



Experimental Aircraft Association

Chapter 135

News



Number Eleven

November 2009

Presidents Position

by Dave Kalwishky

2009-10-17 - Milwaukee, WI today

I thought I'd share today's flight with everyone, I hope you don't mind....

I'm back from my trip and we had a great time.

I had a full plane today besides my nephew Joey a friend from work named Joel and the great grandson of the pilot/mechanic that introduced me to my lovely wife. Taylor is 12 and wants to take flying lessons. I told Jesse (the great grandfather) that I'm sure we could arrange it. He has one of the young eagles pilot logbook with a couple of entries in it already. My name will be in there tomorrow hopefully. 😊

Anyway we departed and climbed up to 7000' hoping to avoid any ice in the clouds. The sky was pretty broken and the bottoms were high enough that if needed I could safely fly the trip under the cloud in good VMC skies.

Climbing through the clouds I picked

President - Continued on page 2

Upcoming Events:

- **DECEMBER**, Christmas party, December 4th, Chucks Restaurant, reservations required, choice of three entrees, (Baked Chicken, Iowa Chop, Lasagna), \$22.50 per person, please call Donna Bocox by November 29th for reservations. Chinese Gift Exchange.
- **JANUARY**, Winter Flying Issues, presented by Craig Martin

NEXT CHAPTER MEETING

will be held

Saturday - November 14, 2009

6:00 pm to 8:00 pm

Program

Loosening a Stuck Valve in the Field

by Alan Core

Also a short presentation on the History of Taylorcraft

by Joel Severinghaus

Exec 1 Aviation Ankeny, IA

Meeting Room Upstairs

Fly in if you have an airplane

Board Meetings

are every 4th Monday at 6:45 p.m.

at Exec 1 Aviation

They are open to all members

up a trace or rime ice but it quickly melted off once we were above the clouds and the sun could melt it.



I wanted to get a picture of all of us. From left to right, front to back we have nephew Joey, myself, Taylor and Joel.

Joel wanted the same shot taken with his camera. I took seven or eight pictures and my eyes looked closed in all of them so I got my \$3 WalMart sunglasses out and took this one and handed Joel his camera. He started laughing and showed it to me. I had no idea I was missing one of the lenses. You'd have thought I would have noticed that one eye was not being shaded but I didn't.



This is what we saw for most of the trip over. A broken cloud layer.



Independence, IA (KIIB). You'll note that to the right there is a plane on down wind.



An hour into the flight we cross the mighty Mississippi.



About 50 miles (I'm guessing) from Madison, WI we saw this. We were near Platteville, WI.



Notice the white line going from right to left from the buildings? These are round bails of hay covered in white plastic.



Some small lake in WI. I'm not sure where we were as I didn't write it down.



More broken clouds.



We've arrived in Milwaukee, this is Joey before he met the truck seller in the parking lot to drive home. It took us about 2.2 hours to get here, it will take him 6 hours to drive home. Sure glad I'm flying!



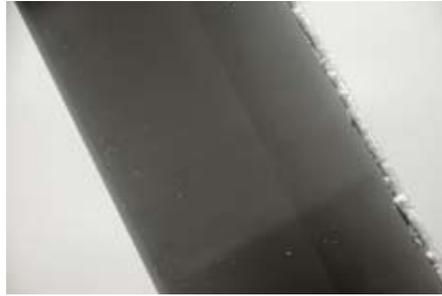
Gran-Aire, the FBO. They have a \$5 ramp fee if you don't buy fuel. I didn't
Continued on next page

need any fuel so I was happy to pay the \$5, I thought that was reasonable. Iowa is playing Wisconsin today and they had it on the TV in the FBO. Iowa made a good play to which Joel commented on it and the FBO guys gave us a look like “why are you rooting for Iowa?”



Remember those broken cloud pictures from earlier? The forecast was wrong, the broken sky became overcast. I filed for 6000' going home but climbed to 8000' to stay out of the clouds. As I climbed through I picked up some light rime ice. I called ATC and gave a pirep. Pretty soon 8000' was not enough and since I didn't want to climb to 10,000' I asked for

and received a block altitude of 8000' - 9000', I flew at 8700'. That kept me safely about the clouds. The bases were around 5000' so I could have easily gone below the layer but I wanted to stay up high. I made sure at all times to keep a couple of options open.



