

THE LIPPISCH LETTER

Experimental Aviation Association Chapter 33

Summer 2016

Zenith Rudder Building Workshop

by Rob Myhlhousen

In April, my dad Terry and I made the short trek to Mexico, Missouri to the Zenith Aircraft factory to participate in a rudder building workshop. Zenith offers the opportunity to build a rudder kit at the factory for one of their many types of aircraft with hands-on help from their team. For new builders, this is an opportunity to “get your feet wet” with a small part of the kit. Having never built anything out of sheet metal, I thought this would be a good opportunity to see if building an aircraft would be in the realm of possibility for me.

A few years back, I came across the Zenith CH750 STOL as I was looking at potential aircraft to buy or build. The two-seater, all-metal aircraft can take off and land in impressively short distances. Zenith recently introduced the CH750 Cruiser, a faster relative of the CH750 STOL, without the extreme STOL capability. The Cruiser can still take off and land in a relatively short distance. The cabin is impressively roomy, even for someone like me who is 6’3” and a few pounds over the FAA’s average passenger weight. The CH750 Cruiser can be built in less than 500 hours, as was demonstrated at AirVenture 2015, where the aircraft was built as the “One Week Wonder.” Given my typical mission and the time I would be able to dedicate to build, I chose to pursue building a rudder for the CH750 Cruiser.

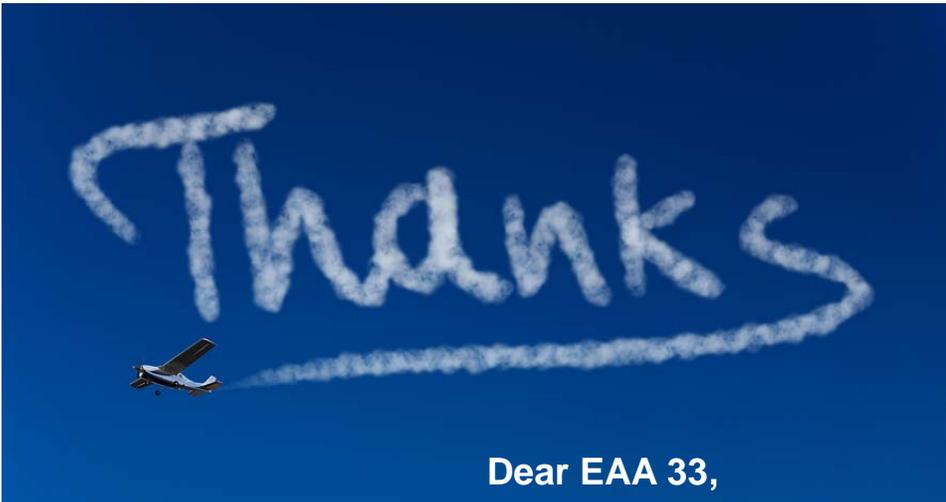
The rudder building workshop lasts about a day and a half at Zenith’s factory. Our session started on Thursday morning and, by just after noon on Friday, we were on our way back home to Cedar Rapids. The morning of the first day started out with an introduction by Sebastien Heintz, current owner of Zenith and son of the company’s founder. After a short company overview and introducing ourselves, we were given a tour of the Zenith factory. Workers in each area showed us the materials, tools, and processes used to build the parts for the various Zenith aircraft kits. The 750 Cruiser kit is the most advanced with most parts coming pre-formed, pre-drilled to final size leaving the builder little additional work outside of assembling the kit.

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Dear EAA 33,

I cannot tell you how surprised and flattered I was to receive an EAA *Lifetime Achievement Award* at our chapter meeting Saturday morning at Cedar Rapids.

Thank you to Charlie Becker, EAA Director of Chapters, for making the trip from Oshkosh to deliver this wonderful honor. Thank you to our Chapter President Mike Jimenez for coordinating this great surprise. Thank you to all of the chapter members who came out to celebrate the occasion with Cathy and me.

It was just a very special day for us.

Thank you.

Marv H.

