

November 2010

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: Denny Hodge
319 373-3465
dennyhodge@mchsi.com

Vice President: Vacant

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

Treasurer: Larry Wood
319-395-9348
elwood140@aol.com

Flight Advisors:
Dave Lammers 319-377-1425

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

Young Eagles:
John Anderson 319-310-7089
Connie White 319-393-6484

Board of Directors:
Tom Olson
Randy Hartman
Tom Caruthers

www.eaa33.org

A Farewell to Bug Stained Teeth and A Hello to Dry Cloths on a Rainy Flying Day

By Ed Wischmeyer

I traded one of these:



For one of these:

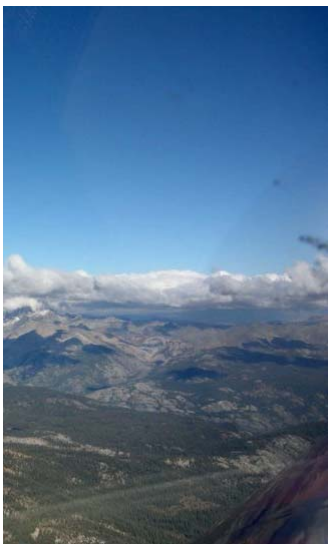


The new owner hired a guy to fly the AirCam to California. It was a 32 hour flight over 5 days, occasionally an adventure, mostly an ordeal...

Meanwhile, I flew my new RV-8a home to Iowa. The first stop was to visit friends in Arizona - otherwise I could have come straight across. After that first stop, I was seriously dodging weather.



North of Death Valley. Beyond is Las Vegas, a thunderstorm that had moved out of the way, and then Arizona.



At first I thought this was a meteor crater but the darkness surrounding it is lava.



Coming into Hobbs, NM, with a severe thunderstorm in the distance. You can see why I wasn't going any farther.

Between Phoenix and Tucson at 7,500 feet. After I passed these clouds, it wasn't clear I could get through, so I landed at Tucson (unplanned) and took a break.



Arizona or New Mexico or somewhere... There was plenty of room to get through these showers. It's plenty safe enough to fly through rain (as long as it's not hiding a mountain), but it can be hard on the paint.

High country. There were plenty of places along the route where old dirt roads were the only man-made things visible.



New Mexico is nothing but miles and miles of nothing but miles and miles.

Past El Paso, headed northwest towards Hobbs, NM -- about as far as the weather would let us go.

Ground speed of 186 knots, or 214 mph. That's twice as fast as the AirCam ever went, and it had 30 knots of tailwind to help it along.

Cyclone Flyers

By Keith Williams

I ran into this newspaper clipping in my mother's scrapbook. It must have been published in the Fall of 1957 in the Iowa State Daily. That would be about 53 years ago! I soloed in that plane and had about 20 hours in it when I left school in December of '57 to join the USAF. I didn't fly again until 1969!

Cyclone Flyers Purchase New Plane; Offer Additional Lesson Opportunities

Low cost flying lessons will be available for more persons with the Cyclone Flying Club's recent purchase of an additional plane.

Organized last winter quarter, the flying club offers flying instructions at less than half the usual commercial rate. Club members pay \$3.60 per hour in comparison to the usual \$10-\$12 an hour at the local airports. This is the lowest flying rate in the state.

When the flying club was originated after a constitution and a set of by-laws were formed, a plane was purchased and is insured with the Lloyds of London Insurance Company. The only company in the United States which insures private planes charges 60 per cent of the total value. This insurance protects the member against accidents, and the club by-laws protect the flyer in case of legal dispute involving court proceedings.

During spring quarter and the summer session, members of the club soloed, and several are nearly ready to get their private pilot's license. It is because of this extensive interest and inexpensive way of learning to fly that the club warranted an investment in a second plane, according to Lee Arp, E. So.

Students interested in flying are urged to attend the next meeting of the club which will be in Room 114, Marston Hall, tomorrow at 7:30 p.m.



Six members of the Cyclone Flying Club, Inc., watch Keith Williams, E. Jr., as he examines the control panel of one of the club's planes. The club, which has a membership of approximately 50, offers lessons at reduced rates. Others watching left to right are: Norman E. Pitt, E. Sr. Dwight Taylor, E. So., W. R. Petrone, Leon J. Arp, E. So., and David Ewert, E. Jr.

