



# EAA CHAPTER 135

## Ankeny/Des Moines, IA

April 2025 #4

### Dues Due January 1!

12 month annual dues are \$20  
1 Jan 2025 through 31 Dec 2025  
Payable to Stuart Rauh  
1717 East Thornton  
Des Moines, IA 50320  
or online:  
<http://135.eaachapter.org>



### Presidential Ramblings April 2025

Hello Chapter members

Think spring - even though my winter break in the sunny south was short but welcomed, I still enjoy seeing the grass green up here in the Midwest. Spring brings the occasional t-storms along with DA aka density altitude resulting in performance issues. We are a group of aviators first or you could say a collective group of weather junkies. Do you recall from flight training high, hot & humid. Well, my favorite (ok not really my favorite) Dew Point: The Invisible Danger in Aviation - see the refresher long version below.

That being said you gotta love flying and that 3-dimensional view of the world we all share. We are blessed.

At the March meeting, Greg Long presented an overview and update on the stratux ADSB system. It was about 4-5 years ago when Greg presented a build night for the stratux receiver for aviation weather and traffic which is a dual band system. An alternative for your ADSB requirements. That was a good Chapter group activity that went very well.

I was absent for the March meeting but feedback indicated this was another good program that Greg provided to the Chapter. Thanks Greg for your dedication and commitment to EAA and this chapter. A side note Greg has been an EAA volunteer during Oshkosh for many years. Along with building an RV12 and is the chapter tech counselor/adviser.

Also, March brought some rather exciting news to one of our members. No - no one's family expanded although I do know of one member's new grand baby.

I'm referring to Roger and Janet Stewart's Zenith 750 Super Duty that now has the airworthiness certificate. Way to go Roger & Janet, a great accomplishment. Plus Roger received his

**April Meeting**  
**Saturday, April 12, 2025**  
**6:00 PM**

**Field trip to Rick Ross' house in Mitchellville to view his project.**

**Rick is providing food and beverages. Bring a chair.**

**Ricks address,  
111 3rd Street NE  
Mitchellville Iowa**

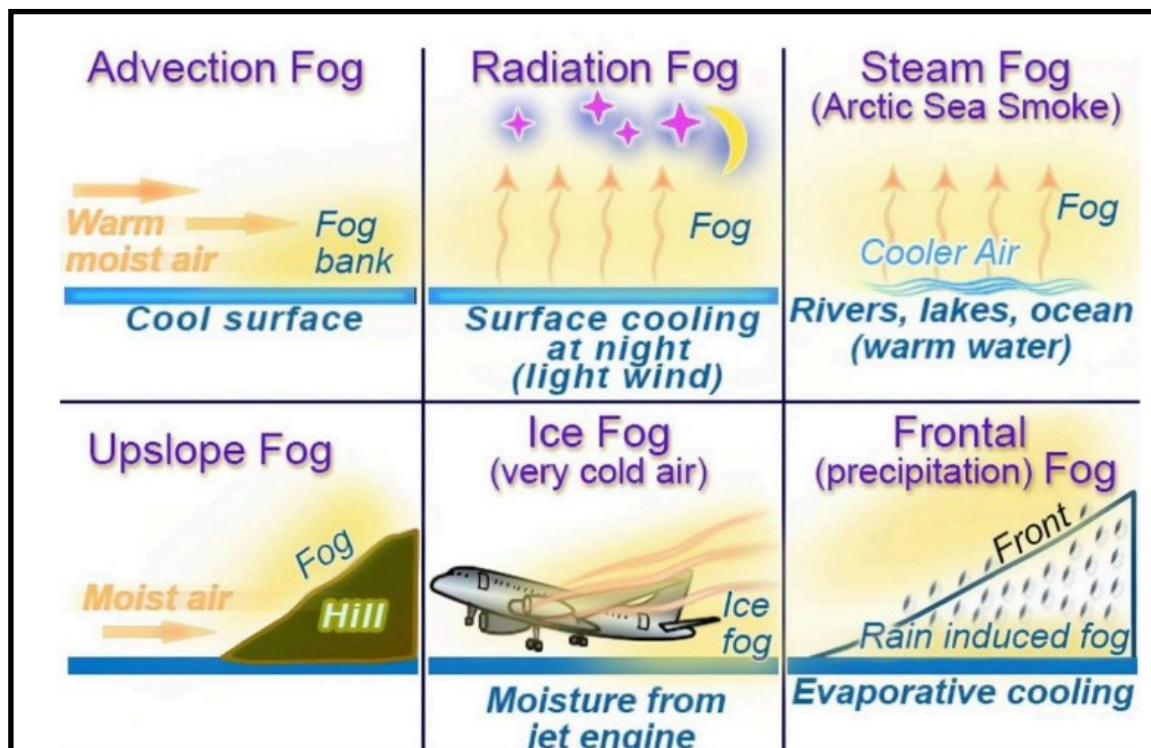
**Directions: take I-80 east to the Mitchellville exit or from the south on Highway S27**

