



Experimental Aircraft Association

Chapter 135

News



Number Twelve

December 2008

Presidents Position

by Dave Kalwishky

Last month's meeting was held out at Elliot's and part of an even with the Iowa Aviation Promotion Group. I think I counted 16 Chapter 135 members there, thank you to everyone that showed up. I think everyone enjoyed the meeting and enjoyed hearing Paul Berge speak.

We need to have a head count and money in before the Christmas dinner, if you plan on attending please let Donna know and get a check off to her.

Also remember the January field trip to the Air National Guard. I need to know who is planning on attending. If you have already notified me I need you to notify me AGAIN since I managed to lose the list I had going. As the date gets closer you will need to provide your social security number the Guard so they can run a background check. The plan right now is to meet at 11:00am at a nearby restaurant for lunch and then go over in as few cars as possible as parking will be limited.

**Have a Safe
Holiday Season!**

Upcoming Events:

- **January, 10 2008** - Saturday tour of the Iowa Air National Guard (Let Dave Kalwishky know if you are planning on attending!)

Next Chapter Meeting
will be held

Christmas Party

at Chucks

6th Avenue - Des Moines

Friday

December 5, 2008

Cocktails (open cash bar) **6:30 - 7:30 p.m.**

Dinner 7:30 - 8:30 p.m.

Chinese Gift exchange to follow dinner.

*All you can eat Pasta and Pizza buffet,
includes onion rings and non-alcoholic beverages.*

Reservations Due by 12-1-08

\$19.00 per person must be paid in advance

(Reservation information Page 8)

2nd Flight (long)

By Ralph H. Briggs

My side of the family is small and widespread and family reunions are rare, so when we were invited to a family gathering at a 2nd cousin's ranch in southern Oklahoma two weeks ago we decided to go. For a trip of that distance and the limited time we had available, flying in the Tripacer seemed the way to go. Though I had my ticket only 3 weeks, I felt reasonably well prepared with 120+ hours and a lot of that XC time, including a leaf peeping tour to Wisconsin the weekend before.

I spent days planning a route to Ardmore, OK, (ADM) taking into account distance, fuel stops, runway orientation, airspaces, bathroom breaks.... Basically any route I looked at had us flying around Kansas City on one side or another, so I opted a route on the east side of KC's B space. We had planned to leave Friday, then I took a close look at the weather Thursday night and realized a small low parked south west of KC meant that route would have up flying into a headwind almost the entire route. So I started over planning a route down the west side of KC.

We found an airport about 2.5 hours out in Emporia, Kansas, (EMP) with reasonably price MoGas (\$3.78) and a second turf strip, which increased our wind options when flying into a new airport. Another 2.5 hours along we found another airport at Ada, OK, (ADH) that had AvGas for more than a dollar a gallon less than our destination airport only 35 miles beyond that.

The plan was drawn, the maps marked, the plane was ready, the bags were packed - we were all set to leave crack of dawn Friday. And the ceiling never lifted enough to leave Des Moines. ("If you are not in a hurry, fly!")

Saturday turned out to be a gorgeous day, but we still didn't lift off until a little after 9. We weren't in a rush at that point, because a call to FSS let us know that the Eureka MOAs just south of Emporia were active until noon, and we weren't flying through there right away anyway.

Mary had the sectional maps (Omaha, KC, Dallas-Fort



Landscape

Worth, 4 sides total), and we had the route programmed into the 296. Problem is, the 296 decided not to get a fix – for the entire trip south! So I manually plugged the waypoints into the old AvMap 100, which worked like a champ, and we flew the antique gps and the sectionals all the way. We were never over about 2 miles off route for the entire trip. Mary is great at maps and really enjoyed the task of navigator. Because of winds aloft we started at

Ralph Continued on page 4



Us at 6500 feet



Ardmore Municipal Airport

Roadable airplane may fly next month

By Thomas B. Haines

From AOPA website

Terrafugia CEO/CTO Carl Dietrich reported at AOPA Expo that the first Transition roadable airplane might fly in early December. If it doesn't fly by mid-December, the first flight will likely be postponed until early 2009.

The vehicle (Is it a car or an airplane?) has been driving around on its own power for several weeks and more recently is undergoing taxi tests and tests to validate the flight control effectiveness. Static load testing is complete.

