



# Experimental Aircraft Association

## Chapter 135

### News



Number Five

May 2014

Presidents Position  
No report

#### BOARD MEETING

May 10, 2014 -

5:00 p.m.

before regular meeting

#### UP COMING PROGRAMS:

**June 14:** fly-in, drive in cookout at Morningstar Field

**July 12:** fly-in, drive in cookout & sweet corn feed at Roger & Janet Stewarts airfield N. of Bondurant

**August 9:** Breakfast with the museum-Ankeny-all food provided

**Sept. 13:** Rain date for any outdoor meetings missed

## NEXT CHAPTER MEETING

will be held

**Saturday - May 10, 2014**

*Cookout and Potluck at*

*Husband Field - Dallas Center*

*Fly in or drive in*

*Hosted by Mike Graber & Rich Milburn*

**4:30 Grill Starts**

**5:30 Eats**

## 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

# Rusty pilot shares story of return to the skies

## Process took six months

*from AOPA Website*

*April 22, 2014 By Benét J. Wilson*

Mark Luetkemeyer of Plano, Texas, could be the poster child of the new AOPA Rusty Pilots initiative. After seeing an AOPA Online article about the effort to get pilots back into the cockpit, he sent an email to share the story about how he began flying again after a 25-year hiatus.

Luetkemeyer, an AOPA member, traced his desire to fly back to his early teens. “My dad used to take us to the Jefferson City [Memorial] airport” in Missouri, “and he learned to fly there in the mid-1960s,” he said. “I got my certificate when I was 24 while in the Navy, where I was an intelligence officer.”

While in the military, Luetkemeyer

also earned instrument and multiengine ratings, a commercial pilot certificate, and initial and instrument flight instructor certificates. He had accumulated almost 1,500 flight hours when he stopped flying.

Luetkemeyer said his decision stop flying was simple: money. “When I was in the military, I flew with military flying clubs, which were very reasonable,” he said. “When I became a civilian in the early 1980s, there wasn’t a good military flying club nearby, and other things took up my time.”

But what was strange, said Luetkemeyer, was that he was still working in aviation. “In the 1990s, I worked for Flexjet in Dallas, not as a pilot but doing their IT. I also worked for Aerospace Products International in Memphis, which worked with companies including Piper Aircraft

and Gulfstream,” he said.

Last spring, Luetkemeyer told his wife he was either going to retire or keep working and start flying again. “If you want to talk about rusty pilots, that’s me. I’ll be 63 this fall, and a few years ago, I got prostate cancer,” he said.

After getting his third class medical back, he joined the RFC Dallas Flying Club, based at Addison Airport. It has three Beechcraft Bonanzas and a Piper PA-28-180.

“I got out my checkbook and wrote a check to the club for the membership, which was \$500 and the initiation fee of \$65,” said Luetkemeyer. “I then found a flight instructor and built myself a training curriculum, since I was a CFI in the past.”

*Rusty pilot continued on page 3*



*Mark Luetkemeyer is back in the cockpit after a 25-year hiatus.*

Luetkemeyer determined it would take him 15 hours before he could fly again. “The first five hours covered basic airmanship to get a feel for the aircraft again,” he said. “The next five hours were advanced air and pattern work. Then the last five hours was instrument work.” He also did a cross-country flight and a night check, which got him to his goal of accomplishing a flight review and instrument proficiency check in 15 flight hours.

He admitted to “cheating” a little by buying a Microsoft Flight Simulator with add-on aircraft from Carenado—specifically the F33A Bonanza—along with a control yoke, throttle quadrant, and pedals.

“With that, I had what I called a flight training device, which was not a simulator and not legal for logging time. But what it did do was get me back in the habit of scanning instruments, flying some instrument procedures, and using the autopilot,” he said. “I’ve also used it to simulate trips to some of the airfields I have flown to recently. It is not perfect and not legal for logging time, but it sure helped get back in the saddle. It probably saved me three to five hours of cockpit time, so it more than paid for itself.”

