

# THE LIPPISCH LETTER



Experimental Aviation Association - Chapter 33

April 2015



Welcome to Chapter 33!

Next meeting(s):  
Tues. May 26, 2015 @ 7:00 pm  
Movie Night in Iowa City

Sat. May 30, 2015 @ 9:00 am  
Landing Clinic in Vinton

#### Aviation Links

- [www.EAA33.org](http://www.EAA33.org)
- [www.LiveATC.net](http://www.LiveATC.net)
- [www.FlightAware.com](http://www.FlightAware.com)
- [www.AirNav.com](http://www.AirNav.com)
- [www.DUAT.com](http://www.DUAT.com)
- [www.DUATS.com](http://www.DUATS.com)
- [www.EAA.org](http://www.EAA.org)

#### In this issue:

Flying the B-1	1 & 4
First Time Builders	2 - 7
Mike Wilson Gone West	8
Chapter Calendar	9
Chapter Leadership	10
Editor's Hangar	11

## Spring Social

April 25, 2015

### Eric Bowen: Flying the B-1 Bomber

Speaker at our Spring Social event, held at the Butcher Block Restaurant, is/was Eric Bowen. Eric is a retired Pilot and Instructor Pilot (IP) on the B-1 and other



USAF aircraft. Today, Eric is a Senior Systems Engineer at Rockwell Collins in Cedar Rapids.

(I say is/was because as I send this newsletter out, the time to RSVP for the event has passed, but the event hasn't happened yet.)

Here is some background on the Rockwell B-1:

The Rockwell (now part of Boeing) B-1 Lancer is a four-engine supersonic variable-sweep wing, jet-powered heavy strategic bomber used by the United States Air Force (USAF). It was first envisioned in the 1960s as a supersonic bomber with Mach 2 speed, and sufficient range and payload to replace the Boeing B-52 Stratofortress. It was developed into the B-1B, primarily a low-level penetrator with long range and Mach 1.25 speed capability at high altitude. ...continued on page 4

### 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!

# First Time Builders

Here's How to Maximize Your Chance of Success.

By Dave Martin

Reprint Courtesy of Kitplanes Magazine

So you're thinking about building an airplane, and you've never done anything like this before. You are aware of the statistics that a large percentage of homebuilt aircraft aren't completed by the original builders. What, you wonder, are some factors that will maximize your chance of success with this major hobby project that is about to consume large quantities of time and money?

## Motivations

The reasons to build an aircraft vary. For many, the prime motivation—at least during the initial thought process—is eventual ownership of a dream aircraft...one that flies faster or farther or with more style than any factory-built machine you know or ever rented. For others, the building process itself is the primary motivation. You may know people who report the challenge and the thrill of building and then flying their own creations. The do-it-yourself urge appears strong among a significant percentage of Americans in every imaginable activity including aviation. Witness the home-improvement stores in every city and, if you search, the availability of kits to build everything from electronics to furniture to complete houses. We like making things.

## Getting Real

A few first-time aircraft homebuilders have completed unbelievably difficult projects including the original design and scratch-building of every part of some complex airplane. But most people considering a homebuilt

project would be wise to decide on a task that is much more easily achieved. In effect, every new builder must balance an often-conflicting set of objectives. If the finished aircraft is the only real motivation, the choice of aircraft will probably be dictated by the budget. In that case, the question is, "How much airplane can I afford that requires the least of my time and effort?" Quick build kits and factory or other professional assistance up to the maximum allowable under the law become important. But if the journey and not just the destination is important, the spectrum of possibilities widens. The number of building hours and the cost are less relevant because they can be spread out over more time.

## Increasing the Odds

Whatever the motivation, most builders would agree that the primary objective in picking a project should be settling on one that you are likely to complete. Consider the general recommendations below. They are listed in the approximate order of importance...except that the family-oriented advice should be at the top of the list for many. Picking a project that fits into a maximum number of the following categories should maximize the chances for success:

**1. A type of aircraft being built by others in your area.** EAA chapters and other builder groups offer a chance to see work in progress and to participate before committing to a kit purchase. Doing this in advance

also reveals the drawings and manuals, the quality of materials, and how well the parts fit.

