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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.

Editor: David Koelzer

EAA Chapter 33 Officers

President: Tim Busch
319-373-3971
t.busch@mebbs.com

Vice President: Alan Kritzman
319-378-9149
alkritzm@collins.rockwell.com

Secretary & Newsletter Editor:
David Koelzer
319-373-3257
david.koelzer@mchsi.com

Treasurer: Larry Wood
319-395-9348
Elwood140@aol.com

Flight Advisor:
Dave Lammers
319-377-1425

Technical Counselors:
Tom Olson
319-393-5531
Ron White
319-393-6484
Marv Hoppenworth
319-396-6283

Young Eagles:
John Anderson 319-362-6159
Connie White 319-393-6484

Board of Directors:
Todd Millard
Tom Olson
John Sapp

www.eaa33.org

RV's to Kentucky?

By Alan Kritzman

With the long winter starting to break, Tom Olson had been bugging me that we need to fly somewhere when we get a nice weekend. Where were we going to go it's the end of February and the Iowa fly-in season is a couple of months? Well, Tom found this RV guys down in Richmond Kentucky who decided to have a fly-in. Kentucky sounded like a long way off but Tom said it's only three hours in an RV. So after twisting my arm, Tom finally convinced me to follow him to Kentucky. Then I got a call from Keith Williams begging me to give him a ride to Kentucky so he could look at some RVs. Tom's plan was to leave about 8:00 and stop in Indiana for fuel then on to Kentucky for lunch.

So at 7:45 on Saturday morning we all meet at Tom's hanger and he said he would lead the way. So at 8:00 we were wheels up. About 5 minutes out I could see that Tom has decided to get some IFR practice. I actually thought he was showing hi passenger, Steve Determan, the maneuverability of the RV but after 15 minutes of not flying a straight line I finally saw that Tom had the foggles on. I really en-



Keith, Alan & Steve , Photo by Tom Olson

joyed the near aerobatic formation flight but I can't imagine how Steve made it through the flight without getting sick.

The only real excitement (other than the 45 degree banks and plunging over 1000 FPM while Tom was "straight and level" under the hood) was when we got over our fuel stop and Keith had decided I needed a challenge. He thought it would be "fun" if he jammed my control stick. So he put the little battery box from his ANR headset between the control stick and the seat structure to see if I would notice. Sure, he says it just got loose but there was a little chuckle in his voice when I when I mentioned that I could not get enough back stick to get below 120 knots. I finally convinced him that it would not be fun to land at 120 and he removed the obstacle.

After the fuel stop Tom went back under the hood and tried some more unusual attitude recovery. Approaching Richmond the sky was filled with RV in every direction most of them leaving. When we got on the ground we found out that in Tom's grand plan he had forgot about the 1 hour time change between Iowa and Kentucky. They still had "some food" left from lunch. We were treated to doughnuts and hamburger patties. They had run out of buns so we had our burgers on a doughnut. Following "lunch" there was a little impromptu airshow by a couple of the RV teams, some really good formation flying.

After a couple of hours on the ground visiting with some of the 100+ RV pilots on hand in the 65 degree weather it was time to head back to Iowa. Steve and Keith got together and decided that I would lead going back. I think they had enough of Tom's hood flying. About 15 minutes out of Richmond, after the RV's had thinned out I told Keith that he was going to be my safety pilot. I put the hood on and started flying the dials. For the next couple of hours the only thing I keep hearing out of Tom was "when did you install an autopilot?" I tried to tell him it was just the superior skill of a tail dragger pilot. When we got on the ground I noticed that we had 20 minutes less flight time on the way back, I guess that is what happens when you can fly a straight line.

That's the way I remember our day trip to Kentucky.



Photo by Tom Olson

Harrison Ford, new Chairman of EAA's Young Eagles program.

VAN NUYS, Calif. - (March 8, 2004) - Harrison Ford, best known as a renowned actor in more than three dozen films but also an extremely active pilot and member of the Experimental Aircraft Association (EAA), was introduced today as the new Chairman of the EAA Young Eagles Program, which has flown more than 1 million young people since 1992.