Editor's Corner

by Minnetta Gardinier

I hope that you enjoy the Summer issue of your *Lippisch Newsletter*. Remember that this newsletter belongs to EAA Chapter 33 members. It includes YOUR news, YOUR stories, and YOUR pictures. In order to keep the content fresh and diverse, the content needs to come from YOU. The more news that I receive from members, the richer your newsletter becomes, and the more we share with each other.

I'm looking for stories that span the breadth of our membership - flight experiences (new and old)...build stories (past, present, and future)...flight instructing...flight lessons...airplane purchases and sales...aviation technology...hangar flying...flight safety...the sky is the limit...literally. Please share!

And don't forget - a picture IS worth 1,000 words...plus or minus...

For copyright reasons, I cannot reprint non-EAA material from other publications without the author's (or editor's) permission to republish their material.

All photographs must be high resolution, print-quality files. Submit photos as JPGs that are at least 300 dpi (dots per inch) resolution. For example, a 4 x 6 inch photo at 300 dpi should be about a 1 Mb file size. So when you snap a photo with your camera or phone, be sure that the settings are at HIGH quality.

For articles, please submit text as DOC files for ease of dropping the content into the newsletter. Please do not send PDF files, as it takes more time to convert these files, and artifacts are usually dragged along.

So I look forward to learning more about our members and to sharing your stories with everyone.

Zenith Rudder Building Workshop

(Continued from page 1)

After the tour we each moved to our own work bench where our rudder kit was awaiting us. Our workshop had builders assembling rudder kits for the Zenith CH701, CH750 STOL, CH750 Cruiser and CH650. You could bring up to two guests to help you with the build. Dad and I had the shortest distance traveled with others traveling from Wisconsin, Ohio, Texas, Georgia, Oklahoma and one gentleman who was back in-country from missionary work in Africa.

Dad and I both found the work assembling the rudder to be pretty straightforward. Zenith provided a binder with drawings and detailed assembly instructions ahead of the workshop so we could familiarize ourselves with the process before arriving. If we had questions, someone from Zenith was always nearby and available to answer questions and provide guidance. Each workbench had all the tools needed to assemble the rudder (and the rest of the aircraft). We were impressed with how few basic tools were really needed which was a reflection of all the work that Zenith puts into the Cruiser kit at the factory.



Another great part of building the kit at the factory is the ability to take a demo flight in the same model aircraft as the one you've started to build. The CH750 Cruiser was down for unscheduled engine maintenance the days we were there, but dad and I were both given the opportunity for a demo flight in the CH750 STOL with Roger Dubbert, a Zenith demo pilot and engineer.

Overall, I walked away from our experience with the confidence that I could build the rest of the Zenith aircraft. With the quick-build options available, the CH750 Cruiser can be assembled in less than 300 hours – very interesting for those of us with limited time to dedicate to a major build. I was impressed with the involvement of all the Zenith employees, from Sebastien on down, in making the two-day workshop a great experience. For those considering a Zenith, I highly encourage you to consider the short trip down to Missouri to participate in the workshop.



Details:

Where? Zenith Aircraft Factory - Mexico, MO (from Cedar Rapids, about a 3.5 hour drive)

When? Check the Zenith website for details. They offer workshops about once a month

How Much? Participation in the workshop requires purchase of the rudder kit (\$375 for the Cruiser). The only other additional costs were your travel to/from the factory, hotel, and optional group dinner Thursday night at the Mexico Country Club.

Web: <http://www.zenithair.net>

Photos: Zenith Aircraft (used with permission)



