

Cockpit Chatter

by Roger Bocox

Merry Christmas and Happy Holidays to everyone!

I guess that I am your new President for the next two years. Sometimes, this seems like an overwhelming responsibility, and at other times, it is a great opportunity. Sure, anyone can run the club. With the great officers and board members, the club can run its self. I hope that I can just offer some direction and management capabilities for the next two years.

For those who don't know me, I am 51 years old and have been interested in flying all of my life. I started out building small models, and then graduated to Radio Control aircraft, which I enjoyed for about 25 years. After my kids grew up, I was able to afford it and I graduated to full sized airplanes. I received my SEL license about 13 years ago, and I am currently working on my instrument rating. (Seems like I will never get that done, though. Long story.) I am the manager of an electronics department for a vehicle washing company, and my wonderful wife, Donna, has graciously agreed to be and is currently the club secretary and the newsletter editor. I currently have an RV-6A that is waiting for an FAA inspection (V-8 engine in it) and I have Gerald Clark's old WAR ½ scale FW-190 currently in the shop, working on the fibreglassing of the wings. I have plans for a Boredom Fighter (small WWI fighter replica) and I plan to start on that as soon as I can get the FW-190 out of the shop. (only room for 1 airplane in it at a time.) Oh, by the way, I have been the club treasure for, it seems like, forever.

I would like to thank you all for putting your trust in me in this most important position. I will make all attempts to run the club in an orderly manner and try to be inclusive of all of the concerns and ideas of the members. The club is set up so that most of the club's business is conducted at the board meetings. We try and keep the business at the general meetings to a minimum, so that we have time for project reports and programs. Therefore, if you have anything you are concerned about in the chapter, it is best to bring it up at a board meeting. At that venue, we have the time to discuss matters in detail. Everyone is welcome to the board meetings, and I mean **EVERYONE!** The last thing we want is for anyone to think that anything is being done is secret by the "mysterious board".

Here is what I see as being on our plate for the coming year:

Now that Mark Kokstis' building is sealed up and insulated for the winter, we need to hit the Hartman Replica project pretty hard. As the old saying goes, "Many hands make for light work." Couldn't be truer. There are a lot of little things to do, and we want the Hartman to be a "truly" club project—not something built by a few individuals. You don't need to be a building whiz or an expert at anything. Just a desire to help is all that is required! We work at Mark's "hangar" on the first and third Saturday of each month. We start about 10:00 AM and work until people get tired or need to leave for some reason. If we can keep at it on a regular basis, we should have it together by June or July. We also need ideas. Since none of us were around in 1910 when the thing was originally constructed, we need ideas as to how the thing might have gone together. We are working from an old photograph and some general building concepts that were around in 1910—mostly from Bleriot articles.

Donna and her committee have been hard at work trying to find us all a permanent home for the chapter. We need a place where we can all meet and socialize on weekends—have a cup of coffee or just BS about airplanes. We need somewhere to put tools that we can loan out and to keep our chapter "STUFF". A meeting place of our own would be great, too! The committee has a great start on this project, and there are a lot of hurdles to jump over, but I have faith that they will get it done.

This is the centennial year of the Wright Brother's first flight. We need to do everything possible to make it a memorable year. We should try and fly as many Young Eagles as possible, and make us more of a presence in the community. I am sure that this year there will be a multitude of opportunities for our chapter to shine. We just need to recognize those opportunities and make the most of them!

Finally, I would like to take a few moments to thank Bill Gast for a wonderful tenure as our chapter president. I would appreciate it, also, if each one of you would personally thank Bill for his work and dedication in the past.

I am sorry to say it, but Donna and I will not be able to attend the general meeting in January. It is my company's Christmas party. (belated) I also understand that our new Vice-President Paul Steingrabe will be in Florida at that time. Therefore, I have asked Bill Gast to do one more stint at being the president by running the January meeting

Remember, keep the dirty side down and the shiny side up.....Roger

What others are doing to celebrate the Wright Brothers First Flight:

BOLINGBROOK, Ill. (Dec. 17) - In 1903, Orville and Wilbur Wright built and flew the first airplane and launched modern aviation, but nearly 100 years later modern aviation is still not sure how the two brothers did it. At least four teams of craftsmen and scientists across the United States are building replicas of that first wood-and-fabric airplane to learn how the Wrights, two bicycle mechanics from Dayton, Ohio, with no college education succeeded when other inventors of the day failed. These replicas are intended to fly on or before Dec. 17, 2003, the 100th anniversary of the Wrights' first flight.