Luetkemeyer started his flight training in July and finished it in December. “I flew twice a week for six weeks, which helps you bring back and retain muscle memory. This helps you get back in the saddle quicker,” he said. “Then from late August until December I flew about once a week. I did my cross country in late December.” Now, he’s working on getting his instructor certificate back, “so once I do finally retire, I can flight instruct on the side.”

The RFC Dallas Flying Club was very important in helping Luetkemeyer get back into the cockpit. “I could not have done it without them. The club gave me access to better aircraft that are more suitable for cross-country work. And I wanted to get my ticket back so I could fly from point A to point B,” he said. “There’s a great deal of camaraderie

## Trip to DC

By Al Hummel

Last month, I decided it was time to go visit my son Ben and his family in the Washington, DC/Manassas area for a week. I had been to DC many times for work related type things but never on a real vacation. The Cherry Blossoms were in full swing as I deplaned at Reagan National....yes, it was a commercial flight. Seeing the famous cherry blossoms was one of the things on my bucket list which can now be checked off.

I really had nothing definite planned other than to spend time with family although there was one thing which was in the back of my mind. They only live about 30 minutes from the National Air and Space Museum at Dulles Airport. Now you see where this story is going. On Thursday of this week we (meaning) -Ben, me and g’kid Landon headed to this facility.... this place is HUGH....i think we spent 7-8 hours there taking the tour at our own pace. This is the final resting place for the Space Shuttle Discovery and one of the SR-71 Blackbird fleet. How to describe this place of aviation history, planes from the ceiling hanging at various heights which coincide with a walk way that winds its way toward the ceiling allowing you to view most of the planes up close and person.

Experimental as well as GA type aircraft were represented well, along with warbirds including the Enola Gay, it was an impressive place. The size of some of these aircraft paled against the back drop of this facility. If you are ever on the east coast it is a place to drop by for a visit. No cover charge just pay to park which is a minimal fee. Hopefully, it might spark an idea for a summer trip for you as well. The main thing that stuck with me throughout this day at the museum was “wouldn’t it be awesome to know the history or story behind each of these machines” or to cross paths with the men or women which had the privilege to fly’em. Happy flying ~ Blue Skies.

Al

this link will open up the picture album....

<https://picasaweb.google.com/hummel7304/DCAirAndSpace42014?authuser=0&authkey=Gv1sRgCPrS47fS78juDA&feat=directlink> <<https://picasaweb.google.com/hummel7304/DCAirAndSpace42014?authuser=0&authkey=Gv1sRgCPrS47fS78juDA&feat=directlink>>

in the club [which] has 100 active and nearly 200 total members.”

The reward, both for him and his wife, was when he flew from Addison to Memphis, Tenn., over Christmas. “It was my wife’s first ride in a GA aircraft. There was something about not having to drive to either DFW or Love Field, park the car, get through check-in and the TSA, get to the gate 45 minutes prior to what you know is going to be a late departure, and late arrival, fight for baggage, then get to the rental car, which is easily six

hours,” he said. “We departed on our own time and the FBO had a rental car ready and waiting when we landed. It was three hours door to door.”

Luetkemeyer said he probably spent around \$4,300 to get current again, including \$3,000 in aircraft rental hours, \$600 in instructor fees, the club deposit and initiation fee, and club dues of \$360. “It takes persistence, especially if you’re over 60 like me and have medical problems. But if you want to do it, you can.”

