



Experimental Aircraft Association

Chapter 135

News



Number Two

February 2013

Presidents Position

by Dave Kalwishky

No Presidents report this month

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

NOTICE:
PLEASE PAY
YOUR 2012-2013
DUES

NEXT CHAPTER MEETING

will be held

Saturday - February 9, 2013

6:00 p.m.

Program

Paul Berge

will read his short story called

“The Hangar”

and his engine out experience in an RV12

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
800 N C Street
Indianola, IA 50125

Busy Fort Nelson airport seeks federal funding for fencing to keep moose and other wildlife at bay

By Larry Pynn, Vancouver Sun November 11, 2012

The moose are loose. So are the black bears, elk, white-tailed deer, and pretty much any other critter than wanders out from the northern B.C. wilderness and onto Northern Rockies Regional Airport in Fort Nelson.

The moose are loose. So are the black bears, elk, white-tailed deer, and pretty much any other critter than wanders out from the northern B.C. wilderness and onto Northern Rockies Regional Airport in Fort Nelson.

There's lots of wildlife up here, airport manager Jim Ogilvie confirmed in an interview Sunday. I've seen moose right up at the terminal building and deer right on the apron. It's indicative of the country we're in.

Birds pose a threat to aircraft at Vancouver International Airport, which is located in one of the greater bird habitats in North America, the Fraser River delta.

Fort Nelson has much bigger problems "literally" with no fencing to keep mammals off the airport.

"It probably happens daily", Ogilvie

said. "We don't see what happens at night, of course. We just come in in the morning, there is snow on the ground, and tracks across the runway."

The latest incident occurred Thursday morning when a federal Transport Canada turbo-prop Beech C90 airplane conducted a missed approach due to a moose on the runway.

Federal officials were there to check up on some remedial work done at the airport in summer related to soil contamination.

An airport employee was dispatched to clear the moose away, but a helicopter did the job before that was necessary.

Typically, the airport uses "bangers and screamers to chase animals off the runway," Ogilvie noted.

The airport has sought federal funding for three-metre-high fencing for several years but "we keep getting stymied...it's been going around in circles," he said, estimating perimeter fencing would cost more than \$1 million.

"We've never had an animal strike, but we've had missed approaches, where planes had to pull away and go around."

He warned there is always the risk that a plane committed to landing could hit an animal with serious consequences.

Northern Rockies describes itself as the "busiest small airport in Canada, due to resource development in north-east B.C., including the Horn, Liard

and Cordova shale gas developments.

Despite low gas prices, the airport recorded 4,053 movements in July and 3,875 movements in August, busier than Fort St John, Prince George or Grande Prairie in Alberta.

Traffic has increased 59 per cent in the last six years at the Fort Nelson airport.

UP COMING

PROGRAMS:

March: Ted & Lisa Lockard on building an RV10

April: Tom Merfeld will give a presentation on formation flying

May: Mike Graber/Rich Milburn Cookout fly/drive in - Husband Field - Dallas Center

June: Cookout at Dave's Hangar at Northfield

July: Corn cookout at Roger Stewart's place

August: Breakfast meeting with museum

October:

November: Combined meeting with IAPG

December: Christmas Dinner

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 thee 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.

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 Craig Martin at 515250-3124 or emal to cmartindsm@gmail.com

Scales are kept at Wisecup Willow Aviation (Craig Martin) Des Moines Int'l Airport.

Online perspective from the office of the President

Rod Hightower leaves EAA, collaboration will continue Important Victory for GA on Election Night!

From AOPA NOW Website

November 12, 2012 by Craig Fuller

There was a very important Election Day victory for the general aviation community, but it did not involve anyone actually listed on a ballot. Our victory has to do with the views of voters and a dramatic increase of support for GA from 2008 to 2012. I will share with you below what we just learned from a new survey taken the evening of the election and the day after....

During the four years since the national elections in 2008, we in the general aviation community have been doing everything possible to advance the notion (and the reality) that GA really matters. It means jobs, economic growth, and the expression of an important freedom, the freedom to fly.

Here at AOPA we formed General Aviation Serves America when user fees threatened in 2009. Our friends at the National Business Aviation Association (NBAA) and the General Aviation Manufacturers Association (GAMA) advanced “No Plane, No Gain” to share stories of how vital aircraft are for all types of commercial activity. And, together with a broad based group called the Alliance for Aviation Across America, we worked to encourage state legislators and governors to pass resolutions in support of general aviation.

