

April 2021 #4



Tale
Spinner

EAA CHAPTER 135



Dues

12 month annual dues are \$20
1 Jan through 31 Dec 2021
Payable to Stuart Rauh
1717 East Thornton
Des Moines, IA 50320
or online: <http://135.eeachapter.org>

April 10

**5:00 Board Meeting 6:00 General Meeting
Main Exec 1 Hanger - Ankeny
Dave Schuler will construct a Van's
light box to practice riveting**

President's Ramblings April 2021

Welcome to the NEW EAA Chapter 135.

Our members are rebuilding & building airplanes from kits. Rans, Vans and no spam cans

Last month's meeting was a road trip to Ray Robinson's shop (Fernald, IA) to view the rebuilding of his experimental version of a Wily Post Bi-plane. Thanks Ray for the hospitality and to Sandy for the tasty treats.



Coincidentally, it was also EAA Chapter 675 (Marshalltown) monthly meeting as well. It was great to meet and get to know another chapter and their members like 675. Their chapter was well represented while 135 had nine members that ventured out. Loren Miller (675 VP) discussed their plan for offering a scholarship to help not just a potential pilot but outlined the basics for all those candidates interested in pursuing a particular career field in aviation. Pilots, mechanics, avionics technicians or anyone can benefit when planning to attend a school specifically dedicated to aviation.

Chapter 135 was invited to partner with 675 or use their format in our area. An online board meeting was conducted after the original meeting to discuss the direction 135 should take, if any. The outcome from the online board meeting was to make a one-time donation to Chapter 675 in support of their scholarship program for \$500. Chapter 135 established a subcommittee for the purpose of our own scholarship program in our area. Three board members stepped up to oversee this program and develop guidelines. I'd like to personally say thank you to these three individuals - Dave Schuler VP, Jacob Greenfield, & Ralph Briggs. If this is of interest to you, feel free to reach out to me or one of the committee members to offer your expertise. Many hands make small work as the saying goes.

It was also discussed about the two chapters (135 & 675) working together in partnership at Oshkosh to host a pancake breakfast during Airventure at the chapter's pavilion. National started this program about four years ago in an effort to provide not just breakfast for those in the campground but also an avenue for chapters to earn some revenue to fund their treasury. The profit from the day is given to the chapter who provided the work. At our February meeting, I put 135's name in the hat as a Chapter interested in participating. Chapter's are selected through a lottery type system. If selected, we will man the pavilion on one day during Airventure, we will need 10-12 people to help. Now, I know members come and go all week which is why I've invited Chapter 675 to consider partnering with us. The current profits range is \$1000-\$2000 per/day both chapters can benefit from this joint venture with a 50/50 profit split. The link below will give you an overview of this program. Also, the days I

selected to work (so you can plan your week at OSHKOSH) is Tuesday, Thursday or Saturday. Keep your fingers crossed maybe this will be our year.

<https://www.eaa.org/aaa/aaa-chapters/aaa-chapters-at-aaa-airventure-oshkosh/chapters-pancake-breakfast-fund-raising>



John Pazek RV 14A is progressing flying soon

Chapter kits being built

1-Van's RV 14A - 2-Van's RV 12's - 2-Rans S-21's



Alan Hummel's Rans S-21 inventory completed



"When everything seems to be going against you, remember that aircraft take off against the wind, not with it."

- Henry Ford

Paul Reinke is making progress on his Rans -21 too.

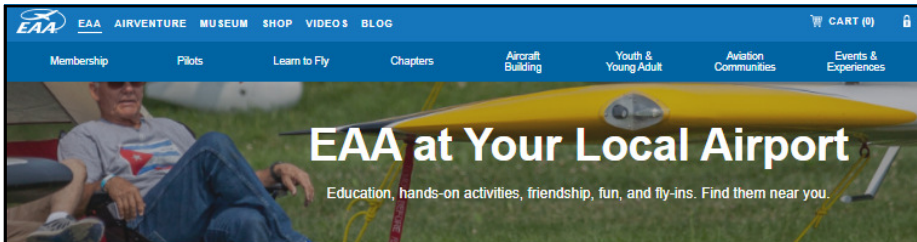
IMPORTANT NOTE FOR YOUNG EAGLE PILOTS

Additionally, if you plan on lending a hand flying Young Eagles this season make sure you have your Youth Protection up-to-date. Simply, log in to your EAA Account and check to ensure your child protection requirements are update-to-date/current. I can't stress the importance of this - do it today. Here's the link with the criteria and sign up or renew your youth protection policy. Any question feel free to give me a shout. Information below the link on how to navigate your youth protection policy. <https://www.eaa.org/aaa/youth/free-ye-flights/ye-volunteers/ye-volunteer-opportunities/aaa-young-eagles-volunteer-pilots/pilot-requirements>

Once logged in go to (my account on EAA's website) - at the top of the screen open the drop down window select training information. If you're expired, as I was then select go to course review and answer the questions. At the end you will most likely be directed to fill out a form for a background check. It **will** take 7-10 to receive your completed certificate - so don't wait till the day before you plan to help fly YE's - Currently, there are only seven chapter members that have completed this task with three having expired.

