

THE LIPPISCH LETTER



Experimental Aviation Association - Chapter 33

May 2018



Welcome to Chapter 33!

Next meeting(s):
Thursday, May 24, 2018 @ 7:00 pm. Spring Social

June Meeting: June 28, 2018

Aviation Links

- www.EAA33.org
- www.LiveATC.net
- www.FlightAware.com
- www.AirNav.com
- www.EAA.org

Facebook Page: EAA Chapter 33

In this issue:

Spring Social	1
Around the Chapter	
First Time Builders	2, 3
Learning to Fly	4
Airport Support Network	
Gone West Communicatiions	5
Calendar / Airports	6
Chapter Leadership	7
Editor's Hangar	8

EAA Chapter 33 News

Spring Social

May 24, 2018 6:00 pm
Cedar Ridge Winery, Swisher

**Alan Breitbart: Pilot, A&P,
Son of 15th AF Fighter/Test
Pilot**

We're excited to announce the Spring banquet will be at 6pm on Thursday, May 24 at Cedar Ridge Winery in Swisher. Cost will be \$35/person. Our guest speaker will be Alan Breitbart, a pilot, A&P, son of a 15th Air Force fighter and test pilot, and Stearman owner. He will be talking about the Stearman, growing up in an aviation household, and his father's war experience.

This should be a fun night; I'm hoping to see many of the chapter members there.

John Chargo: Email johnchargo@gmail.com to RSVP.

Young Eagle Updates

Currently, the chapter has 455 Young Eagle credits, valued at \$2275. With these credits, the chapter can help send a kid to camp at EAA Headquarters in Oshkosh.

Around the chapter

- John Chargo finished his instrument rating
- Terry Scherman crossed 3,000 hours with his Long-EZ
- Tim Busch noted that Iowa Flight Training now has an Arrow for complex training
- Denis Sailer is making good progress on his RV-9 build
- Lance Miller is building a Zenith CH-650B while he works to complete his private pilot license
- Mike Jimenez hopes to finish his RV-10 in the next year or so

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.

.....airplane list removed.....

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, or for a subscription, go to:

www.kitplanes.com/subscribe/

Learning to Fly

By Tim Busch

For many Chapter 33 members, flying has become a way of life. But what about all the friends and neighbors who privately wish they could be a pilot, but don't know where to begin? Many of them don't even know you're a pilot.

I can't tell you how many people I know who were surprised to learn that I flew. The next question: Do you have a plane? Another level of amazement follows.

I loved watching our Flying Start participants listening to our chapter pilots talk about Airventure. Seeing aviation through their eyes is enlightening. There is so little information about aviation available to the general public. WE are the face of aviation and have to work hard to bring that face to the public.

How do you handle questions? Do you have a business card for you or the flying club or school of your choice that you could pass along? Do you have a flyer to hand them to find out more? Can you relay a website with more information? They are sponges wanting more!

I can't prove it with data, but I would bet that for every pilot in this country there are a thousand more would learn to fly if they just knew what to do next. We are all here to make that possible for them.

Think about that the next time someone asks you if you're a pilot.

AOPA's Airport Support Network & Iowa Airports

By Tim Busch



AOPA AIRPORT SUPPORT NETWORK

Did you know we're losing airports in the U.S.? A recent trip up to Waukon made me think about the state of Iowa's airports. Waukon is a non-NPIAS airport. NPIAS is the National Plan of Integrated Airport Systems, basically meaning those airports meet the requirements for federal funding. Most airports have some form of state and federal funding to keep the runways and taxiways and the buildings (vertical infrastructure) in good shape.

Waukon is in pretty bad shape. I checked the DOT's website (<https://iowadot.gov/aviation/>) and found Waukon's ramp is easily the worst in the state. Also it has six dilapidated hangars and an out-house behind with a non-working door. The runway is in decent shape, but it doesn't have runway lights. Very sad.

The following day I did some investigating and made some phone calls. It is possible to do a lot for this airport if someone is willing to do the paperwork. I decided to help. I am creating a plan for them to upgrade the airport over a period of time.

AOPA has re-launched the Airport Support Network. On the ASN web page (<https://www.aopa.org/Advocacy/Airports-and-Airspace/Airport-Advocacy/ASN/asnairportsearch>), they show 40 of 119 Iowa airports have an ASN Volunteer. Most have no representation.

"America cannot afford to lose another community airport," AOPA President Mark Baker said at a breakfast for the volunteers April 8, 2016. The AOPA Airport Support Network provides the vehicle for AOPA members to work in concert with AOPA staff to preserve and protect airports across the United States.

Every airport needs someone who cares enough to keep track of what's going on. This can be anyone, not just an airport manager or commission member, or FBO owner/manager. Everyone has a favorite fly-out airport. How about if you sign up to be an Airport Support Volunteer and adopt an airport?