# Iowa Department of Transportation Office of Aviation Calendar

## May 2014

Saturday, May 17

### Mason City Municipal Airport (MCW)

North Iowa Air Service  
Flight breakfast  
7 a.m. – Noon  
Open House until 5 p.m.  
641-421-9366 (Todd Kyle)  
Website: [www.northiowaair.com](http://www.northiowaair.com)  
Email: [nias@netconx.net](mailto:nias@netconx.net)

Sunday, May 18

### Cherokee Municipal Airport (CKP)

Flight Breakfast  
7:00 a.m. – noon  
712-225-2810 (Brian Lauck)

Saturday, June 7

### Council Bluffs Municipal Airport (CBF)

Great Plains Wing CAF Flight Breakfast  
8:00 a.m. -11:00 a.m.  
**Phone:** 402-981-4633 (Jeff Hutcheson)  
**Email:** [jeffhutcheson3@gmail.com](mailto:jeffhutcheson3@gmail.com)

Saturday, June 14

### Keosauqua Municipal Airport (6K9)

Fly Van Buren - Fly-In Breakfast  
7:00 a.m. – Noon  
Fly-in pilots eat free  
**Phone:** 800-868-7822 (Villages of Van Buren, Inc)  
or 319-293-7111  
**Email:** [audchmbr@iowatelecom.net](mailto:audchmbr@iowatelecom.net)  
**Website:** [www.villagesofvanburen.com](http://www.villagesofvanburen.com)

## June 2014

Sunday, June 1

### Audubon Municipal Airport

Flight Breakfast  
6:30 a.m. – 10:30 a.m.  
Fly-ins eat free  
**Phone:** 712-563-3780 (Barbara Smith)  
**Email:** [audchmbr@iowatelecom.net](mailto:audchmbr@iowatelecom.net)

Sunday, June 1

### Denison Municipal Airport

Flight Breakfast  
7:00 a.m. - 11:00 a.m.  
Fly-ins eat free  
712-265-1608 (John Amdor)  
**Email:** [jeamdor@yahoo.com](mailto:jeamdor@yahoo.com)

Sunday, June 1

### Washington Municipal Airport (AWG)

Fly-in Breakfast  
7 a.m. – 11 a.m.  
Pilots in command free  
**Phone:** 319-461-7022 (Tim Swift)  
**Email:** [napa711@hotmail.com](mailto:napa711@hotmail.com)

Various dates in June

### Waterloo, Cedar Rapids, Ankeny

EAA B-17 Tour  
**Website** <http://www.eaa.org/en/eaafly/experiences/aluminum-overcast-aaa-b-17-bomber-tour>

Friday, June 6

### Waterloo Municipal Airport (ALO)

Livingston Aviation  
Fly-in for Life (American Cancer Society)  
Dinner and Music  
5 p.m. - 9 p.m.  
Pilots in command eat free  
319-291-3991 (Joel Harris)  
**Email:** [Joel.harris@forbin.net](mailto:Joel.harris@forbin.net)

Sunday, June 15

### Dodge Center, Minnesota Airport (KTOB)

Flight Breakfast  
7:00 a.m. – Noon  
**Phone:** 507-282-9682 (Tom Hall)

Sunday, June 15

### Spencer Municipal Airport (SPW)

Flight Breakfast  
7:00 a.m. – 11 a.m.  
**Phone:** 712-262-1000 (Gayle Brandt)  
**Email:** [spencerairport@smunet.net](mailto:spencerairport@smunet.net)

Sunday, June 22

### Fairmont, MN Municipal Airport (FRM)

Fly in breakfast  
7 a.m. – 11 a.m.  
Pilots in command free  
**Phone:** 507-236-3604 (Wayne Kahler)

Saturday, June 28 –  
Sunday, June 29

### FLY IOWA 2014

Iowa City Municipal Airport  
**Website:** <http://www.flyiowa.org>  
**Phone:** 319-356-5045 (Michael Tharp)  
**Email:** [michael-tharp@iowa-city.org](mailto:michael-tharp@iowa-city.org)

Sunday, June 29

### Pender, NE (OC4)

Fly-in Breakfast  
8 a.m. – Noon  
Pilots eat free  
**Phone:** 402-380-9882 (Paul Peters)  
**Email:** [ppeters@skyww.net](mailto:ppeters@skyww.net)