Nobody likes to talk about chapter dues, especially yours truly...dues are based on calendar year January to December. You might recall receiving a link from the Treasurer (Stuart R) stating you can use PayPal to renew chapter dues. Give it a try. It's very easy to use, as more groups, banks along with non-profits move away from cash or check. Don't get me wrong those are still effective ways to pay and graciously accepted/ appreciated at Chapter 135. Another new tool we are using from National is called the Roster Management tool. This gives the officers the ability to manage this chapter in a more efficient manner. This tool enabled me to get, in about two clicks how many members had actually completed their youth protection. I'm excited about this management tool and the statistics it provides.

That's about all for now - till next time Blue Skies and Tailwinds - AJ



EAA | Chapters | ChapterGram Articles | EAA Chapter 135 Celebrates Oshkosh

EAA Chapter 135 Celebrates Oshkosh
By Alan Hummel, Chapter 135 President



March 2021 – After two weather-delayed attempts to get a group photo and show support for a year without the world's largest aviation event — EAA AirVenture Oshkosh 2020 — the third time was a charm for the intrepid aviators of Chapter 135 Ankeny/Des Moines. The goal was to fly to a fellow member's personal strip and get an aerial shot (drone) of the members along with various chapter aircraft wearing AirVenture 2020 apparel. The American flag on the roof of Roger Stewart's building makes a great backdrop for just such a photo. Finally, on a calm and cool October day, chapter members gathered and got the job done. If you're looking forward to Oshkosh 2021 like Chapter 135 members, it's going to be a great show! See you there! - Al Hummel

FAA DAR'S IN IOWA

CITY	LAST NAME	FIRST NAME	EAA RECOMMENDED	CONTACT INFO
CEDAR RAPIDS	ALBERTS	BRIAN	YES	(319)-295-0603
CEDAR RAPIDS	ANDERSON	CHRISTIAN	YES	(319)-395-7797
NORTH LIBERTY	MARTINEZ	JAVIER	YES	(319)-530-3026
CEDAR RAPIDS	SAVAGE	ROBERT	YES	(319)-295-1439
NORTH LIBERTY	MARTINEZ	SINDI ANDINO	YES	(319)-936-2183
MASON CITY	KYLE	BILL	YES	(641)-330-4599

Disclaimer - taken from EAA search list Chapter 135 not responsible for erroneous information.

FOR SALE
CLASSIC 1939 AERONCA

CHIEF
\$18,000

65 LA Good Shape
Located Central Iowa
Call Ray 515 290 9935
Contact RAYMOND ROBINSON,
Owner - Located Nevada, IA
Telephone
515-290-9935 • 515-382-5564

FOR SALE
Emeraude CP32S LYC 0-320E2A

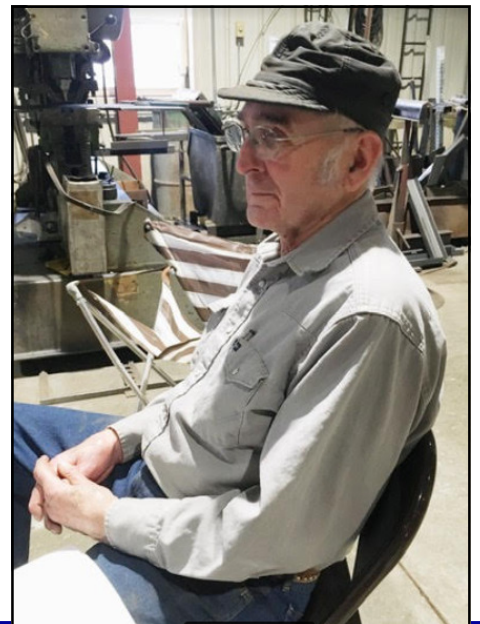
Total Time on Engine 1681.35 SMOH 102 Hrs. 4 new cylinders, crank checked, cam ground all new lifters, and bearing, 500 Hour Mag inspection at time of overhaul, case checked. New Culver Prop. New WindScreen 3/16ths replaced 1/8th inch. Updated brakes to new Matco masters cylinders to replace Cleveland brakes - old Cleveland brakes will go with sale. Empty weight 935 lbs - Gross weight 1500 lbs. Normally, operated around 1850-1900 RPM's and got cruise of 105 to 110 MPH at 7.5 gallons/hr. Terra Radios and Transponder with Flight Com intercom.

\$22,000.00 Call Ray Robinson 515-290-9935

The March Chapter 135 meeting was held in conjunction with Marshalltown Chapter 675 at Ray Robinson's Machine Shop in Fernald, Iowa. Photographs thanks to Ralph Briggs, Dave Schuler and Marc Broer.