Dietrich said that while the \$194,000 vehicle will be able to drive at highway speed, it is not meant to replace a car in the family fleet. Instead it's a means of getting around on the ground when you land away from your home airport, and a convenient means of moving to and from your home airport for flights—allowing the vehicle to be

January

We are attempting to have a Saturday tour of the Iowa Air National Guard

To go to this the Guard requires your SS no. to do a background check at least one week in advance. (terrorist, etc.) and also they need a head count. We would like to eat lunch about 11:00 that morning at a nearby resaurant, and then car-pool over to the Nat'l Guard (where there is limited parking)

garaged at home.

Powered by a Rotax engine, the aircraft is being designed to meet special light sport aircraft standards. It will cruise in the air at about 100 knots with a range of about 400 nm.

As for road safety, Dietrich reported that the Transition will meet automotive standards in most ways, but because of the cost of crash testing, the company won't be able to prove all of the safety features for some time. The Department of Transportation allows for low-volume automotive manufacturers to amortize the cost of such testing over a number of years if the manufacturer can show that the vehi-

cle is built in a safe way and that a plan to prove its design through crash testing is in place. Terrafugia is applying for such an exemption. The vehicle will also need an EPA exemption for emissions, since the carbureted Rotax engine does not meet automotive emission standards. Again, Terrafugia is meeting with the agency to develop a plan for an exemption.

Once basic flight testing of the current model is complete, the company plans to design a production prototype early next year and build it during second half of 2009, with first deliveries planned for mid-2010.

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

Ralph Continued from page 2

4500 feet, but were able to climb to 6500 before leaving Iowa. We had a headwind of about 10 kn for most of the trip, with a pretty fair crosswind for the middle half.

We got to Emporia close to noon, and as expected the wind had picked up to about 12 gusting to 18 cross wind to the paved runway, but almost right down the turf. No



Oklahoma Oil



Tulsa from 30 Miles

problem! I don't care much for paved runways anyway. Got all fueled up, went to grab some snacks from the pilots' lounge and they had nothing. The FBO suggested we borrow the courtesy car and sent us to a BBQ place in town. Good plan, even if it did set back our schedule.

By the time we got back from lunch the wind had picked up to 16 kn gusting to 23, but it was still almost right down the turf and was still no problem. Planning paid off big time, except for the late lunch.

MOAs were quiet, winds were much better at Ada, and we were quickly fueled and out of there and on to Ardmore, a class C airport.

We were cleared for straight in to 17. I don't like long finals for several reasons, especially into strange airports, and this approach reinforced that opinion. We could see a correctly oriented strip from 20 miles out that looked to be our runway, and everything was perfect until we were almost on top of it and I realized there were no numbers on it and it was a whole lot smaller than it should be. Basically, we were coming in on 17 left, and there is no 17 left. They were doing a lot of construction at the airport, and this was some sort of access road. 17 was about a half mile to my right, and we didn't sort it out until it was way too late to make the correction.

I started a go-around, radioed the tower, and got clearance for a left pattern turn and a second attempt at landing. That one went off without a hitch. We were on the ground about 4.

For a class C airport, this place was dead. There were several good sized planes there, and at some time it had been a very busy airport with 4 runways (2 closed, another under repair), but I think Morningstar sees more activity than this place. The most activity was a hospital helicopter that flew overhead a couple of times.

Sunday was very windy, but Monday my cousin and I went up to do some aerial photos of our hosts' property.

Ralph Continued on page 5

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.



River Ranch



Red River Texas

Its a 1000 acre horse and cattle ranch with a huge house on the Wachita River, about 30 miles north of the Red River and the Texas state line. So, while we were up there, we knew we just HAD to fly down to Texas, just to be able to say we had. My cousin was a pilot, but inactive for a number of years, and his father was a very active pilot for many years. My uncle was trained as a bomber pilot in

WWII, was an aerial prospector, ran a flying school, and I don't know what else, but he was one of my inspirations to learn to fly.

While there I got to go varmint hunting for feral pigs. They are a huge problem down there, tearing up crops and woodland and actually attacking people. They are big, dangerous and prolific. And the story goes that some fool has introduced them for sport in Crawford County, Wisconsin, across the river from Macgregor. Anyway, the third day out I bagged one at dusk at over 150 yards. If you don't like hunting or are squeamish, don't look at the last attached photo.

After a great time with family we left Tuesday morning- Mary was scheduled to work at 5. Again, winds aloft determined our altitude. The higher we flew, the stronger the headwind- much stronger, actually. So the first half of the return trip we were only able to make 3500 feet, with the second half at 5500. The good news is that the 296 was in a better mood for the return trip, so we had terrain and obstacles, and another way to snag CTAFs as we flew. Flew right over Tulsa 2000' above airspace on the return trip, 3000' over on the way down. We already knew from FSS that we would be good for a return flight through the MOA, but enough time had elapsed since we spoke with them that we cleared it with KC Center again before we entered.

