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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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## From Reno to Idaho to Indiana Jones

By Rick and Jack Rezabek

The idea..... Since there were no plans to fly Rick's Stinson Reliant SR-9F to Oshkosh this year (we went in 2006 and 2007, winning Bronze Lindy's both years), it seemed like a good plan to do the Next Best Thing – the Reno Air Races. Some would say Reno even tops Oshkosh, usually the ones who love sheer horsepower. Nothing like 500 mph 100 ft off the deck. (The air race demonstrations at Oshkosh are a WEAK substitute). If you've never been to the Reno Air Races, put it top on your list.

Reno is also the event host for the National Aviation Heritage Invitational event held annually at Reno Air Races (and also at the Dayton Air Show for the Midwestern audience). Event honors the preservation of Vintage Antique, Classic and Military Aircraft. We are lucky to be invited as the Reno folk treat us like kings while enjoying the Historic National Air Races. We took the Reliant to the Heritage event for the first time in 2006. No trophies that year, but we had a great time.



The offer was from Rick to Dad – “want to come out and be my co-pilot?” An offer that couldn’t be refused. “You know, we’ll be halfway to Idaho (our Idaho home in New Meadows) when we land at Reno, how about an Idaho leg after Reno, then we fly home (Agua Dulce, CA – a great small airport in Northern LA County) from there?” Better yet. A quick commercial airlines flight to Burbank and we’re set. Maryann (Mom to the kids) makes plans to meet us up in Idaho with a commercial flight in and out of Boise.

Wed, 9/16 Preflight the Stinson SR-9F Reliant , NC18425 (The Goddess, as our support crew call her) for the trip of a lifetime. She has a Pratt & Whitney R-985 up front, as delivered from the factory in 1937, full tanks and a fresh wax job for the public display at Reno and the Heritage event. Our landing window at Reno is after the daily qualifying laps for the racers is over, 1615 local. We will launch with time to spare. The engine turns over with a weak battery after sitting for a couple of weeks of pre trip maintenance, and we dodge our second bullet of potential delays.

Dodging the first bullet was a small act of arson called the Station Fire that started on August 26 eventually burned 160,000 acres of the Angeles National Forest in Los Angeles County. Agua Dulce airport was quickly enveloped in a TFR, and became a heli-base for about a dozen fire-fighting helicopters and aviation support crew. Surely they would be done and out before we needed to depart on Sept 16. As the days grew on and the remaining days grew fewer, phone calls to the FAA agencies in charge of the TFR, and the local firefighting command post, all reasoned they would be moving to other command posts before we had to depart. Finally on Sunday, Sept 13th, all was quiet again at Agua Dulce, and the TFR had shrunk to no longer cover the airport. We are good to go.



Fly L70 to Reno-Stead (RTS). Cruise altitude 9500 to 11,500. Temps are cold at altitude. Grab jackets from back seat after an hour of convincing ourselves we weren’t that cold with OAT at 40 deg F. The Reliant’s heater tube through the exhaust collector ring doesn’t throw many BTU’s our way. Cruise speeds of 150 mph indicated are a joy (the new wax job is worth 5 mph in cruise), and the 18.5 gph fuel flows are perfectly acceptable for a big radial. 3 hours and change go quickly. Route of flight is a goldmine of aviation history, passing Palmdale, Mohave, Edwards AFB, China Lake NAS on our way up the Owens Valley. Stop temporarily at Carson City (CXP) to wait for our

designated arrival window at Reno-Stead. Arrive Reno on schedule, with Rick's critique of his landing, as he says – "I can NEVER get a squeaker landing at Reno!" Later hangar flying session theorizes that the sight picture of Agua Dulce's 50 ft wide strip and Reno's 150 ft wide runway probably has a big affect on his sight picture for starting the landing rollout. Wheel landings are the standard of the day for the Reliant, and her landing gear suck up all of his bounced touchdowns, so the ride back to the hotel at the end of the day has a spirited argument of whether his landing was an 8.5 (ground crew – led by brother Mike Rezabek, Richard Savell, Gus Gutowski, and Mike Hart) or a 6 (Rick).

Thurs, 9/17 First day on static display at Reno Air Races. The Heritage Aircraft group is located on the East end of the main grandstand area. We have the history book of the Stinson out and begin telling the story of Katherine May Edwards, the first owner of the Reliant. The girls are hooked, especially the pretty ones. Funny how a bunch of guys manage to tell the story of a brave pioneering woman to pretty girls at an airshow. By the end of the day, the gang figure we must have put 100 people (heavy emphasis on the pretty girls and little kids) into the pilot and co-pilot's



seat, with broad smiles all around. (Air and Space magazine did a nice summary on us in their Reno Wrap Up segment – see <http://www.airspacemag.com/flight-today/Reno-Wrap-up.html> - and look for a picture of Rick and his Stinson in the sidebar.