**Mason City Airport
Third Thursday Burger Burn**
3rd Thursday Burger Burn happens year-round on the 3rd Thursday of each month. Bring something to throw on the grill, what you want to drink, and a dish to share. We start the grill at 6 p.m. Fly in or drive in everyone is welcome!



“Working on a Dream” By Greg Long - Chapter 135 Member

Ever since I was a young man I've been interested in flying. My father was a glider pilot during WWII though he stayed stateside. My oldest brother pursued a flying career and I flew with him many times. One trip was from Marshalltown to Cedar Rapids to watch the Blue Angels during an August 30, 1970 airshow. At that airshow one of the Angels F-4J Phantom pilots landed with his gear up. Quite exciting.

As a kid I first fell in love with Bensen gyrocopters dreaming of building and flying one someday. As I became an adult and went to Oshkosh for the first time in the mid 80's I fell in love with the Pulsar. Well, life got in the way and I didn't act on building anything but continued to have the dream. I did get my private license in 1986 after first soloing in 1976 with an 8 year hiatus in-between. I have flown various flying club planes ever since.

In the summer of 2012 I retired early, so time to get serious about plane building. I had been thinking about what plane to build and decided on the Van's Aircraft RV-12. What impressed me first is that it was a Van's and second that the kit packages were very complete, including engine and avionics. I was concerned that I would not be disciplined enough to build another model, like the RV-9A at the time, having to find my own engine and instruments. Another plus was the pulled rivet construction of the RV-12 which sounded faster and easier to handle.

So in February 2013 I received the first kit, the empennage kit. At times I worked very diligently on it and at other times went weeks or months with little or no progress. I tend to be involved in a lot of non-aviation related activities taking much of my time. I also tend to procrastinate especially when it comes to a new construction phase that must be accomplished. But one kit eventually led to another and another. A total of 6 kits make up the RV-12 and last summer I was ready to order the last two, the 912ULS 100 H.P. powerplant kit and the Dynon avionics kit.

This whole time the construction has been done in my walk-out basement and/or half of my two-car garage. The RV-12 construction parts are mostly pre-punched and the plans are excellent and various social media resources and personal contacts at Oshkosh and elsewhere have helped me along the way. Today the completed wings are hanging by straps in my basement and the fuselage on it's gear is in the garage. All of the Dynon avionics are installed. While I wait for a redesigned engine mount bracket from Van's before hanging the 912ULS engine, I am doing various things that I skipped or was waiting to do.

One thing I have learned about Van's Aircraft. They are very safety conscious and diligent about safety improvements. Because the RV-12 is also built as a certified SLSA, it is being used by many training schools and gets a lot of hard use hours. This has found some issues where they have made many improvements. Luckily my slow progress has allowed me to make these improvements during construction.

I have my name on the hangar list at Ankeny and am #2 from the top so hopefully very soon will have a real airport home for my project. I don't have room in my garage to hang the engine and propeller and also install the tail feathers so I have opted to concentrate on the engine. Once I get the hangar I will move the wings then the fuselage at a later date. I am committed to getting an airworthy certificate this year and make the first flight myself. I few years ago I flew 5 hours of transition training in the RV-12 and plan to get more time this year before that first flight. The RV-12 is not as fast as the other RV's but flies like a little sports car and the bubble canopy gives an unparalleled view.

So I keep working on my dream with the Bruce Springsteen song “Working on a Dream” giving me hope and inspiration. “I'm working on a dream, Though sometimes it feels so far away, I'm working on a dream, And I know it will be mine someday.” Today I have great hope that my dream will fly in 2021. For now I continue working on my dream and now and then fly the Solar Flying Club Cessna 172M.



Scales Rental Info

All scale rentals require check for \$200.00 deposit. This will be returned, uncashed, upon timely return of the scale.

Rentals are for three days. This 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, a late fee of \$100.00 per day applies.

Chapter 135 (must be a member 3 months prior to rental date): . . . \$25.00/3days

National EAA member but not Chapter 135 member \$75.00/3days

A&P or FBO rate \$125.00/3days

Copy of rental agreement available by email by contacting Stuart Rauh at stuart@rauhnet.com

Chapter 135 Officers 2020

President: Al Hummel

Vice President: Dave Schuler

Treasurer: Stuart Rauh..... stuart@rauhnet.com

Secretary: Marc Broer

Newsletter Coordinator: Marc Broer

Young Eagles Coordinator: Alan Core

Board:

Ralph Briggs Mike Graber Paul Reinke Jacob Greenfield

Brant Hollensbe Dave Kalwishky Roger Stewart

12 month annual dues will be \$20
and run 1 January through
31 December 2021.

Name:

EAA No.:

Address:

Phone:

Email:

Our new bylaws move our fiscal year to Jan. 1, so the dues that are due June 30th will be for \$10.00,
Then \$20.00 dues will be due Jan. 1, 2020

LIFETIME MEMBERSHIP DUES ARE \$200.00 You must be a member of the National EAA

Mail dues to: Stuart Rauh • 1717 East Thornton • Des Moines, IA • 50320