

EXPERIMENTAL AIRCRAFT ASSOCIATION

Chapter 135 News



Upcoming Events:

Saturday, March 21 2015

Independence Municipal Airport (IIB)
Emergency Management Ground School (Free)

10-11 a.m.

Phone: 319-334-4000
(Johnathan Walter/Walter Aviation)

Email:
office@walteraviation.com

Tuesday, March 24 2015

Carroll Municipal Airport-
Arther N. Neu (CIN)

Pilot Safety Meeting
6:30p.m.-10p.m.

Phone: 515-289-3840 (Chris Manthe or Joe Quiring)

Website:
www.faasafety.gov

Next Chapter Meeting

Saturday - March 14th, 2015

Exec 1 Aviation (KIKV)

6:00p.m.

Program: Les Raisch from Eldora, IA

Weather from the top down

Board Meeting 5:30p.m.

Before regular meeting

Thursday, March 26 2015

Iowa Lakes Community College
Estherville (EST)

Pilot safety meeting at ILCC
Auditorium

7p.m.-10p.m.

Phone: 515-289-3840 (Chris
Manthe or Joe Quiring)

Website: www.faasafety.gov

Saturday, April 18 2015

Independence Municipal Airport
(IIB)

Tailwheel Flying Ground School
and Fly-in Breakfast
(Free)

8a.m.-noon

Seminar begins at 10 a.m.
FAAST Wings credit available

Phone: 319-334-4000
(Johnathan Walter/Walter
Aviation)

Email:
office@walteraviation.com

Saturday, April 18 2015

Iowa State Flying Cyclones
Fly-in Breakfast

7a.m.-11a.m.

Pilots in command free

Phone: 641-218-8733 (Jenny
Kuenstling)

Email: flying@iastate.edu

Website:



App eases search for airport courtesy cars

*Posted February 11th, 2015 by Janice Wood /
generalaviationnews.com*

On his annual trip to Oshkosh last year, long-time pilot Glenn Brasch flew his newly completed RV-9A, aptly named “10-10-22” for the years, months and days it took him to build the airplane. Flying from Arizona, he made it in one day, but initially planned an overnight stop.

As part of that planning process, he began searching for airports with courtesy cars.

“I quickly learned that there is no central location that lists them,” he says.

There’s got to be an app for that, right? He discovered there wasn’t, so decided to create one himself called Airport Courtesy Cars.

“I figured I had the time as I retired a year ago as a medevac helicopter pilot and I started doing some more research,” said Brasch, who also retired as a government pilot and is

the owner of RVAirspace.com.

“Some of the naysayers on a particular RV forum said it had been tried before and I couldn’t do it, or said they were listed on AirNav,” he recalls. “It is true that AirNav lists some cars, but far from all, which I learned.”

He spent days going through AirNav collecting the basics, then starting posting on various forums asking other pilots for input on locations.

“As the list of cars grew, I kept updating those forums and people kept digging deeper and sending me listings and their own comments about locations,” he recounts. “As I neared 700 or 800 listings I thought this would be a great app and talked to a friend who does website and app development. Once we had the app format laid out, it took me weeks to enter all the data as it has to be entered manually on two templates that required several entry locations, and searching and entering the location addresses for the Google map in the app.”

The free app was officially launched Nov. 30 in both the Google Play/Android store and Apple’s App Store.

“With a very limited number of posts promoting the app, I have been very happy with the numbers,” Brasch says, noting that as of early February, the app had been downloaded more than 3,678 times and that number was “growing daily.”

“The feedback I have been hearing has been remarkable,” he continues, noting there have been zero crashes. “People love the app and intend on using it.”

The app currently has 1,229 listings nationwide and “those are increasing daily also as people hear about the app,” he says, noting, “I have three more entries that were sent to me just today that will be entered.”

“Many of those listings have comments from people who submitted the data, and some of them are funny too,” he notes. “As the app becomes more popular, people continue to send in more listings and comments.”