"The actual beginning of it is not understood that well. If you think about the prevalence of air transportation in our society, we don't really know how they did it," said Tom Norton, a member of the Wright Redux Association, which is building a replica at a small airport in this suburban Chicago town. Even with the aid of computers and space-age testing systems, the builders of these replicas are still keeping their fingers crossed that their airplanes will fly. The projects are hampered by a lack of complete Wright Brothers plans, a lack of materials used in 1903, and a lack of craftsmen who have the skills to work on something designed so long ago. The Wright Redux airplane will closely match the original, including the muslin fabric on the upper and lower wings, an identical four-cylinder engine, and the same crude controls. The pilot will lay in a wooden cradle on the lower wing and steer by shifting the cradle with his hips, just like Orville Wright did when he piloted the first flight 120 feet in 1903.

RETURN TO KITTY HAWK

The Wright Redux airplane is to fly next Dec. 17 from the lawn at Chicago's Museum of Science and Industry. After that it will be donated to the museum. The Wrights first flights were at Kitty Hawk, North Carolina. There were four flights Dec. 17, 1903, the longest being 852 feet, before the airplane was destroyed by a gust of wind.

Another replica, commissioned by the Experimental Aircraft Association (EAA) in Warrenton, Virginia, is scheduled to fly at Kitty Hawk on the centennial date. It is also being built with materials like those used on the original. But the builders are using computers, a space-age wind tunnel, and a high-tech flight simulator during construction and testing. This replica is part of a \$5 million privately funded project that includes assistance from Ford Motor Company, Microsoft, and Eclipse Aviation.

"This is more of a research project. We have put a man on the moon but we have not built an authentic Wright airplane and flown it. So we don't really know how they did it," said Ken Hyde, a retired American Airlines pilot and founder of a group called the Wright Experience, which is building the EAA's replica. After the flight, the Wright Experience airplane will be donated to the Henry Ford Museum in Dearborn, Michigan.

Students at Utah State University are taking a slightly different approach with their Wright replica. They are using modern materials such as graphite and Kevlar and will power the craft with a modern motorcycle engine. "We are going to fly it in July in Dayton, Ohio, the home of the Wright Brothers, and (former) Senator Jake Garn is going to be at the controls," said Trina Paskett, spokeswoman for the Utah State project.

CHANGES MADE FOR SAFETY

In California, a team of aerospace professionals with the American Institute of Aeronautics and Astronautics (AIAA) is building a Wright replica with some minor changes. Using NASA testing facilities, the team deviated from the original's design to ensure a safe and stable airplane. "An exact replica would be very unstable and very dangerous to fly," said Jack Cherne, leader of the AIAA project. "We don't want to kill ourselves. We are making some changes to the aerodynamics based on the wind tunnel tests." A control stick, similar to what is found on some airplanes today, will replace the cradle. A modern engine will power twin propellers. The National Air and Space Museum in Washington has the original Wright Flyer, which will be featured in an exhibit to commemorate the centennial. Also, the museum has helped the builders of the replicas by providing access to the few Wright plans that are available and to parts from the original airplane.

AVIATION'S CELEBRATION IS FOR EVERYONE

The museum's airplane was rebuilt by Orville Wright in 1916 and again in 1928 and includes items that may not have been on the original 1903 airplane, said Tom Crouch, the museum's senior curator of aeronautics. "What we have is the world's first airplane the way the inventor of the airplane wanted you to see it," said Crouch. The flying replicas of the first airplane will be the centerpieces for next year's centennial celebration, which will include exhibits and flight demonstrations around the country. "This should not be an aviation celebration. This should be an aviation-led celebration," said Tom Poberezny, president of the Experimental Aircraft Association and one of six commissioners of the U.S. Centennial of Flight Commission. The Centennial of Flight Commission was created by Congress to promote activities that celebrate the past 100 years of flight. "There are very few things in history that truly changed the way people live and aviation has done that when we look at how it impacts our lives," said Poberezny.

