medical certification department specializes in giving personalized advice and consultation to members based on their individual medical situation. The staff also can review medical records prior to a member applying for a medical and can follow up with the FAA to expedite action on a member's special-issuance case. If you have a question regarding your medical certification, call our staff weekdays from 8:30 a.m. to 6 p.m. Eastern at 800/USA-AOPA.

### 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.





## Blinded by the light:

### Fireworks disorient pilot

*From AOPA ePilot Website*

Francis Scott Key might have penned “The Star-Spangled Banner” by the light of bombs bursting in air over Fort McHenry, but the rockets’ red glare can be far less inspiring to a pilot attempting to find an airport at dusk. An aviator robbed of night vision by the intense light of fireworks can quickly become disoriented. And if the airplane he’s flying has very little fuel and no landing light, you’ve got the makings of an Independence Day mess.

On July 4, 2004, the 850-hour pilot of an Aeronca Champ was temporarily blinded by nearby fireworks as he approached Fort Worth Spinks Airport near Fort Worth, Texas. During an emergency nighttime landing in a field west of the city, the aircraft hit an obstruction and was substantially damaged. The pilot escaped injury.

The Aeronca had departed Lawton-Fort Sill Regional Airport near Lawton, Okla., at approximately 7:15 p.m. The flight proceeded without incident until the aircraft was nearing Fort Worth Spinks Airport, the intended destination, shortly after the 9 p.m. closing time for the control tower. The sun had set nearly a half hour earlier. The airplane was not equipped with a landing light.

As the aircraft approached the airport, a nearby fireworks display began. The pilot later reported that the intense glare from the fireworks made it impossible for him to distinguish the airport. He stated that he was low on fuel and did not want to have to “dead stick” the Aeronca into a populated area, so he flew west

away from the city.

After locating a large area with no lights, the pilot circled the area twice trying to detect obstacles in the increasing darkness. At 9:10 p.m., after completing a final circle, he lined up with the field and looked through the side window on final to observe the ground. When the airplane was approximately 10 feet above the ground, it collided with an obstruction hidden by tall grass. The aircraft eventually rolled to a stop.

Despite substantial damage to the Aeronca, the pilot walked away from the accident. Many nighttime off-airport landings don’t end so fortunately. NTSB investigators cited the pilot’s inadequate preflight planning and preparation as the cause of the mishap. Night conditions and the lack of suitable terrain for landing were contributing factors.

The Aeronautical Information Manual states that our eyes require up to 30 minutes of exposure to total darkness to adapt completely. Once night vision is established, it can be lost entirely within a few seconds of viewing a bright light. According to the accident pilot, the fireworks display created a glare so intense and disorienting that he could not locate the nearby airport. The best options at that point might have been to divert to an airport with an operating control tower and request ATC assistance, or fly away from the source of the glare and return 30 minutes later—with the pilot’s night vision restored and the fireworks show likely over. But insufficient fuel took those options off the table.

According to FAR 91.151, “No person may begin a flight in an airplane under VFR conditions unless (considering wind and forecast weather conditions) there is enough fuel to fly to the first point of intended landing and, assuming normal cruising speed, (1) during the day, to fly after that for at least 30 minutes; or (2) at night, to fly after that for at least 45 minutes.” The AOPA Air Safety

Foundation recommends a “golden hour” of reserve fuel, regardless of light conditions.

An extra 30 to 45 minutes in the tank would have saved this pilot a lot of aggravation. Moreover, given the airplane’s lack of a landing light, an earlier departure would have been wise. The pilot could have arrived before dark and enjoyed the pyrotechnic display from a preferred vantage point—oohing and aahing while safely on the ground.

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### Jetpack to blast off at Oshkosh

*From AOPA ePilot Website*

*By Nathan A. Ferguson*

If you’ve ever dreamed about owning your own rocket ship that can be packed away in the trunk of a car, that day is apparently near.

On Tuesday, July 29, at Oshkosh, a company will make its public debut of the Martin Jetpack. It’s scheduled to launch at 9:30 a.m. out of AirVenture’s Aeroshell Square. The creators are calling it “the most eagerly awaited personal aircraft man ever dreamed about,” in a news release.