So, here’s the story. For a number of years, I have worked with one of the best public opinion researchers in the business who runs a post-election survey to learn all about what voters had on their minds on election day. The survey is national and has a fairly large sample. But what has always interested me about this technique is that the survey consists only of voters

who actually voted, so it provides valuable insights into the thinking of our citizens who care enough to vote!

The researcher works with several groups in advance to find questions that are of a unique interest. So, in 2008 and again in 2012 we asked America’s voters some questions about general aviation. To be honest, the results are very favorable—so favorable that if the exact same questions had not been asked previously by the same researcher using the same post-election survey technique, I might be a bit skeptical.

What I believe the survey shows very clearly is that America’s voters place a higher value on general aviation in 2012 than they did in 2008. Yes, that’s right. We are doing better in the minds of voters. And, going into the highly charged public policy debates over the next several months, these findings should serve to bolster our case.

So, here are the results.

1. In 2008 and again in 2012, we asked voters to tell us whether they agreed or disagreed with the following statement: General aviation in the United States is an important part of the nation’s transportation system.

In 2008, 62% agreed. **In 2012 93% agreed.**

And, the agreement was across all demographic groups.

2. In both national election years we asked voters to agree or disagree with this statement: General aviation in the United States is important to me and my family.

In 2008, 29% agreed. **In 2012, 76% agreed.**

3. One other question of interest was asked that was new this year. We asked voters about their aspiration to fly in a private plane. Across all voters, **31%** of those that had never been in a private plane said they hope to

some day. And, among younger voters between the ages of 18 and 24, just **over half** said they have the desire to fly in a private plane.

These election day results encourage me to think that tens of millions of America’s voters not only recognize the value of general aviation, but actually want to participate in experiencing the freedom to fly. I know sometimes we feel like our constituency is small, but because we are passionate and vocal we are building a stronger appreciation for GA and all that the freedom to fly means in America! We need to keep up the fight and we need your continued support—together we really are changing the way America views GA.

This entry was posted on Monday, November 12th, 2012 at 8:57 am and is filed under General Aviation Serves America, Politics. You can follow any responses to this entry through the RSS 2.0 feed. You can leave a response, or trackback from your own site.

One Response to “Important Victory for GA on Election Night!”

Kraig Krumm Says:

November 12th, 2012 at 3:09 pm

High gas prices and ridiculous new aircraft prices are, were, and will continue to kill GA. The rule requiring more hours for airline pilots, along with fewer pilots demanding higher wages will cause an upward spiral in airline ticket prices resulting in fewer airline flight hours as fewer people will be able to afford the luxury of flying by airlines and general aviation. Any way you look at it, it’s going to be much less crowded in the skies in the coming years. The fix? Simple, \$2.00 a gallon aviation fuel and a \$75,000 Skyhawk. Gonna happen? Never! But of course this will bring us in line with other third world countries, and that seems to be the popular political agenda right now. I think the band is playing “Nearer My God to Thee”, trouble is people aren’t listening.

B-17 "All American" (414th Squadron, 97BG) Crew

- Pilot- Ken Bragg Jr.
- Copilot- G. Boyd Jr.
- Navigator- Harry C. Nuessle
- Bombardier- Ralph Burbridge
- Engineer- Joe C. James
- Radio Operator- Paul A. Galloway
- Ball Turret Gunner- Elton Conda
- Waist Gunner- Michael Zuk
- Tail Gunner- Sam T. Sarpolus
- Ground Crew Chief- Hank Hyland