Made it home about 4 with pretty much smooth air and clear skies both ways. The really good news was that the forecast for DSM before we left of 90 degree crosswinds gusting to 18 at Morningstar didn't happen. Maybe 8 kn, but not a problem.

It was a good trip, but it was really good to be home. I didn't feel like flying again for almost 24 hours.





Johnson Completes Transcontinental Biofuel Flight

From EAA e-Hotline Website



Supporters welcome Len Johnson after he landed in his Cozy MKIV at First Flight Airport (FFA) in Kill Devil Hills, North Carolina.

November 6, 2008 — On Sunday, November 2, Len Johnson landed safely at the historic First Flight Airport (FFA) in Kill Devil Hills, North Carolina, completing his transcontinental flight in a homebuilt, biodiesel-powered Cozy MKIV. Johnson, EAA 660805, was welcomed by a group of supporters and was presented a Wright Brothers National Memorial “Monument Replica” from the First Flight Foundation.

“There was a terrific group of people waiting with really thoughtful presents,” Johnson wrote in his flight journal. “They took a number of photos, and even listened while I held forth about our LookLocal infrastructure proposal. Most of all,

they were interested in the fuel. They seemed genuinely surprised at how clean the pipes and the propeller were.”

Johnson’s transcontinental flight began in Chino, California, on Tuesday, October 28, with refueling stops in Texas, Arkansas, and Tennessee. The flight was the first initiative in the “Get The Lead Out” campaign, an undertaking by LookLocal to help spread fuel alternative awareness by promoting the replacement of 100LL with a green, unleaded alternative within the next 10 years.

LookLocal, an organization created by Johnson, looks to find local solutions to global problems by supplying raw materials for the petrochemical and chlor-alkali companies doing business in America. For more information on LookLocal’s mission, or to view Johnson’s complete flight journal, visit www.LookLocal.org.

Left out in the cold

By AOPA ePublishing staff

From AOPA ePILOT Website

Those of you in colder climates may be having trouble getting out from under the covers, never mind to the airport, at this chilly time of year. But lest those of you who live under sunnier skies feel too smug, remember that cooler weather brings special challenges, even if snow never falls on your airport. Frost can form on your aircraft’s wings, cloud encounters may come with icing, and carburetor ice can catch you unawares.

Be prepared for the special requirements, and joys, of winter flying. Check out the “Winter Flying” subject report from the AOPA Pilot Information Center for dozens of useful tips to make your winter flights safe and enjoyable, no matter where you live.

Then visit the AOPA Air Safety Foundation’s Safety Hotspot on winter weather and hear a pilot’s firsthand account of a harrowing ice encounter in the “Iceman” Real Pilot Story.

Still have questions or concerns? Get answers from the experts in the Pilot Information Center at 800/USA-AOPA.

EAA’S B-17 TRAVELS TO TULSA

From EAA e-Hotline Website

This week the “Keep It Flying” tour featuring EAA’s B-17 Aluminum Overcast heads to Tulsa, Oklahoma, November 7-9, where members of EAA Vintage Chapter 10 will host the historic WW II bomber and participate in flight missions. Next week the tour makes a stop in Hutchinson, Kansas, November 11-12, followed by a tour stop in Denver, Colorado, November 14-16, hosted Redstone College.

For more information on the B-17 tour or to book flights, please call 800-359-6217 or visit www.b17.org. Pre-book prices are \$359 for EAA members and \$399 for non-EAA members. Walk-up prices are \$385 for EAA members and \$425 for non-EAA members.

Reward if Found:

I loaned my King Schools Private Pilot DVD Course to a Chapter member quite some time ago, and now I can't remember who it was. I'd sure like to get it back....

**Call Pete 991-5542 or e-mail
Peter.James@Sprint.com**



Eclipse promises to pay employees

By AOPA ePublishing staff
From AOPA ePILOT Website

Eclipse Aviation has acknowledged that it failed to meet its payroll obligations on Nov. 13. The company said it will pay employees by Nov. 18.

A short release from Eclipse said that employees were “given the choice to continue working or go home” while the issue was being addressed, but no one was laid off.

Eclipse has publicly stated that it needs up to \$300 million in new capital to continue production, and company officials said they hoped to have the cash infusion before the end of the year. In the Nov. 14 statement, Eclipse said that the board of directors and executive management team was still working on a “long-term financial solution.”