Flying to Newton and NASCAR

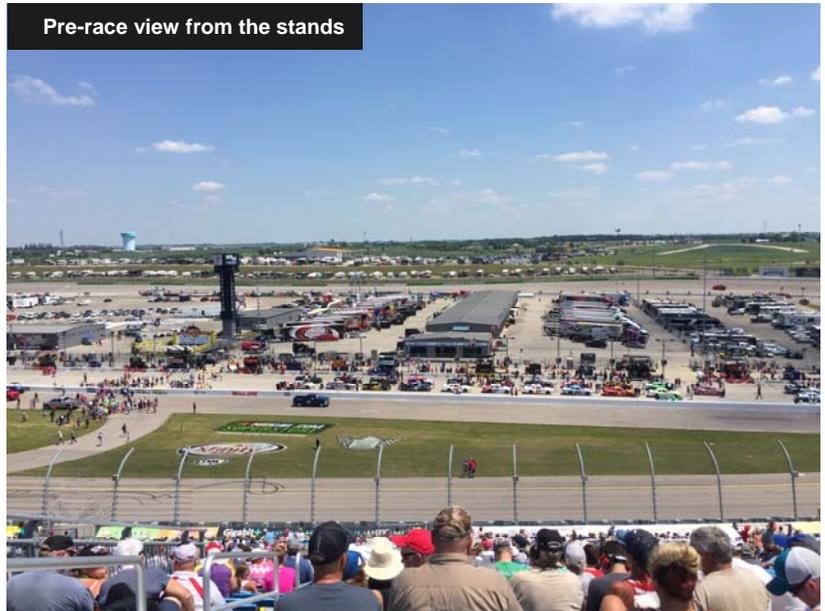
by Steve Ciha

It seems that many people who like to fly, also like to drive fast cars and watch races. That does fit me at least somewhat. Several months ago, a friend asked me if I would fly him down to the Father's Day race at the Newton Speedway. I had never been to a NASCAR sponsored race, so even though going to a race was not on my Bucket List, I decided that weather permitting we would do it.

The day before the race, Tom Olson, Tom Carruthers, and I flew to Boone for the annual RV fly-in. It was a pretty nice day for this. It seems like flying days in June are at about a 50% chance of being good. It was a good Saturday with a mid-80's high temperature. I looked at the Sunday forecast, and it looked OK for flying. But it was a warm one! The high temp for the day was forecast to be 95.

On Sunday, we departed CID at 10:30 AM and had a nice flight over to Newton. It was a smooth and relatively cool flight. We landed at the Newton Municipal Airport Earl Johnson Field about 11:00 AM and taxied by multiple business jets. There were at least six of them on the ramp right by the terminal. As we taxied north to the small plane ramp, I noticed five RV aircraft all tied down. I thought that somewhat strange. Later, I learned what they were there for. It was to be a clear day with no chance of high winds, so we did not tie down the plane. I did put gust locks on the control surfaces though. The 95 degree day came with a good stiff breeze that proved to be valuable in the grandstand seating area. There was no canopy on it for shade. I got toasted pretty well!

Pre-race, we stopped by the Chevrolet racing exhibit and got a free T-shirt out of the deal. Watching people is just fun anyway. The race was set to start at 12:30 PM, so we found our seats



Pre-race view from the stands

about noon or so. Drivers' introductions, national anthem, and Gentlemen, Start Your Engines. Just about then, the RV's that I had seen earlier on the ramp did a fly-over with their smoke systems on. It was fun to see the same aircraft that I fly do a formation flyover. The race started about 12:40 PM, which I am sure was set to coordinate with TV coverage. The race was on Fox Sports.

There were several laps around the track before the green flag was waved. It was fun to watch the cars get formed up and ready for the green. The last lap before the green saw everyone on their feet and cheering the start of the race. As the green was waved, the car speed increased greatly. Also the noise level! I had been warned to bring ear plugs, and I used them for most of the race. It was a pretty clean race with just a few cars getting out of control. No real crashes occurred. While I am not a race fan to speak of, I can say that I did enjoy the race. You could definitely tell that there is a difference between cars and drivers. A Toyota won the race. No one could really touch that car.

The race ended about 3:00 PM. It was 250 laps, and I think the track is just shy of a mile. Average speed was about 120 mph or so. Not bad when you factor in the caution laps. We walked to the airport terminal and a golf cart hauled us down to the plane. The FBO had topped off the fuel, so there was no ramp charge. We started the engine and got in line for take-off. A business jet totally ready to take off went to runway 14 and immediately departed. A Cessna took a good and plenty time to do a run-up, and then they were off. It was our turn. I can tell you that 95 degree heat with a fully loaded aircraft does indeed make a difference, even on an RV. The flight home was quick. We had a nice tailwind, but it was bumpy for sure. We made a close-in approach to runway 9 and landed the plane. I can tell you that the air conditioned Corvette felt pretty good on the ride home!