Not much is known about the company. The Web site provides only the date of the launch. EAA spokesman Dick Knapinski said the company asked to keep the project under wraps in order to build public anticipation. Knapinski did say that the company is in the Australia/New Zealand area of the world. The jetpack has been in development for some 27 years.

The project is not to be confused with Jet Pack International’s venture.

The 1965 James Bond movie Thunderball and the 1991 Disney movie The Rocketeer launched these vehicles into popular culture. There have been many other variations over the years, both military and civilian.

# Spin Training

By Marc Broer

Sunday afternoon, July 20th, I went to the Osceola chapter's meeting. Norm Skinner asked if I would like some spin training, and in the Christian Eagle or the Taylorcraft? With some hesitation I decided it would be good training for me and also never turn down a chance to fly, right? I did opt for the Taylorcraft because it's slow and gentle. Norm has a 1940 Taylorcraft that has been modified for aerobatics. We strapped ourselves in and a couple of hand-props later we were ready to go. The airplane climbs out very slowly, it doesn't have a lot of horsepower. About 3,500 ft. Norm says "well let's do a couple of loops". Loops meant dive for speed then climb out and go upside down. I'm not sure why I had thought we weren't actually going to do these things, but now with my heart pounding I know this is for real. "Are you alright?" Norm asks me. "Yes, no,

yes, let's continue" is what I remember saying. "OK now we'll do a hammer head." Norm dives for speed, goes straight up, stalls, and over on our side we go. Looking straight ahead at the earth approaching head-on just doesn't seem right. Now we'll do a couple of spins to the left. Norm stalls the airplane and we are headed toward the ground with the airplane spinning around. Two spins and I'm saying "Oh ###!, that's enough bring it out!" "Are you alright?" Norm asks again. "Do you want to stop now?" My answer is something like, "No, I'm not alright, but yes keep going." So Norm shows me how to get out of a spin with my hands on the controls, and of course I over compensate and freeze up the first time. Norm says, "You gotta let go and neutralize the controls otherwise we'll be in a spin the other direction, flip over, on our back and maybe die or

something." OH NICE!

Well to finish the story, the last spin I did by myself and pulled out by myself and realized the Taylorcraft does most of what is needed all by itself. My stomach and head says that's enough for today, Norm had me fly back to Osceola, telling me how easy these aerobatics are and how his daughter thinks they are so simple and tame and easy. He says the harder thing to do is to land. Norm lets me take it in for a landing - he runs the throttle, looks like I'm going to do this landing, he's not taking the controls back.

I landed my first tail-wheel airplane and it was perfect - also taxied back to the hanger. Norm says, "Are you sure you've never landed a tail-wheel before? You sure seemed to know what you were doing." That comment just made my day!

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## Phil Boyer to Retire from AOPA at the End of 2008

From AOPA ePilot Website



Phil Boyer

June 30, 2008 — Phil Boyer, who has served as president of the Aircraft Owners and Pilots Association for 18 years, will retire at the end of the year, AOPA announced Monday. Washington public affairs executive Craig L. Fuller has been named his successor by the organization's Board of Trustees.

"We congratulate Phil for his successful leadership of AOPA and his significant contributions to general aviation over the past two decades," EAA President Tom Poberezny said on behalf of the association. "We look forward to his remaining active in the aviation community."

Fuller will begin his new role on January 1, 2009, and will work with Boyer on the transition for the remainder of this year.

"I have often mentioned that this day would come, on schedule, as planned with my family and the AOPA Board of Trustees," said Boyer. "Now, it's official. I am delighted Craig will captain AOPA on the 'next leg' of this remarkable journey to preserve and advance General Aviation."



Craig L. Fuller

## FAA looks at redefining homebuilt 51-percent rule

From AOPA ePILOT Website

By AOPA ePublishing staff

The FAA is scrutinizing "fast build" homebuilt aircraft programs and with that may come policy changes that affect future kit designs.