**2. An aircraft that can be built at home.** If you lack a garage or a large workshop, consider building a temporary structure at home for the project. The time saved commuting and the motivation of a home project can be critical to achieving the goal.

**3. Construction techniques you already know or want to learn.** If you have woodworking tools and skills, seriously consider building a wood airplane. Modern glues and wood-preserving techniques allow wood aircraft to be as durable as those built of metal or composites. Or maybe you've always wanted to learn welding. Take a junior college or technical school welding course before committing to tackle an aircraft that will require welding skills.

**4. An excellent construction manual.** These days, most kit manuals are adequate, but it's best to review a set or at least sample pages before buying the kit. Construction photos are often helpful, but exploded-view drawings are usually even better. Construction videos may also be of interest, but they should not substitute for clear drawings, blueprints or text in a manual.

**5. A reputation for good factory support.** The kit manufacturer should be willing and able to provide names and phone numbers of current builders and customers who have completed the company's aircraft. Among the many questions that should be asked of builders, an

# First Time Builders

Here's How to Maximize Your Chance of Success.

continued...

assessment of factory support should be near the top.

## 6. An aircraft you have flown.

Considering the investment that homebuilders have in their aircraft, a fly-before-buy policy is close to essential before writing the big check. Budget enough time and money to go where you can at least watch an example being flown. If the aircraft has two or more seats, arrange with the kit factory for a demo flight. Most companies find a way to charge for these flights but many count the cost toward kit purchase.

## 7. A project you can afford without straining.

Make a realistic budget including tools that you will need. Some builders are surprised to find that an engine often costs as much as the airframe kit. And some builders—even first-timers—spend as much on instruments and avionics as they do on the airframe or the engine. There is nothing wrong with that as long as it doesn't create personal or family tension.

## 8. Family support including help with construction.

Sports and hobby widows are common in our society where husbands and fathers (and in some cases, wives and mothers) too often sacrifice family time to pursue other passions. Some first-time homebuilders have anticipated the problem and have countered it with a specific pact with the family. Example: "I'll work on my plane no more than four weekday evenings and one weekend day each week." Many have enlisted the family's help in building the aircraft. These techniques help preclude the well-

known AIDS hazard: aviation-induced divorce syndrome.

## 9. An aircraft in which you are physically comfortable.

Complying with Item 6 should preclude building an aircraft in which you don't fit...providing you pay careful attention. The excitement of sampling a gorgeous airplane has clouded the vision of more than one potential kit buyer who—when making engine noises in the cockpit of his partially complete dream—found that there was too little space for cross-country comfort. Especially if you can't fly an example (maybe because it's a single-seater), find one somewhere and ask permission to sit in it a while. Can you stretch out, open a chart, and avoid touching the canopy with your headset or hat?

## 10. One you will be pleased to fly.

This summary category is more subjective than the others and relates to all of them. If your aircraft looks good and you are happy to be identified with it, that is a positive indicator. A few builders, however, have found that they chose the wrong airplane. It's too slow to keep up with friends in the Saturday \$100 hamburger fly-out. Or more likely, it is too fast or too slippery for the builder's comfort as a pilot, especially in challenging wind or weather. If the owner enjoyed the building experience, the solution is to sell the aircraft and pick another project more carefully.

## Some Aircraft

Using the December 2003

KITPLANES list of airplane kits, we have picked a few of the many possibilities for good first-time projects. Considering the recommendations, what are some likely candidate aircraft?

We have picked kits that:

- are \$25,000 or less for the airframe kit. Most are much less.
- show a first-time builder time estimate of 1500 or less. Most are much less, and we list the factory-supplied estimates of first-time builder hours here.
- have at least 10 finished and flying.
- come from a company with a favorable reputation for customer support.

Except for two totally different New Kolb kits, we have limited the picks to one aircraft per company even though many might qualify. Because of the price and builder-hour limits we chose, most kits are welded-steel tubing and fabric where the fuselage comes as a completed weldment. But you will find a few sheet metal, composite and wood designs also.