Fri, 9/18 Second day of static display. Another couple hundred plus people – heavy emphasis on the pretty girls again. The guys start discussing how to use the introductory line of 'Did you know that the first person who owned this airplane was a Lady?' – in their daily pursuits. In the background, the Racers are racing, the Blue Angels are performing, an F-15 four ship formation is flying, A C-17 gives a great demo, and a surprise visit of a U-2 spyplane does a flyby. Life is good, and the shade of the Reliants big wing is appreciated by all. The Heritage volunteer staff are wonderful and ply us with water and sodas to keep us hydrated. When we really need a break, the Chalet tent, right out at the front edge of the flight line hosts lunch, and a cool spot to sit and take it all in.

The Heritage judges come around, and we show them all the fine points on the Reliant, and try to avoid the spots that show the wear and tear that actually using an airplane create.

We are invited to an evening BBQ by 2 of the wonderful Reno volunteers of years past – Tracy Rhodes and his wonderful wife, Marsha Pike. A great night of beer, wine, and tri-tip steaks at their home on the hills overlooking the Reno valley make for great times.

Sat, 9/19 Hundreds of more folk hear the stories and get to sit in 70 plus years of aviation history. We figure out how to sign up to borrow one from the Heritage folk for an hour and I get a tour of Unlimited Pits via golf cart with Mike as the driver and escort. One of the Heritage judges comes by and mentions that he'll see us tomorrow at the trophy ceremony. The gang are now guessing how many people we had in the Stinson, and whether we would have a shot at the People's Choice trophy, which the public votes on in addition to the judged categories of Antique, Classic, Military, and Best of Show.

We are starting to recognize people in the hotel and casino lobbies and join some for dinner as we scrounge for food. Nobody even drops a nickel in the slots or the tables. That isn't why we came, but the hotel folk are glad to see us, nonetheless.

Sun, 9/20 The final big day of racing. All the previous days races are a dance between flying fast enough to win the Bronze or Silver heats and move up into the next bracket (eventually to the Gold), but not so fast that you burn up a motor. Jon Sharp has a convincing week with his Sport Class winner, Nemesis NXT, and comes in with a average lap time of over 400 MPH. The P-38 was celebrated in 1938 as being the in the 400 MPH class, and those speeds were at altitude. Jon has done a great job of expanding the state of the art.

The trophy presentation for the Heritage Invitational event is held on Sunday morning. Rick is embarrassed but proud to win both the Best Classic and the People's Choice Trophies. Now the challenge is to get the porcelain winged eagle trophies home in one piece. One is destined for



Idaho, and becomes part of our aircraft baggage, and the other returns to CA with Mike leading our ground crew.

The Sunday Gold Race for the Unlimiteds is the grand finale of Reno. The race usually occurs at about 1700, so when making your Reno plans, just plan on departing Monday for home, as a given. Steve Hinton Jr (Baby Hinton, as the racers call him), flies a masterful race in Strega, and avoids his Saturday pylon cut, with its 10 second penalty, and leads nearly the entire race, after passing Voodoo on the first lap. Voodoo gives him a good chase, within 5 aircraft lengths for the first few laps, but eventually pulls up with a Mayday over the radio, and engine problems. Another fan favorite, Rare Bear, a modified Grumman Bearcat, had a relatively weak performance, as they had to swap engines just before Reno started and were living with a weaker boost supercharger than desired. Hinton finishes with an average speed over the 8 laps of 491 mph, with several laps over 500 mph.

We get most of our race intel from one of Rick's former Lockheed mentors, Pete Law, who now works some for Rick in his Black Ram Engineering Services Company, when he's not out counseling the racers on the carburetors or their water injection systems. Pete Law is an icon at Reno, and has been one of the pioneers of the modern sport, since its early days in 1964.

Reno 2009 is in the books. Tomorrow we are off for Idaho... (to be continued in November issue)



# To those who say it can't be done...

By Jay Honeck

...I present to you the culmination of three years' effort: the Iowa Children's Museum new, million-dollar aviation exhibit: <http://www.press-citizen.com/apps/pbcs.dll/article?AID=2009909170306>

As I stood in the museum's new air traffic control tower last night, enjoying the grand opening party and gazing out over the vast array of fantastic new aviation displays, it was hard to remember that cold May morning, back in 2006, when my kids and I were the first ones at the airport at o-dark-thirty, wondering how the weekend's events would unfold...