The FAA has released several draft documents to clarify the regulation of the homebuilt aircraft segment. The biggest potential change is to the definition of the so-called 51-percent rule. The FAA's original intention was that the individual would fabricate more than 50 percent and assemble more than 50 percent of the aircraft.

The FAA became concerned when fast-build kits entered the market where an aircraft owner's contribution resulted in 51 percent of the assembly only. The agency felt that this did not meet the intent of building "solely for their own education or recreation."

The FAA now defines 51 percent as the builder completing, at a minimum, 20 percent of the assembly and 20 percent of the fabrication with the remaining 11 percent made up from either additional assembly or fabrication. The FAA now states that the commercial assistance or "for hire" building programs will not count toward 20 percent of the assembly by the individual.

The policy changes would not affect those flying traditionally certified aircraft or already completed amateur-built aircraft. Existing kit designs essentially would be grandfathered, while new models, after the rules go into effect, would get the extra scrutiny.

# Special pilot report: The Lambada motorglider

From AOPA ePILOT Website

By Nathan A. Ferguson

It may look like a motorglider, but don't be deceived. By maximizing versatility and minimizing energy, the Lambada is a multi-role airplane that may very well be the most efficient aircraft in production today.



At a cruise power setting, the 80-horsepower version burns around 3.5 gph at 100 knots. If you see puffy cumulus clouds en route and you'd rather be soaring, just shut off the engine and feather the prop. It becomes a highly capable sailplane with a 30-1 glide ratio. In that case, the fuel burn goes to zero.

In terms of versatility, the Lambada comes with two sets of wingtips, spanning either 49 or 42.6 feet. The rakish high-performance versions with winglets offer better soaring performance while the shorter tips with navigation lights provide slightly better cross-country speed and the option of night flying. The wingtips can be removed with



the pull of pin, taking the span down to 40.5 feet for hangar storage. You can also fold the wings, and the airplane morphs into an object the size of a

recreational sailboat for tighter storage or trailer duty.

The versatility doesn't end there. As an option you can add nearly an eight-foot-long baggage tube for sporting equipment like skis and fishing rods. With its conventional landing gear and high prop clearance, the Lambada becomes an economical backcountry machine. Another option is a tail hook for towing pure gliders.

As a light sport aircraft, the Lambada also opens numerous training opportunities. It can be flown by sport pilots with glider privileges and private glider pilots with self-launch signoffs. In other words, no need for a medical certificate.

Built in the Czech Republic, the airplanes are distributed by Urban Air USA in Melbourne, Fla. All Lambadas come with a Magnum ballistic parachute recovery system. If you want more oomph, you can opt for the more powerful 100-hp Rotax. Either engine model likes to run on auto fuel, minus any ethanol additives, of course, or avgas.

The base price puts it at a tad over six figures. The glass panel package, featuring a Garmin GPS 496 and a Grand Rapids Technologies S200 Sport EFIS with moving map and graphic engine monitor, ups the price by \$20,000.



## Easy on the eyes

Its shapely composite structure, massive spoilers, and elegant wings

catch quite a few eyes as it sits on the ramp at AOPA headquarters in Frederick, Md. From a distance, many think it's a single-seater. Tilt the canopy back and a surprising amount of space opens up. It's not until you're sitting in it with another person do you realize that it's roomier than you thought with a cabin width of 42 inches.

Behind the seats is a small baggage area. Because light sport airplanes are restricted to a gross weight of 1,320 pounds, you might wonder how you can haul two people, 100 pounds of baggage, and 26 gallons of fuel. Simple, it's light, less than 700 pounds empty. You can push it with the ease of a grocery cart.

The simple and light mantra echoes from the design. The seats and the rudder pedals are non-adjustable, just use the appropriate number and size of cushions to give yourself the right fit. The brake lever is more mountain bike than airplane. It's mounted on the pilot's stick and responds with a weak handshake. The parking brake is a swivel device that, in turn—or in a few turns, I should say—locks the lever.

