



Experimental Aircraft Association

Chapter 135

News



Number Three

March 2009

Presidents Position

by Dave Kalwishky

The weather is turning nice again and many of us are thinking about getting out and doing some flying. This got me to thinking that many of us have not had many opportunities to fly in the last few months because of the bad weather we've had. I'd like to offer some advice before you jump in your plane and go fly.

Review the P.O.H. and refresh your memory on important Vspeeds. As a CFI I see so many pilots that cross the numbers 5 -10 kts too fast and float down the runway and wonder why. In the planes we fly we should be able to get down and stopped in 1500' or less. I practice short field landings in my 182 and I can be stopped in 500' – 600'. It's a good skill to have.

I know many of us tend not to use our checklists, I'm just as guilty of this as the next pilot but if you haven't flown much recently it would be a good idea to use it to make sure you haven't missed anything.

The following was submitted by one of our members. I had taken off and climbed to 2400'. The Des Moines airspace was approaching so I descend to 2200' so I wouldn't violate it. I felt like I was a lot lower than normal and the normal sized towers seemed like they were higher than I was. I knew that something was wrong so I departed the area to put some distance between me and the Des Moines airspace. That would give me some time to figure out what was wrong. I climbed again to a more familiar looking altitude despite what the altimeter was telling me and I tuned in the Ankeny AWOS. I was shocked to realize that I was 1000' lower than what the altimeter was showing. I

Next Chapter Meeting
will be held
Saturday
March 14, 2009
Paul Berge Safety Program
(1/2 credit for wings program)
Program 7:00 p.m.
Exec 1 upstairs room

Upcoming Events:

- **April** - Care & Maintenance of radial engine aircraft - Brian Aukes
- **May** - Open
- **June** - In flight emergencies various speakers
- **July** - Aerial photography
- **August** - Family breakfast and flying
- **September** - Vacuum Bagging - Roger Bocox (fiberglass part-making process)
- **October** - Winter issues - engine pre-heating and flying on skis, Craig Martin
- **November** - Open

Board Meetings
are every 4th Monday at 7:00 p.m.
at Exec 1 Aviation
They are open to all members

reset the altimeter and had an uneventful flight after that.

That's a simple mistake that can happen to any of us. One thing that I like to do is set the altimeter to the field elevation once

I've start the plane and then if I don't listen to the AWOS or I go to set the altimeter and there is more than a 75' discrepancy I know that something is wrong.

Enjoy the nice weather and fly safe.

States ready with GA projects for stimulus dollars

By Sarah Brown

From AOPA ePILOT website



Photo: Dave Tulis

The \$787 billion economic stimulus bill signed by President Barack Obama this week includes \$1.1 billion for airports, and the states are ready and waiting to take advantage of the funding with lists of “shovel ready” projects to improve the nation’s general aviation airport infrastructure.

As the stimulus plan was first being developed by the administration and congressional leaders late last year, AOPA sprang to action, urging state and local officials across the country to identify, organize, and present GA airport projects that would qualify for infrastructure funding through the stimulus plan. With the help of its regional representatives, AOPA contacted governors, aviation directors, and other transportation officials to communicate the importance of general aviation and to identify specific state needs. As a result, several states increased their lists of airport projects ready to begin construction immediately.

In Ohio, the Department of Transportation informed AOPA Eastern Regional Representative Greg Winton that the association’s message led the state to increase its list of aviation infrastructure projects from \$10 million to \$38 million. In some states, like Nevada, AOPA advocacy prompted the department of aviation to create and organize a list of projects at their GA airports. Bill Thompson of the Nevada Department of Transportation surveyed state airport managers

and aviation officials as a result of his communication with AOPA, and they came up with a list of projects for GA airports that totaled \$70.2 million for 43 projects in 2009.

Victor Bird, Oklahoma director of aviation, said the funding will allow his state to start work this year on several critical airport projects that would have otherwise been delayed another year or two.