View of Turn 1

Young Eagles - 2016 Update

by Connie White, Young Eagles Coordinator

Young Eagle rallies started off slow with our first one at **Marion** in May. Due to windy and cold weather, we had only 4 youths show up. We did get to meet the new FBO operator, who let us use one of the new buildings to get out of the cold. He invited us to schedule another Young Eagle Event there next year. We'll try to return when we can be more sure of warmer weather.

Our second event was scheduled for **Vinton** in June. It was an exceptionally rewarding experience giving 14 students from the Iowa Braille and Sight Saving School their first airplane rides as part of their summer school camp. We received a number of thank you notes from these students that I will share with the group at our next meeting.

In July, we were at **Iowa City** and had a good turnout and perfect weather. We flew 31 kids that morning. Thanks to all at the Iowa City Airport.

On August 6th, we hosted our biggest Young Eagle rally – we flew 95 Young Eagles at **Cedar Rapids!** This event was held along with an Honor Flight fundraiser “Plane Pull”. We had ten Young Eagle pilots flying their planes. Ground crew volunteers and pilots were very busy, and we did not wrap up until about 1:30 pm. We offer a special thanks to Tom Olson for the use of his hanger. Hats off (!) to all who helped. CID wants to make this an annual event.

Just one week later, we met again at **Clinton** on Aug 13th. Chuck McDonald, Iowa Aviation Promotion Group (IAPG), organized a half-day Aviation Camp, and the eligible and interested youth took a Young Eagle flight to top off their experience. It was a day to kick-off Clinton’s celebration leading up to next months annual FLY IOWA event (Sep 24; rain date, Sep 25).



Aviation Camp and Young Eagle flights at Clinton (Aug 2016)

We had 19 planes volunteered from not only EAA 33, but also Chapters 75 (Quad Cities), 227 (Waterloo) and 327 Dubuque). Low ceilings grounded 6 planes, but 13 planes flew with 14 pilots who introduced 32 kids to the grand adventure of aviation. Everybody worked up an appetite for the pizza party afterwards to celebrate a fun day.

Our last Young Eagle rally for this year will be at **Washington** on October 1st. It will be another IAPG Aviation Camp with about 40-45 youth. More information later. Join us - pilots and ground support always needed.

Finally, another *BIG THANKS TO ALL*. I could not do any of this without you.



Young Eagle flights at Iowa City (Jul 2016)

Sat May 14	C17	9am - noon
Tue Jun 28	KVTI	5pm -
Sat Jul 16	KIOW	9am - noon
Sat Aug 6	KCID	9am - noon
Sat Aug 13	KCWI	8:30 - 12:30
Sat Oct 1	KAWG	9am - noon

Food For Thought – Maintenance

by Marv Hoppenworth

The following article was originally posted by Marv circa 1965...but still relevant today.

We, as amateur builders, probably figure that once our aircraft has passed the 50- or 75-hour mark and completed our test period that all our troubles are over, and from there on, we are free of all problems. Here comes the second phase of sport flying. It is called MAINTENANCE. General loving care could be another word for it and might be more appropriate in as much as it is our pride and joy that we are speaking about. Also, being that there is always at least one life, or soul as the flight plan calls it, on board. It is even more important that we be one jump ahead of the aircraft in what is called PREVENTATIVE MAINTENANCE. This is self-explanatory in as much as it is maintenance performed to prevent trouble.

Having worked in the Maintenance Tent at Rockford [before our present day AirVenture after moving to Oshkosh] for three years has given me a small cross-section of some of the problems that occur. It has also shown me that there is a considerable wide range in the standards that builders set for themselves as "All set to go to Rockford." Many, and I might say most, of the aircraft are beautiful under the cowling. Clean and neat. As for a few, about all one can say is "well, they made it," but can they make it back?