Pilots using the app can search by state for airports that have courtesy cars available. It also has a Google map that can be zoomed in or out. Phone numbers listed on the app are clickable, so the airport, FBO or other business can be called directly from the app.

“The app is totally free to pilots, who I envision either using it locally in searching for a car for a burger flight, or along their route on a cross country,” Brasch says.

He adds that while the app is a phone app, iPad users can download it as well. They just have to switch the search function to phone apps.

He notes he hopes to recoup his costs by selling ads to local businesses, such as restaurants and hotels. He is also selling “upgraded” listings to FBOs.

With these upgraded listings, FBOs offer pilots a fuel discount, then their listing is changed so that it “really stands out” on the app, according to Brasch.

“I am doing this mostly for fun, not for money,” he continues. “I would just like to break even.”

His main investment has been time. He says he’s “amazed” at “how much time and effort this has taken.”

“Fortunately, I am retired, so I have that time,” he adds.

He doesn’t plan on working on any more apps, but that doesn’t mean he’s not busy. He continues as owner of RVAirspace.com, which includes a forum board with more than 460 members. He’s also passionate about aviation safety and holds an Aviation Safety Certificate from the Institute of Safety and Systems Management at the University of Southern California.

He’s also active in promoting aviation to young people, and has flown more than 100 kids in various airplanes.



Rare World War II glider restored

Posted March 3rd, 2015 by Meg Godlewski /generalaviationnews.com

There are some people who get as much joy out of restoring an aircraft as they do out of flying one. Steve Noyes, an A&P/IA and commercial pilot from Newbury, Massachusetts, is one of those people.

Since 1985 he has operated Noyes Enterprises, which includes Birddogs by Noyes, a business dedicated to the restoration and modifications of Cessna L-19 Birddogs, the militarized versions of the C-305. One of the common uses of Birddogs is as a glider tower, so perhaps it's understandable that a job maintaining tow aircraft led Noyes to the restoration of a 1942 Schweizer training glider, known as a TG-2.

The project came in to his life by happenstance, as so many vintage restoration projects often do, says Noyes. He says it was one of those instances when opportunity and desire coincided.

“The year was 2008,” he recalls. “I was maintaining a fleet of banner tow Birddogs from East Moriches Aerial Advertising down on Long Island. The owner, Ron Delalio, who is a buddy of mine, needed some major maintenance done on one of the tow dogs. He off-handedly offered the glider as a barter deal. I always wanted to try gliding, so I did some research and found what better ship to learn how to glide in than this World War II TG-2 Training Glider, so I agreed to the barter deal.”

Schweizer gliders were first introduced to the world in 1938. The two-place designs were popular because they were relatively crashworthy and made it possible for a person to get instruction

from an experienced glider pilot. In single-place designs, the glider pilots self-launched and stumbled their way through learning to fly.

When World War II began all aircraft — including gliders — were seized by Uncle Sam for the war effort and aircraft manufacturers went from producing civilian to military designs.

A check with the National Archival Research Administration revealed the Noyes glider was the 18th training glider ordered by Uncle Sam. It came out of the Schweizer factory in Elmira, New York, relatively early in the war.

“It was one of the first to be used,” Noyes says.

It is his understanding that when the United States entered the war in 1941, the military did not have any gliders in its aviation arsenal, but after seeing the extensive and effective use of gliders by the Germans, U.S. military officials established a gliding program.

“The glider spent most of its training life at Ontario, California, and at Twentynine Palms in California,” Noyes continues. “The training gliders were designed to train the glider pilots who were going to fly the larger WACO CG-4 gliders in the Normandy Invasion. Since this was going to take place under the cover of darkness, the TG-2s were one of the only gliders that were outfitted with navigation lights, as a lot of the training was also done under the cover of darkness. Of the many training gliders, there are only a handful that still exist. They reside in places like the Smithsonian, the USAF Museum, and the NAS Museum in Pensacola.”