Here is the ASN web page: <https://www.aopa.org/advocacy/airports-and-airspace/airport-advocacy/asn>

John T. Anderson

Gone West

Chapter 33

Communications Corner



John was a long-time EAA Chapter 33 member and was one of our Young Eagle coordinators. He had built two airplanes. Blue Skies John.

“John Thomas Anderson Jr., 79, of Cedar Rapids, died peacefully in his sleep on Sunday, Dec. 17, 2017, in his home. Celebration of Life services will be at 10:30 a.m. Saturday, Dec. 30, at Brosh Chapel and The Avacentre in Cedar Rapids, located at 2121 Bowling St. SW. Burial will be in Cedar Memorial Park Cemetery, where full military rites will take place. Visitation will be from 4 to 7 p.m. Friday, Dec. 29, at Brosh Chapel.

John was born Dec. 23, 1937, in Cedar Rapids, the son of John T. and Emma (Kudrna) Anderson. He graduated from Wilson High School, Class of 1956. John earned a physical education degree from Coe College. While at Coe, he wrestled, was an All-American tackle, and had the opportunity to play professional for the Eagles and Bears. Instead, he served in the U.S. Army during the Cuban Missile Crisis from 1961 to 1963. John was united in marriage to Joyce Lamparek on June 18, 1961, at West-

minster Presbyterian Church in Cedar Rapids. He worked at United Fire and Casualty as a claims adjuster/vice president for more than 41 years, retiring in 2006. John enjoyed fishing, building and flying experimental airplanes and watching his grandchildren's sporting events. He was an active member of the Prairie School Foundation and College Community school board, serving as president. He also was active in Kiwanis, Jaycees and the National Czech & Slovak Museum & Library. He was a youth football and baseball coach and a pilot for Young Eagles EAA (program for children's first flight).

John is survived by his wife, Joyce; his daughter, Heidi (Todd) Hadley of Ames; his son, John (Marie Strilich) Anderson of Swisher; his grandchildren, Jordan Vargason, Haleigh Hadley, John T. Anderson V, Josh (Sarah) Vargason, Mariah Vargason and Nora Vargason; his brother, Jim (Jan) Anderson of Shueyville; brother-in-law, Niles Gardemann of Cedar Rapids; sister-in-law, Judith Lanum of Roanoke, Va.; as well as his nieces and nephews.

John was preceded in death by his parents; his sister, Diane Gardemann; and a brother-in-law, John Lanum.



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

Facebook Page: EAA Chapter 33

YahooGroups.com:

EAAChapter33

Email:

Leader emails & phones on page 7

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 24, 2018
EAA 33 Spring Social
 See front page

June 3, 2018
Washington Municipal (AWG)
Flight Breakfast
 7 a.m. – 11 a.m.
 319-461-7022 (Tim Swift)
 Email: Napa711@hotmail.com

June 7—10, 2018
Iowa City Municipal (IOW)
100th Anniversary Celebration
 319-356-5045 ext. 2 (Michael
 Tharp)
 Email: michael-tharp@iowa-
 city.org
 Website: iow100.org

June 10, 2018
Spencer Municipal (SPW)
Flight Breakfast
 7 a.m. – 11 a.m.
 712-262-1000 (Gayle Brandt)
 Email: spencerair-
 port@smunet.net
 Website: www.leaspw.com

June 10, 2018
Denison Municipal (DNS)
Flight Breakfast
 7:30 a.m. – noon
 712-263-6424 (Ryan M. Leed)
 Email: kadrvr@live.com

June 16, 2018
Keosauqua Municipal (6K9)
Fly Van Buren Fly-In
 Email:
 info@villagesofvanburen.com
 Website:
 www.villagesofvanburen.com

June 24, 2018
EAA 33 Chapter 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

2018 EAA Chapter 33 Leadership

by Tim Busch

Below is the EAA Chapter 33 organizational leadership list for 2018. We have open positions for a Director position and for Fundraising Chair.

These are not lifetime positions. We always want to work on succession planning for future years so the leadership remains enthusiastic about aviation.



Please consider helping to run this outstanding group. Isn't EAA worth it? Isn't AVIATION

worth it?

If you have ideas about things the chapter could be doing, feel free to contact anyone on the list below.