B-17 in 1943

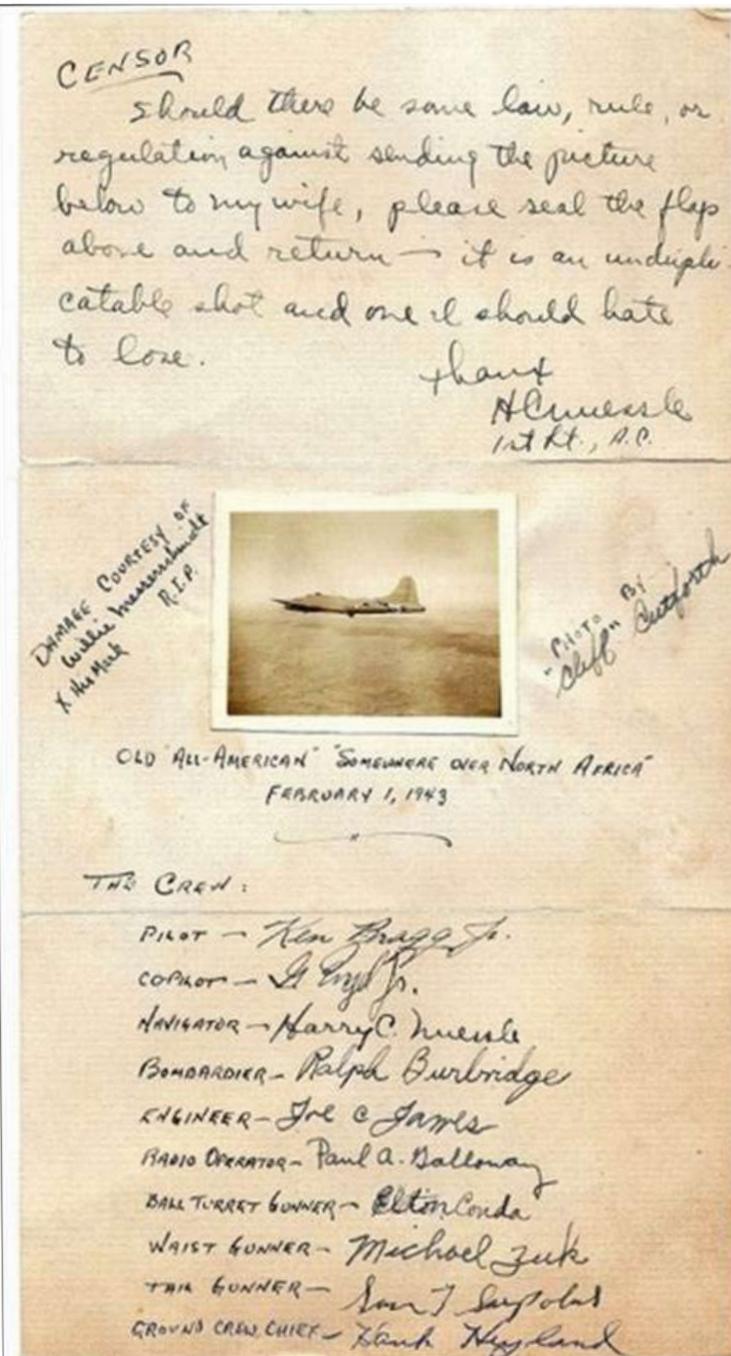
A mid-air collision on February 1, 1943, between a B-17 and a German fighter over the Tunis dock area, became the subject of one of the most famous photographs of WW II.

An enemy fighter attacking a 97th Bomb Group formation went out of control, probably with a wounded pilot then continued its crashing descent into the rear of the fuselage of a Fortress named "All American", piloted by Lt. Kendrick R. Bragg, of the 414th Bomb Squadron. When it struck, the fighter broke apart, but left some pieces in the B-17. The left horizontal stabilizer of the Fortress and left elevator were completely torn away. The two right engines were out and one on the left had a serious oil pump leak. The vertical fin and the rudder had been damaged, the fuselage had been cut almost completely through connected only at two small parts of the frame and the radios, electrical and oxygen systems were damaged. There was also a hole in the top that was over 16 feet long and 4 feet wide at its widest and the split in the fuselage went all the way to the top gunner's turret.

Although the tail actually bounced and swayed in the wind and twisted when the plane turned and all the control cables were severed, except one single elevator cable still worked, and the aircraft still miraculously flew !

The tail gunner was trapped because there was no floor connecting the tail to the rest of the plane. The waist and tail gunners used

Continued on page 5



B-17

Continued from page 4

parts of the German fighter and their own parachute harnesses in an attempt to keep the tail from ripping off and the two sides of the fuselage from splitting apart. While the crew was trying to keep the bomber from coming apart, the pilot continued on his bomb run and released his bombs over the target.

When the bomb bay doors were opened, the wind turbulence was so great that it blew one of the waist gunners into the broken tail section. It took several minutes and four crew members to pass him ropes from parachutes and haul him back into the forward part of the plane. When they tried to do the same for the tail gunner, the tail began flapping so hard that it began to break off. The weight of the gunner was adding some stability to the tail section, so he went back to his position.