Adjust the choke, turn the key, and the little water-cooled 80-hp Rotax 912 springs to life. The trickiest thing on the ground is to remember the big wings; following the yellow lines won't necessarily keep you out of trouble. Once you lead it a bit, the steerable tailwheel gets you around obstacles like business jets.

## Easy takeoff

The takeoff is about as easy as it gets. I'm flying with Urban Air Sales Director Jim Lee, and he suggests we start the roll at midfield. Even though it's a tailwheel airplane, it doesn't require fancy footwork. Just put the stick in the neutral position, give it full throttle, and take off in the three-point position. In 400 feet or so we're off the ground and climbing at 1,000 fpm at 60 kt. It's a lot easier than being in a pure glider and getting beat up by propwash behind the tow plane.

The cockpit is nice and quiet under



the tinted canopy as we set up for cruise at just under 5,000 rpm on the EFIS. Because of the reduction gearing, the engine is turning much faster than the prop. The airplane is amazingly light and responsive on the controls, much like a racing glider. Stalls are non-eventful. Pull the stick all the way back, hold, and it just hangs there buffeting. It shows no interest in misbehaving after some side-to-side movements.

Lee and I are disappointed the only cumulus cloud, a big fat monster, is sitting over the off-limits presidential retreat at Camp David. Oh well, that's flying in the mid-Atlantic area for you. We turn off the engine anyway and feather the prop to see how it performs as a glider in calm air. The Lambada seems just as happy or even happier—it's hard to tell—without fossil-fuel-assistance and the control harmony is excellent.

### Easy landing

As is always the case with a fun airplane, time goes by too quickly. The engine fires right up and we head back to Frederick Municipal Airport. The landing is where you have to decide beforehand whether you're flying a glider or an airplane. In other words, is the engine running or not?

Since we're under power, I decide to do a power-on landing, but with a more glider-like approach of pulling the power back to idle while abeam the runway numbers on downwind.

What many pure airplane pilots might not understand is just how precise you can be with spoilers as opposed to flaps. Yank open the barn doors on the upper surface of the wings and you can control the descent for a spot landing. Then all you do is assume the three-point attitude and hold it off until it settles.

The only tricky part is the sensitivity of the rudder pedals. Lee advises me to go easy and not overcorrect, thus inducing pilot oscillation. He's right and I wish I'd done a better job of locking in the centerline. The ground

roll is about 600 feet.

### Easy rider

The Lambada opens numerous possibilities for adventure with minimal impact on the environment or the wallet.

Before our demo flight, Lee flew it from Melbourne to central New Jersey, a distance of 950 miles, on one tank of gas. He figures the annual inspection should run about \$300 and

with the low insurance premiums, every flight is a cheap date, especially if you take advantage of thermal and wind-generated soaring conditions.

Of course you can look at it a different way and see the ship primarily as a glider whose engine is only there to get you to the best surfing. Or maybe you have a favorite fly-fishing stream near a grass strip. How you get there is between you and your Lambada.

## LAMBADA MOTORGLIDER

Base price: \$115,000

Price as tested: \$137,000

### SPECIFICATIONS

Powerplant Rotax 912 UL 80 hp or 912 ULS2 100 hp

Length 21.66 ft

Height 4.75 ft

Cabin width 41.7 in

Wingspan 42.6 or 49 ft

Hangar storage wingspan 40.5 ft

Seats 2 (side by side)

Empty weight 682 lb

Gross weight 1,320 lb

Useful load 638 lb

Payload w/full fuel 479 lb

Fuel capacity 26.4 gallons

Baggage capacity 100 lb

### PERFORMANCE

Takeoff distance 400 ft

Landing distance 600 ft

Rate of climb, sea level, gross weight 1,000 fpm

Rate of climb, sea level, towing single-seat glider 690 fpm

Maximum cruise speed 105 kt @ 6,000 ft

Long-range cruise speed 90 kt @ 6,000 ft

Maximum speed 115 kt

Stall speed 38 kt

Range 850 nm

Glide ratio (long wings) 30 to 1 @ 61 kt

Glide ratio (short wings) 26 to 1 @ 68 kt

Minimum sink rate 210 fpm





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