The glider was stored on its trailer at Noyes’ place of business at Plum Island Aerodrome (2B2) until January 2010, when Noyes finally had the time to make it a priority.

The vintage glider is a natural fit at the aerodrome, he notes. The aerodrome, established in 1910, sits on 32 acres. It has two runways: Runway 10/28, which is asphalt and measures 2,105 x 50 feet, and 14/32, a turf strip measuring 2,300 x 100 feet.

“The property used to belong to my family,” Noyes says, adding that the airport still has a certain level of openness, as there are no chain-link fences to keep the public — or the wildlife — out. In fact, it was the unexpected appearance of wildlife that got the physical restoration of the glider off to a dramatic start.

“When my buddy Bill Pfeiffer was trying to pry open one of the wing spoilers, I pulled on the cable at the same time and as the spoiler opened, a family of displaced Long Island squirrels ran out at us,” he says with a laugh.

Once the critters were evicted, Noyes, Pfeiffer, and Noyes’ wife, Tina, got to work dismantling the airframe and determining what parts could be salvaged, what parts were missing, and what parts needed to be replaced.

“There was the expected rusted tubing, which was cut out and replaced, and one wing needed the leading edge skins changed,” he recounts. “The ship was totally disassembled. If it wasn’t welded, it got removed, and even then it might have gotten removed.”

When an aircraft passes through many hands, it can make restoration more complicated, and that was the case here, according to Noyes.

After the war, the glider was sold as military surplus. The Schweizer gliders could be purchased relatively cheaply, and were often flown until crashed, parted-out, modified, sold, flown and sold gain.

The restoration included unwrapping layers of modifications to get the glider back to its original military specifications.

“Over the years, different people had removed or changed things,” he says. “For example, the original tail skid was missing, so I found a drawing and made a new one. Also, the front instrument panel was no longer standard, and the rear instrument panel was missing altogether. The electrical system, which consisted of a dry cell battery, had been removed, so I put it back. Les and Kyle Schweizer of K&L Soaring were quite helpful in providing me with photos of original drawings that I requested, right down to the drawing of the front and rear instrument panel. My buddy Dave O’Donnell helped make the form block which we made a new panel from.”

“The cabin canopy was also missing, so a new one had to be fabricated, along with the replacement glass panels,” he continues. “The control system had some fitment issues, so in making new control cables, I had to learn the Five Tuck Navy Splice for cable terminations for attachment points where new modern cable swage terminal would not fit.”

The glider is painted in Army Air Corps Blue over Training Yellow. The AAF air corps round insignias with the red dot “meatball” in the center grace the wings.

The glider returned to the air in August 2010 — “after four months of 12 hour days!” says Noyes.

A friend, Tom Mason, who holds a CFI-Glider certificate, provided instruction and in October 2010 Noyes soloed in the glider, adding to his more than 4,000 hours as a pilot.

The glider is launched by aero tow, and usually the towship is the SuperDog, a beefed-up Birddog created by Noyes.

“A SuperDog is a Birddog that has had its old 1940s technology Continental O-470-II or-15 firewall forward removed and replaced with a factory new Lycoming O-540 250-hp modern firewall forward using new lightweight accessories and a quiet, high thrust three-blade Hartzell constant speed propeller,” Noyes explains.

Normally, Noyes is the guy flying the towship for glider pilots, so piloting the glider is a new kind of a thrill for him, and it’s something that he’s happy to share with others.

“Most people are in awe when they see the glider,” he says. “They just can’t believe that this ship is actually from World War II and still flying.”

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 11/2 years)

LIFETIME MEMBERSHIP DUES ARE \$200.00

You must be a member of the National EAA.

You may mail your dues to our treasurer:

Dave Kalwishky
4224 Grandview Ave.
Des Moines, IA 50317



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