## 20 Picks

Here they are in alphabetical order by company name. Kit prices are usually for the airframe only, not including the engine, prop, instruments, avionics or covering materials and paint. Check your choices on the web sites or by phone for more details.

Key: M = metal construction, T&F = tube and fabric, W = wood, C = composite

# First Time Builders

continued

## Other Considerations

In the list above, note that high speed and enough seats for the whole family are not part of the criteria. For a first project, the act of finishing and flying is enough of an accomplishment. Many who succeed on their first attempt may build a second aircraft at some point...one that will meet more specific objectives for the types of flying they actually do.

But even if that does not happen, the building project has been a success, and for most builders, it is the thrill of a lifetime. Even a simple, slow, single-seat aircraft will achieve the goal when it flies. For long cross-country family trips, rental airplanes may serve the need.

The term first-time builder implies that the homebuilding process is compelling enough for many to build again. And for a lot of successful first-time builders, that is exactly what happens.

FOR MORE INFORMATION on these aircraft and the hundreds of others available, order a back issue of KITPLANES magazine at [www.kitplanes.com](http://www.kitplanes.com), or for a subscription, go to:

[www.kitplanes.com/subscribe/](http://www.kitplanes.com/subscribe/)

# B-1 Bomber

continued

Designed by Rockwell International, development was delayed multiple times over its history due to changes in the perceived need for manned bombers. The initial B-1A version was developed in the early

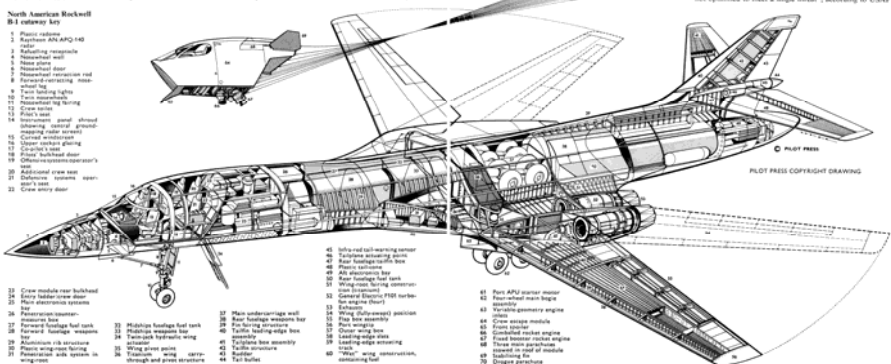
mand (SAC) as a nuclear bomber.

In the early 1990s, following the Gulf War and concurrent with the disestablishment of SAC and its reassignment to the newly formed Air Combat Command (ACC), the B-1B was con-

Right in the rough and turbulent air associated with low altitudes, have resulted in some high costs being incurred for structural modifications, capability improvements, and the maintenance of the B-1B over the years. Another decade

Contrary to the views of those in the late '70s who predicted the manned bomber's early demise in the face of advancing missile technology, the need for a B-52 replacement has persisted and even intensified. To the delight

conventional bombs internally in three weapon bays, and will have two external hard points, each carrying several SRAMs or up to 6,000 lb (1,815 kg) of fuel. "The B-1 is not expected to meet a single threat", according to USAF



1970s, but its production was canceled by the Carter administration, and only four prototypes were built. The need for a new platform once again surfaced in the early 1980s, and the aircraft resurfaced as the B-1B version with the focus on low-level penetration bombing. However, by this point, development of stealth technology was promising an aircraft of dramatically improved capability. Production went ahead as the B version would be operational before the "Advanced Technology Bomber" (which became the B-2 Spirit), during a period when the B-52 would be increasingly vulnerable. The B-1B entered service in 1986 with the USAF Strategic Air Com-

verted to conventional bombing use. It first served in combat during Operation Desert Fox in 1998 and again during the NATO action in Kosovo the following year. The B-1B has supported U.S. and NATO military forces in Afghanistan and Iraq. The Lancer is the supersonic component of the USAF's long-range bomber force, along with the subsonic B-52 and B-2. The bomber is commonly called the "Bone" (originally from "B-One"). With the retirement of the General Dynamics/Grumman EF-111A Raven in 1998 and the Grumman F-14 Tomcat in 2006, the B-1B is the U.S. military's only active variable-sweep wing aircraft. The B-1B is expected to continue to serve into the 2030s, with the Next-Generation Bomber to start supplementing the B-1B in the 2020s.

