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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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Velocity Update – The Move Home

By John Tvedte

Building an airplane from a distance these past years, now working on year 6, has been ‘interesting’ shall we say. Originally, our airplane was delivered to a builder assist program Hangar 18, in Melbourne, FL. My wife Ann and I would drive to Florida and work on it – or I would take a commercial flight. So building was a stop and go affair – it would stop when we left. After about 2 years, Malcolm moved his shop to Greenville, SC. We had the plane moved – and continued flying and driving.

In Florida, we would work on the plane during the week, and then go to the beach, or sometimes Orlando to Disney on the weekend. One time we went to Cape Canaveral, and took the close-up tour, visiting the shuttle launch pad.

In South Carolina I remember spending some holiday time in Asheville, NC, visiting the Biltmore Estate, America’s largest home. We have had the luxury of visiting the Biltmore during all of the seasons. We particularly enjoy the December time, and spring time. The holiday decoration, gardens, views, trails, dining – it’s all wonderful.



Mostly though, we would work on the airplane – sanding, glassing, sanding, glassing, some metal work (did I mention sanding?). A couple of trips in particular: When my friend Tom Krueger and I were working in Jacksonville – we drove down to Melbourne on the weekend and glassed in the keel. I remember stopping at The Garlic Restaurant in Daytona Beach – that was great, highly recommended. My brother David has been very helpful and generous of his time. He drove down with me to work on the panel. He did all of the design using 3-D modeling software. We cut and sanded and glassed – and it all fits. David also helped with the side yoke design, and seat slider/mount design. David did all of the work on installing the hard points for our side yoke system on one trip.

So, the good memories outweigh the itchy times. (S-glass in particular – the spar)

The time had come to listen to that voice

(Ron White's) suggesting that we should bring the plane home to finish. There would be many details to work on, but with 3 year old twins, it was just too difficult to take time to drive to Greenville anymore. One nice thing about Greenville is that I found a high school buddy of mine, Neil Shurley. I had only found out that Neil was living there during the last few trips, but being able to sit in his yard, or hear him play Sax at a local club (he's still quite good) – or to see his wood working shop and what he builds...and to meet his wife and children.

The actual move: We hired Roger Cummins (3 Feathers Aviation) to move the plane. Roger was suggested by Brett Ferrell a fellow Velocity builder. I flew out a week prior to the move, and finished up some loose ends with Malcolm. Roger gave me a call the night before his arrival to

check in. Malcolm and I had arranged to have a flat bed truck available so we could move the plane off the loading dock side of his shop. The truck had a tilt bed, so we could then move the plane onto Roger's trailer. It all worked like clock-work – with the only exception that we couldn't find the driver for the tilt bed truck for a couple hours in the morning – ah well, best plans don't always work out perfectly. Roger was a great sport, and after we did all that we could do to get ready without the truck, we took an early lunch. When we arrived



back to the shop after lunch, the driver arrived, and we moved the plane off the loading dock. Getting it onto Roger's trailer was easy at that point. Zach and I went to Home Depot earlier to pick up some foam – and that came in handy to allow us to set the wings on the trailer. Blocking and tie downs were installed. Most of my time was spent organizing boxes of parts, and getting them inside the plane. I also put some protective plastic and duct tape – for water protection – and just tied things. With everything ready to go, Roger said good bye, and started driving. Our wide load permits didn't allow him to drive at night. I flew back wondering and worrying a little about how Roger and the airplane were doing. The following evening, Roger called to check in, and let me know he had made it to Illinois. He said he would be there the next day, probably just after lunch time. We had scheduled this for the weekend, so both Ann and I could be there without any time off from work. My sister Susan came over to watch our children, and Ann's brother Jerry came over to help move the plane into our garage. We ended up moving our firewood – and doing a little more cleanup than I thought we would, but it all worked out. We can fit two cars AND the plane in the garage. Once all of the dust settled, I built a wing storage rack (designed by Jorge Bujanda a fellow Velocity builder). I can store both wings and canard on it, and it has casters so it is easy to move if I need to move it out of the way. Our neighbor Frank came over to help move the wings to the rack.

It's great to have it home, although walking out into the garage and seeing our airplane seems a bit surreal.



