

October 2008

Experimental Aircraft Association Chapter 33

A monthly publication of the Dr. Alexander M. Lippisch Chapter of the Experimental Aircraft Association, Cedar Rapids, Iowa.

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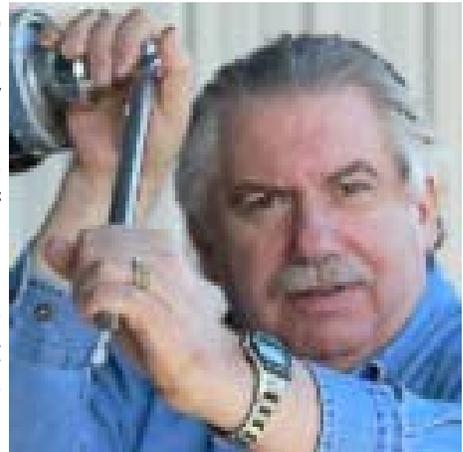
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www.eaa33.org

Mike Busch Savvy Owner Seminar

By Jim Meade

My brother-in-law and I flew out to Rapid City, SD (KRAP) last month for a weekend Savvy Owner Seminar conducted by the well-known aviation writer, Mike Busch. Many of us know of Mike's work from his presence on AvWeb and Cessna Pilot's Association. We are both prospective airplane owners and thought Mike's seminar might help us be smarter owners.



The two-day seminar is crammed with information useful to aircraft owners. The agenda began Saturday morning with a discussion of how bad maintenance happens and how to deal with the high price of parts. In the afternoon, we listened to a discussion of FARs, resolving owner-mechanic disputes and owner-performed maintenance. We were so interested we ran well over the allotted time.

Day two started with a review of when to perform a major overhaul, cylinder replacement and propeller and accessory overhaul. We finished the seminar learning the art of troubleshooting, common squawks and how to develop a checklist to help keep costs down.



There were about 30 people at the seminar, mostly owners. At this session, many were Cirrus owners. There was good class discussion with many illuminating examples brought out that we could all relate to.

Take-aways included a binder one and one half inches thick with the slides used for the presentations, a section on references, excerpts from maintenance regulations, Savvy Aviator articles by Busch and a section of Tech Topics articles.

The seminar cost was nearly \$500 and by the time my brother-in-law and I traveled to the Black Hills and paid for lodging, it cost us about \$1,000 each. Was it worth it? Yes, it was to me. I figure I can save the cost of the seminar just in being a smarter aircraft buyer and also in being a wise owner.

Mikes' points are sometimes controversial. He says most owners spend too much money on maintenance, spend on unneeded maintenance, and most mechanics don't perform maintenance efficiently. Among his key points for owners are: you must take responsibility and be involved, you must be competent by doing your homework, you need to give unequivocal, specific directions, you must take control and you must be assertive.

Mike spent a good deal of time on describing good and bad troubleshooting techniques and how they can affect what you pay for maintenance. He believes in engine monitors and borescope inspections. Mike also says you should work on an airplane based on condition, not on time, when that is legally permissible. The engines on his Cessna 310R are about 1,000 hours past TBO and he has no intention of overhauling them soon. He is a big fan of reliability-centered maintenance such as has been used by airlines for over 40 years.



Compression tests get little respect from Mike compared to his interest in borescopes, engine monitors and oil analysis. He says compression tests have too many weaknesses to be a useful diagnostic tool. Owners typically know more about their airplane than the mechanic does and should take responsibility for troubleshooting and providing information the mechanic can use to make a diagnosis.

I feel I got my money's worth from the seminar. It will at least make me question more so that I learn more and become more of a participant in maintenance. Experimental aircraft builders are already involved so EAA members are a long ways along the path to being a savvy owner according to Mike's definition. Mike sometimes says something 3 times when he could say it once, and the sessions are not held to as tight a schedule as some may wish, but overall I am very satisfied and would not hesitate to recommend it so someone who wanted to be more involved and needed some initial guidance on how to start becoming a savvy owner. <http://www.savvyaviator.com/>

The Cigarette Flies

By Mark Navratil

Bombardier's CRJ-1000 made its first flight September 3rd. I was the avionics Chief Systems Engineer for this program during its early phases (it was delayed for a while and I was drawn into another program).