The wing strut.



The tire.

Unfortunately I bumped something on my camera and the rest of the pictures were washed out and unusable. 😞

It was a solid undercast all the way home. As we approached Des Moines I was cleared to descend to 4000' and they started vectoring me for the ILS at Ankeny. I knew once I got down to 4000' I would be in the clear and could resume a direct course so I pulled a little power and went down at 800' per minute.

We picked up some additional ice in the descent which is why I expedited it. Below the clouds it was gray and gloomy but 5 minutes ago we were on top with blue skies.

The trip over was 2.2 hours while the return trip was 2.4 hours totaling 4.6 hours.

What a fun day it has been. 🍻

EAA Chapter 135 Annual Christmas Party
Friday December 4, 2009

Where: Chucks - 6th Avenue - Des Moines.

When: Friday, December 4, 2009 Cocktails (open cash bar) 6:30-7:30pm, Dinner 7:30-8:30pm, Chinese Gift exchange to follow dinner.

What's to Eat: Dinner choices are: Iowa Chop, Baked Italian Chicken, Lasagna, or for our vegetarian members, you may choose a vegetarian lasagna.

Cost: \$22.50/per person. Includes meal, beverage, (coffee or soda) desert and tip. 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 11/29/2009. You must call or send your reservation by then.
Payment must be included with this form.

NAME: _____ **Number of meals:** _____ **@ \$22.50/ea = \$** _____ **(enclosed)**

Meal Choices: _____ Iowa Chop _____ Chicken _____ Lasagna _____ Vegetable Lasagna

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 will exchange them, like we normally do. If you've never done this before, you're in for a treat!!

Skydive Sacramento seeks FAA help to use Lincoln airfield

By Ed Fletcher

efletcher@sacbee.com

A Placer County sky-diving company is asking the federal government to intervene in a dispute with the city of Lincoln over use of its airfield.

Operators of Skydive Sacramento want to land sky divers on vacant Lincoln Regional Airport property, but they contend that anti-sky-diving city officials are blocking them.

“Treat us like you do every other aviation activity,” said Pat Garcia, the company’s owner.

A year ago, Garcia started landing clients on private property next to the airport.

City officials say they’re willing to allow Garcia’s sky divers to land on airport property, once his company agrees to the terms of a city lease.

“We did try to negotiate a lease with the company,” said Jill Thompson, a spokeswoman for the city.

After months of back-and-forth - and an attempt to solve the dispute with an informal complaint to the Federal Aviation Administration - Skydive Sacramento filed a formal claim last month with the FAA.

FAA rules bar airports that take federal money, like the Lincoln airport, from discriminating against legitimate aviation activities.

It’s not uncommon for airports to need some educating on the sport of sky diving, but it’s uncommon for a disagreement to rise to the level of a formal complaint, said Randy Ottinger, director of government relations for the United States Parachute Association.

Ottinger said Garcia has tried to iron things out with Lincoln; he’s even obtained favorable reviews from the FAA. But there still is no agreement with the city.

“It just doesn’t seem to me that they have gotten into the spirit of cooperation in trying to accommodate Mr. Garcia’s operation,” Ottinger said.

Two critical elements of the dispute center around what property Garcia could lease as a landing zone, and the insurance requirements.

Garcia said he wants to save time and money by having a parachute drop zone on city airport property, close to a new training and parachute-repacking center he hopes to build just west of the airstrip.

His company currently leases a privately owned hangar on the east side, with access to the runway. Parachutists land in an adjacent field and then must be picked up in a company van and driven around the airstrip to the hangar.

Garcia said he asked to relocate west of the landing strip. Since his proposal was rejected, the airport has begun allowing a construction company doing Highway 65 road work to set up a temporary office on the site.

“Why would they keep us from operating as successfully as we can?” Garcia asked.