AME Advocates

By Jim Meade

Young pilots often take their flight physical for granted, but older pilots or those with a physical issue may find themselves having to deal with the FAA, such as taking certain tests or providing additional reports. When that situation arises, it pays to work with an AME who knows how the FAA operates and will work actively as your advocate.

Recently, I had occasion to ask my regular AME for some advice on submitting reports the FAA required. He said to follow the instructions in the FAA letter and good luck. In other words, I was on my own! I'd used this doctor satisfactorily for several years, but like many AMEs, conducting flight physicals was not his specialty or primary practice.

I instinctively knew I needed help. I wanted to be sure I sent OKC everything they wanted, in the form they wanted it, but suspected that it was not wise to send them more than they required or asked for. I had read online of the experiences of another pilot. This pilot passed a kidney stone and the FAA asked for a certain test. The pilot sent them results of a test that was more sensitive and showed tiny stones that the requested test wouldn't have revealed and which were not a problem. OKC didn't ask for this detail and wouldn't have seen it on the requested report, but now that they had the information they could not ignore it. OKC had to require more procedures before granting a medical certificate.

I wanted to find an AME that would not only go to bat for me but would guide me through the submission process and help me send just what OKC wanted and needed, not more. So I did what most pilots do; I asked my friends. I drew a blank for quite some time until an older gentleman suggested I try the Mayo Clinic in Rochester, MN. I learned that the Mayo Clinic has an entire aeromedical department. These doctors work flight physicals all day every day and are expert at their work. I used them and feel I was given excellent support by Mayo. In fact, my new AME at the Mayo Clinic personally called Dr. Warren Silberman of the FAA in my presence to clarify one question. That is the kind of knowledge and access I was looking for.

The cost is considerably more than a normal flight physical, but the results are worth it to me. My Mayo Clinic AME told me exactly what information he needed from my regular physician so I had no doubt of what records were necessary. He took over the submission process. I didn't have to compile the medical reports on my own or use the best guess of a family physician who was not experienced in dealing with the FAA.

In my dealings, I told Mayo up front that if there were problems, I'd like to try for at least a third class medical certificate so I could be eligible to fly under the Sport Pilot Rules if I chose to not renew my certificate. To my relief and delight though, my Mayo AME was able to get my second class medical certificate reinstated in short order. I know he was not cutting any corners or pulling any strings; he simply knew what OKC wanted and the form they wanted it in. He gave them what they wanted and they were used to dealing with him so the issuance was very fast and efficient.

Here is the contact information for the Mayo Clinic. <http://www.mayoclinic.org/aerospace-medicine/services.html>.

Where can you find AME advocates? You can do as I did and ask your friends and fellow pilots. You can also get some information online. AOPA members have an online Forum with a Medical section where you can post anonymously and ask for suggestions on your medical certification. The doctors will not give you medical advice, but they are pretty open and direct about suggesting what you can and should do to pass the physical. The web site Pilots of America is a free online board that also has a medical section. <http://www.pilotsofamerica.com/>. Click on Forums and then Medical Topics. You can post without revealing your identity.

You can bet that I have changed my AME to an aviation medicine specialist at the Mayo Clinic and will be working with him in the future. I figure that since I needed a little extra assistance once I'd be best off to continue with him. If he retires, I can use another doctor from that department.

I'm not writing this to suggest that regular AMEs are not competent or that you should change your AME, far from it. If you are comfortable with your AME you should continue to use his or her services as you see fit. I'm only sharing an experience I had when I needed a little more help than my regular AME was able to provide. It is comforting to me to know there are doctors who spend full time working aviation medicine issues and are therefore experienced in dealing with the FAA.

Master CFI accreditation - Timothy James "Tim" Busch

Timothy J Busch recently earned his Master CFI accreditation. Tim is the chief flight instructor, owner, and manager of Iowa Flight Training <http://www.iowaflighttraining.com/> providing flight and ground instruction at several Cedar Rapids/Iowa City area airports. He also serves as a FAASTeam representative in the FAA's Des Moines FSDO area.

The Master Instructor Board of Review takes pride in announcing a significant aviation accomplishment on the part of Timothy J Busch, owner of Iowa Flight Training and a resident of Atkins, Iowa. Recently, Tim was accredited as a Master CFI (Certificated Flight Instructor) by the Board of Review, the national Master Instructor accrediting authority.