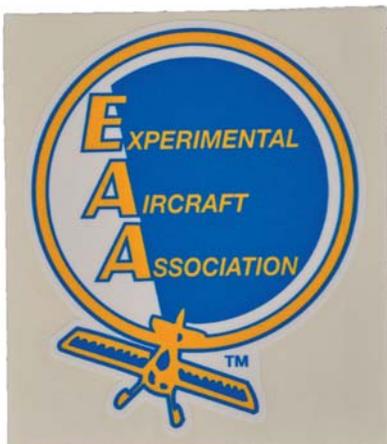
The problems can be categorized in the order of their occurrence. First comes BROKEN EXHAUST SYSTEMS. This is probably caused by the fact that most of our systems are custom made to fit our custom built aircraft. Common practice is to build twin stacks, connecting the two left cylinders to one stack and the two right cylinders to the other stack, extending them back or down. Unless they are well braced to the engines, we can expect to see cracks or have them break off just aft of the rear cylinder. Imagine the frequency with which this engine vibrates. The stack is long and cannot vibrate at that same frequency without failing. If it were tied down with a good clamp and brace near the tail end, it would be a part of the engine. Then it will not flex, no matter what speed the engine vibrates.

I might add a bit of food for thought. In the past 10 years, almost all manufacturers using 4-cylinder engines have gone to the crossover system. This offers about 7% increase in power due to the much improved exhaust scavenging. A second benefit is a quieter exhaust. The reason for this is the firing order is such that it fires the two cylinders on one side and then the two cylinders on the other side. This presents a ka-pow on one side and then a ka-pow on the other side. In the cross over system the two front cylinders are connected together and come back down one side, and the two rear cylinders are connected and feed down the other side. Also, they can be brought out the same side. With this system, the firing impulses are evenly spaced, each one helping to scavenge the other cylinder. It must be good, they are all using it.

Another is FUEL PROBLEMS, less frequent but much more severe. I recall a two-place aircraft at the 1963 Fly-in. It gave us fits until we found a piece of packing confetti over the outlet hole of the gas tank, right where a finger screen should have been. Had the finger screen been installed the owner could have eliminated dozens of dangerous power losing takeoffs.

Another case was power loss with a high reduction in fuel consumption on a fuel-injected engine. This was probably caused by the disassembly and reassembly of the injector using the old gaskets. In as much as no evidence of other failures was present, and assembly with a new gasket cured the problem. The old gasket was distorted and could partially cover the metering hole. Another case was on a VW engine, again low fuel consumption and power loss on takeoff. This was caused by a bent or kinked fuel line and repaired by a local Rock-

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Food For Thought – Maintenance

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ford mechanic. I might add here that 3/8" fuel line is considered standard for 65 to 150 HP and on a VW the minimum should probably not be less than 5/16" for gravity feed systems.

Another, but less dangerous probably, is the OIL LEAK. We all know what they are and how to correct them. Most of the oil leak problems we saw were the result of old brittle hoses and again re-use of gaskets. Permatex® and an old gasket are not a substitute for a new gasket. They are barely better than no gasket at all. When using Permatex®, use it sparingly. I saw a case where it actually burst a gasket due to hydraulic action. So, good hoses, new replacement gaskets, and prudent use of Permatex® should give you a clean engine, provided you start with a clean engine. This is a big asset in preventative maintenance, as many of your first symptoms are visual and in a clean cowling they are much easier to detect.

A word about COWLINGS AND FIREWALLS. The firewall is probably the most self-explanatory word in the entire aviation vocabulary, yet some will hardly serve the purpose. It is there to keep the deadly carbon monoxide fumes out of the aircraft and thusly must be reasonably gas tight. Also, it should be made of a fireproof material. As for cowlings, what has happened to the dzus fastener? Cowlings come off for inspection, at least they should. On some, one can barely see the oil filler. Remember visual inspection is essential to preventative maintenance. I had the occasion to look into Pete Meyers' modified Cub, which he uses for aerobatics. It was as spotless as a chef's kitchen. He knows what preventative maintenance can do for you.