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Reprint Courtesy of Kitplanes Magazine



Bradley Aerospace Aerobat  
Single seat, 150 hours, 60 flown, M. \$10,700

[www.vortechonline.com/bradley](http://www.vortechonline.com/bradley)



Golden Circle Air T-Bird I.  
Single seat, trigrar or tailwheel, 100 hours, 4000+ flown, T&F.  
\$11,326

[www.goldencircleair.com](http://www.goldencircleair.com)



CGS Aviation Hawk II Arrow  
Two seats, trigrar or tailwheel, 200 hours, 120 flown, T&F. \$16,730

[www.cgsaviation.com](http://www.cgsaviation.com)



Green Sky Adventures Micro Mong  
Single seat, 400 hours, 17 flown, M, T&F. \$8500

[www.greenskyadventures.com](http://www.greenskyadventures.com)



Fisher Flying Products Super Koala  
Two seats, 500 hours, 75+ flown, W. \$8350

[www.fisherflying.com](http://www.fisherflying.com)



Hipp's Superbirds J-3 Kitten/Super Kitten  
Single seat, 325 hours, 75+ flown, C, W, T&F. \$8893  
858/749-3986



Flightstar Inc. model IISC  
Two seats, 150 hours, 90 flown, T&F. \$17,395

[www.flyflightstar.com](http://www.flyflightstar.com)



JD T Enclosed Cockpit I300Z.  
Formerly Ison Aircraft. Single seat, 400 hours, 231 flown, W. \$3845  
574/775-2151



# First Time Builders

continued



Loehle Aircraft Corp. Sport Parasol  
Single seat, 350 hours, 69 flown, W. \$4495

[www.loehle.com](http://www.loehle.com)



Quad City Ultralights Challenger II  
Two seats, 100 hours, 2000+ flown, T&F. \$8995

[www.quadcitychallenger.com](http://www.quadcitychallenger.com)



New Kolb Mark III Classic  
Two seats, trigeared or tailwheel, 500 hours, 304 flown, C, M. \$22,025

[tnkolbaircraft.com](http://tnkolbaircraft.com)



Rand-Robinson Engineering KR-2  
Two seats, trigeared or tailwheel, 1000 hours, 1250 flown, C, W \$8500

[www.fly-kr.com](http://www.fly-kr.com)



New Kolb Pelican Sport  
Two seats, trigeared or tailwheel, 900 hours, 40 flown, C, M. \$22,025

[www.tnkolbaircraft.com](http://www.tnkolbaircraft.com)



RANS Inc. S-12XL Airaile  
Two seats, 300 hours, 870 flown, T&F. \$15,550. 785/625-6346

[www.rans.com](http://www.rans.com)



Preceptor Aircraft Ultrapup.  
Two seats, 450 hours, 100 flown, T&F. \$17,295.

[www.preceptoraircraft.com](http://www.preceptoraircraft.com)



SkyStar Aircraft Kitfox Series 7.  
Two seats, trigeared or tailwheel, 700 hours, 800+ flown, C, T&F. \$14,995

[www.skystar.com](http://www.skystar.com)

## First Time Builders

continued



Sonex Ltd. Sonex

Two seats, trigrar or tailwheel, 700 hours, 50 flown, M. \$11,985

[www.sonexaircraft.com](http://www.sonexaircraft.com)



Thunderbird Aviation, Inc. Hipelight SNS-8

One seat, 150 hours, 600 flown, T&F. \$15,900

[www.hiperlightaircraft.com](http://www.hiperlightaircraft.com)



Van's Aircraft RV-7/7A

Two seats, trigrar or tailwheel, 1500 hours, 18 flown, M. \$17,075

[www.vansaircraft.com](http://www.vansaircraft.com)