”Investing in transportation infrastructure is the best investment we can make in our country’s future,” Bird said. “The \$1.1 billion additional investment in aviation infrastructure across our country will create or save 38,500 jobs and expedite the construction of badly needed capital improvements at our nation’s airports.”

AOPA works to prevent ban on experimental aircraft at North Las Vegas

By AOPA ePublishing staff

The controversy over permitted activity at North Las Vegas Airport moved to the state capitol this week as AOPA met with Nevada lawmakers on Feb. 17 to prevent a ban on experimental aircraft at the airport. The association acted quickly last week to delay a hearing on the ban to allow more time to work directly with the bill sponsors and Clark County officials to create a positive plan of action to improve safety at North Las Vegas Airport without an overreaching preemption of FAA regulations.

“We were pleased that these legislators were willing to delay the hearing and meet with us about this important issue,” said Greg Pecoraro, AOPA vice president of regional affairs. “We had several positive meetings and are hopeful that we can continue to work toward a meaningful and appropriate solution.”

During the meetings this week, AOPA pledged to continue working

with state and federal legislators, local pilot groups, and the Clark County Department of Aviation.

The bill was sparked by the public outcry after two fatal accidents at the airport in August 2008. One aircraft was an experimental Velocity and the other a Piper Navajo.

The AOPA Air Safety Foundation immediately reached out to pilots in the area with an e-mail encouraging them to complete its online safety training courses. At the same time, AOPA’s government affairs staff worked with Airport Support Network Volunteer Kathleen Snaper to work with pilots and community members gathered at numerous public meetings during the weeks following the accidents.

Just last month, the foundation hosted a seminar, “Safe skies, Good neighbors,” to educate pilots about the special considerations of flying in urban areas like North Las Vegas. AOPA used that opportunity to once again meet with local leaders to emphasize the efforts local pilots and the association have already made to improve safety and the pilot community’s commitment to cooperate with aviation officials.



Dave Kalwishky (Des Moines) has not only accepted a position on the AFC Board of Directors, but has been nominated as the vice-chair for the AFC Safety Committee.

Please congratulate Dave for this tremendous achievement in representing you, at such a great level!

Keep up the great work!

Sincerely,

Brendan Sneegas

Director of Outreach

Angel Flight Central

Technology trumps common sense 'in the soup'



From AOPA ePILOT website

GPS has been a revolutionary force in the GA cockpit, especially as datalink weather and other technology has been integrated into multifunction displays. For the prepared and prudent pilot, these systems enhance situational awareness and improve safety. The key is to understand the functionality, be aware of its limitations, and never allow technology to trump common sense.

On June 22, 2007, the noninstrument-rated pilot of a Beech A36TC Bonanza spent an hour going over his new weather-equipped GPS system before departing on a cross-country flight—without getting a weather briefing. After encountering deteriorating conditions, he contemplated turning around but hesitated while discussing his onboard weather data with ATC. He became disoriented in instrument meteorological conditions and died following an uncontrolled plunge into terrain near Cannon Falls, Minn.

The pilot had flown the airplane to Dupage Airport in West Chicago, Ill., about six weeks earlier for an avionics upgrade. The newly installed equipment included a Garmin GNS 430W GPS, GMX 200 multifunction display, and GDL 69A datalink receiver with XM WX Satellite Weather. On June 21, the day before the accident, the pilot spent about three hours with a representative of the avionics shop going over the new equipment.

On June 22, the Bonanza pilot practiced with the new avionics for about an hour before departing for Airlake Airport near Minneapolis, about 270 nautical miles to the northwest. The pilot did not obtain a weather briefing prior to his 12:30 p.m. departure. No flight plan was filed.

At 2:10 p.m., level at 2,500 feet msl, the pilot contacted Minneapolis Approach Control. ATC advised him of moderate

to heavy rain showers over Airlake Airport. Three minutes later, the VFR-only pilot reported that he was experiencing “poor visibility” and asked what the weather conditions were like ahead of him. He stated that he was considering turning 180 degrees to “go back.”