In the line of IGNITION, not much can be said that would not be covered in a good 100-hour inspection, unless it is the result of an electronics failure. That is why we have dual ignition. Remember, a mag that is erratic can cross-fire until it is switched out of the system. Another incident was a spark plug that was virtually burned off. The only answer to something like this is abuse of the engine, poor routine inspection or a combination of both

Another example of preventative maintenance is the POST FLIGHT INSPECTION. This is a mag check and a power check before you shut down the aircraft. At this time, a rough mag can't be passed off as a cold engine. Bob Hoover, the F51 aerobatic pilot, follows this procedure. How many of you noticed the run-up each evening after his show just before he parked it? That was not to impress the crowd. Rather it was life insurance for tomorrow's flight, and as it was, it paid off, because after the Friday evening performance, Bob was not satisfied with the run-up. A visual inspection substantiated his feeling. By the time Bob flew his next show on Saturday evening, he had installed a new cylinder bank assembly, so that he could make his performance in safety.

Clean engines, preventative maintenance, post-flight run-ups, inspection, and taking no chances are what keep these people coming back. Let's learn from these professionals and try to imitate their safety programs.

So, for next year's fly-in, may I suggest:

1. A good inspection before you leave and cure all problems that might cause trouble. Your life depends on it.
2. When you arrive, a post-flight run-up will take less than a minute and let you know it's as good as it was at home or not.
3. Sometime before the Fly-in is over, give your aircraft a good visual inspection. Look the engine over.
4. If you have any trouble come to the Emergency Repair Tent – that is what it is there for, and they are willing to help you.

I might add, all the fellows will be glad to help anyone needing help, but there is no thrill or even satisfaction in fixing something that should have been fixed at home. Remember, these guys are on vacation too.

So, I hope that this has broadened your scope on maintenance, preventative maintenance, post-flight inspection, and the operation of the Emergency Repair Tent. May all your troubles be "little ones."



Air Race Classic 2016 – Fly Camp with 100+ Old & New Friends

by Minnetta Gardinier

What? When? Where? Who? These are the questions that I am asked every year. These are the questions that I delight in answering for friends, families and pilots. Spread the word. Spread the adventure.

The 40th annual Air Race Classic celebrated U.S. aviation programs by building its 2016 route with stops at a variety of aviation colleges and with Embry-Riddle Aeronautical University (ERAU) hosting both the Start (Prescott AZ campus) and the Terminus (Daytona Beach campus). The En Route stops between included Albuquerque NM (ERAU Worldwide at Kirtland Air Force Base), Midland TX (Midland College), Waco TX (Texas State Technical College), Arkadelphia AR (Henderson State University), Warrensburg MO (University of Central Missouri), Champaign-Urbana IL (Institute of Aviation at Parkland College), Murfreesboro TN (Middle Tennessee State University), and Americus GA (Georgia Technical College). Seventeen teams representing 13 colleges flew the route. Fifty-one teams and planes carrying 120 racers launched from Love Field (PRC) on Tue Jun 21 (0800) with the goal of finishing at Daytona Beach International Airport (DAB) on Fri Jun 24 (by 1700) after flying 2,720 miles.

For me, I enjoy inviting a rookie racer to fly from the right seat in my 1978 Cessna Cardinal Classic. However, in my ninth outing this year, I had a little twist in the plan. When I heard that the Three Musketeers were not flying the race this year, I contacted their 3rd crew member about moving from the back seat up to the right seat. Brenda “BJ” Carter accepted my offer, and we dubbed ourselves *COMM, Cool & Connected - Classic #39*. We planned to fly together from Iowa City to Prescott, using the time together for BJ to get familiarized with our avionics and flying in a “high wing” plane, as compared to her Beech Musketeer. But one thing about ARC is that each year brings unexpected challenges, and 2016 was no different. My plane partner had our Cardinal on a trip in Canada until 2 days before we were scheduled to leave for Prescott. On his trip, the Aspen electronic flight display screen died, and a landing mishap broke our left wheel pant. Repairs were expedited with great support from both Jet Air and Spencer Avionics. BJ and I adjusted our flight plans as needed, we reflew our handicap flight, and we were en route to the Start with only a 24-hour delay in our planned departure.