During a welcoming program at Van Nuys, Calif., with EAA President Tom Poberezny, Ford accepted the chairmanship of the program, saying, "It's daunting to step into General Yeager's shoes, but aviation is about learning new skills and the satisfaction that comes with practicing them and doing better." Brig. Gen. Chuck Yeager, who has served as Young Eagles Chairman since 1994, has been named the program's Chairman Emeritus and will continue to participate as one of more than 35,000 volunteer pilots who have been involved since Young Eagles was founded.

"Harrison Ford's passion for flight has grown through the years, as he has achieved several pilot certificates and ratings, and made aviation a major part of his life," Poberezny said. "He discovered Young Eagles on his own several years ago and quietly started flying young people. He now has flown 81 Young Eagles. He is a natural fit to help lead us to even greater achievements as EAA members prepare the next generation of aviators."

The Young Eagles Program's original goal of flying 1 million young people ages 8-17 was reached in October 2003, when 15-year-old Andrew Grant of German Valley, Ill., was flown by EAA member Rick Ellis. The one-to-one outreach between pilot and youngster was part of what attracted Ford to the program.

"Young Eagles gives kids a view of the world they've never seen before," Ford said. "Each Young Eagle flight is an opportunity to excite kids by sharing your passion for flight and to show them that they, too, can learn the skills to participate in aviation."

Ford actually began flight training as a college student in the 1960s, but then put his training on hold until he rediscovered it in the early 1990s. He has since earned ratings in rotorcraft and tail-wheel aircraft. He has been an EAA member since the mid-1990s and a member of a local EAA Chapter near his home.

The new Chairman is the third in the history of the Young Eagles Program. Academy Award-winning actor Cliff Robertson served as Chairman from the program's founding in July 1992 through 1994, with Gen. Yeager serving 1995-2003. Under these two Chairmen, EAA's Young Eagles has grown into the largest youth aviation education program ever created.

Since those first flights in 1992, Young Eagles flights have taken place on every continent except Antarctica and in aircraft ranging from business jets to blimps. Each year, EAA receives numerous reports of young people who have been inspired to pursue aviation as a career or as recreation because of their Young Eagles flights. Many of those early Young Eagles are now introducing flight to other Young Eagles as well. Every major university aviation program and all U.S. military academies also have current students who were inspired by a Young Eagles flight.

“As we launch the second century of powered flight, Young Eagles will also reach for new horizons,” Poberezny said. “We have seen the impact that this program has made on young people, whether or not they pursue aviation. That inspires us to do even more.”

The EAA President also announced new offerings as follow-ups to initial Young Eagles flights, including expanded web site activities and recognition levels for young people interested in aviation. Those specific activities will be announced as they are unveiled.

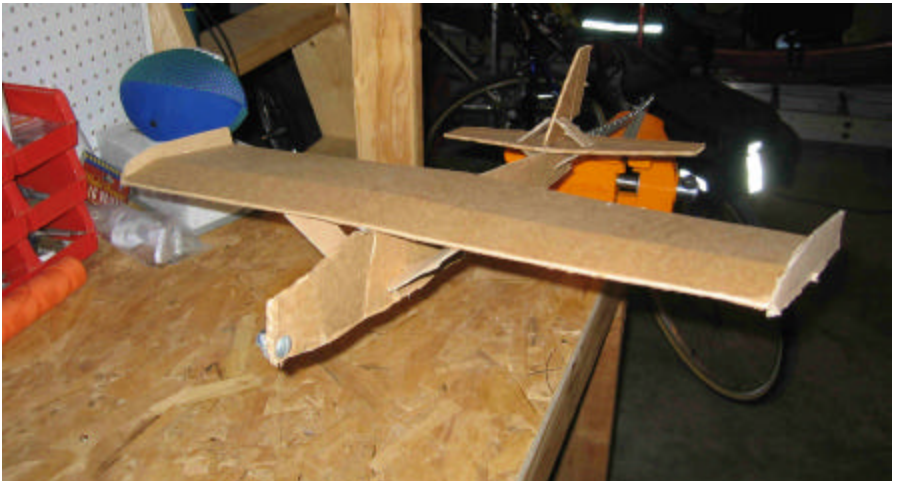
The Young Eagles Program was founded in 1992 and has provided more than 1 million free demonstration flights to young people. Through January 2004, young people around the world have participated in the program through the efforts of 35,000 volunteer pilots. Major support is provided by Jaguar Cars. More information is available at www.young eagles.org.