In its response to the FAA, the city said it is willing to give Garcia a drop zone west of the runway, but since all of the permanent airport buildings are on the east side - along with all the sewage and water connections - the company would have to keep its hangar operations east of the runway.

The city also said Garcia must have \$1 million in liability coverage, and cover the city’s additional insurance costs.

While he could find insurance to cover slip-and-falls around the hangar, no insurance company will cover sky divers from the time they step on the plane until they land, the FAA’s Ottinger said.

“It has not been available to anyone in the country since the 1980s,” Ottinger said.

He said waivers signed by sky divers have been effective in protecting operators. No municipality has been

held liable for a sky-diving accident, Ottinger said. As of press time Monday, The Bee was unable to independently verify Ottinger’s claim.

The city’s insurance policy doesn’t cover sky diving, said spokeswoman Thompson, and if or when the city were to allow sky diving, it would need additional coverage. The city wants to pass on those costs to Garcia, in addition to finding the liability coverage.

“You can’t insure the act of sky diving,” said Ray Ferrell, president of SkyDance SkyDiving, based at the Yolo County Airport.

Ferrell says the same state law that protects municipalities from lawsuits by injured skateboarders shields them from claims by people engaged in other hazardous activities, such as sky diving.

In the past six months, three sky divers have died in local parachute accidents. In June, an experienced sky diver was killed and another seriously injured at the Yolo County Airport, northwest of Davis. Last month, two sky divers died after their parachutes became entangled over the Lodi airport.

Garcia said his operation is safe and has the FAA backing to prove it. He said there’s been nothing worse than a twisted ankle after more than 2,000 landings at the off- airport site.



Skydive Sacramento owner Pat Garcia comes in for a landing with student Josh

Ross of Reno, foreground, on private property next to Lincoln Regional Airport. Garcia rents a hangar inside the airport but can't land there.

Tuskegee Airman Sues Vacaville Airport



By Rowena Lugtu-Shaddox & Matthew Keys FOX40 News

October 5, 2009

VACAVILLE - James Warren, a retired lieutenant colonel with the US Army Air Corps, faced racism as a Tuskegee airman. Now, more than 60 years later, the 86-year-old pilot claims the Nut Tree Airport is discriminating against him because he's black.

According to a lawsuit filed against Solano County and two airport managers, Warren and a flight instructor were in his plane last September when

a manager confronted and threatened him if he didn't end a flight lesson immediately.

"No one has ever had to face that type of sanction," Warren told FOX40's Rowena Shaddox. "They called the [Solano County] Sheriff on my instructor."

A few days after the confrontation, Warren said another manager from the Nut Tree Airport sent him a letter ordering him to end all flights having to do with his own scholarship program, in which he flies aspiring pilots on his

plane free of charge.

"They said I was running a flight of business, so I had to cease and desist," Warren said. "They said I'd have to pay \$500 a month."

Solano County public communications officer Steve Pierce said he had no knowledge of Warren escalating his claim of racial confrontation to airport or county officials before the lawsuit was filed, but did say Warren's relationship with the airport was that of a business.

"It's a small airport," Pierce told FOX40 News by phone Tuesday morning. "For most people, there's not a distinction between a 'personal' and 'business' relationship."

According to Pierce, even if Warren wasn't seeking compensation for his lessons, Warren acting as a flight instructor engaged him in a business relationship with the airport, and that meant he was subject to the same fees that every other flight instructor would have to pay.

"There are certain guidelines that are consistent with FAA rules that we follow," Pierce said, including compensation for business use of an airport that is federally-funded.

Pierce, speaking on behalf of Solano County, could not comment on the pending litigation, adding that the County had yet to be served with a copy of the lawsuit.

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 ppmike@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.



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

Woman earns pilot's license at age 72

Photo by Rex Short

By CANDACE CHASE

From The Daily Inter Lake

Valeria Valiquette, 72, flew off into the sunset last week with her new private pilot license.

"I've still not come down to earth," she said in an e-mail about her adventure.

A resident of Polson, Valiquette and Ron, 76, her husband of 50 years, enjoy traveling south together in the winter. Now, like a true snowbird, she can soar into the sky, taking her turn at the controls of the Cessna 182 they share.