repairman certificate the same day. I look forward to seeing the completed project flying.

Mark your calendars for the May meeting as Dan Folkers will be presenting on a program regarding DAR overview. This will be a really good program. Since Dan just did Roger's certification and is the chapter DAR too.

First it's time for the April meeting on the 12th - we will be at Rick Ross' airplane factory/man cave in Mitchellville -The address is posted in the newsletter. Come and check out Rick's RV12 build which he has been diligently pulling rivets and crimping wires for a few years. Probably not to much longer and another Chapter build project goes airborne.

Nice to see this coming together. Plus, there may also be some really good Barbecue planned. So plan on bringing a chair, beverage of choice and a dish to share. You've guessed, it's a cookout Mitchellville style.



Ever wondered what dew point really means and why it's a critical factor for pilots? Understanding it can be the difference between a smooth flight and dangerous weather surprises

What is Dew Point?

The dew point is the temperature at which air becomes fully saturated with moisture, leading to condensation. When the air cools to this temperature, water vapor turns into fog, dew, or even ice, depending on conditions.

Formula:

Dew Point is closely linked to temperature & humidity. The smaller the gap between temperature and dew point, the higher the humidity and greater risk of reduced visibility.

- Why Does It Matter in Aviation?

For pilots, the dew point isn't just a number - it's a key weather indicator that affects everything from visibility to engine performance.

#### 1. Fog Formation & Visibility Issues

When the temperature reaches the dew point, fog or low clouds form. Critical at airports - can lead to delays, diversions, and even groundings. Runway visibility can drop below safe landing/takeoff limits.

#### 2. Carburetor Icing

In piston-engine aircraft, dew point helps predict carburetor icing. Even on warm days, if moisture condenses inside the carb, ice can form and lead to engine power loss!

#### 3. Wing Contamination

High humidity near the dew point can cause frost or ice on aircraft wings overnight. Even a thin layer affects aerodynamics, reducing lift and increasing drag.

#### 4. Thunderstorm Development

A high dew point means moist, unstable air - a key ingredient for severe storms. Pilots use dew

point to assess storm potential and plan safer routes.

Pilot's Rule

Keep an Eye on Dew Point Spread! Do you recall what the spread is? A small temperature-to-dew point spread signals increasing humidity and potential weather hazards. Understanding this can help pilots:

Here's your checklist for ice:

- Avoid unexpected fog.
- Prepare for possible carb icing.
- Watch out for storm development.
- Ensure wings are free of ice before takeoff.

Fun Fact:

The Highest Dew Point Ever?

The highest recorded dew point was 95°F (35°C) in Saudi Arabia, making the air feel oppressively humid and dangerous for aircraft performance! A trivia night possibly!

Final Thought

Dew point may not seem as flashy as altitude or speed, but it's one of the most critical weather factors every pilot must understand. Next time you fly, remember - it's not just the clouds you need to watch, but the invisible moisture in the air too!

Compiled from excerpts from Aviation news.

It's going to be a great year for Chapter 135 that's my gut feeling.

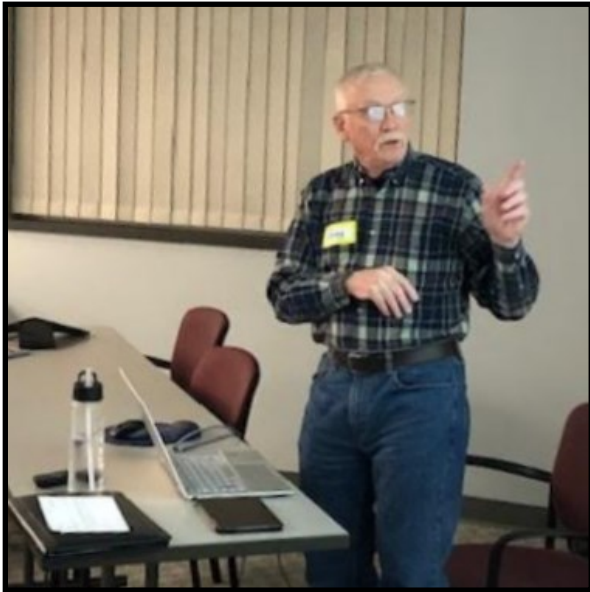
My door (phone) is always open if you want to talk about flying, airplanes or just chat.