Thank you,
- Tim

First	Last	Position	Email	Phone
Mike	Jimenez	President	mikeyj@gmail.com	515-460-4100
Tim	Busch	Vice President	timcfi@yahoo.com	319-373-3971
David	Miles	Secretary	david.miles@mchsi.com	319-423-5461
Denis	Sailer	Treasurer	rv9a@mchsi.com	319-350-0280
Dave	Lammers	Director	Dave@flywithdave.com	319-551-2832
Dave	Yeoman	Director	ddyeman@gmail.com	319-431-0864
Minnetta	Gardinier	Director	m.gardinier@gmail.com	319-331-6235
	OPEN	Director		
Tim	Busch	Newsletter Editor	timcfi@yahoo.com	319-373-3971
Mike	Jimenez	Web Editor	mikeyj@gmail.com	515-460-4100
Connie	White	Young Eagle Coordinator	rcwhite691@gmail.com	319-393-6484
Justin	Cook	Flying Start Coordinator	jbcook89@gmail.com	319-551-0888
Dan	Meyer	Membership Chair	D319Meyer@aol.com	319-362-0507
Dave	Lammers	Flight Advisor	davelammers@mchsi.com	319-551-2832
Marvin	Hoppenworth	Technical Counselor	pedalplane@imon.com	
Tom	Olson	Technical Counselor	tcolson6@mediacombb.net	319-210-3377
Tim	Busch	Education Chair	timcfi@yahoo.com	319-373-3971
John	Chargo	Programs	johnchargo@gmail.com	319-899-6076
Sarah	Hammonds	Social Chair	Sarah.hammonds@gmail.com	319-432-5785
Sarah	Hammonds	Public Relations	Sarah.hammonds@gmail.com	319-432-5785
	OPEN	Fund Raising		

The Editor's Hangar

by Tim Busch

Welcome back to the revised, reinvigorated, new and improved Lippisch Letter!

Chapter 33 charter member Marv Hoppenworth expressed his frustration some time ago that we need to keep the newsletter going because, as he said, the newsletter is the glue for the chapter. It keeps everyone in the loop on the goings-on. That's my goal with the new Lippisch Letter. It will help a lot if you can supply input once in a while. Tell me about your flying adventures, build projects, product reviews, or whatever trips your trigger. Inquiring minds want to know!

Although many aviation enthusiasts are members of the Experimental Aviation Association, a small percentage are members of their local chapters. That's unfortunate, because the local chapters are where all the fun is the other 51 weeks a year.

On Saturday, Chapter 33 held the first of many Flying Start events. Think of Flying Start as Young Eagles for adults. Justin Cook took the lead on the program for our chapter, and we had a beautiful morning for flying. Ten new aviators took to the skies with our members and had a ball. I can't wait to see their aviation future.

One thing that was awesome

to see was all the area flight training providers gathering together to be available to be a resource for these new aviators. Aviation is a small industry and we need to work together. Our competition is definitely not each other, but all the OTHER things in peoples' lives that compete for their time, money, and attention. If every flight school and CFI was fully occupied in this country, there would still be millions of people wanting to fly who need a place to learn, if we make it possible for them.

Many people think EAA is just about homebuilt aircraft. Nothing could be further from the truth. EAA has become a wide-reaching organization for aviation enthusiasts of all interests.

As we go forward breathing new life into Chapter 33, our first task will be to recruit new members. They can already be pilots, they could be future pilots, or they may never be pilots, but have an interest in the field and just want to be a part of it all. That's where we come in. It will take every one of us to bring them into the fold, help provide a good experience,



and make them part of the family.

You'll see a short article on AOPA's Airport Support Network elsewhere in this newsletter. Please adopt an airport. We can compare notes at chapter meetings to see how our airports are doing. We need them!

Winter finally released its hold on Iowa late this year. There was a lot of pent-up demand for flying, so I'm seeing a lot of pilots and students take to the air. If you haven't flown all winter and need to get back in the saddle, grab your friendly neighborhood CFI and take some refresher training. We don't want to lose any of you due to rust in the cockpit.

The summer calendar looks full of aviation-related events. I hope to see you at a few. Enjoy!

Blue Skies!
Tim

EAA Chapter 33 Application & Questionnaire

Name: _____

EAA #: _____ expires: _____ Young Eagles # _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: _____ Evening Phone: _____

Email Address: _____

Copilot's Name: _____

Pilot Ratings (if any) _____

Aircraft Owned and/or Flying (if any): _____

Aircraft Under Construction / Restoration (if any): _____

Newsletter: Email (y/n) _____ Paper (+ \$10/year y/n): _____

What do you want from EAA? _____

(Socializing, Learning, Building, Restoring, Traveling, Flying, etc.)

How would you like to contribute to EAA? _____

(Socializing, Teaching, Young Eagles, Flying, Building, Restoring, etc.)

Dues are \$20/year, \$30 for 2 years, or \$40 for 3 years. Add \$10/year for paper delivery.

Please send your completed application and check to:
EAA Chapter 33, c/o Denis Sailer, 120 15th Ave Ct. Hiawatha, IA 52233



EAA Chapter 33

Experimental Aviation Association - Chapter 33

3435 Beech Way SW
Cedar Rapids, IA 52404
www.EAA33.org
EAA33.yahogroups.com
Tel: 319-373-3971
E-mail: EAAChapter33@yahoo.com

**EAA:
FOOD, FUN, & FLYING!**

[www.EAA33.org]

Aviation can take you
anywhere!

Learn to Fly!
Join Chapter 33!

Cedar Rapids, CID

<http://www.airnav.com/airport/KCID>

Aircraft based: 128
Single engine : 112
Multi engine : 11
Jet airplanes: 11
Helicopters: 1
Aircraft ops: avg 131/day

Iowa's Largest GA Airport!

