

EXPERIMENTAL AIRCRAFT ASSOCIATION

Chapter 135 News



Upcoming Events:

Christmas Party!!! Friday, Dec 5, 2014

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Smokey D's on 2nd Ave in Des Moines, IA on December 5th at 6:00p.m. Details to come!

Friday, Feb. 6 - Saturday, Feb 7 2015

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2015 Midwest Aircraft Maintenance Symposium and Trade Show
Airport Holiday Inn
Des Moines, IA
Phone: 319-389-3943 (Phil Conn)
Email: philip.conn@rockwellcollins.com
Website: www.iaaviation.com

Next Chapter Meeting

Saturday - November 8th, 2014

Ames Municipal Airport at the hangar of Brian and Rachel Aukes

Half Fast Flying Adventures on the airport at 2516 Airport Drive

Fly-in or Drive-in

2:30p.m. tour of the hangar

3:00p.m. FFAST Seminar featuring Chris Manthe and Paul Berge

4:30p.m. IAPG Annual Meeting

5:00p.m. Food and fellowship

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**Tuesday, April 21 -
 Wednesday, April 22
 2015**

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

Email:
sheath@associationinsight.com

Speakers or programming call
 Tim McClung at 515-239-1689

Email:
tim.mcclung@dot.iowa.gov

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**Saturday, July 25 -
 Sunday, July 26 2015**

FLY IOWA 2015

Mason City Municipal Airport
 Three airshows. Check website
 for times.

Phone: 319-356-5045 (Chuck
 McDonald)

Website: www.flyiowa.org



Bearhawk receives FAA approval for transition training

*Posted October 15, 2014 by Meg Godlewski /
www.generalaviationnews.com*

Flying an airplane you've never flown before is a lot like cooking in someone else's kitchen. Although you know how to work a stove, the microwave can present a challenge and finding the most basic of implements can be time consuming and frustrating.

Now add the dimension of being at 3,000 feet above the earth and hurtling through space at 120 knots. Before you attempt to go it alone, it's a good idea to get some training in that "kitchen."

Most pilots — and their insurance companies — recognize the value of transition training when moving from one model of aircraft to another. However, it can be a challenge to find someone who can legally provide that training, especially when you intend to fly an experimental aircraft.

The owners of Bearhawk Aircraft, the four-place

backcountry experimental design, now have a person to go to for training. In August Bearhawk builder, owner and CFI Jared Yates of Hickory, N.C., received a Letter of Deviation Authority (LODA) from the FAA allowing him to provide flight instruction in his four-place Bearhawk.

Yates bought his Bearhawk in May 2009 from another builder who decided not to finish the airplane. The Yates Bearhawk first took flight in December 2013. Currently it has about 100 hours on it.

According to Yates, the purpose of transition training is to teach the Bearhawk owner/pilot the characteristics of the aircraft, as well as its systems. The FAA-approved syllabus covers procedures and performance characteristics during takeoffs and landings, climb, cruise, descent, and glide. Training also addresses aircraft limitations, such as weight and balance, speeds, and crosswind limits.

“The subjects are based on the Private Pilot Practical Test Standards, and include maneuvers that will help students develop a feel for the airplane,” he said. “There is certainly a focus on ground handling and takeoffs and landings, but the syllabus also includes topics like stall/spin awareness and emergency procedures. What is notably absent from the program is a requirement for the student to be familiar with our particular avionics installation or cockpit layout, since the student will almost certainly be using a different arrangement in his or her airplane.”

New Bearhawk pilots travel to North Carolina to learn from Yates.

“We have beautiful scenery and access to airports that require a wide variety of pilot skill,” he said.

According to Yates, the FAA does not require a specific amount of hours for the transition training, although often an insurance company will ask for a certain amount of dual instruction to be given before they agree to insure the pilot.

Yates notes the hours of experience required for the completion of the transition training varies based on the pilots' experience and preparation.

“I would imagine that a well-prepared current tailwheel pilot should be able to complete the lessons in three to five hours,” he said. “The Bearhawk is not a challenging airplane to fly, at least not any more challenging than any other tailwheel airplane. My goal is to encourage students to prepare for the transition training by being comfortable and current with a tailwheel airplane before they start.”