ATC told the pilot that instrument conditions prevailed north of his position. The controller then asked if he was going to reverse course. The pilot initially said yes, but changed his mind, saying, “We’re gonna actually head, ah, due north.”

At 2:14 p.m., ATC asked the pilot for his current destination. The pilot responded, “We’re deviating. I think we’re going to go back over near Eau Claire, but, ah, we’re going to see what the weather is like. We’re, we’re kinda in the soup at this point so I’m trying to get back, ah, to the east.”

Another minute passed. The pilot called ATC and asked, “What is the, ah, ah, Lakeville weather? I was showing 7,000 and overcast on the system here. Is that still holding?” Approach Control responded that the actual weather at most airports in the Minneapolis area was much lower.

Shortly thereafter, the pilot stated, “I’m going to head due south at this time, down to, ah, about 2,000 and make it into Lakeville.” The Bonanza descended to 2,300 feet msl before disappearing from radar. A witness heard and saw the airplane emerge from a cloud layer about 400 to 500 feet agl. The aircraft was traveling very fast in a 50- to 60-degree nose down attitude. The witness heard it impact terrain behind a tree line at about 2:17 p.m.

Examination of the wreckage revealed that the airspeed indicator was stuck at 202 knots. The engine, which showed no sign of preexisting anomalies, was located about four to five feet below ground. NTSB investigators determined that the accident was caused by the pilot’s continued flight into IMC, which resulted in spatial disorientation and loss of control.

The pilot first reported poor visibility (and contemplated a 180-degree turn

at 2:13 p.m. For the next three minutes, however, he hemmed and hawed while discussing weather conditions with ATC. Despite the obvious “soup” outside his window at 2,500 feet msl, the pilot seemed incredulous that conditions at his destination airport weren’t the expected 7,000-foot overcast. (The 1:55 p.m. METAR for Airlake Airport, which should have been available via the pilot’s datalink connection, actually was reporting a 1,400-foot overcast with visibility two and a half miles in heavy rain.)

Weather-linked GPS systems can be an invaluable safety tool in the cockpit, but the same technology can also be a distraction if the pilot isn’t completely familiar with its use. The avionics representative who trained the accident pilot on his new GPS system later described him as “pretty proficient,” adding that the pilot had the basic functions “down pretty good.”

Unfortunately, if it takes qualifiers like “pretty” to describe whether a pilot is proficient, chances are he’s not. Moreover, no amount of technological proficiency should get in the way of basic survival: For a VFR-only pilot in IMC, priority one should be getting the airplane back into visual conditions. “In the soup” is no time to be pushing buttons or talking about the weather. Remember to aviate first. Navigate and communicate once you’re in the clear.

RAFFLE
Denali Headset
- ANR
Tickets are \$5.00
Drawing will be at
the May Meeting
Limit of 100 tickets
per member
Tickets sold at each
meeting
February - May

Gumby's Travels



Waverly, Feb 1st



Waverly, Feb. 1st



Red Oak, 2-7-09



Creston, Feb. 7th



Creston

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 *Continued*



Shenandoah, 2-7-09



Manchester, 2-08-09



The wall at Independence airport, 2-08-09



Manchester, 2-08-09



Vinton, 2-8-09



Carroll, 2-15-09

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.

Happy Centennial of Flight, Canada!

From EAA News Website

February 23, 2009 — It was a cold, clear day with a chilling wind at Bras d'Or Lake, in Baddeck on Cape Breton Island, Nova Scotia. One hundred meters from the shoreline, hundreds of people were all bundled up awaiting any sign of activity at the temporary enclosure that housed the replica of the Silver Dart.

Sunday, February 22, 2009, was one day shy of the 100th anniversary of the first powered flight in Canada by J.A. Douglas McCurdy. Monday's weather forecast called for snow, rain, freezing drizzle, and stiff winds, and one thing our aviation industry has learned over the past century is that such conditions are not conducive to first flights. So the historical re-enactment of the first flight was advanced by one day.