To help put these achievements in their proper perspective, there are approximately 92,000 CFIs in the United States. Fewer than 700 of them have achieved that distinction thus far. The last 14 national Flight Instructors of the Year were Master CFIs while Tim is one of only 8 Iowa aviation educators who have earned this prestigious "Master" title. In the words of former FAA Administrator Marion Blakey, "The Master Instructor accreditation singles out the best that the right seat has to offer."



The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing professional activity and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words summa cum laude emblazoned on an instructor's certificate. These Masters truly represent the crème de la crème of the aviation education industry! In the near future, the website of the Society of Aviation and Flight Educators (SAFE) <http://safepilots.org/default.aspx> will publicly recognize these individuals and their noteworthy accomplishments.

Questions regarding the Master Instructor program should be directed to 303-485-8136 or MasterInstrs@aol.com Additional information is available at <http://www.masterinstructors.org/>

The 2009 Air Race Classic lands in Atlantic, Iowa.

It is the 80th anniversary of the first *Women's Air Derby* that was a part of the transcontinental National Air Races from Santa Monica CA to Cleveland OH. Minnetta Gardinier, a new member of EAA Chapter 33, will be among the racers taking off from Centennial Airport in Denver CO on Tuesday, June 23rd. She and her co-pilot, Linda Moody, will be flying a 1978 Cardinal Classic (C177B) that Minnetta co-owns with Dan Eberl. This year's route continues through Liberal KS, Sweetwater TX, Lufkin TX, Russellville AR, Grenada MS, Sparta TN, Jacksonville IL, Racine WI, and terminates in Atlantic IA. Racers must land at Atlantic Municipal Airport (AIO) by 5 pm on Friday, June 26th.



Minnetta and Linda teamed up for the 2008 Air Race Classic from Bozeman MT to Mansfield MA. Linda Moody flies a Skyhawk out of Nashua NH (ASH). Prior to that race, they formed a "virtual" race partnership via emails and phone calls – how crazy is that? They became *Wild Women of the Wind* and flew as race team *Classic 34*. After garnering two generous race donations from *Jet Air Inc.* (GBG – IOW – BRL) and the *Iowa 99s*, we raised \$3,000 for the *National Multiple Sclerosis Society* (NMSS) through the generosity of our family, friends and colleagues. These two rookie racers met face-to-face in Bozeman, learned the ropes in a hurry, met some great women pilots, and raced across the country. It was a blast, and you can read the story on our website – www.wildwomenofthewind.iowa99s.org. For a great laugh, check out the entry for the first day of the race – it's a hoot.

Wild Women of the Wind will fly again. We registered early and entered a drawing for a top ten start number – we are *Classic 4* this year. This year, Linda will be flying into Cedar Rapids, and we'll be flying together out to Denver. I'm anxiously waiting to hear the construction timetable for IOW and have a strong suspicion that we'll be taking off from CID for our flight west. We are again raising money to help NMSS combat multiple sclerosis (MS), and we hope that some of you will visit our website and consider a sponsorship. Our goal for 2009 is to raise \$4,000! Join us in making a difference from above June 23-26, 2009.



Think about planning a trip to Racine WI or Atlantic IA to see the race. The folks in Atlantic will be hosting the racers from Fri June 26 through Sun Jun 28. The city is planning a grand welcome for everybody. Join the festivities.

For more information:
www.airraceclassic.org
www.nmss.org

Caribbean Air

By Mark Navratil

Kathleen and I just returned from a week in St. Maarten / St. Martin in the northeast corner of the Caribbean. It's a small island about the size of Cedar Rapids. One side is French and the other side is Dutch. Aviation enthusiasts from around the world know about the island because of its famous airport, Princess Julianna International with the code SXM. Because of the European connections the airport must accommodate heavy jets such as the 747-400 and A340. With land at a premium, the runway has a beach at one end and a mountain not far off the other end.

The beach is a favorite hangout for tourists and locals alike. Having big jets come in to land only a few feet above your head is exciting, but it gets even more fun when they take off....most people have no concept of how much power a jet engine puts out. It's pretty funny to watch as the power comes up and everybody standing behind the airplane gets sandblasted and their belongings go flying out to sea. My very own AOPA hat is now serving as a new home for a hermit crab on the bottom of the Caribbean (my generous contribution to the local ecology).