Be safe - fly smart

Till next time Blue skies and tailwinds

AJ

## Chapter 135 March Meeting



### FOGZ In Iowa Falls March 18



## Chapter 135 - 2025 Schedule of Events

- ♦ **April 12**, travel to Mitchellville, Rick Ross open house (project) with food.
- ♦ **May 10**, 6:00, (at Exec 1), Dan Folkers, builders program
- ♦ **June 14**, 6:00, (Exec 1), video from veteran on his military service as a ferry pilot, in WWII and Korea.
- ♦ **July 12**, Poker Run, followed by cookout at Brant's hanger at IKV
- ♦ **August 9**, (subject to sweet corn maturity) fly in/drive in to Stewarts' farm, time to be announced
- ♦ **September 13**, fly in/drive in to Nash Field, cook out
- ♦ **October 11**, elections and ?. program to be determined
- ♦ **November**, date to be determined, meet at Gold Star Museum, program by Iowa Aviation Promotion Group, food furnished.
- ♦ **December ?**, Christmas gathering at Exec 1, Rick Ross hosting, time and date to be determined.





On March 21, 2025, Roger Stewart hosted an open house for his inspection of his Zenith 750 Super Duty. Dan Folkers performed the Conditional Inspection. Dan was in turn observed by two FAA inspectors. Roger received his Airworthiness Certificate as well as his Airman Repair Certificate. (This means that Roger can work on any Zenith 750 Super Duty aircraft) Roger wiggled his airplane out of his shop building and towed it with his Ford 3934 tractor to his hanger (40 foot gates, no problem).

Roger has run the engine about 5 hours, and the propeller 4 hours. It is a ground control prop that requires the gearbox oil changed every hour for the first 10 hours (break-in). Roger has 2 hours of ground run practice and has narrowed down the prop setting for best engine RPM.



## EAA VMC Club

### Question of the Month

#### This Month's Question and Answer:

**Question:** You're preflighting your airplane, and realize that you have not checked your ELT in a long time. The battery was replaced just under two years ago, but hasn't been tested since. Is there some way you can test the device without triggering a search and rescue event to ensure it still works properly?



## EAA IMC Club

### Question of the Month

#### This Month's Question and Answer:

**Question:** What items does the FAA recommend be included in a pre-taxi briefing?



12 month annual dues for 2025 will be \$20 and run 1 January 2025 through 31 December 2025.

**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**

## Chapter 135 Officers 2025

President: Al Hummel

Vice President: Rick Ross

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

Secretary: Ryan Brosz

Newsletter Coordinator: Marc Broer

Young Eagles Coordinators: Alan Core & Adam Obrecht

Board:

Dan Folkers DAR-T

Jacob Greenfield

Mike Graber

Quinn Fairchild

Paul Reinke

Ryan Rosa

**Do you need a specialty tool and don't have it, or it's too expensive for a one-time use?**

### **CHECK OUT THE CHAPTER 135 TOOL CRIB**

The Chapter is establishing a tool crib for those that are building or need a special tool for a specific job or project.

If you have a tool you're not using and wish to share with fellow members just submit a photo so we can list it on our web page for the members to view. Next the member would contact you directly or through the Chapter web page, borrow and return when complete.

#### **Current items available to members only**

Flatbed trailer 20 to 24 feet in length - Engine Hoist this is the crane style lift - Pneumatic squeezer

**Scales are available to members & non members to rent.**

EAA Chapter 135 is establishing a Tool Crib (network) to all members in good standing, with your Chapter 135 membership. If you are not, please go to the website and submit your dues to EAA Chapter 135. Once your dues are paid for the year, then you will be able to check-out items from the Tool Crib. Forms are available to track the tool so we can know who has it.

### **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