



Welcome to Chapter 33!

Next meeting(s):
Thursday, August 23, 2018 @
7:00 pm.

Aviation Links

- www.EAA33.org
- www.LiveATC.net
- www.FlightAware.com
- www.AirNav.com
- www.EAA.org

Facebook Page: EAA Chapter 33

In this issue:

Gone West	1
Belite Chipper	2
Calendar / Iowa Airports	3
Chapter Leadership	4
Editor's Hangar	5

Gone West



Marvin Victor Hoppenworth, 89, of Cedar Rapids, died Monday, June 4, 2018, at Hallmar Care Center. Funeral Mass, 10 a.m., Friday, at St. Jude Catholic Church by Rev. Dennis

Juhl. Burial: St. Joseph Cemetery. A Vigil Service will be held 3 p.m., Thursday at Teahen Funeral Home where friends may visit with the family Thursday from 3 to 7 p.m., and Friday after 9 a.m., at the church.

Marvin is survived by his "best" wife, Catherine; one son, Bill (Beverly) Hoppenworth of Maryville, TN; a daughter, Mary Dobrochowski of Cedar Rapids; grandchildren, Michael, Wendy, Mary and Allan Hoppenworth, Jennifer (Andrew) Vaughan, Marisa Dobrochowski, and Amy (Mike) Allcox; many great grandchildren; a brother, Merle Hoppenworth of Slater; and two sisters, Marlene Meyer of Sumner and Maybeth (Virgil) Graening, of TN.

Marv was preceded in death by his son Jay Hoppenworth.

Marv was born September 16, 1928 in Tripoli the son of Erwin and Laura Korte Hoppenworth. He was a graduate of Tripoli High School and Cal-Aero Tech, in Glendale, CA. He married Catherine Whittle on September 4, 1954 in Volga City. Marv retired in 1990 from Rockwell Collins at the airport as an aircraft mechanic. Throughout his life he served as an aircraft mechanic instructor at Hawkeye Community College and a technical counselor for the FAA and was heavily involved in the EAA. Marv designed the plans for pedal planes for children and established the Aviation Products Company, Inc. which is still active today in Cedar Rapids. He was a member of St. Jude Catholic Church, the EAA, the Quiet Birdmen, and was a past member of the Civil Air Patrol and the Knights of Columbus. He was an Army veteran of the Korean War.

Marv enjoyed telling the same joke over and over, dancing, traveling, and going to movies. He attended the Oshkosh Air Show for over 60 years.

Welcome to The Lippisch Letter!

This is your Lippisch Letter. The only way to keep it alive is for you to help. What trips your trigger in aviation? Building, Flying, Restoring, Hangar Flying? Is it all about aluminum, steel tube & fabric, composites, wood, avionics, engines, or none of the above? Are you a fixed wing fan, balloon lifter, whirly girl, glider guy, seaplane sailor? Do you teach kids or adults? Tell us about your travels, your adventures, and your tests. Believe it or not, you are all experts in something. Share that vast knowledge, and we will all get smarter.

Show us photos from your flight breakfast adventure, your aircraft project, or you sharing aviation with friends young and old. Let's make The Lippisch Letter a new source of fun!

Belite Chipper

A New Experimental Aircraft

By Tim Busch

I've been very interested lately in an aircraft that could be built in quantity as a trainer to get more pilots in the air quickly. What would that look like? Two side-by-side seats, large payload, low build time, and has the potential to be build in quantity.