As you can see it's a very long airplane. The fuselage cross-section and cockpit/nose cone have their origin in the Canadair Challenger business jet. Almost 20 years ago they stretched the Challenger to hold 50 people and called it the CRJ-100 (followed shortly thereafter by the more popular CRJ-200 with upgraded engines). This was the original "regional jet", and airlines around the world bought them by the hundreds to replace noisy turboprops.



After a few years Bombardier stretched it again to hold 70 people (CRJ-700) and then stretched it some more to hold 90 (CRJ-900). Now the final stretch has been made resulting in the 100 seat CRJ-1000. You can see why it looks so long and skinny, given that it is about twice as long as the "standard" CRJ-200 regional jet and almost three times as long as the original business jet it is derived from.

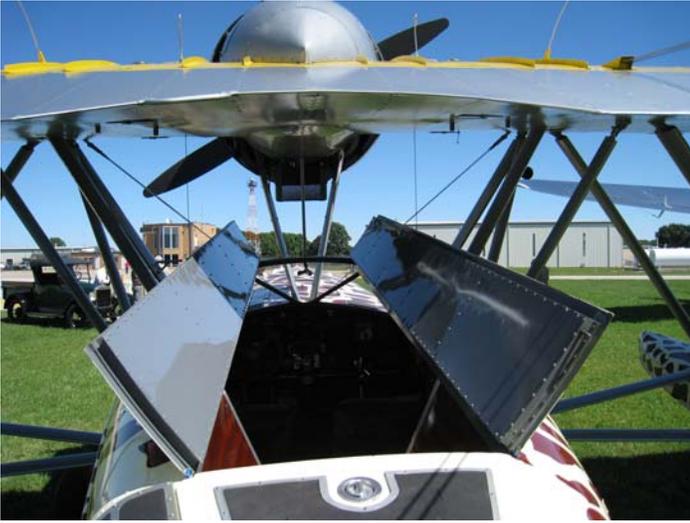
Some airlines plan to put a business class section in the nose instead of the whole airplane being coach per the typical regional jet layout.



90th Anniversary of KIOW & The Airmail

Photos by Jay Honeck & David Koelzer





Last Meeting - Rained out YE's & Cookout

We had planned a Young Eagles Rally and cook out for September but the weather did not cooperate. It rained and the ceilings were low so we had to cancel the Rally. The next day however, we did brave the cool weather and hold a rescheduled cook out at the Marion airport. A few brave souls gathered at the airport, huddled into one of the new hangars and enjoyed burgers brats and a welcome selection of sides and deserts. Thanks to all for helping out.

Next Meeting – RV-8A project Visit

By Steve Ciha

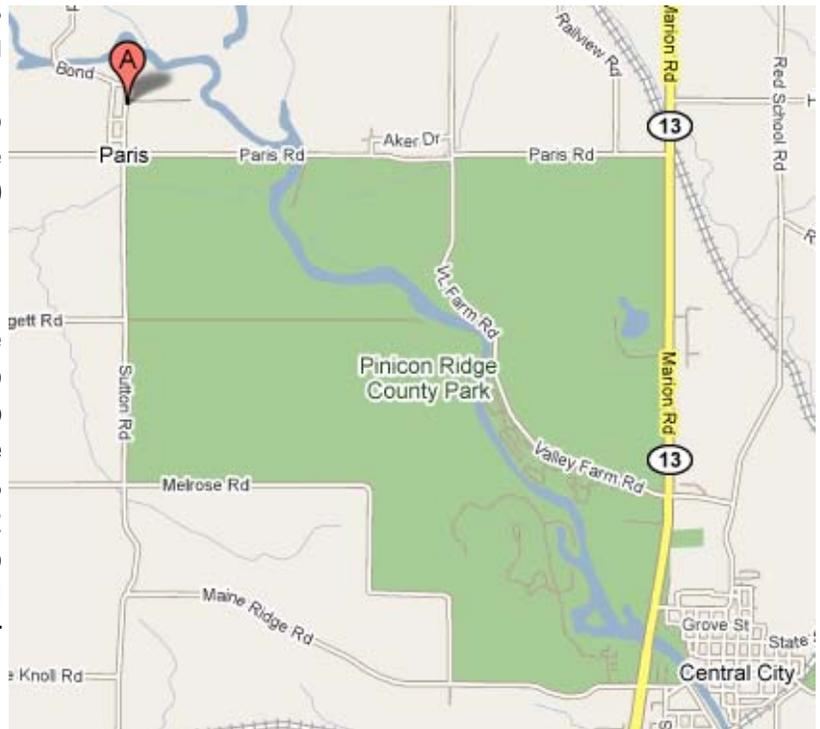
You are all invited to my home for the next Chapter 33 meeting, Friday October 10. I currently have an RV-8A under construction. The fuselage will be on display. I will speak briefly on the project, concentrating on problem solving during the construction process. For the rest of the meeting, I have a slide show of a few of the Air Force museums that I have visited while working on out of state construction jobs. Many of the slides that I have are of planes that I have never seen, or even heard of. I think you will enjoy seeing them also. Here is an example:



See if you can identify it before the meeting.

My home is located at 5290 Sutton Road, Central City. It is out in the country for sure. Car pooling is recommended, as there is not a lot of parking room. I will put an “EAA Meeting” sign along the road where our driveway connects the road. Dads house is the first one you will pass once turning into the driveway, stay on the left cowpath and drive up slowly as it twists and turns through the woods. Social time will start about 6:30 and the meeting will start about 7:00. Coffee and brownies will be provided.

The two main roads used to get here would be either Alburnett road North to Paris road and then Eastward 2 miles to Sutton road. Turn North and go ½ mile to the driveway. Or take Highway 13 North to Paris road and then Westward 2 miles to Sutton road, turn North and go ½ mile to the driveway. You can also call me at 319-438-1204 if you need better directions.



Young Eagles & Cookout

By Connie White

We have rescheduled the Young Eagle Rally for Saturday Oct 4th, from 9 AM till 12 Noon at the Marion Airport. Then we'll have a cookout afterwards. We will provide the burgers brats and drinks and ask everyone to bring a side or desert to share. We have a list of 30 YE candidates from the rained out rally so this rally should be a big one. There will be a Rain Date of Oct. 5th (Sunday) from Noon till 3 PM. Please contact me by e-mail or call me at 319-393-6484 if you can volunteer in the air or on the ground.

Chapter Christmas Banquet

John Anderson has once again reserved the Coe Collage Alumni Hall for our Holiday Banquet. Mark your calendar for Dec. 17th. We are still working out the details but I sure it will be an event we all won't want to miss.

Fly Market

FOR SALE: My 1958 172. I have owned the airplane for 30+ years. I am changing to Sport Pilot so can't use the 172 anymore. Airplane is based north of Cedar Rapids, Iowa at my private strip. The airplane is low time and clean. All logs available. Fresh annual on 6/30/08 shows compression to be: (77, 78, 78,77,77, 78)/80. Autogas STC, Cleveland brakes, new Gill battery 2006, mufflers rebuilt 2005, new intake hoses 2005. Airtex interior, good paint. TTAE 2620 SMOH 823 Radios are basic. New ICOM A200. Dave Yeoman 319-377-4188



FOR SALE BUSHBY MUSTANG II KITPLANE, Folding wings, completely unassembled, 25 gallon fuel tank, can accommodate an engine up to 210 hp. \$9000 Aviation tools pertinent to this kit are available and can be purchased separately. More specific information can be obtained through the Bev Streba bevstreba@cox.net 402-493-2198

FOR SALE One tenth share in a 1975 Piper Arrow. Cloud 9 Flying Club. Full IFR. Hangared at CID. Asking \$6,000 or best offer. Includes 12 hours flight time. Moved, must sell. Keith Johnson (217) 483-7929.

Chapter 33 Calendar

Oct 4 9am-2pm Young Eagles & cookout, Marion Airport

Oct 10 Chapter Meeting & RV-8a Project visit, Steve Ciha

Oct 11 12-4pm Fly-In Hog Roast with all the trimmings, County Airport, [\(C55\)](#) Mt. Morris, IL

Oct 19 EAA 1414 Fly-in Pancake Breakfast, Poplar Grove Airport [\(C77\)](#) , Poplar Grove, IL

Oct 25 4th Annual Sonex/Waiex Fly-in and Chili Feed, Lodi Lakeland Airport [\(9WN5\)](#) , Lodi, WI,



In The October 2008 Issue...

Mike Busch Savvy Owner, The Cigarette Flies, 90th Anniversary of K1OW & Airmail



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