The Start weekend is a busy time for racers to get their credentials approved, to have the plane inspected, and to prepare for racing by attending several briefings to review the route details, flybys, and race requirements. Some teams arrive a little early to protect some time for exploring the Start locale and to enjoy a more relaxed Start weekend. Everyone has transitioned to “racer mode” by Monday afternoon, and teams are sharing a last dinner together or collecting their thoughts and strategies for the launch on Tuesday morning. Wait! Another curve ball was pitched at us. A microburst hit the airport, and several planes were shifted in their tie-down spots. One plane is rotated 90° in its tiedown spot. Some ropes snapped. Racers were called out to the airport to inspect their planes for any damage. A few planes were tagged for a closer inspection the next morning, but then all were cleared for the race.



BJ Carter and I happy to arrive at DAB

0-dark-30 on the flight line in Midland TX



Launch morning arrived, and racers made the mad dash from the hotel to the airport after the final launch briefing. The local spectators arrived to watch the launch. The Girl Scouts, who “mingled with the racers” on Saturday, were there to watch the launch too. They were part of the annual *Discover Aviation* camp hosted by the Phoenix 99s and ERAU Prescott. Penny Carruthers, who flew in the final 1977 commemorative Powder Puff Derby, also served as our Honorary Starter waving the racers off as they taxied out.

Each plane carried a SPOT tracker unit and a BadElf data logger to provide detailed flight tracking. Data from the SPOTs were “bundled” through

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Air Race Classic 2016 – Fly Camp with 100+ Old & New Friends

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MAPProgress so that family, friends, and the general public could follow racers' progress in live time. You can visit the ARC web page to click on the link and replay the archive file. This year, LiveATC.net coverage was also added at each of the route stops to listen to live radio calls as racers flew timing lines at each airport. The BadElf data loggers supplemented timer reports and gave precision tracking for racers on their flybys.

Heat, high density altitude, and winds were key factors in this year's race. Prescott registered its highest recorded temperature on Mon June 20th. High temperatures were a given across this route with high humidity playing in also on the latter half of the route. Several teams hung back at the first stop in Albuquerque (AEG), opting to avoid the high density altitude and poorer engine performance at mid-day. Other teams pushed ahead with the strategy to catch some very strong tail winds on day 2 of the race between Warrensburg and Champaign-Urbana. Some of the faster planes caught up from AEG to also take advantage of these winds. On day 2, the gusty winds at Warrensburg made for some turbulent, teeth-rattling flybys as pilots worked to hold their planes straight and level at 200' AGL parallel to the runway.

Without a doubt, every racer learns more about her flying skills and her plane. She goes home with greater confidence in her abilities and also a greater appreciation for the challenges that the Air Race Classic offers. The 2016 route was more challenging than some other routes, and it took a toll on some planes and racers. Three teams developed engine/power problems with two teams landing off-field – one team just ¼ mile short of the runway arriving at the Start, another team landing in a freshly mowed alfalfa field in Humansville MO, and a team landing at the nearest airport. ALL flew their planes to the ground safely with everyone walking away unharmed. Fly the plane. These pilots were cheered by all for their demonstration of skill and poise under great stress. They flew their planes to the ground when it was needed. The race is truly about piloting and acting as Pilot in Command.



For *COMM, Cool & Connected*, we had a great race and finished #22 in the pack. We took home a 3rd place leg prize for Leg #5 (Arkadelphia to Warrensburg). We had a great adventure flying to the Start, flying the race, and flying back to Iowa City. BJ flew her first race from the right seat and took the controls to make three flybys too, in addition to sharing the controls lying all along the route.

I'm already looking forward to ARC 2017 and flying from Frederick MD to Santa Fe NM. Check out the route! Fly it or volunteer to help at a stop.

Looking for a fly-out somewhere?