Daily photo by Goulding

From the President's Pen . . .

By Denny Hodge

It's November and, as we all know, that means Election Day. What you all may not realize, is that this election season is important, if not critical, for general aviation . . . and Chapter 33.

As Americans, we enjoy many unique freedoms. Among them, our freedom to build, own, and fly airplanes pretty much wherever we want with very little government intervention. There are several efforts around the country to limit our freedom through user fees and excessive licensing fees, as well as local efforts to close airports and restrict neighborhoods from allowing people to build airplanes in their garages. We can no longer "let George do it" when it comes to protecting General Aviation and our "right to fly." Without everyone engaged in this fight, we will surely lose the battle!

What can you do? It's very simple. VOTE! We have all heard the phrase, "With great freedom, comes great responsibility." Our greatest responsibility as Americans is to vote . . . to be heard. While you won't likely find a candidate that agrees with you on every topic, find one that meets 80% of your requirements and cast your vote. Not voting is giving away your rights and your freedoms without a fight. This is not the time to throw up your hands and say, "I can't fix it."

Now . . . why is this a critical time for Chapter 33? Chapter 33 is suffering the same issues as many other chapters and, in fact, the same issues affecting many non-profit organizations around the country. We have become a society that is content with letting someone else do all the work while we wait for the fruits of their labor. Chapter 33 has more than 120 members in our database, yet we consistently see no more than 20-30 at any chapter meeting or event. Our board, currently made up of 7 members, has had only one change in the past 7 years. We will be filling two board spots at the November meeting and currently we have two candidates to fill those two positions. An organization our size, should have 2 candidates (at least) for every open position. Who is going to step up and take action?

Board Candidates

Denis Sailer, a native of Sioux City has worked as a computer programmer, database administrator, and software engineer at Teleconnect, MCI and McLeodUSA. Currently Denis is self-employed as a software engineer working at Yellow Book. He and wife Penny have two boys, Sean and Ethan

His interest in aviation began with radio controlled models, but he got the bug to learn to fly in 2005 and received his Private Pilot in August of 2006. He is currently building an RV-9A in his garage, having nearly completed the empennage.

Minnetta Gardinier, a native Syracuse, N.Y., today serves two roles at The University of Iowa: the associate dean for graduate recruitment and professional development in the Graduate College, and associate professor of pharmacology in the Carver College of Medicine. She joined the Graduate College in 2004 as she was wrapping up a stint as director of the molecular and cellular biology graduate program at the University (2002-08).

She got her pilot's license seven years ago and co-owns a 1978 single-engine Cessna Cardinal Classic airplane. Minnetta forgets the stresses of academia when she pulls the plane out of the hangar and taxis down the runway to go drill holes through the clouds at 8,000 feet.

Minnetta is also a two-time participant in the Air Race Classic—transcontinental air racing for women sponsored by a nonprofit organization dedicated to encouraging and educating current and future women pilots. This year, she flew from Denver, Colo., to Atlantic, Iowa, with stops throughout the south central United States. In 2008, her trip went from Bozeman, Mont., to Mansfield, Mass. She will be actively involved in the race in 2011, as Iowa City has been named the launching point for the race.

Last Meeting - TWO Young Eagles and a Family Cook-out.



October was a big month for Chapter 33. The weather turned beautiful and we had a couple of fantastic events. Oct. 9th we meet in Washington Iowa and flew we have 47 students who were participating in a Aviation Youth Camp. I am not sure who was having more fun the kids or the Chapter members.

October 16th we rallied at the Marion Airport and had another fantastic day flying Young Eagles. The final total was 57 and along with the Washington kids we flew a even 104 for the month of October!!! Many thanks to all the pilots and to the ground crew for making these events a great success.