Cardboard Airplane Contest

By Todd Millard

I love the TV program Junkyard Wars. Two teams are given a challenge and have 10 hours to take a pile of junk and build a machine to compete with. To win teams must combine good design, mechanical ability and plain old common sense. For the past year or so I have been trying to come up with something we could do at a Chapter meeting to capture some of that spirit.

Then one day my eight year old son Keegan came to me with a sheet of cardboard and asked if we could make a plane. A little bit of cutting and hot glue and we had a passable little glider. It was a great little exercise that combined basic aeronautical design and some simple structures. The light bulb over my head turned on, the gears in my brain started to whirl, (or was it a clunk) and I began to formulate a plan.



The May 1st Chapter meeting will be the site of the First Annual Chapter 33 Cardboard Airplane Contest. Teams of 2 or 3 Chapter members will have one hour to turn a sheet of cardboard into a model airplane. The plane will then be flown for distance and time aloft with the winner having the highest combined score. I'll publish the full contest rules in the next newsletter. So start practicing with your hot glues guns and break out your design books.

Last Meeting - Zenith Zodiac CH601 XL project Visit

By David Koelzer

At our March meeting we gathered at Jerry & Barb Maxwell's' home to take a look at the Zenith Zodiac CH601 XL project which Jack Rezabek & Jerry are building. Before we took a look at the plane Jerry gave us a run down on why he selected this particular plane and how they had begun construction. Jerry then showed us a Zenith Factory video which went through the various Zenith designs and included a lot of flying shots. Most impressive were flying shots of the CH601 & CH801 STOL planes. I forget what STOL stands for but it must have some thing to do with the short **take off** and **landings** of these plane because they were quite **short** as **take offs** and **landings** go.

After the video and some yummy cookies (thanks Barb) we headed over to Jerry's workshop to ogle Jack's & Jerry's partially completed project. They had quite a bit of the fuselage assembled and clecoed together along with one of the wings. The workmanship was excellent as we have all come to expect from the Chapter 33 builders. We also got to take a look at their new Jabiru 3300 engine still partially crated. The is nothing like a six cylinder engine for smooth running.

As always we had a great time and would like to send a big Thank You to Jerry, Barb and Jack for hosting this meeting.



Next meeting – Spring Banquet & The Future Of General Aviation

By Tim Busch

Mark your calendars: The next Chapter 33 meeting will be held at The Ranch Supper Club near Swisher on Saturday, April 3rd at 7:00 pm. Happy hour will begin at 6:30 pm: 6:00 if you need the full hour. Tim Etherington of Rockwell Collins, Inc. and Chapter 33 will address future technologies in general aviation. He will discuss Rockwell Collins' partnerships with NASA and the FAA to develop new navigation and flight control methods for future aircraft. Each Chapter 33 member is invited and encouraged to bring



their spouse or significant other (not both!) for this exciting talk and dinner. The meal price will be \$10.95 per person. To help get an advance count of attendees, please email me at Tim@IowaFlightTraining.com and let me know by March 31st if you will be attending and whether you are bringing your spouse/significant other. Hope to see you on the 3rd!

EAA Member Advisory Panel needs your help

By Ken Osmond, Director, EAA Research and Analysis

In October of 2002, EAA established the Member Advisory Panel as a way of gathering member opinions on a variety of subjects. Over 5,500 members volunteered to be on the MAP and they have provided input on many areas of EAA and aviation. Information gathered from members aided in the effort to reduce TFR's in Puget Sound, led to the FREE museum admissions policy for EAA members, assisted the FAA in their Sport Pilot efforts, and these are just a few examples.