Earlier that year I had been dragged, kicking and screaming, onto the board of directors of an on-airport charity event, the "Big Kids Toy Show". Running a small business (we own and operate an on-airport hotel) takes all your time, plus some, but here I was "volunteering" to help organize a three-day, on-airport event. My wife, Mary (who would shoulder the extra burden when I wasn't working) was filled with trepidation. Still, I wanted to do SOMETHING to help our airport. Iowa City's populace was long-known to be hostile to (or, at best, grudgingly accepting of) our airport, and an on-airport, wide-appeal event like the "Big Kids Toy Show" would help to raise awareness of the good things happening at KIOW. This event seemed like a good place to start.

The first order was to decide on a charity to support. Some board members wanted the money raised to go to more traditional charities, but I argued vociferously that the money raised on the airport should benefit AVIATION. In my opinion, general aviation was dying a slow death, and any money raised at an airport event should go toward stemming the blood-letting that I'd witnessed in aviation since earning my ticket in 1994. But how? What could we do to help build the pilot community? What could we, out here in the heartland, do to stop the loss of airports, FBOs, and pilots?

Kids were the key, in my opinion. We had to hit them before they got sucked into the "Playstation/X-Box/television/Facebook" world that was paralyzing so many of them. We couldn't just catch them at the airport -- heck, IF they were AT the airport, those kids were already hooked -- we had to find some way of reaching out to kids who would not otherwise experience general aviation... But how? Where?

Bingo! The Iowa Children's Museum, a large, popular kids venue, located at Iowa's largest shopping mall just a few miles from the airport, seemed like the answer. If we could build an aviation exhibit there, we could expose kids from all over Iowa to the joys and wonder of flight, and maybe -- just maybe -- drive some of these kids out to our airport.

But there were problems. The museum was aimed at younger kids, with a pretend food store (where the little ones could pretend-shop) and a hospital display. Their audience topped out at about age 8 -- and what we were proposing was beyond anything they had ever done before.

Still, although I'm sure she thought we were just a bunch of crazy pilots, the museum director was more than happy to take whatever money we raised at the event. No fool, her! Not knowing how much we might raise, she was naturally non-committal about the exhibit, but we thought we might raise enough money to build a full-sized flight simulator and a few basic science displays. The game was on!

The show had three parts -- a Friday sponsor party, two fly-in pancake breakfasts (one on Saturday, one on Sunday), and the "toys for big kids" -- bulldozers, airplanes, helicopters, race cars, off-road vehicles, etc. -- that ran all three days. Any "toy" that middle-aged guys might dream of owning/driving/flying was fair game, and we managed to gather a very respectable collection of cool stuff at the airport, thanks to our sponsors. (Selling sponsorships was another major aspect of organizing an event like this; the car dealers proved to be fairly easy to sell, back in those pre-recession days.)

The pancake breakfasts were another nut to crack. We knew that we couldn't do the cooking ourselves -- so the idea was proposed to farm out the cooking to one or two non-profit groups. We lined up two of them, and took the incredible (at the time) risk of guaranteeing them \$1500 apiece, rain or shine, plus half the pancake ticket proceeds beyond that amount.

This was incentive enough for them to do the work, but it took the organizational responsibility completely out of our hands. We would be relying on total strangers to show up and work, on griddles, tables and chairs that we provided (thanks to more donations) -- an uncomfortable situation at best, cuz you-know-who would take the blame if they didn't show up!

So, there we were at 5 AM, my kids and I, setting up a booth for our hotel, but also wondering if we would be making

pancakes when the non-profit volunteers failed to materialize. The kids were naturally cranky, I had worked on last-minute details until late the night before (AFTER the sponsor party -- a huge undertaking in itself that had been thankfully spearheaded by another director) -- and it was cold, damp, and hazy. The future seemed uncertain, and my mood was black.

Anyone who has ever helped to organize anything like this knows that cold feeling in the pit of your stomach on "game day", when you wonder...

...will the volunteers show up?...will the weather cooperate?...will anyone fly in?...what have we forgotten?