At 9:30 a.m. Sunday, the Silver Dart was on the ice. From our distance we saw someone hand-propping the engine, and suddenly the propeller shows constant, albeit slow, self-rotation. As the engine was running, our news media was all around the aircraft.

The aircraft taxied to takeoff position and we heard unmistakable sound of the engine as pilot and former Canadian astronaut Bjarni Tryggvason, advanced the throttle. The take-off run commenced and everyone focused on capturing it all on an array of 21st century digital gadgetry. As the aircraft reached the end of its cleared runway path and decelerated, the question on everyone's mind was: "Did it actually lift off?" The answer: a resounding "Yes!"

Anti-climatic? Not at all! This is just how the initial trial runs leading up to the actual flight must have been like. Effort, development, evolution, determination, and finally, success!

The day continued to give us fair weather, and subsequent flights resulted in similar performances. Adjustments to control surfaces (canard) were made and the crew continued to demonstrated flight, and flight control to the onlookers, with one go reaching a significant altitude estimated at 20 feet AIL (above ice level).

And now, 100 years later, aviation has affected every field of humankind's universe - technology, commerce, military advancement, politics, travel, research, space, medicine, and recreation!

Happy 100th 'aviation birthday' Canada!

- Jack Dueck, Editor

Gumby's Travels Continued



Dennison, 2-15-09



The friendly native at Dennison airport



Webster City, Feb 15th?



Eric Miller with Gumby at Jefferson, 2-15-09

CALENDAR OF EVENTS

from the Iowa Department of Transportation Office of Aviation web site

Event	Date	Details
<u>April 2009</u>		
Annual Chili Fly-In/Drive-In	4/4	Fort Dodge Regional Airport 11:00 a.m. – 2:00 p.m. Hosted by: Plane Crazyes lcheton@lvcta.com (Carol Heatherington)
Annual Flight Breakfast	4/11	Ames Municipal Airport 8:00 a.m. – Noon Hosted by: ISU Flying Cyclones & Hap's Air Service 515-232-4310 (Christa Holden) cholden@hairsair.com
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
<u>June 2009</u>		
59th Annual Flight Breakfast	6/7	Audubon Municipal Airport 6:30 a.m. – 10:30 a.m. 712-563-3780 (Barbara Smith) audchmbr@iowatelecom.net
Algona Pilots Association Flight Breakfast	6/7	Algona Municipal Airport 7:00 a.m. – Noon Pilots in Command & Co-Pilots FREE 515-332-4012 (Dean Telford)
Optimists' Fly-In Breakfast	6/21	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
Friends of 8 Charlie 4 Open House and Fly-In	6/28	Tipton Municipal Airport 9:00 a.m. – 3:00 p.m. 563-212-3308 (Max Coppess) coppessiii@netins.net www.tiptoniowa.ord/airport.htm
Annual Fly-In Breakfast	6/28	Pender, NE Municipal Airport 8:00 a.m. - Noon Pilots in Command FREE Info: 402-380-9882 (Paul Peters) ppeters@skyww.net
<u>July 2009</u>		
FLY IOWA 2009	7/10-7/12	Independence Municipal Airport 515-964-1398 (Chuck McDonald) chuckdsmcc@aol.com www.flyiowa.org
Fly-In Supper	7/11	Zangger Vintage Airpark 5:00 p.m. – 7:00 p.m. 605-370-1139 (Jim Zangger) jrzangger@mchsi.com
ILPA-IBDA L-Birds Convention - Fly-In	7/23-7/25	Keokuk Municipal Airport All warbirds welcome 319-524-6203 (Donna) 319-524-6378 (Irv Lindner) donna@lindneraviation.com
<u>August 2009</u>		
31st Annual Fly-In Breakfast	8/30	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
Abel Island Fly-In, Float-In, Potluck & BBQ	8/29	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



EAA Chapter 135

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