One new experimental on the market is the Belite Chipper. Wichita resident James Weibe is a CAD expert who took it upon himself to design an airplane that might fit my requirements:

Rotax 912ULS: 80hp
(many other options possible)
Payload: 600lbs
CAD Design using honeycomb aluminum
Wingspan: 31'2"
Length: 18'6"
Cabin Width: 41"
Cabin Height: 37"

Fuel Capacity: 28 gallons
Range: ~650 miles
Vne: 117 mph
Vy: 49 mph IAS
Vx: 42 mph IAS
Stall Speed: 39 mph
Climb Rate: 800 fpm @ sea level
Cruise Speed: 106 mph

Takeoff Distance: <400 feet
Landing Distance: <400 feet

Build Time:
1000 hours standard
700 hours (metal wings)
350 hours (quick build option)

Kit cost: Approx. \$12,000 minus engine, paint, & instruments.
Folding wing option is \$1000
Metal wing option: \$1320
Quick build option: TBD

Full-up cost to build is estimated at \$35,000—\$40,000. That's pretty reasonable for what it is. James is also looking at the possibility of a float kit in 2019.

It can be built as either a taildragger or a tricycle gear. It's a nice STOL airplane too, so runway lengths won't be a problem, and James has flown it with monster tundra tires.



The fabric covering is made of Oratex. It's pre-painted, pre-colored, UV protected, and very lightweight. Covering is a one-step process: you glue it on the frame and you shrink it.

Building the kit appears to be relatively simple. All the CAD drawings are available on Jim's website: www.chipper.aero. You can use a free CAD viewer to look at any part or assembly from any angle to see how it goes together. You build on a flat table.

Hal Bryan from EAA flew it and had this to say about its flight characteristics:

"The controls are smooth and well-balanced, but also a little firmer than you'd think. Holding altitude in turns is easy, and the rudder

authority makes it easy to stay coordinated. It's the kind of airplane that's a challenge to evaluate because everything just feels right, and it goes where you point it."

"Chipper shines at the slow end of the spectrum as well. Setting up for slow flight, you hold a momentary switch to droop the ailerons, and there's a slight but immediate tendency to pitch down as you decelerate. Then you hold another switch and bring in those Fowler flaps and the airplane starts to pitch up until, remarkably, the two forces cancel each other out perfectly and you're right back in level flight, just an awful lot slower. How slow? Well, thanks to the high angle of attach,

the airspeed indicator will make its best guess and read ridiculous things like 19 mph, but the true airspeed is 32 or so, a speed that's only slightly less ridiculous."

I am curious enough to have already picked up the plans. Jim has done a really nice job. I'm just thinking this would be a really nice airplane to build and learn to fly in. It could be an SLSA too, without a lot of extra work.

I'd like to hear your thoughts on the Chipper. I'm trying to arrange a flight in one at some point soon. It looks like a promising aircraft.

- Tim

EAA Chapter 33

Calendar of Events

July 3, 2018

Iowa Falls Municipal Airport
Aviation Youth Rally & Movies in
the Grass 4 pm—7 pm

July 4, 2018

Iowa Falls Municipal Airport
Flight Breakfast
7 am—11 am

Estherville Municipal Airport
Flight Breakfast
7 am—11 am

Corning Municipal Airport
Flight Breakfast
7 am—11 am

Paullina Municipal Airport
Flight Breakfast
7 am—11 am

July 7, 2018

Phalanx Aviation Open House
2:00 pm

July 8—10, 2018

Ames Municipal Airport
American Barnstormers Tour
9 am—8 pm daily

July 14, 2018

Eastern Iowa Airport (CID)
Pulling for Honor
8 am—1 pm

July 15, 2018

Forest City Municipal Airport
Flight Breakfast
7 am—11 am

Charles City Municipal Airport
Flight Breakfast
8:30 am—12:30 pm

Iowa's Airports Check 'em out!

Burlington	BRL
Cedar Rapids	CID
Des Moines	DSM
Dubuque	DBQ
Mason City	MCW
Sioux City	SUX
Waterloo	ALO
Fort Dodge	FOD