As the sun rose higher, people slowly started to trickle in. Soon, the head non-profit honcho showed up, with a van-full of helpers, and the griddle was fired up and tested. The Boy Scouts arrived, and placed themselves for car-parking duty. The CAP kids did the same for airplane duty. By 7 AM everyone was in place, and the arrivals started...

Soon, there was a line to get in, and the griddle was going full-bore. Parents and their kids came by the hundreds, and then by the thousands, to enjoy the "toys" and pancakes! Everything came together as planned, the skies cleared and were full of airplanes -- life was good. After a whirlwind day we shut down at 5 PM, knowing that tomorrow we would have to do it all over again -- with a different non-profit working the griddle. More worries...

When all was said and done, and all the bills and non-profits were paid, we cleared a whopping \$9K for the Children's Museum, while providing an event that served our airport with a great public relations boost. The show was a success, and there was talk of making it an annual event...

Now it was time to build the exhibit. Months went by with little word and no visible progress, and there was worry voiced that the money we had raised would simply be sucked into the maw of day-to-day museum operations. It seemed like the museum's interest in the exhibit -- never strong to begin with -- was waning. It was time to do something that would help show them what could be done for a reasonable amount of money.

So, I approached Keith Roof, my aircraft mechanic, for help. My thought was to build a prototype full-sized flight simulator in our hotel's meeting room, as a "proof-of-concept" demonstrator. To that end, Keith -- a grand champion home-builder -- welded up a framework utilizing the seat out of my 2000 Mustang. He even made it so the electric seat still worked! We then added the CH yoke and rudder pedals, and voila! -- we had a flight simulator.

I then approached a local computer company to build the fastest computer possible (at their cost), and hooked it all up to a digital projector, shining "the world" on a brand-new 104" screen. "The Kiwi" was born, and, wow, was it cool! My total cost: <\$4000. (See it here: [http://www.alexisparkinn.com/flight\\_simulator.htm](http://www.alexisparkinn.com/flight_simulator.htm))

Then, it was time to invite the museum's board of directors out to the hotel for some "fun flying". We had snacks and refreshments, and the directors showed up, I'm sure not knowing what to expect. As I turned out the lights and demonstrated a flight, they were very quiet, and I wondered what they were thinking....

One by one I set them up in the Kiwi, and showed them how to "fly". Slowly, their enthusiasm grew, as it became apparent to them that "the Kiwi" would be a HUGE draw for kids and adults alike. By the time they left, the talk was about building SIX of them, and how such an exhibit could grow their paid attendance by leaps and bounds, expanding their age group appeal from 8 all the way through to age 18. The ball was rolling at last!

From that day to this, I've been able to mostly stand back and simply marvel at the progress the museum has made. The exhibit plan grew from a single flight simulator to many, from a few airplanes to dozens, and the budget has grown from \$9,000 to over \$1,000,000! Deb Dunkhase, the museum's director, earned an \$840K grant from NASA that will fund the exhibit for at least the next five years, and Deb convinced Rockwell Collins -- Iowa's huge avionics company -- to jump on board as a major sponsor. With their help, the exhibit now includes ATC simulators, careers-in-aviation exhibits, and the aforementioned control tower, while my friends Keith (and his partner, Jim Delaney) have spent the last two years hand-crafting six flight simulators that look like historic aircraft! There is a real Cessna 150 for the kids to climb in, an enormous spiral slide coming down from the control tower -- and just too many science exhibits to list. It is truly the BEST aviation exhibit for kids in America, eclipsing everything I've seen, anywhere.

Finally, the last hurdle -- that big step from the museum to the airport -- has now been cleared. To that end, the museum has (with help from the local pilot community) created a "flight school", complete with instructors and an award that the kids earn when completed.

That award can be "cashed in" with Tim Busch, owner of Iowa Flight Training (Iowa City's REAL flight school) for a REAL flight lesson at the Iowa City Airport!

The circle is complete... So, for those who say "it can't be done", I present this tale as living proof that -- with persistence, effort, and a little luck -- it CAN be done. [http://www.alexisparkinn.com/%27take\\_flight%27\\_exhibit\\_opens.htm](http://www.alexisparkinn.com/%27take_flight%27_exhibit_opens.htm)

# Night at the Museum

By Dave Miles

In the movie, "Night at The Museum", the museum's security guard character played by Ben Stiller discovers that the exhibits come to life at night due to an ancient curse. I was reminded of this movie while attending the opening night of the Iowa Children's museum Take Flight exhibit at Coral Ridge mall.