It's now time for EAA to offer members a chance to join the MAP or sign up again. The duration is from March 2004 to February 2005. MAP volunteers will be asked to participate from time-to-time in online surveys, phone-based focus groups or in-depth interviews. Participation in any given study can take from 20 to 60 minutes. Participation in individual studies is completely voluntary. If you don't have time for one study, we'll keep you in mind for the next. Selection for a specific study is done randomly or based on a predetermined set of criteria.

If you would like to participate in the MAP, please visit the following web address and complete the questionnaire: www.eaa.org/survey/map2004.html. Be sure to include your phone number and/or your email address. Participation in the MAP is completely confidential. Please complete the questionnaire by March 31, 2004 if you would like to be a part of the MAP.

Our goal is to make EAA better and we'd like your help. Thank you for your time and thank you for being an EAA member.

Editor's Rant

By David Koelzer

As we get closer to the Presidential election we will be hearing a lot more from certain people and groups and a lot less from other people and groups. The 2004 elections will be the first major National elections where the freedom to support or oppose a candidate will be regulated by the new Bipartisan Campaign Finance Reform Act (BCRA). In essence, this act bans political advertisements by certain organizations during a black out period prior to an election. Ads by these groups are often refereed to as "soft money" since they are not direct "hard money" given to a political candidate which is regulated by a different set of rules. The organizations affected by this new act include corporations like IBM, GM & Microsoft, unions like AFL-CIO, IBEW & PATCO, and advocacy groups like the EAA, AOPA & NAFI.

Senator Chris Dodd of Connecticut, sees soft money as "Money that threatens to drown out the voice of the average voter of average means; money that creates the appearance that a wealthy few have a disproportionate say over public policy..." Up until the BCRA, soft money was largely an unregulated form of free speech and as we all know; any thing that is "unregulated" is by its very nature "unsafe" so a group of congressman set about regulating this form of free speech to render it safe for you and me. Of course, getting this bill passed through congress was not a slam dunk as many people saw this as a direct violation of the First Amendment which protects our freedom of speech, our right to peaceably assemble, and our right to petition the government for a redress of grievances. This was also when George Soros, an extremely wealthy businessman, entered the debate. You may think Soros would be opposed to a bill which would restrict the ability of billionaires like himself to have a "disproportionate say over public policy". However, it turns out Soros was in favor of the BCRA. Not only was he in favor of the bill but he spent millions of his own dollars lobbying congress to the pass the BCRA, which of course, was a bill trying to get the influence of big money out of politics! (Yea, I didn't see that one coming either!) Needless to say, with the help of Soros' millions the BCRA passed congress, was signed into law and was eventually upheld by the Supreme Court

Fast forward to the 2004 elections, the use of soft money is now banned for average people like you and me and for the organizations to which we belong. Politics is once again safe from the influence of big money, right? It might be except that new entities are emerging called "527's" after their Federal Tax code designation. These "527s" entities are claiming to be exempt from the restrictions of the BCRA and plan on spending millions during the campaign season. Guess who is one of the biggest contributors to these 527's? Give yourself 10 irony points if you guessed George Soros! Yes the same man that spent millions getting the BCRA passed in order to remove the influence of big money on politics, is going to influence the election by dumping millions into 527's which are conveniently not regulated by the BCRA.

Soros defends this apparent contradiction saying "I am not motivated by self-interest but by what I believe to be the public interest." He also believes it is in the "public interest" to throw our current President out of office and has even boasted that he would spend his entire fortune if he could be guaranteed that President Bush would be defeated for reelection. That sounds like he is working strictly for the "public interest" doesn't it? Of course, it is his right to use his billions any way he wants and to support or to oppose any candidate he likes. That is guaranteed to all citizens by the First Amendment...or at least that used to be guaranteed to all citizens. That is, before Soros used his money to make sure that average people like you and me do not have that same rights he claims for himself through the use of 527's.