THE LOWTIME PILOT

By Brant Hollensbe

Welcome to a New Year and a new column for the newsletter. Over the next 12 months I hope to share with you my experiences in becoming a more proficient pilot and introduce a few of our earth bound friends to various aspects of aviation. I'm always amazed at the volume of information that I have to relearn after a 24-year hiatus from the front left seat of an airplane.

With winter upon us I felt it would be a perfect time to review the topic of aircraft icing and its associated effects on flight. Aircraft icing is a build up of ice on the surfaces of an airplane. This ice build up will not only increase the airplanes weight, but changes the airfoils (wing or prop) shape and drastically affect the performance of the airplane. Reduced lift, increased drag, lower cruise speeds, higher stall speeds, increased fuel consumption, and erratic directional changes are direct results of ice build up. Ice on a propeller can make it out of balance and a serious vibration will result. Obviously the best course of action is to avoid any conditions that lead to icing.

There are three basic types of ice that can form on an airplane- frost, rime ice, and clear (glaze) ice. Frost is that thin coat of ice crystals that can form on parked planes at night in high moisture conditions. Since it increases drag and reduces lift, frost must be removed before any takeoffs are attempted. It can also form on airplanes that descend from cold air into areas of warm moist air; fortunately this is a rare occurrence.

Rime ice is formed as super cooled water droplets hit the leading edges and instantly freeze. It is identified by its granular rough surface and white milky color. Because of its granular structure, this form of ice is easily broken apart. Rime ice is most readily encountered at temperatures between 13°F and -4°F.

Clear (glaze) ice is formed when cold-water droplets hit the surface of the airplane. The droplets hit the leading edges and begin to flow back over the surface until it freezes. The freezing is a result of evaporation and contact with the cold airplane surface. Clear ice is characterized by a clear glaze look sometimes interspaced with white air pockets. Clear ice is much tougher than rime ice and conforms to the shape of the wing instead of building along the leading edge. A serious coating of clear ice may jam control surfaces, which leads to some interesting flight control challenges. Clear ice can form anytime you are flying through water vapor and the air temperature is between 32°F and 16°F. If aircraft ice is encountered, make a 180° turn or change altitude, but fly into warmer or drier air.

I'll climb down from the soap box now.

.....Happy Flying

Paul Steingrabe Helps in Initial Test Flight

The following was written by Dale McClure to the Glastar Web Site:

“On December 6, 2002 Kit #5607 took off for the first time. Being an old Nam helicopter pilot with little starch wing time and not having a private pilots license, I was unable to complete the flight. Insurance companies just do not understand. Anyway, I was extremely fortunate as Paul Steingrabe flew his Glastar from Ankeny, IA to Wahoo, NE (the home office of David Letterman) to help complete the initial test flight. Paul arrived about 11 am and he completed a detailed inspection of the bird. He had several suggestions which were great to further improve the safety and longevity of the ship. Then it was time to put the



flight test in action. Paul and I completed several taxi tests...we quickly found that she wanted to fly at 45 to 50 mph. Paul then dropped me off at the hanger and we shook hands and I wished him well. Several other builders, George Stratbucker and Vern Goff were present to see this event. Also present were my two fantastic helpers, Bill Noll and Jerry Mason, who made all this possible. The bird came in as graceful as she had left earlier. Paul taxied up to us and said that he would recommend some minor changes to placement of the carb heat and control and replace the throttle with a friction type...and then fly the airplane! He reported that it flew fine with hands off and the 0-320 with the Catto prop was quiet and responsive. So being a first time builder, I was greatly pleased and smiling ear to ear. So keep building and the day you thought would never come, will.”