Jim Delaney (left) and Keith Roof in front of their fuselage

If you recall that at our meeting there in March, museum executive directory Deb Dunkhase gave us a tour of the museum and take flight exhibit which was still mostly in a conceptual stage at that point. Keith Roof and Jim Delaney had recently completed their prototype fuselage for the 5 flight simulators.



But the vision has come to life. The museum now has all 5 of their fuselages completed and outfitted with the avionics/controls and flight simulator software. Each plane is a different model that has some local history connection with the Iowa City Airport ( Taylorcraft, Er-coupe, Travel Air, de Havilland DH4, and a Piper Cub)

The exhibits are fun and educational (for big kids too!). It's all hands-on. It's two stories tall and complete with a control tower (with a slide that goes down to the 1st floor) There's a hot air balloon demonstration, exhibits demonstrating Bernoulli's principle, radio controlled flight-simulators, an actual Cessna 150,

pedal planes, rocket demos, Wright Brothers flight simulator, parachute demo, history exhibits like the Aviation Timeline and much more. This big kid enjoyed playing with them all. One of my favorite exhibits was testing my math skills by solving an air traffic control problem running on a computer. The idea is to get all of the planes arriving to the same location (initially at the same speed ) without colliding them by dynamically changing routes and speeds of the different planes and also having them all arrive within the allotted time. You can change the complexity by adding more or less airplanes.

Anyway, Deb Dunkhase invited us back there to host another chapter meeting. In addition Connie White gave me some Young Eagle brochures to give to Deb and I mentioned to her and Tim Busch about doing a Young Eagle's rally in Iowa City in the springtime. You can find the museum's website at <http://www.theicm.org/>



Deb Dunkhase demonstrating the hot air balloon



# Splash and Dash

By Jim Meade

Dave Pearson and I got our ASES rating last summer but haven't used it since. I was at Oshkosh this summer and wandered down to the seaplane base where I learned there was a seaplane operation called Adventure Seaplanes in the Minneapolis area. <http://www.adventureseaplanes.com/> Dave and I both needed to get some hood time in the twin and were trying to figure out where and how to fly it when the thought occurred to us that it might be fun to fly up to Anoka, MN and get in a little seaplane refresher.

On Friday, the 18th of September, I got in the left seat of N3341P and we started out for the north country. I flew a GPS approach to a miss at Oelwein, including a hold at the initial approach fix (IAF). From there it was on to Rochester where I was able to fly an Airport Surveillance Radar approach. The runway was right in front of me when I looked up. The last ASR I flew was some years ago at Joe Foss Field in Sioux Falls, SD. From there, it was on to Anoka, MN where I flew an instrument landing system (ILS) approach to a full stop landing.

We were met at 8Y4 seaplane base by two instructors and a pair of C172's on floats. We weren't out to do anything special, just fly and have fun, which we did for nearly 3 hours each. We flew together, about a mile or less apart most of the day. In the course of our flight, we were able to accomplish several ASES Wings objectives. The planes were lightly enough loaded that we didn't need to use any special techniques to get off the water.

The weather was nice and the wind was light. Most of the day we had glassy surface landings, which can be a challenge. It's amazing how little height perception one has when there are no ripples or waves on the water surface. On this landing, you come over the shore line rather low to get what height references you can. Then you set up a slow flight descent with a little power and holding about a 150 fpm descent rate. Keep the nose a bit above level and let the plane descend until it contacts the water.

Our course started out heading east where we landed on a couple of lakes east of Minneapolis. The we did landings on the St. Croix River, my first on a river. On to the east, we eventually stopped at Balsam Lake in Wisconsin and enjoyed a very nice lunch at a lake-side resort. While there, a Husky on floats taxied up with the same lunch idea in mind. After a nice repast we headed back west, lake hopping our way back to Crystal Lake where we'd begun. We logged 12 take-offs and landings each. We got in some step taxiing which we did at about 2200 RPM, including step turns.

On a typical take-off, taxi to a position into the wind if possible. Remember that when on the water you navigate with water craft rules. Clear the area and lift the water rudders. Apply full power and full up elevator to get the nose well up in the air until the plane comes up on the heels of the floats, then relax the yolk to let the plane down on the float step. Lift off is about 45 mph on these planes. Climb out about 60 mph until several hundred feet of altitude is obtained and then transition to cruise climb.

Landing involves a set up similar to a land plane. When turning in the pattern, at first you can feel the pontoons swing the airplane a bit like a pendulum, but it is slight and you compensate for it readily. Land into the wind if you can. It's not such a great thing to have the wind blowing one way and a strong current going another. Get the water rudders down so you have better authority

over water handling.