After her check ride for her license, Valiquette flew back to her base airport in Ronan at 7:45 p.m. in the dark.

"A very nervous husband greeted me, but so proud," she said.

Valiquette first started learning to fly in Spokane in 1975 in Cessna 152 and 172s. Back then, she made a solo flight after 10 hours of instruction.

At the time, she and Ron owned a Cessna 182 RG which he used for business. She flew one major adventure in that airplane to Long Beach, California, Miami and Tampa then back to Spokane in 1976.

With her husband using the Cessna for business, Valiquette said she had little time to practice her skills. She and her husband took a college course together for ground school visual and instrument flight rules but she never finished her practical training.

After selling their business in 1979, the couple sold the Cessna and built sea-going motor yachts together for 13 years. They lived abroad for a few years then traveled from the San Juan Islands to Glacier Bay in Southeast, Alaska.

"Yes - I learned to navigate and drive large boats, dock them and cruise,

anchor and all that was required," she said. "Remember, Ron and I are partners."

Valiquette also mastered driving a motorhome pulling a trailer full of toys on their trips in the winter to the Southwest and Mexico.

In 2008, the couple bought land in Polson. They had lived in Missoula in the '60s and had always considered Montana home ever since.

Their home overlooks the Mission Mountains and an airstrip.

"Don't you know we got the urge to fly again," she said. "We bought our present Cessna 182 on the Internet in September 2008. Ron flew it to Polson and the work began."

Valiquette said that airplane gave them a new purpose, a new sense of responsibility and procedure that made them challenge their brains.

"This has actually renewed our youth and enthusiasm for more adventure," she said.

She studied and practiced for her license with flight instructor Stephen Turner of Polson. Valiquette said Turner has a gift for teaching and "quietly" demanding perfection. He recommended her as ready to take the exam.

Michelle Petrina, a federal aviation designated pilot examiner, put Valiquette through the required tests to qualify for her private license.

"She successfully passed the exam and was issued a private pilot license Friday, Oct. 16," Petrina said. "I was just so moved."

Valiquette said the examiner made her feel at ease throughout the testing. Petrina, the only qualified woman examiner in Montana, flew with Valiquette for the first time about three weeks ago as a kind of warmup before the official check ride.

"My approach as an examiner is I want people to feel relaxed and comfortable," she said.

The qualifying process includes an hour or two of oral questions with

Petrina, who also works as a flight instructor out of Glacier Jet Center at Glacier International Airport. She said that Valiquette passed the orals with flying colors.

he said the former student pilot did an excellent job of flying her Cessna 182 to the FAA practical test standards. Petrina said she hopes it encourages others, particularly women, to consider giving flying a second look.

"In 20 years of flying, I have never met someone with this ambition starting an adventure in aviation as she has done," she said. "She's an amazing woman to become a licensed pilot at age (almost) 73."

Valiquette called getting licensed a tremendous experience and a year she would never forget. She said her solo forays were particularly hard on Ron but he was the motivation for her to succeed.

"I'm so glad I can finally fly with him and, as agreed, we will always fly together and take care of each other. That's what learning to fly was all about for me. After 50 years of marriage and many adventures in planes, boats and cars, we still do it together."

Reporter Candace Chase may be reached at 758-4436 or by e-mail at cchase@dailyinterlake.com.

Shirts

We have a selection of grey polo shirts and grey T-shirts embroidered with the stylish Chapter 135 logo. Polo shirts are \$20, T-shirts \$15 (blonde co-pilot not included.) Come to a monthly meeting at the chapter garage at the Ankeny airport to buy a shirt from the display rack.