Zenith Aircraft Company Zodiac CH 601 HD

Two seats, 750 hours, 40 flown, M. \$12,620

[www.zenithair.com](http://www.zenithair.com)

## Superior Launches Diesel Engine Line

Courtesy AvWeb

Superior Air Parts says it will launch a full line of diesel aircraft engines starting with a 100-horsepower unit aimed at the LSA market and scaling up to as much as 600 horsepower. In a news conference at Sun 'n Fun, company representatives said they acquired the rights to a liquid-cooled two-stroke diesel design developed by U.K.-based Powerplant Developments in late 2014. Since then, Superior has been testing prototypes of the Gemini on the bench and plans to deliver test engines to OEMs



in two to three months. "The main question we get is 'How soon can we get one?'" said Superior CEO Tim Archer.

The PPD design puts two horizontally opposed pistons in the same cylinder with outboard crankshafts driving a common center shaft through a system of front-mounted gears. The result is a package that's about the same size as the Rotax 912 and weighs about 200 pounds, 10 percent more than the Rotax. Archer said the weight difference is more than offset by the 25 percent fuel savings offered by the Gemini. Projected retail price is \$25,000, about 20 percent more than a Rotax 912iS and they're aiming for a 2,000-hour TBO. Archer said the company decided to continue development of the 100-horsepower model because it was already so far advanced but the real market will be in the bigger certified engines sized for every piston market segment. At the upper end, there will be six cylinder/12 piston models capable of replacing many small turboprops. Superior has an aggressive development schedule planned and hopes to have certified engines within a couple of years. Archer acknowledged the unique design might initially cause some market resistance, particularly in the U.S., but the engine is working well on the bench and its low cost and efficiency should win over skeptics.

# “Mike” Melbourne J. Wilson

Gone West

## Chapter 33 Communications Corner



Motorcycle Association, the A.M.A. Museum in Pinkerton, Ohio, and the National Motorcycle Museum in Anamosa. He received the A.M.A. Lifetime Achievement Award and

“Mike” Melbourne J. Wilson, 94, of Cedar Rapids died Monday Feb. 2, 2015 at St. Luke’s Hospital.

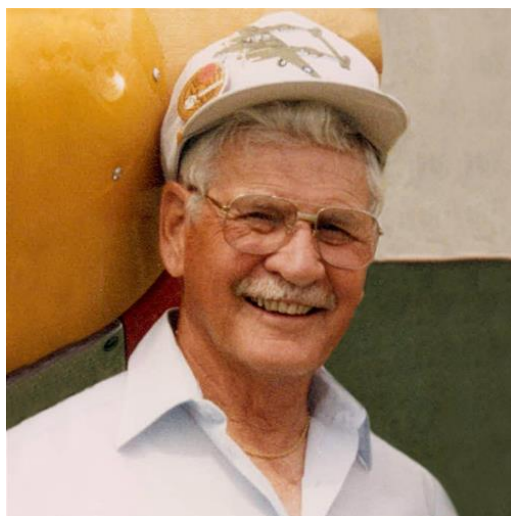
Survivors include a daughter Roberta (Scott Dirks) Brandt of Monticello. He is also survived by five grandchildren; Krystal (Michael) Parker, Ben (Erin) Detweiler, David (Wendy), Shawn (Myrna) and Derek Swenson; five great grandchildren: Everett Parker, Aiden Detweiler, Micaella, Hailey, Shayna Swenson, and his best friend for over 60 years, Bob Kvach. He was preceded in death by his beloved wife- girlfriend of 71 years, Margaret, a daughter Sheryl Bartlett, a brother Allen and a sister Ione.

Mike was born on March 2, 1920 in Ricelake, Wisconsin, the son of Edwin and Loretta King Wilson. He married Margaret M. Pafford on June 18, 1943 in Phoenix, Arizona, and renewed their vows four more times. Mike and Margaret co-owned Wilson Motorcycle Sales in Cedar Rapids for over 28 years and enjoyed racing motor cycles in his younger years. He was a member of St. Matthew Catholic Church, the American

he and Margaret were the first husband and wife to be elected to the Sturgis Hall of Fame.