Next Meeting - Project Visit & Composite Workshop

Chapter 33's November meeting will be held from 10:00 AM to Noon on November 13th at Hangar 51 (Alpha-Omega Aircrafters) at the Eastern Iowa Airport. We will be see a presentation on a current project and will have a Composite 101 Overview by Randy Hartman. We will also have Board Elections at this meeting. Coffee, juice and pastries will be provided. NOTE: Board meeting for Chapter Officers at the same location at 9:00 AM just before the regular meeting

Future Meetings

December 9, 6:00 PM to 9 PM (Location TBD) – Chapter 33 Awards Banquet and Social – Come enjoy a social hour with your fellow Chapter 33 members while listening to music by the Marion Chamber Trio (a flute, cello and harp trio), followed by dinner and presentation of chapter awards. Cost will be approximately \$20 per person.

April 15, 2011 – Chapter 33 will celebrate its 50th Anniversary on April 15th of next year with an Anniversary Gala at the Marriott Hotel in Cedar Rapids. Keynote speaker for the night will be Rod Hightower, new President of the Experimental Aircraft Association. We'll also salute those impassioned aviators and builders who came before us with a variety of presentations and guest appearances. You won't want to miss this.

Fly Market

FOR SALE: I have decided that it is time for me to sell my RV-9A. I have it currently listed on the web at <http://www.barnstormers.com/> Look for vans and then on RV-9A. Total time is now 211 hours on a factory new Lycoming O-320, 160 HP engine. If and when the RV gets sold I will have my share of a ten unit T hangar in Monticello for sale. For more information call Armin Jacobs at 319-465-5298 or ajacobs@n-connect.net



FOR SALE: SkyOx SK12-9 oxygen system with two outlet regulator \$250. but still works and looks great. Slick wiring harness (for 4 cyl right mag). Slick P/N M2507. \$176, I'll take \$70. Garmin mounting tray for 150/250/300XL series \$20. Lammers 319-377-1425 or davelammers@mchsi.com.

FOR SALE: A gorgeous Cessna 175 for sale <http://www.greatusermanuals.com/c175/> Ed Wischmeyer 319-491-6904. Also available for rent, two slots in East Executive Hangar at CID.



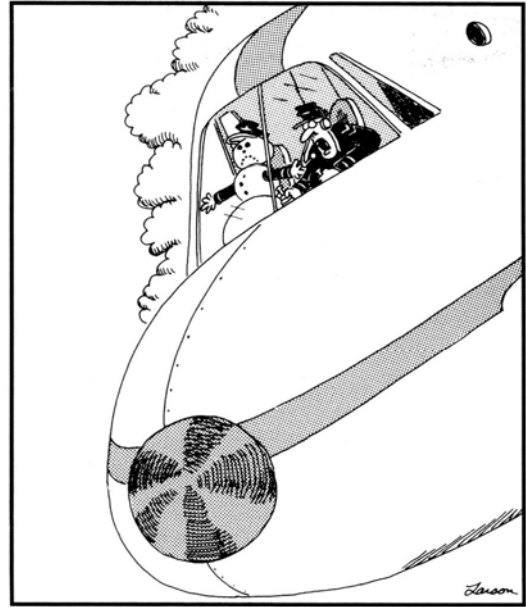
Chapter 33 Calendar

Nov. 10 6:30pm Iowa Aviation System Plan, Public Input Meeting. Kay Thede 515-239-1048 kay.thede@dot.iowa.gov
<http://www.iowadot.gov/aviation/studiesreports/home.html>
Iowa City Municipal Airport

Nov 13 10am-noon Hangar 51 (Alpha-Omega Aircrafters) at the Eastern Iowa Airport. Project visit and will have a Composite 101 Overview by Randy Hartman. Board Meeting 9am

Dec 9 6pm-9pm (Location TBD) Chapter 33 Awards Banquet and Social, music by the Marion Chamber Trio (a flute, cello and harp trio), followed by dinner and presentation of chapter awards.

April 15, 2011 Chapter 33 will celebrate its 50th Anniversary on April 15th of next year with an Anniversary Gala at the Marriott Hotel in Cedar Rapids. Keynote speaker Rod Hightower, new President of EAA. We'll also salute those impassioned aviators and builders who came before us with a variety of presentations and guest appearances.



"Mayday! Mayday! This is Flight 97! I'm in trouble! ...
My second engine's on fire, my landing gear's jammed, and my worthless co-pilot's frozen!"

In November 2010 Issue...

A Farewell to Bug Stained Teeth, Cyclone Flyers



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