Savoring a New Design

Savor Debuts at Copperstate

By Pat Panzera for eaa.org

From EAA Website



October 29, 2009 — A very short span cantilevered high wing, extra-wide cabin with tandem seating, welded steel tube fuselage inside a fiberglass faring with a metal wing filled as smooth as any composite wing—appearing like so many tricycle-geared European S-LSA entrants—until you look in the cooling inlets and see an O-320! What could this possibly be? The name inscribed on the vertical stab reads “Savor the Experience” and the EXPERIMENTAL decal displayed in two-inch letters

on the door still didn't help solve the puzzle posed on the showplane ramp at the Copperstate Regional Fly-in last week. Only when owner/designer/builder, 29-year-old Chris Christiansen appeared and answered questions did it all come together...the one-of-a-kind Savor.

Chris is no stranger to aircraft design and construction, and no stranger to Copperstate, either. As an exhibitor in 2003, he displayed his Peregrine XS-302 - a one-off, single-seat, all-composite, Rotax-powered time-to-climb aircraft. Although completed and flown, Chris hasn't attempted a record flight yet. He instead built his second aircraft, the “Saker,” before designing the Savor, an “ultimate” short cross-country machine, his third design, and certainly not his last.

Although nothing about this plane could be described as conventional, every feature, elegantly knitted together, comprise all of Chris' favorites. He likes the unobstructed view of the ground from the front seat of a tandem with a high wing, but doesn't like a strut in the way. He also doesn't like conventional gear and also loves a great power-to-weight ratio, which he gets from the 160 ponies on tap from the freshly overhauled (by him) O-320. With a gross

weight of just under 1,600 pounds, the Savor's P/W is better than a stock Lancair 235 or 320, and much like that of a Vans RV-4.

The short, clean, all-metal wing is built similar to a BD-4, with tubular spars and an exceedingly long center section for increased G loading. The span and the airfoil are built for speed and all the flush rivets are filled. With only four hours logged for phase one, Chris doesn't have all the numbers together yet, but cruise speeds in the

150 mph range with a 7 gallon-per-hour fuel burn are anticipated.

The 4130 steel tubular fuselage was completely MIG welded (metal inert gas, aka wire-feed) by Chris. Admittedly it's overbuilt for testing purposes, but future plans are to remove some of the currently structural members inside the cockpit to allow for lowering the seat for taller pilots and for comfortably locating rudder pedals for the rear occupant.

Chris designed and built the landing gear. Of particular note is the round section of aluminum that makes up the main gear legs. The taper machined into the metal is there to control the spring rate and was cut by Chris on a 10-inch table saw with a carbide wood cutting blade. He also designed and manufactured the weldments at each end of the aluminum legs and the steel front strut.

The Copperstate aircraft judges were duly impressed with the Savor - enough so to award Chris the “Best Plans Built Award.”

Look for a more in-depth look at the Savor in a future issue of EAA's Experimenter e-newsletter. If you are not already a subscriber, you're missing out on a great and free EAA member benefit. For more information about Experimenter, visit www.eaa.org/Experimenter.



CALENDAR OF EVENTS

from the Iowa Department of Transportation Office of Aviation web site

Event	Date	Details
<u>November 2009</u>		
2009 Mid-States Ag Aviation Conference	11/11-11/13	Isle Casino Hotel Bettendorf, Iowa 217-234-9439(Dominique Youakim)
<u>December 2009</u>		
FAASTeam Safety Seminar	12/15	Bettendorf Library Bettendorf, Iowa 319-931-8489 (Amanda Gray) grayamanda@johndeere.com https://www.faasafety.gov/SPANS/events/EventList.aspx
<u>January 2010</u>		
13th Annual Chili Fly-In	1/30	Greenfield Municipal Airport 11:00 a.m. – 2:00 p.m. 641-343-7184 (Lee Ann Nelson) aviation@iowatelecom.net
<u>February 2010</u>		
Annual Midwest Aviation Maintenance Symposium and Trade Show	2/19-2/20	Airport Holiday Inn Des Moines, Iowa Sponsored by: The Iowa Chapter of PAMA Iowa DOT Office of Aviation Des Moines FAA Flight Standards District Office 319-389-3943 (Phil Conn) pj_conn@juno.com aviation@iowatelecom.net
<u>April 2010</u>		
Iowa Aviation Conference	4/21 - 4/22	Sheraton West Des Moines Hotel West Des Moines, Iowa For more information, visit iawings.com 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



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