Mike proudly served as a pilot and certified airplane mechanic in the Army Air Corps during WWII attaining the rank of Major. At the E.A.A. warbirds banquet in Oshkosh, Wisconsin he was awarded for being the oldest pilot to fly in the Airshow in 2005.

Mike was a wonderful husband, father, grandfather, great grandfather and friend. His memory will be cherished by all who knew and loved him.



These days, there must be a million ways to communicate inside and outside an organization. Here are just a few ways Chapter 33 currently communicates with you:

**Newsletter:** The Lippisch Letter

**Website:** [www.EAA33.org](http://www.EAA33.org)

**Facebook:** EAA Chapter 33

**YahooGroups.com:**

EAAChapter33

**Email:**

Leader emails & phones on page 5

**Email:**

[EAAChapter33@yahoo.com](mailto:EAAChapter33@yahoo.com)

These are low-cost methods of keeping us in touch with each other. Why is this important? Because we are more effective if we stick together. We can respond to legislative challenges faster (user fees anyone?), we can learn faster (who knows where to find the chapter scales?), we can participate quickly (who’s going to Sully for breakfast?), etc.

We have the capability to post files, photos, internet links, calendar items, our membership list, and much more.

Please take advantage of all this communications capability. The more we use it, the better we get.

The general public has no idea what aviation is or what it’s about, except what they learn from the media, and you know that isn’t good. Let’s use these tools to also help educate them so they can see why we love aviation!



# EAA Chapter 33

## Calendar of Events

**May 26, 2015**

Iowa City Movie Night

**May 30, 2015**

**Vinton Municipal Airport**  
Safety Seminar - Landings

**June 27, 2015**

Young Eagles and/or CID Cook-out with ATC & CID Staff

**July 23, 2015**

Airventure Chapter Picnic

**July 30 - August 3, 2015**

CID B-29 Tour Stop

**August 22, 2015**

Fly-out to Anoka (KANE)  
AOPA Regional Fly-in

**September 24, 2015**

Project visit and/or chili cookout

**October 24, 2015**

Fall color fly-out to KLNLR

**November 16, 2015**

Fall/Holiday Social

December - No meeting

### 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

# 2014 EAA Chapter 33 Leadership

by Tim Busch



Below is the EAA Chapter 33 organizational leadership list for 2015. We have open positions for Program Chair and for Fundraising Chair. I would REALLY like to see someone pick up the newsletter. I don't mind writing articles, but I'd like to see more input and someone else take the Lippisch Letter and run

with it.

Please consider helping to run this outstanding group. Isn't

EAA worth it? Isn't AVIATION worth it?

I know, everyone's busy. I'm happy to compare schedules with you just in case you think I have nothing else to do. Please help! Thank you.