AOPA FLY-IN

W. K. KELLOGG AIRPORT (KBTL)

SEPT 16-17 BATTLE CREEK, MI

Iowa Flight Events

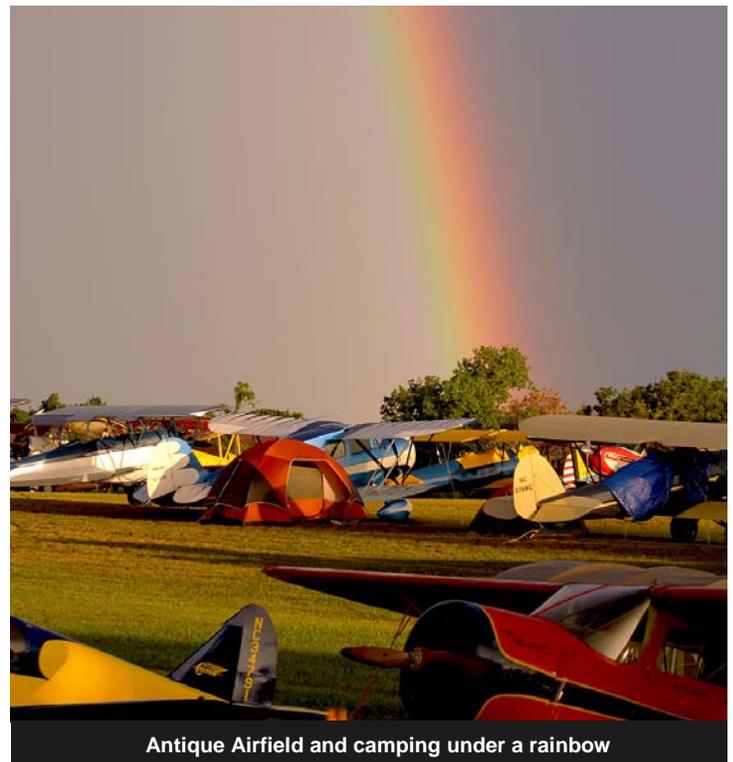
It's time to get out and visit our Iowa airports.

Here is listing of flight breakfasts and fly-out events...

Take a flight! Take an EAA 33 passenger!

Aug 31- Sep 5	IA27 - Blakesburg Fly-In Antique Airfield "Back-To-Basics"
Mon Sep 5	TZT - Belle Plaine Flight Breakfast SHL - Sheldon Flight Breakfast
Sat Sep 10	1Y5 - New Hampton Flight Breakfast OXV - Knoxville Flight Breakfast CBF - Great Plains Wing CAF Flight Breakfast
Sun Sep 11	DBQ - EAA 327 Flight Breakfast CIN - Carroll Fight Breakfast & Airshow
Sep 16/17	BTL - AOPA Regional Fly-In (Battle Creek MI)
Sat Sep 17	MIW - Marshalltown Flight Breakfast
Sun Sep 18	IA24 - Green Castle Family Aero Adventure (10-4) AXA - Algona Flight Breakfast
Sat Sep 24	CWI - FLY IOWA (Clinton)
Thu Oct 20- Fri Oct 21	OTM - Midwest Aviation Invitational Maintenance Competition (Indian Hills CC)

For details: <http://www.iowadot.gov/aviation/calendarevents.html>



Antique Airfield and camping under a rainbow

EAA 33 Leadership 2016

President	Mike Jimenez	president@eaa33.org
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Young Eagles	John Anderson Connie White	young-eagles@eaa33.org

← **WANTED**

A few new members for our leadership group - two (2) to be exact.

We have 2 open seats among the Directors who support the Officers.

It's a great opportunity to learn a bit more about the Chapter. Your input and contributions would be very welcome.

Contact any one of the leadership group to learn more.



2016 Calendar

Our meetings are scheduled for the **4th week of each month**

Thursdays - Board meetings, 6 pm; General meeting, 7 pm

OR Saturdays - as published

January 28 (Thu) – No meeting

February 25 (Thu) – Chapter elections, planning meeting

March 24 (Thu) – C17, Meet & Greet with Midwest Pilots group

April 28 (Thu) – CID, Meet w/ new airport manager, Marty Lens

May 26 (Thu) – Spring Social, Cedar Rapids Marriott (1200 Collins Rd. NE)

June 25 (Sat) – No meeting

July 28 (Thu) – Meet up for dinner @ AirVenture (details TBA)

August 28 (Sat) – CID, Public Safety Building

September 24 (Sat) – Fly Iowa @ Clinton

October 27 (Thu) or 29 (Sat) – To be announced

November 17 – Fall Social (location TBA)

December – No meeting

Check the EAA web calendar - <http://www.eaa33.org/ea33/event-created>

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Aviation enthusiasts promoting and supporting recreational flying



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