



Experimental Aircraft Association

Chapter 135

News



Number Nine

September 2008

Presidents Position

by Dave Kalwishky

During the October meeting we will be having chapter elections for some officer and board member positions. The board meets on the fourth Monday of the month at 7pm at the Ankeny airport.

We'd love to see some new officers or board members; the board is responsible for setting the chapter direction and dealing with any issues that might arise. Serving as an officer or board member is very rewarding. You get to help shape the chapter and define its direction. Its members like you that make the chapter great. Come be a part of the decision making process and make a difference in your chapter.

If you want to nominate someone they need to be present at the October meeting to accept the nomination or they can accept via writing and submit it to the board at the September meeting.

The following positions are up for re-election:

Dave Kalwishky – President

Ralph Briggs – Vice President

Marc Broer – Newsletter Editor

Donna Bocox – Treasurer/Secretary

Roger Bocox – Board Member

Chanler Childs – Board Member

Rich Milburn – Board Member

Fred Sangster – Board Member

Mary Alice Hill – Board Member

Next Chapter Meeting

will be held

Saturday September 13, 2008

Our last cookout at the Maintenance Hanger (Exec 1)

5:00 p.m.

Chapter provides grill, drinks, tableservice, etc.

Bring a side dish to share.

Bring meat for the grill.

Bring your lawn chairs.

Program

Rich Milburn presents (a powerpoint) on his latest building project

we will go to the upstairs room about 7:00 for the program

Upcoming Events:

- October 11, 2008 next meeting Election of Officers & GPS program
- November 8, 2008 Seminar-Weather
- December 5, 2008 Christmas Party at Chucks

Please Note:

September will be the last meeting at the Maintenance Hanger

Government Advocacy

FAA intends to reduce VOR network soon

By AOPA ePublishing staff

The FAA has confirmed to AOPA that it is making plans to reduce the network of VORs across the country, beginning in 2010.

However, AOPA members are not quite convinced that a widespread VOR reduction is acceptable. Survey information shows that only about half of AOPA members believe a significant number of VORs can be eliminated without affecting their flight operations.

“Clearly this marks a big step forward in pilot acceptance of GPS and reduced reliance on VORs, but members are still saying ‘not yet,’” said Andy Cebula, AOPA executive vice president of government affairs.

Despite high levels of GPS use, FAA regulations require pilots who

use GPS to also carry a primary navigation system, and for general aviation the primary system available for regulatory compliance is VOR. Second-generation GPS systems that incorporate the Wide Area Augmentation System (WAAS) do not require VOR as a backup, but the current state of equipment in the GA fleet is about 15 percent.

In a letter to the FAA, AOPA cautioned the FAA against making plans to reduce VORs because there are several

key issues currently preventing the dismantling of the VOR infrastructure. Barriers include pilot confidence in relying solely on GPS signals and the lack of systematic implementation of area navigation. AOPA pointed out that the FAA should broaden its focus to ensure that all IFR flights can be conducted from takeoff to touchdown with an IFR GPS, regardless of the airports involved. Ultimately, the FAA needs to change its policies to reduce GA’s reliance on VORs.



EAA chapter 135 summer picnic

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
September 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 www.semfc.com
Stearman Fly-In Breakfast	9/6	Southeast Iowa Regional Airport Dawn – 12:00 p.m. 309-221-2990 (Mark Godsil) mark@jandjdog.com
Tommy Martin Memorial Fly-In & Pancake Breakfast	9/7	Martin Airport 7:00 a.m. – 11:00 a.m. South Sioux City, NE 712-233-1552(Rick) ralter@cableone.net
Fly-In / Drive-In Pancake Breakfast	9/7	Dubuque Regional Airport 7:00 a.m. – Noon 815-747-2594 (John) JEinck@jcwifi.com
Fly-In Pancake Breakfast	9/7	Fort Madison Municipal Airport 7:00 a.m. – Noon Pilots in Command eat FREE 319-372-2312 (Bill Mullen) 319-470-2662
Flight Breakfast	9/7	New Hampton Municipal Airport 8:00 a.m. – 11:00 a.m. Pilots in Command eat and tractor pull FREE
Flight Breakfast	9/7	Carroll Municipal Airport (Arthur Neu) 7:00 a.m. – Noon Fly-Ins eat FREE 712-792-4980 (Don Mensen) carrollaviation@dybb.com
Annual Algona Rotary Flight Breakfast	9/14	Algona Municipal Airport 7:00 a.m. – 12:30 p.m. 515-295-9501 (Greg Mullins) gregmullins@netamumail.com 641-330-4620 (Gary Wegner)