Shooting Volcanoes

By Jim Moore / Posted October 15, 2014 / www.aopa.org

They rose before dawn and scraped ice from wings before launching into the Iceland sky to circle a volcano spewing gouts of red lava.

Haukur Snorrason, whose father, brother, uncle, and nephew are also pilots, captured images on Sept. 4 and 5 showing a dramatic eruption at close range. Once authorities determined the eruption is producing very little in the way of abrasive ash, the primary threat to aircraft, Icelandic pilots were cleared to approach as close as they dare.

“If it gets hot inside the cockpit, you are too close,” Snorrason wrote in an email (adding a wink). “When this eruption first started the whole area was closed to all air traffic, but when the scientists saw what kind of eruption this was they opened for flying.”

Snorrason and his brother, Jón Karl Snorrason, co-own a Jodel D.140C TF ULE, a 180-horsepower taildragger well suited to backcountry flying in a country where the backcountry accounts for most of the country. Iceland’s population is concentrated on the coast, while inland the volcanoes help shape some of the most visually striking scenery on the planet.

“If you have a major ash cloud like in Eyjafjallajökull volcano 2010 which disturbed all the air traffic you have to keep more distance,” Snorrason wrote. “But bear in mind we live in a country that has eruptions every 4-5 years so no one is over stressed when these things happen.”

Snorrason set out for the Holuhraun eruption early in September, not long after the massive eruption began. (The eruption produced by mid-October the largest lava flow documented on the island in two centuries.)

Flying the five-seat Jodel, the Snorrasons were able to land and camp a 10-minute flight from the volcano, allowing them to loiter far longer than most sightseers. The nearest commercial airport

is about an hour's flight away. They slept under the northern lights and woke to return for more photographs, and video. The video taken by Snorri B. Jónsson, Jón Karl Snorrason's son, co-owner of the Jodel and a pilot for Icelandair (as his father and grandfather were), is shown below.

Haukur Snorrason offers photographic tours of Iceland, showing professional shooters and enthusiastic amateur photographers some of the island nation's most striking scenery. He learned to fly at age 22 (in a Cessna 152), but followed his father's footsteps into photography rather than into the professional pilot ranks. (Snorri Snorrason was among Iceland's most prolific aviation photographers; his work can be viewed online.)

"Photography was my thing," Haukur Snorrason wrote. (His name, by the way, translates to "Hawk" in English.)

Snorrason wrote that those French-built Jodels (he previously co-owned and flew a smaller model) are good photo platforms despite their low wing. Many of the photographs he sells to calendar publishers. Photos in two books of Iceland photography that Snorrason has published so far are taken from the air. Snorrason said the Jodels offer a steady platform.

"It has a stick that I put between my knees while photographing, so I steer with my knees, very easy," Snorrason wrote—even though a few degrees of bank are needed to keep the wing out of the shot.

General aviation in Iceland is an expensive pursuit. Avgas, Snorrason reports, costs about \$10.50 a gallon (based on current prices and currency conversion rates).

"Our main enemy however is the ever changing weather," Snorrason wrote. "You hardly (ever) get the same weather conditions all over Iceland."

About the size of Kentucky and located just south of the Arctic Circle, Iceland's climate is moderated by ocean currents bringing warm water from the south. Though temperatures can be mild for such a high latitude, the wind is another matter.

"Iceland has to [be] one of the most windy places on earth," Snorrason wrote. "It has often been said that Icelandic pilots are often better prepared when they start their career than many others because of the difficult conditions. So you need to ambush these good flying days you get, and use them to the fullest."

Scales Rental Info

All scale rentals require a 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/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 515.250.3124 or email to cmartindsm@gmail.com

Scales are kept at Wisecup Willow Aviation (Craig Martin)

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 1 1/2 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 500125



EAA Chapter 135

Wesley McComb
1607 Vine Street
Dallas Center, IA 50063
wmmccomb84@gmail.com

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