The turn back toward England had to be very slow to keep the tail from twisting off. They actually covered almost 70 miles to make the turn home. The bomber was so badly damaged that it was losing altitude and speed and was soon alone in the sky. For a brief time, two more Me-109 German fighters attacked the All American. Despite the extensive damage, all of the machine gunners were able to respond to these attacks and soon drove off the fighters. The two waist gunners stood up with their heads sticking out through the hole in the top of the fuselage to aim and fire their machine guns. The tail gunner had to shoot in short bursts because the recoil was actually causing the plane to turn.



Continued on page 6

B-17 Continued from page 5

Allied P-51 fighters intercepted the All American as it crossed over the Channel and took one of the pictures shown. They also radioed to the base describing that the appendage was waving like a fish tail and that the plane would not make it and to send out boats to rescue the crew when they bailed out. The fighters stayed with the Fortress taking hand signals from Lt. Bragg and relaying them to the base. Lt. Bragg signaled that 5 parachutes and the spare had been "used" so five of the crew could not bail out. He made the decision that if they could not bail out safely, then he would stay with the plane to land it.

Two and a half hours after being hit, the aircraft made its final turn to line up with the runway while it was still over 40 miles away. It descended into an emergency landing and a normal roll-out on its landing gear.

When the ambulance pulled alongside, it was waved off because not a single member of the crew had been injured. No one could believe that the aircraft could still fly in such a condition. The Fortress sat placidly until the crew all exited through the door in the fuselage and the tail gunner had climbed down a ladder, at which time the entire rear section of the aircraft collapsed.

This old bird had done its job and brought the crew home and all in one piece.

I love these old war stories especially the ones with a happy ending !

Submitted by Alan Hummel



Iowa Department of Transportation Office of Aviation Calendar

February 2013

Friday, Feb. 15 - Saturday,
Feb. 16

2013 Midwest Aircraft Maintenance Symposium and Trade Show

Airport Holiday Inn
Des Moines, Iowa
319-295-5221 (Phil Conn)
E-mail: pj_conn@juno.com
Website: www.iapama.com

April 2013

Wednesday, April 24 -
Thursday, April 25

Iowa Aviation Conference

Sheraton West Des Moines Hotel
West Des Moines
For more information, visit www.iowaairports.org
Sponsors, exhibitors and registration
Call: Sue Heath at 515-727-0667
sheath@associationinsight.com
Speakers or programming
Call Tim McClung at 515-239-1689
E-mail: tim.mcclung@dot.iowa.gov

Wednesday, April 24

Pilot Safety Meeting

Iowa Aviation Conference
Sheraton West Des Moines
7:00 p.m.
Registration at: www.faasafety.gov

June 2013

Sunday, June 2

Audubon Municipal Airport

Flight Breakfast
6:30 a.m. – 10:30 a.m.
Fly-ins eat free
712-563-3780 (Barbara Smith)
E-mail: audchmbr@iowatelecom.net

Sunday, June 2

Denison Municipal Airport

Flight Breakfast
7:00 a.m. - 11:00 a.m.
712-263-6424 (Chris Willenborg)
E-mail: willenborgaviation@gmail.com

July 2013

Monday, July 29 - Sunday,
August 4

EAA AirVenture

Oshkosh, WI
920-426-4800
E-mail: communications@eaa.org
Website: www.airventure.org

August 2013

Sunday, August 4

Humboldt Municipal Airport

Rotary Club Annual Fly-In Breakfast
7:00 a.m. - noon
Pilots in command free
515-368-1714 (Dave Dodgen)
E-mail: dave@growthland.com

Saturday, August 24

FLY IOWA 2013

Planes, Trains, and Automobiles
Perry Municipal Airport
Website: www.flyiowa.org

Sunday, August 25

Iowa City Municipal Airport

35th Annual Sertoma Fly-In Breakfast
7 a.m. - 12:30 p.m.
319-338-9222 (Jim McCarragher)
E-mail: jamesm@meardonlaw.com

Saturday, August 31

Abel Island Airpark, Guttenberg

Abel Island Fly-in, float-in, potluck & BBQ
Noon – 3:00 p.m.
2,600 ft turf strip / Mississippi River for seaplanes
319-480-0913 (Gary Fisher)
E-mail: FlyinEyeDr@aol.com
Website: www.abelisland.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.





EAA Chapter 135

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