Ackley	4C7
Albia	4C8
Algona	AXA
Allison	K98
Amana	C11
Ames	AMW
Anita	Y43
Ankeny	IKV
Atlantic	AIO
Audubon	ADU
Bedford	Y46
Belle Plaine	TZT
Belmond	Y48
Bloomfield	4K6
Boone	BNW
Carroll	CIN
Centerville	TVK
Chariton	CNC
Charles City	CCY
Cherokee	CKP
Clarinda	ICL
Clarion	CAV
Clinton	CWI
Corning	CRZ
Council Bluffs	CBF
Cresco	CJJ
Creston	CSQ
Davenport	DVN
Decorah	DEH
Denison	DNS
Dyersville*	IA8
Eagle Grove	EAG
Elkader	I27
Emmetsburg	EGQ
Estherville	EST
Fairfield	FFL
Forest City	FXY
Fort Madison	FSW
Greenfield	GFZ
Grinnell	GGI
Grundy Center	6K7
Guthrie Center	GCT
Hampton	HPT
Harlan	HNR
Humboldt	OK7
Ida Grove	IDG
Independence	IIB
Iowa City	IOW

Iowa Falls	IFA
Jefferson	EFW
Keokuk	EOK
Keosauqua	6K9
Knoxville	OXV
Lake Mills	OY6
Lamoni	LWD
Larchwood*	2VA
Le Mars	LRJ
Manchester	C27
Mapleton	MEY
Maquoketa	OQW
Marion	C17
Marshalltown	MIW
Milford	4D8
Monona	7C3
Montezuma	7C5
Monticello	MXO
Mount Ayr	1Y3
Mount Pleasant	MPZ
Muscatine	MUT
New Hampton	1Y5
Newton	TNU
Northwood	5D2
Oelwein	OLZ
Onawa	K36
Orange City	ORC
Osage	D02
Osceola	I75
Oskaloosa	OOA
Ottumwa	OTM
Paullina	1Y9
Pella	PEA
Perry	PRO
Pocahontas	POH
Primghar	2Y0
Red Oak	RDK
Rock Rapids	RRQ
Rockwell City	2Y4
Sac City	SKI
Sheldon	SHL
Shenandoah	SDA
Sibley	ISB
Sioux Center	SOY
Spencer	SPW
Spirit Lake	0F3
Storm Lake	SLB
Sully	8C2
Tipton	8C4
Toledo	8C5
Traer	8C6
Vinton	VTI
Washington	AWG
Waukon	Y01
Waverly	C25
Webster City	EBS
West Union	3Y2
Winterset	3Y3
Woodbine	3Y4

2018 EAA Chapter 33 Leadership

by Tim Busch

Below is the EAA Chapter 33 organizational leadership list for 2018. We have open positions for a Director position and for Fundraising Chair.

These are not lifetime positions. We always want to work on succession planning for future years so the leadership remains enthusiastic about aviation.



Please consider helping to run this outstanding group. Isn't EAA worth it? Isn't AVIATION

worth it?

If you have ideas about things the chapter could be doing, feel free to contact anyone on the list below.

Thank you,
- Tim

First	Last	Position	Email	Phone
Mike	Jimenez	President	mikeyj@gmail.com	515-460-4100
Tim	Busch	Vice President	timcfi@yahoo.com	319-373-3971
David	Miles	Secretary	david.miles@mchsi.com	319-423-5461
Denis	Sailer	Treasurer	rv9a@mchsi.com	319-350-0280
Dave	Lammers	Director	Dave@flywithdave.com	319-551-2832
Dave	Yeoman	Director	ddyeman@gmail.com	319-431-0864
Minnetta	Gardinier	Director	m.gardinier@gmail.com	319-331-6235
	OPEN	Director		
Tim	Busch	Newsletter Editor	timcfi@yahoo.com	319-373-3971
Mike	Jimenez	Web Editor	mikeyj@gmail.com	515-460-4100
Connie	White	Young Eagle Coordinator	rcwhite691@gmail.com	319-393-6484
Justin	Cook	Flying Start Coordinator	jbcook89@gmail.com	319-551-0888
Dan	Meyer	Membership Chair	D319Meyer@aol.com	319-362-0507
Dave	Lammers	Flight Advisor	davelammers@mchsi.com	319-551-2832
Tom	Olson	Technical Counselor	tcolson6@mediacombb.net	319-210-3377
Tim	Busch	Education Chair	timcfi@yahoo.com	319-373-3971
John	Chargo	Programs	johnchargo@gmail.com	319-899-6076
Sarah	Hammonds	Social Chair	Sarah.hammonds@gmail.com	319-432-5785
Sarah	Hammonds	Public Relations	Sarah.hammonds@gmail.com	319-432-5785
	OPEN	Fund Raising		

The Editor's Hangar

by Tim Busch

Sadly, we lost the last of Chapter 33's charter members on June 4, 2018. Marv Hoppenworth was one of six original members of the chapter.