# Iowa Department of Transportation Calendar Continued

## July 2014

Friday, July 4

**Iowa Falls Municipal Airport (IFA)**  
 Windsockers EAA 1324 Omelet Flight Breakfast  
 7:00 a.m. – 11:00 a.m.  
 PIC eats free  
**Phone:** 641-648-3191 (Airport)  
**Email:** fourwindsaviation@prairieinet.net

Friday, July 18 -  
 Sunday, July 20

**Sioux City, Iowa**  
 Remembering Flight 232  
 25 Years Later  
 PIC eats free  
**Phone:** 712-252-5300  
 (Mid America Museum of Aviation and Transportation)  
**Website:**  
[www.midamericaairmuseum.org/flight-232---25th](http://www.midamericaairmuseum.org/flight-232---25th)

Sunday, July 20

**Forest City Municipal Airport (FXY)**  
 Flight Breakfast  
 7:00 a.m. -11:00 a.m.  
 PIC eats free  
**Phone:** 641-581-2880 (Richard or Theresa Trimble)

Monday, July 28 –  
 Sunday, August 3

**EAA AirVenture**  
 Oshkosh, WI  
**Website:** [www.airventure.org](http://www.airventure.org)  
**Phone:** 920-426-4800  
**Email:** [communications@eaa.org](mailto:communications@eaa.org)

Saturday, August 23

**Iowa PilotPalooza**  
 2 p.m. – 8 p.m.  
**For pilots, by pilots:**  
 Socialize, pilot forums, aircraft for sale, homebuilt projects, food available for purchase, overnight camping, laugh and learn!  
 Bring potential pilots!  
**Boone Municipal Airport**  
 515-964-1398 (Chuck McDonald)  
**Email:** [chuckdsmcc@aol.com](mailto:chuckdsmcc@aol.com)

Saturday, August 23

**Cedar Valley Air Show**  
**Waterloo Municipal Airport (ALO)**  
 Featuring the USAF Thunderbirds  
**Website:** [www.cedarvalleyairshow.com/](http://www.cedarvalleyairshow.com/)

Sunday, August 24

**Iowa City Municipal Airport**  
 Sertoma Fly-In Breakfast  
 7 a.m. -12:30 p.m.  
**Phone:** 319-338-9222 (Jim McCarragher)  
**Email:** [jamesm@meardonlaw.com](mailto:jamesm@meardonlaw.com)

## September 2014

Saturday, September 6

**Council Bluffs Municipal Airport (CBF)**  
 Labor Day Great Plains Wing CAF Flight Breakfast  
 8:00 a.m. -11:00 a.m.  
**Phone:** 402-981-4633 (Jeff Hutcheson)  
**Email:** [jeffhutcheson3@gmail.com](mailto:jeffhutcheson3@gmail.com)

Monday & Tuesday,  
 September 15 –16

**4 States Airport Conference**  
**Kansas City Marriott Downtown**  
 Kansas City, Missouri  
**Website:** [www.4statesairportconference.com](http://www.4statesairportconference.com)

Thursday – Sunday,  
 September 25-28

**Keokuk Municipal Airport (EOK)**  
 L-Bird Fly-In and Convention  
 Saturday morning flight breakfast (open to public)  
 319-524-6203 (Donna or Greg)  
 Email: [donna@lindneraviation.com](mailto:donna@lindneraviation.com)  
**Website:** [www.lindneraviation.com](http://www.lindneraviation.com)

## August 2014

Saturday, August 9 –  
 Sunday, August 10

**Quad City Air Show**  
 Davenport Municipal Airport  
**Website:** [www.quadcityairshow.com](http://www.quadcityairshow.com)  
**Phone:** 563-285-7469  
**Email:** [info@quadcityairshow.com](mailto:info@quadcityairshow.com)

## 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 email to [cmartindsm@gmail.com](mailto:cmartindsm@gmail.com)

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



## EAA Chapter 135

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

## 2014 Chapter 135 Officers and Board Members

### Officers:

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