—Dale McClure

CHRISTMAS PARTY - 2002



The Chapter Christmas Party was another success this year. As you can see from the photos we had a good turn out, and as usual, those that were there were easily entertained. Looks like no matter what the toy, the boys will find it interesting! And Jack sure mastered the "Bells" didn't he?? The dinner was terrific, and after dinner, Bill presented the officers with awards. He also passed off the gavel to the new president, Roger Bocox. Maury Hunter received the spark plug award from the President, for his never tiring effort to bring us those "special hand made Maury pins" he provides for us at every Chapter Christmas Party. We appreciate his effort in always coming through with the pin, and a different one each year.

The gift exchange had some unusual items, including an EAA Leather Jacket. Boy, that was one they fought over!!! But Paul's wife found a way to get it for him!!



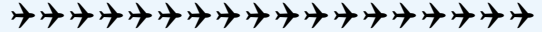
With the new board and officers in place for 2003, you won't want to miss our first chapter meeting on Saturday, January 11, 2003, 7:00 pm at Exec I at Ankeny Airport.





This picture sent to me by Matt Smith from Osceola EAA chapter 1143. It pictures a B-2 at high speed, low level, shedding condensation. The picture was awarded 1st place in Aviation Week & Space Technology's Military Category, in the December 23, 2002 issue.

Know your Members



Paul Steingrabe



Paul admits to being 64 years old, and retired from Super Valu Warehouse for 3 years. He was married for 26 years and has 3 girls and 1 boy, who are all interested in flying. After divorcing, he met and married the “neighbor lady”, Carole. They have been married almost 5 years, and have 2 children together; which are 5 and 5 1/2 years old and are cocker spaniels.

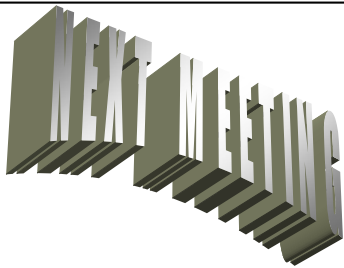
Paul became interested in flying at a very early age, and began taking flying lessons at 13, at Dodge Field in Johnston. He earned flying lesson money by being a “caddie” at Hyperion Country Club, carrying single golf bags which paid \$2.50 for 18 holes. And you think times are tough now! Flying at that time was \$6 an hour with instructor. The first time he ever expressed anger at an adult was when they raised the price to \$6.50 per hour, and the minimum wage was \$1.10 per hour. His winter job, working in a grocery store, did not cover flying expenses.

He joined EAA back in 1955, when it was a grass roots organization. Chapter 135 had a hangar at Dodge Field, and it was the social and educational area for the airport.

As many of you know, Paul just completed building a Glastar, a two passenger airplane. It took him approximately 4 years to build it, in his garage, and in the Ankeny hanger. It was inspected March 1, 2002 and first flown March 23, 2002. Since that time he has logged 100 hours and flown 55 passengers. December 12, 2002 he received an “Osprey Award” from Glastar Association International, for being the “Pilot In Command” of a Glastar for 100 hours.

Currently he is working on the “N3N” at Ankeny Airport Museum. He also is helping with the Hartman project that the chapter sponsors.

When asked what he liked best about our chapter, he stated that “Chapter 135 is educational, informative and made up of very intelligent and hard working people. Future members interested in aviation would be welcome into this Chapter.”



**January 11, 2003, 7:00 pm
Ankeny Airport — Exec. I**

Mike Lossner will put on our program about “aircraft engine lubricating oils”, that you won’t want to miss!!!

What's Going On

January 11, 2003—Chapter 135 monthly meeting at Exec I, 7:00 pm, Ankeny Airport.

January 25, 2002—Chili Fly-In, 11:30am-2:30pm, Greenfield Airport, Greenfield, IA. Adults \$4, Children under 12 \$2. For info call: 641-343-7184.

January 27, 2003 — Chapter 135 Board Meeting 7:00 pm

January 4 & 18—Hartman work party at Mark Kokstis. 10:00 am.

February 5, 2002 — Fly-In Soup Feed, 11am-3pm, Harlan Airport, Harlan, IA.

THANK YOU TO EVERYONE WHO CONTRIBUTED TO THE NEWSLETTER THIS MONTH!!! IT WAS VERY MUCH APPRECIATED!!!!

PROP WASH

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