It should be apparent that the BCRA has not blocked the influence of big money from politics. Big money has found a new river bed to flow into. But the BCRA has blocked what pitiful little influence we used to have through organizations like the EAA or AOPA or NAFI. Granted aviation advocacy groups have not normally used soft money contribution to support a candidate. However, say some day a candidate runs on a platform which includes a provision to ban all private aircraft from the skies in order to keep us safe from attacks like happened on 9-11. What would the EAA do? What could the AOPA do? They could have their members write indignant letters and that is about it. They could not mount an advertising campaign to oppose a candidate who would hold such a view. That person could get elected and follow through on his threat to ban private aircraft. But maybe you think the Supreme Court would never uphold such a ban. Well they up held the ban on the freedom of speech in the form of the BCRA didn't they?

Fly Market

FOR SALE: 1/4 share in CID based IFR Mooney 201 Roger Burns, 393-9224

FOR SALE: 1/4 Share of 1981 Piper Warrior II (PA28-161), hangered at Cedar Rapids airport, 2509 TT, 272 SMOH, IFR. Contact Tom at 895-6989 or 368-0232.

FOR SALE: Metal project; Moving, so best offer by end of month. Tom Harris (319)362-6323 or tom-anee-harris@juno.com

FOR SALE: Zenair 701 project. Fuselage on gear. Motor is a Geometro with turbo and Ravin redrive on fuselage Call Bruce Wutzke 319-377-2010



Experimental Aircraft Association
 Alexander M. Lippisch Chapter 33
 c/o David Koelzer
 2930 Baker Street
 Marion, IA 52302
 david.koelzer@mchsi.com

In The April 2004 Issue...

RV's to Kentucky, Harrison Ford, Cardboard Airplanes

Chapter 33 Calendar

April 3 6:30pm Spring Banquet, Ranch Supper Club, Swisher Tim Etherington, The Future of Technologies in General Aviation

April 3 11am - 2pm Annual Chili Fly-in Fort Dodge, Iowa Regional Airport

April 4 Fly-in Breakfast, Webster City, IA Municipal Airport

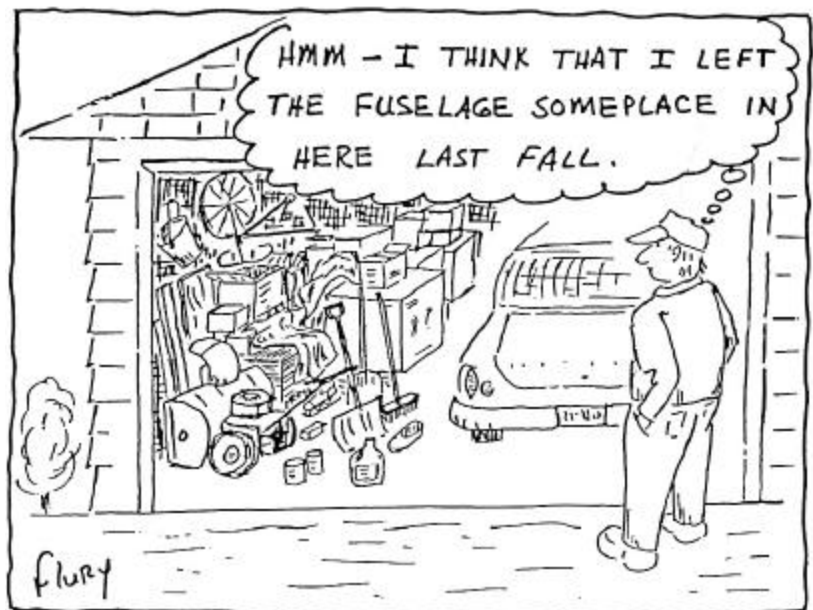
April 18 Fly-in Breakfast, Dubuque, IA Regional Airport

April 25 Fly-in / Drive-in Sponsored by: Sac City Kiwanis Sac City, Iowa Municipal Airport

June 4-6 Fly Iowa 2004 Commemorating the 60th Anniversary of D-Day Attendees are encouraged to dress in 1940's style clothing or military uniforms. Washington, IA

The Funnies

by Wayne Flury



Spring Time finally comes to a Homebuilder and his Garage