- Tim

First	Last	Position	Email	Phone
Tim	Busch	President	<a href="mailto:timcfi@yahoo.com">timcfi@yahoo.com</a>	319-373-3971
Mike	Jimenez	Vice President	<a href="mailto:mikeyj@gmail.com">mikeyj@gmail.com</a>	515-460-4100
David	Miles	Secretary	<a href="mailto:david.miles@mchsi.com">david.miles@mchsi.com</a>	585-703-2485
Denis	Sailer	Treasurer	<a href="mailto:rv9a@mchsi.com">rv9a@mchsi.com</a>	319-294-0084
Dan	Meyer	At Large Board Member	<a href="mailto:D319Meyer@aol.com">D319Meyer@aol.com</a>	319-362-0507
Chad	Wilhelm	At Large Board Member	<a href="mailto:chad.wilhelm74@yahoo.com">chad.wilhelm74@yahoo.com</a>	319-270-3218
Martin	Pauly	At Large Board Member	<a href="mailto:mpauly@mac.com">mpauly@mac.com</a>	319-431-3174
Rob	Myhlhousen	At Large Board Member	<a href="mailto:robert.myhlhousen@gmail.com">robert.myhlhousen@gmail.com</a>	319-640-0293
Tim	Busch	Newsletter Editor	<a href="mailto:timcfi@yahoo.com">timcfi@yahoo.com</a>	319-373-3971
David	Miles	Web Editor	<a href="mailto:david.miles@mchsi.com">david.miles@mchsi.com</a>	585-703-2485
John	Anderson	Young Eagle Coordinator	<a href="mailto:joanderson@unitedfiregroup.com">joanderson@unitedfiregroup.com</a>	319-362-2625
Connie	White	Young Eagle Coordinator	<a href="mailto:rcwhite691@gmail.com">rcwhite691@gmail.com</a>	319-393-6484
Dan	Meyer	Membership Chair	<a href="mailto:D319Meyer@aol.com">D319Meyer@aol.com</a>	319-362-0507
Dave	Lammers	Flight Advisor	<a href="mailto:davelammers@mchsi.com">davelammers@mchsi.com</a>	319-377-1425
Marvin	Hoppenworth	Technical Counselor	<a href="mailto:pedalplane@imon.com">pedalplane@imon.com</a>	319-396-6283
Tom	Olson	Technical Counselor	<a href="mailto:tcolson6@mediacombb.net">tcolson6@mediacombb.net</a>	319-393-5531
Tim	Busch	Education Chair	<a href="mailto:timcfi@yahoo.com">timcfi@yahoo.com</a>	319-373-3971
	OPEN	Programs		
Martin	Pauly	Social Chair	<a href="mailto:mpauly@mac.com">mpauly@mac.com</a>	319-431-3174
Rob	Myhlhousen	Social Chair	<a href="mailto:robert.myhlhousen@gmail.com">robert.myhlhousen@gmail.com</a>	319-640-0293
Sarah	Hammonds	Public Relations	<a href="mailto:Sarah.hammonds@gmail.com">Sarah.hammonds@gmail.com</a>	
	OPEN	Fund Raising		

# The Editor's Hangar

by Tim Busch

A little bird mentioned to me recently that we lost a long time member of Chapter 33. I was embarrassed to admit I completely missed the news. Mike Wilson was an amazing guy. Better yet, Mike and Margaret were a great, and cute team. Check out the article on Mike in this newsletter.

I remember one chapter meeting a few years ago when Mike spoke about his WWII experiences. He started as a mechanic, but eventually flew P-38s in the Aleutian Islands and had a lot to do with training the pilots on early IFR flight. I will never forget his description of landings in zero-zero conditions using the old A-N range navigation system. Scary stuff that took nerves of steel in my opinion, but Mike brushed it off as, "just something we did".

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Speaking of news I miss, I definitely don't have a lock on all the news in the world. We all can be the eyes and ears of Chapter 33. PLEASE let me know about any news we should be aware of and get out to the membership. We're a team, so we need each other to succeed.

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Being in the Cedar Rapids area, Chapter 33 benefits from

having a large, local aviation company in Cedar Rapids. Our April meeting speaker was a retired B-1 pilot and instructor.

Since Rockwell International built the B-1 airframe for the Department of Defense, you can bet that Rockwell Collins was involved in developing the communications systems for it. Having worked in the Government Systems division back then, I know the ARC-190 High Frequency Radio System was part of the B-1 suite.

When the Carter administration canceled the B-1A, the DoD upgraded the B-52 fleet with the new radios designed for the B-1A. I wish I could find a copy of the photo of that tiny little 400 watt ARC-190 radio sitting in the bottom of a huge bay meant for the B-52 radio that was designed in the 1940s.

Later on, as I worked in a closed room on the first commercial digital radio system for the Canadian Navy, thanks to a leak from Aviation Week magazine, we later learned that the guys next door were working on the B-2 radios.



Lots of really cool and advanced things happen at "Ye Old Radio Factory". We "Young Pups" were told that in the old days, Collins Radio built all the radios and antennas for the U-2 and SR-71, as well as all the Mercury, Gemini, and Apollo radios.

There was even a brief period in company history when airframes were test flown at Collins.

Some time we should set up a tour for the chapter. There is a great museum of Collins history too. Of course, not everything will be available for the tour. You might need to wait a few years to hear about the current "latest" equipment.

Blue Skies!  
Tim

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# EAA Chapter 33

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