Widely published forecasts have predicted that Eclipse would be forced to seek bankruptcy court protection in next year’s first quarter.

Eclipse has produced more than 200 twin-engine Eclipse 500 jets and had announced plans to certify and deliver V-tailed, single-engine Eclipse 400s. But the company’s original business plan depended on being able to produce large numbers of aircraft at drastically lower unit costs. Eclipse never came close to meeting its ambitious production goals, however, and the air taxi firms that were expected to become Eclipse’s main customers never fully materialized.

Eclipse ousted founder and CEO Vern Raburn in August.



Slowing sales prompt layoffs Cessna trims workforce

By Al Marsh
From AOPA ePILOT Website

Delivery predictions for 2009 of business jets at Cessna Aircraft have dropped by more than 50 jets as customers defer deliveries, leading to a layoff of more than 500 workers, the Wichita Eagle has reported.

Cessna also laid off 165 workers at Bend, Ore., where the company is manufacturing aircraft previously owned by Columbia. The layoffs had been predicted last week in a letter to employees. The number of workers affected is slightly higher than the 490 layoffs at Hawker Beechcraft. Those layoffs also came as a result of reduced production predictions.

Plans for a new building and new employees for the Citation Columbus business jet continue, as does all research and future aircraft development, including the SkyCatcher light sport aircraft. Cessna officials told ePilot two weeks ago that they have learned not to cut research and development during a business slump. Continuing such spending allows the company to lead the competition when the slowdown ends, a spokesman said.



Piper slows production Work hours reduced at Vero Beach

By Alton K. Marsh
From AOPA ePILOT Website

Piper Aircraft officials have told local news outlets in Vero Beach, Fla., that they plan to introduce a reduced workweek for some of their departments. The company hopes normal attrition and a reduced work schedule will soften the impact on the workforce caused by the current economic uncertainty.

There were no details on the size of the work-hour reduction or when it might start, other than to say the plan will be implemented in coming weeks. The company said it wanted to be proactive now rather than reactive later.

At the same time Piper is reducing working hours, the company is increasing the number of employees working on the PiperJet through job fairs at Duluth, Minn., and Wichita, Kan.

Piper has had a good year thus far and has led the industry in some performance numbers but is taking the reduced work hour measures to help weather future adversity.





WAAS approaches outnumber ILS, more promised

By AOPA ePublishing staff
From AOPA ePILOT Website

The FAA has announced that LPV (localizer performance with vertical navigation) approaches now outnumber ILS approaches at airports around the United States, and the agency has committed to publishing 500 such approaches each year until all qualified runways are served.

The 1,333 LPV approaches now in service at 833 airports are made possible by satellite-based GPS WAAS technology, which increases GPS accuracy and provides vertical guidance at low altitudes.

AOPA has been a leader in lobbying the FAA to transition to satellite-based navigation ever

since Phil Boyer became president of the association, nearly 18 years ago. And since the 1990s, AOPA has urged the FAA to create a system that would give pilots the equivalent of an ILS at every airport, something WAAS is now making a reality.

“We’ve pushed hard for this, and our members are now seeing the fruits of those efforts as LPV approaches become available at many general aviation airports,” said Boyer. “Already, more than 35,000 aircraft are equipped for WAAS, and as more LPV approaches come online, we will see even more GA aircraft equip.”



EAA Chapter 135 Annual Christmas Party Friday December 5, 2008

Where: Chucks - 6th Avenue - Des Moines.

When: Friday, December 5th, 2008 Cocktails (open cash bar) 6:30-7:30pm, Dinner 7:30-8:30pm, Chinese Gift exchange to follow dinner.

What's to Eat: This year we are doing something a bit different, we are having the all you can eat Pasta and Pizza buffett. This includes Pasta, Pizza, onion rings and non-alcoholic beverages

Cost: \$19/per person. Must be paid in advance. Please cut out and mail to:
Donna Bocox, 10746 NW 103rd Court, Granger, IA 50109.

DEADLINE TO Reserve your dinner is 12/1/2008. You must call or send your reservation by then.
Payment must be included with this form.

NAME: _____ Number of meals: _____ @ \$19.00/ea = \$ _____
(enclosed)

Don't forget your Chinese Gift exchange gift. Bring gift to exchange for male or female (husband brings male gift, wife brings female gift). We try to limit the gift to no more than \$20. We will exchange them like we normally do. If you've never done this before, you're in for a treat!!



EAA Chapter 135

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