Event	Date	Details
FAA Central Region Airports Conference	9/16-9/17	Westin-Crown Center Kansas City, Missouri 816-795-6616 (Jennifer Leon) eventplanz@sbcglobal.net
Airshow	9/20	Southeast Iowa Regional Airport kleescattle@aol.com (Peter Klees) Abourth1@lisco.net (Al Ourth)
19th Annual Iowa Aviation Hall of Fame Banquet	9/27	Iowa Aviation Museum Greenfield Municipal Airport 6:00 p.m. – Reservations Only 641-343-7184 (Lee Ann Nelson) aviation@iowatelecom.net
<u>April 2009</u> Iowa Aviation Conference	4/22-4/23	Sheraton West Des Moines Hotel West Des Moines, Iowa For more information, Sponsors, Exhibitors and Registration Call: Sue Heath at 515-727-0667 sheath@associationinsight.com Speakers or Programming Call Tim McClung at 515-239-1689 tim.mcclung@dot.iowa.gov

EAA Defends Homebuilts' Access To Airports

from EAA website

Poberezny refutes official's 'unjustified' appeal for federal policy change

August 21, 2008 — EAA President Tom Poberezny today offered perspectives from EAA's amateur aircraft-building community to an airport official who, in the aftermath of an accident involving an amateur-built aircraft, publicly called for federal policies that could restrict the operation of experimental-category aircraft at metropolitan airports. Poberezny also ramped up EAA's ongoing outreach to Congressional delegates to provide information and views on the safety and value of amateur-building activities in

aviation.

The accident occurred Friday, August 22 at North Las Vegas Airport. A Velocity amateur-built aircraft struck a house shortly after takeoff. The pilot and two people on the ground perished in the accident. In the immediate aftermath, Las Vegas Aviation Director Randy Walker called on FAA and Congress to allow metropolitan airports to bar experimental-category operations at their facilities, including amateur-built aircraft operations.

In a letter sent to Walker today, Poberezny cited the safety record of amateur-built aircraft operations at that airport, and pointed to a nationwide

trend of improved safety in amateur-built aviation. "To propose that eliminating all Experimental aircraft from the airport would enhance its safety record is unjustified," Poberezny wrote.

EAA has concurred with FAA policy for the past several years prohibiting first flights of amateur-built aircraft at North Las Vegas Airport. Amateur-built aircraft operations following initial testing, however, have proven to be as safe as other operations at the airport.

"The responsible course is to support a thorough investigation of

Continued on page 5

EAA Defends Homebuilts' Access To Airports Continued from page 4

this accident by the FAA and NTSB toward the objectives of determining the actual cause and identifying any recommendations for enhancing safety,” Poberezny’s letter read. “We are all dedicated to making flight operations as safe as possible, but instant judgments and reactions only cloud the real issues and hinder realistic solutions.”

Meanwhile, EAA representatives are briefing members of Congress, including those from the House Aviation Subcommittee who held a forum at EAA AirVenture Oshkosh in late July. “The relationships established between EAA members and Congressional representatives during AirVenture foster the exchange of facts and information with these lawmakers about important issues,” Poberezny added in an interview today.

“We’re imparting a greater understanding of the amateur building movement as a continuing source of innovation — pioneering techniques and technology — for the benefit of all of aviation. And when we present the facts, figures, and trends, we show that this sector of aviation continues to uphold the margins of safety expected in aviation,” Poberezny said.

“The answer does not lie in restricting entire segments of aviation in response to any single accident or incident. Rather, we must continually learn from experience and continue to advance the safety of flight.”



Norhtfield hangers during the flood



Emergency spillway at Saylorvill Lake as they lower the gates

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 emal to ppcmike@hotmail.com

Scales are kept at Phil Patterson, Corp. / 4214 Fleur Dr., Suite 11 / Des Moines, IA 50321 (two blocks north of N.E. corner of the Des Moines Int’l Airport.

TEENS HELP BUILD A PLANE IN TWO WEEKS

from AOPA ePILOT Website

Four teenagers likely have a summer break story that will trump all of their friends' vacation experiences. They helped build an airplane in only two weeks. The teens participated in a Build A Plane project from Aug. 11 through 24, assembling a Sportsman 2+2 at the Glasair factory in Arlington, Wash. Each student worked with a Glasair employee to build the plane through the company's Two Weeks To Taxi program. Only the composite fuselage had been fused together in advance. The teens installed safety wiring, riveted the wings, fabricated the elevator and rudder trim tabs, mounted the engine, and installed the instrument panel. They showed their aptitude early in the program, according to Build A Plane Executive Director Katrina Bradshaw: "The wonderful (and) helpful staff from Glasair all agree—the kids are making better progress than the adult customers!"



This is Mike Abraham's Ercoupe at the AAA homebuilt fly-in July 2008



A view of the Rockwell City water tower from the airport



The office at Rockwell City

Gumby's Travels



Dave Kalwishky reads the sign at the Rockwell City airport



EAA Chapter 135

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2008 Chapter 135 Officers and Board Members

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