



# Experimental Aircraft Association

## Chapter 135

### News



Number One

January 2012

## Presidents Position

by Dave Kalwishky

Here we are in January 2012 and I've been reflecting on the chapter and how it has changed over the last seven years. It was seven years ago (January 2005) that I was elected President of Chapter 135 and I must say that over the last seven years we've had some great times with fly-outs, finding a chapter home, having very successful B-17 and Tri-Motor visits and great camaraderie with both old and new members.

2012 will be my last year as Chapter President. At the end of this year I will have been in this position for eight years and I think it's time for someone new with fresh ideas to take the reins of the local chapter. I don't plan on going anywhere; I'll still be involved with Young Eagles, I'd like to be a board member and I'll still be at the meetings.

I believe very strongly in term limits for politicians and the officer and board positions for other non-profits that I am affiliated with; our chapter should not be any different.

If you have any interest in the president's position please let me know and we can talk about it. Remember, this chapter is for the members, without new blood and ideas we will fade away.

**Board Meetings are every  
4th Monday  
at 6:00 p.m. at Exec 1  
Aviation  
They are open to all  
members**

## NEXT CHAPTER MEETING

will be held

**Saturday - January 14, 2012**

**Movie 3pm - Soup**

Our movie for the day will be *Stealth*, an action fantasy movie that combines our first love (fast and deadly airplanes) with our program (artificial intelligence). The movie starts at 3:00. After the flick there will be great soups again to take off the winter chill.

**Program 6pm**

**By Jordan Burkland**

Our youngest chapter member, Jordan Burkland, will be offering us something completely different for our January program. In a break from our usual criteria he will be doing a presentation on his hobby of robotics. We aren't talking about your basic garden variety wind-up toy, but a very serious pursuit he and fellow classmates build with every intention of competing on a national level. (And no, these aren't BattleBots.) This might be one of our most fascinating programs in a long time.

**upstairs at Exec 1 Aviation**

## Are We Our Own Worst Enemy?

By Joe Ebert  
([www.pilotjunk.com](http://www.pilotjunk.com))



Wreckage of a Piper 180 due to fuel exhaustion

Article on page 2 & 3

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*Dr. Bruce Chien, CFIA-I-MEI-ATP/Senior AME contributed to this op-ed. He can be contacted at [www.aeromedicaldoc.com](http://www.aeromedicaldoc.com)*

General Aviation suffers a “dangerous little planes” reputation. Organizations that promote General Aviation routinely battle the reputation with “Be A Pilot” campaigns, or “Intro Flight” promotions.

The Federal Aviation Administration battles it as well, with programs designed to further pilot education and pilot training. The purpose is to underscore safe practices and methods so pilots make better decisions about circumstances a particular flight might face.

Pilots promote aviation to non-pilots with a campaign of conversations with family, friends and co-workers.

The only flights that make it into the news (and public opinion) are flights that crash or make off-airport landings. This is the public face of General Aviation. So let’s just forgive the public for having that “dangerous little planes” opinion. It’s what they see.

In 1998 the Journal of the American Medical Association published a report that has some significant data. While the data may be old, the overall statistics are still accurate enough to make observations. In the report “Risk Factors for Pilot Fatalities in General Aviation Airplane Crash Landings”, there were 39.6 million flight departures and 2075 crashes in 1992. That’s one crash out of every 19,084 flights.



*Joseph T. Nall Report every 85,070 flights, and Safety Foundation one crash with*

Twenty-two percent of those crashes had fatalities and 32% had injuries. That works out to one crash with fatalities for every 85,070 flights, and one crash with

injuries for every 59,638 flights.

Simply put, the odds of a small airplane flight crashing is about .005%. The chance of being killed on any particular flight is roughly .001%, or one thousandth of one percent.

The Joseph T. Nall Report is published every year using the previous year’s aviation accident data. According to the 2010 Nall Report, there were 1418 accidents in 2009 with 255 of those resulting in 452 fatalities.

The Nall Report calculates accident rates differently than the JAMA report. The Nall Report uses accident rates per 100,000 hours of flying. The 2009 accident rate, according to Nall, was 6.60 accidents per 100,000 hours, and 1.30 fatalities per 100,000 hours. The comparative automobile rate in 2003 was 1.48 deaths per 100 million miles travelled (NHTSA 35-04). If an average small aircraft covers 150 miles each hour, the GA gross figure works out to 8.8 fatalities per 100 million miles travelled, about six times higher.

Either way you calculate it, the proof is in the numbers. General Aviation flying is not statistically dangerous, but is relatively riskier than driving a car.

According to the 2010 Nall Report, 829 fixed-wing non-commercial accidents in 2009 were due to “pilot related” causes. One hundred

forty seven of those accidents had fatalities.

Let’s consider these.