Over the years, I learned quite a lot about Marv. He launched Hawkeye Tech's (now Hawkeye Community College) Aviation Maintenance program.

Later, he went to work for Collins Radio and became the head of corporate maintenance for the Collins fleet. Flying magazine wrote an article "The Collins Airline" talking about the two-a-day flights between Cedar Rapids and Richardson, Texas using Gulfstream G-1s and Sabreliners. Marv made sure they all stayed running.



One of the interesting characters Marv worked with at Collins was Alexander Lippisch, our chapter's namesake. Marv said "Doc Lippisch" was

always working on advanced aerodynamic ideas. One of those projects was the ground effect aircraft. You can see one of them at the Antique Aviation Museum in Blakesburg. The photo below shows Marv discussing another Lippisch test aircraft at an event at CID a few years ago.



At Oshkosh, Marv worked at the Aircraft Emergency Repair area, fixing all sorts of aircraft damaged by incidents at Airventure.

When Marv retired from Collins, it was obvious he wasn't going to just "retire". He was a tech counselor for the chapter and visited many plans, helping local builders learn about all kinds of techniques he learned from a career in aviation maintenance.

He drew up plans for a pedal plane for kids, modeled after the Christen Eagle biplane, which was a popular kit at the time. I remember later Marv telling me that he had sold over 8000 sets of plans

all over the world and he had made many friends in the process. Every year, Marv packed the truck full of pedal planes to take to Airventure for the kids to enjoy pedaling around the show.

This year at Airventure, there will be a tribute to Marv and his pedal planes. I'm sure the tribute will be much larger than just the pedal planes.

While you're there at Airventure, stop by the museum and say hello to "Spare Parts", the J-3 Cub Marv built and donated to EAA for display.

My challenge to the chapter is to keep 33 alive and well to make our predecessors proud.

Blue Skies Marv. The Cubs up there never run out of gas.

Tim

EAA Chapter 33 Application & Questionnaire

Name: _____

EAA #: _____ expires: _____ Young Eagles # _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: _____ Evening Phone: _____

Email Address: _____

Copilot's Name: _____

Pilot Ratings (if any) _____

Aircraft Owned and/or Flying (if any): _____

Aircraft Under Construction / Restoration (if any): _____

Newsletter: Email (y/n) _____ Paper (+ \$10/year y/n): _____

What do you want from EAA? _____

(Socializing, Learning, Building, Restoring, Traveling, Flying, etc.)

How would you like to contribute to EAA? _____

(Socializing, Teaching, Young Eagles, Flying, Building, Restoring, etc.)

Dues are \$20/year, \$30 for 2 years, or \$40 for 3 years. Add \$10/year for paper delivery.

Please send your completed application and check to:

EAA Chapter 33, c/o Denis Sailer, 120 15th Ave Ct. Hiawatha, IA 52233



EAA Chapter 33

Experimental Aviation Association - Chapter 33

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Cedar Rapids, IA 52404
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EAA33.yahogroups.com
Tel: 319-373-3971
E-mail: EAAChapter33@yahoo.com

**EAA:
FOOD, FUN, & FLYING!**

[www.EAA33.org]

Aviation can take you
anywhere!

Learn to Fly!
Join Chapter 33!

Belle Plaine KTZT

[http://www.airnav.com/
airport/KTZT](http://www.airnav.com/airport/KTZT)

Aircraft based: 12
Single engine : 10
Ultralights : 2
Aircraft ops: avg 38/week