Dave and I got our rating last summer at Traverse City, MI in a PA-12S Super Cruiser with a 150 hp engine. Frankly, I kind of like a stick airplane better than one with a yolk, though there was no awkwardness in flying the Cessna.

A seaplane rating will probably take about 5-8 hours of training if you are reasonably proficient, followed by a check ride of probably an hour. Figure \$140/hour or so for plane and instructor, so you're looking at \$1,000 or more for the certificate. You don't need to take another written, although an instructor might quiz you orally or in writing to be sure you understand some unique aspects of float flying. You can get your seaplane rating in two days if the weather cooperates. Take the spouse along and put him or her on the town while you enjoy a fun and interesting new way to travel. For most of us, there is no justification for getting an ASES rating. It's a vanity or curiosity thing, but most of all, it's just plane fun.

## Last Meeting - Young Eagles and Cook out

September we invaded the Marion Airport and hosted a very successful Young Eagles rally. We flew 43 new Young Eagles (and a couple of slightly Older Eagles as well). After all the Young Eagling was done we all enjoyed a cookout on the field. You can check out Denny Hodge's pictures of the event at: <http://picasaweb.google.com/N288RV/>



# Next Meeting – Mission Aviation Fellowship

We will meet October 9th with presenter Roger Kolb on his experience with the Mission Aviation Fellowship. We will start at 6:30pm at the Cedar Rapids Airport Administration Building. Free Pizza/soda to be provided.

## November & December Meeting

Also, John Tvedte has agreed to host a project visit meeting down in Solon for our November meeting. It will be Saturday Nov 14th 10:00am-noon and he is at 2682 Hidden Valley Tr. NE, Solon, IA 52333. We will also be having elections as well. I do have a volunteer for Vice President from Denny Hodge.

Our Holiday Banquet will be Dec 15th (Tuesday). Jim Jones from Newton, IA. His presentation: The Search for, and Recovery of, my Uncle Jim's B-24. I was named after an Uncle who died in the co-pilot seat of a B-24 during WWII. Using slides, artifacts and photos, this presentation tells my story of the search for and recovery of parts of my Uncle Jim's bomber.

## More Young Eagles

We also have one more Young Eagle Rallies planned. Oct. 17th at Maquoketa, registration starting at 8:30 AM. Rain Date Oct. 18th starting at 1 PM. If you can help out at the this Rally please contact Connie at [rewhite691@msn.com](mailto:rewhite691@msn.com). As always we need ground crew as well as pilots.

## The Angus Restaurant

By Armin Jacobs

If you do not like steak on a skewer with mushrooms, green peppers, red peppers and onions grilled to perfection then served on a bed of rice with your choice of a oven baked potato or french-fries then read no further and skip to the next article in this newsletter.

This item on the menu at the Angus Restaurant in Prairie du Chien, WI [PDC] is a favorite for my wife Betty and I. It is a short trip by RV 9-A from Monticello, 25 or 30 minutes with the lazy Mississippi river in view most of the way.

The Angus does a fine job of keeping their salad bar well stocked with many food items that you will not see in other restaurants. They also have a soup as part of the salad bar.

When you are seated at your table you are immediately served a loaf of fresh hot bread and butter. This is why I pass on the soup.

The Angus restaurant changed ownership about two years ago and in my opinion the present owners are doing a very good job. The place always seems to be very busy. I give them a thumbs up for good food and good service. I suggest you call before flying up or if you are driving by with a trunk full of apples from Gays Mill, WI. The phone number is 608-326-2222

## Chapter 33 Calendar

**Oct 9 6:30pm** Chapter meeting, presenter Roger Kolb on his experience with the Mission Aviation Fellowship. Cedar Rapids Airport Administration Building

**Oct 10 8am-noon** EAA Chapters of Iowa Open House and Fly-In, FAA Safety Seminar @ 8am, Ames Municipal Airport

**Oct. 17 8:30am** Young Eagles Rally, Maquoketa (OQW) rain date Oct. 18th.

**Oct 20** Airport Management 101 Workshop, Sponsored by: Iowa DOT & IPAA, Carrollton Inn, Carroll, Iowa

**Oct 22** Airport Management 101 Workshop, Sponsored by: Iowa DOT & IPAA, Kirkwood Community College, Cedar Rapids, Iowa

**Nov 14 10am-noon** Chapter meeting, Project visit John Tvedt, Velocity, Solon, IA



In The October 2009 Issue...

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