The attached pictures provide a flavor of the action. There are many more photos and video clips on <http://www.airliners.net/> and http://www.youtube.com/watch?v=ksmDuXO_k6E. If you're planning a Caribbean vacation I would highly recommend SXM. Warm breeze, cold drink, nice beach, beautiful water, and screaming jets. Paradise doesn't get any better than that.



Last Meeting - Movie Night

Jay & Mary Honeck our April Chapter meeting at the Alexis Park Inn and Suites. Before the movie started, our members exercised Alexis' giant sized flight simulator as well as partook liberally in the liquid refreshments provided.

Everyone was in an aviation mood for the night's movie "One Six Right". If you miss this showing, I highly recommend you get a hold of this extremely well done General Aviation documentary.

Many thanks to Jay & Mary Honeck for hosting the evening.



Next Meeting – Spring Banquet

Mark your calendar for our Spring Banquet, May 8th, 6:00pm-9:00pm, at the Cedar Rapids Marriott, 1200 Collins Rd, NE Cedar Rapids, IA. Our guest speaker will be our own Greg Zimmerman.

The Chicken Dinner will cost \$20 per person. As always we request everyone who wants to attend the event, please RSVP in advance so we can get an accurate head count to the caterer. If you plan to attend, please contact Connie White rewhite691@msn.com





Good news for GA in Iowa

At a time when it would be tempting for states to reduce funding for general aviation airports, Iowa lawmakers instead invested in GA. As of the end of the state legislative session April 26, the state had allocated \$750,000 for airport infrastructure projects and an estimated \$2.2 million for the state aviation fund. Those funds will come from aircraft registration and aviation fuel taxes. Another \$1.5 million has been earmarked for commercial-service airports. In addition, the state also received \$10.1 million in federal stimulus grants. During the legislative session, the only threat to GA was a state senate bill that would have eliminated the sales tax exemption on some aircraft parts. AOPA opposed the bill, which ultimately lost traction and failed to get out of committee. "Iowa is setting a good example for other states," said Greg Pecoraro, AOPA vice president of airports and state advocacy. "The state's leadership is wisely investing in aviation because they understand that GA serves Iowa."

Fly Market

FOR SALE: My 1958 172. I have owned the airplane for 30+ years. I am changing to Sport Pilot so can't use the 172 anymore. Airplane is based north of Cedar Rapids, Iowa at my private strip. The airplane is low time and clean. All logs available. Fresh annual on 6/30/08 shows compression to be: (77, 78, 78, 77, 77, 78)/80. Autogas STC, Cleveland brakes, new Gill battery 2006, mufflers rebuilt 2005, new intake hoses 2005. Airtex interior, good paint. TTAE 2620 SMOH 823 Radios are basic New ICOM A200. Dave Yeoman 319-377-4188



Chapter 33 Calendar

May 8 6pm Chapter Spring Banquet, Cedar Rapids Marriott, Our guest speaker will be our own Greg Zimmerman

May 9 Tulip Time Flight Breakfast, Pilots in Command FREE, Shuttle available to Tulip Festival May 7, 8 & 9 Pella Airport

May 16 Fly-In Breakfast Orange City Municipal Airport

May 16 Flight Breakfast, Mason City Municipal Airport

May 16 3-7pm Clinton Aeroclub Open House, Clinton Municipal Airport

May 17 Cherokee Flying Club Flight Breakfast, Cherokee Municipal Airport

May 30 Flight Breakfast, Waterloo Municipal Airport, Livingston Aviation

June 7 59th Annual Flight Breakfast, Audubon Municipal Airport

June 7 Algona Pilots Association Flight Breakfast, Algona Municipal Airport

June 7 Fly-In Breakfast, Washington Municipal Airport

June 7 Annual Flight Breakfast, Denison Municipal Airport

June 28 9am-3pm Friends of '8 Charlie 4' Open House and Fly-In at the Mathews Memorial Airport (8C4), Tipton. Just a plain ole fashion open house/fly-in. Lions club food stand where PIC's eat free, static displays, Jr. Pilot Center, National Guard stuff, old time music, a few demonstrations and fly-bys, etc.

June 23-26 Air Race Classic, ending in Atlantic Iowa on the 26th

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