Of those 829 accidents, it’s clear that we continue to do the several things that kill and maim the most: poor pre-flights, fuel mismanagement, flight into IMC, and loss of control of aircraft during takeoffs, climbs, maneuvering flight, descent, approach and landing.

If we eliminate all the accidents which are under the pilot’s control (~80%), the overall fatality rate is about the SAME, per mile, as in an automobile. So this begs the question, “If we can reduce fatalities by 80%, why don’t we?”

Some flights have more inherent risk than others and a conscientious pilot will consider those risks and find ways to mitigate them. Headwinds stronger than forecast? Make an unplanned fuel stop. Weather deteriorates? Find a place to land.

But let’s think about the most confounding of accidents – crashes that happen on flights that should never have been attempted, or those in which the circumstances are blatantly indicative of a stupid go/no-go or continued flight decision.

There, I’ve said it. I used the S-word.

General Aviation as a whole suffers from those individual stupid



*Nearly 80% of Airplane Crashes are Avoidable*

*Cotinued on page 3*

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decisions. Pilots, as a group, excel at news-making accidents because pilots, individually, excel at killing themselves and passengers as a result of stupid decisions.

A pilot who posted on an internet forum said it very well. Most of the dead and maimed sealed their fate “when they trusted their lives to a pilot they believed to be competent”, but who proved to have more ego than sense and more arrogance than respect for the trust his passengers placed in him.

For those pilots who don’t believe they can ever be defined by the previous sentence, please read it again: *Most of the dead and maimed sealed their fate when they trusted their lives to a pilot they believed to be competent, but who proved to have more ego than sense and more arrogance than respect for the trust his passengers placed in him.*

Don’t we owe it to our friends and loved ones to put their safety ahead of our egos?

We are not superhuman, immune to weather or better than our flight planning. Year after year, the Nall report proves that we pilots are the weak link in the chain.



*JAMA Finds That Shoulder Harnesses Save Lives*



*Left Wing Separated Upon Contact With Trees*

In the aftermath of an accident the media quotes friends and family members attesting that the accident pilot “was a careful, excellent pilot”.

We pilots aren’t so generous. And we shouldn’t be. After an accident involving a pilot we know, we say things to each other like, “He was an accident waiting to happen,” or “I never would have flown with him.”

Within hours of an accident, internet aviation forums are replete with

opinions from pilots, like “Four now dead because the pilot was scud-running below a 700’ overcast??! What was he thinking, flying in weather like that?” Sometimes we don’t need to wait for an NTSB report to tell us what really happened. Though we don’t know the details, we can assume the mindset.

Despite the fact that many of us know pilots we would never fly with, the community’s silence with regards to these pilots is costing lives. What is it about some pilots’ attitudes that they ignore factors that make a particular flight dangerous at best, downright stupid at worst, yet they make the flight anyway?

Why do most of us remain silent when we could take a pilot aside and point out instances of poor aeronautical decision making? If we confronted pilots we know are trouble, could we change the public perception that the sky is full of “dangerous little airplanes”?

It’s not the little airplanes that are dangerous. The problem is pilots. We are unwilling or unable to admit that we are our own worst enemy. Let’s face it – we pilots have a public relations problem, and it’s killing us and our passengers.

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## Scale 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).



### 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 copilot not included.) Come to a monthly meeting at the chapter garage at the Ankeny airport to buy a shirt from the display rack.*

## 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)  
**LIFETIME MEMBERSHIP DUES ARE \$200.00**  
You must be a member of the National EAA.

You may mail your dues to our treasurer:  
Alan Hummel  
17157 HWY 92  
Indianola, IA 51025



## EAA Chapter 135

Marc Broer  
6292 N.E. 14th Street  
Des Moines, IA 50313  
marc@countylineprinting.com

## 2012 Chapter 135 Officers and Board Members

### Officers:

President:..... Dave Kalwishky ..... 515-266-4001 .....dave@kalwishky.com  
Vice President: ..... Ralph Briggs ..... 515-554-8187 ..... rbriggs55@gmail.com  
Treasurer: ..... Alan Hummel ..... 515-961-7304 ..... hummel7304@gmail.com  
Secretary ..... Vacant  
Newsletter Editor: ..... Marc Broer ..... 515-288-4581 ..... marc@countylineprinting.com  
Young Eagles Coordinator: .... Alan Core ..... 515-961-4524 ..... indypurr@juno.com

### Board Members:

Mike Graber ..... 515-993-3421 ..... mgraber914@msn.com  
John Kennelley ..... 515-285-2259  
Craig Martin ..... 515-250-3124 ..... cmartindsm@gmail.com  
Richard Milburn ..... 515-834-2954 ..... rchrdmilburn@aol.com  
John Nelson ..... 515-276-7646 ..... skydog@mchsi.com  
Matt Smith ..... 515-418-1860 ..... mattst18@mchsi.com  
Jim Zuehls