

THE LIPPISCH LETTER

Experimental Aviation Association Chapter 33

UPDATED ~ Spring 2016

Congressional Gold Medals for CAP

by Carl Carson

My father, Willard Carson, will receive a Congressional gold medal honoring his service in the Civil Air Patrol during WWII. The public is invited to attend this event on **Sunday, April 24th (3:00 pm) at the Veteran's Memorial Coliseum** located on May's Island in downtown Cedar Rapids. I especially would like to invite members of EAA Chapter 33 to this event. Please consider joining us to honor my father's service on this very special occasion.

The presentation will be made by Colonel Anita Elliott, CAP Commander of the Iowa Wing and Cedar Rapids Commander Rick Lewis. Squadrons from across the state and local CAP members will also join us.

Enjoy the two photos of my father from 1938 and 1940. The photo on the right is after Willard's solo in 1938. The photo below is the 1940 Taylorcraft when he bought it in 1943. From this plane, he spotted a girl who drowned in the Wapsipinicon River.

The Civil Air Patrol is honoring its members who served during World War II between December 7, 1941 and August 15, 1945. Eligible members may include both living and deceased individuals. The names just need to be forwarded to the Civil Air Patrol. Eligible members will receive a gold medal from the United States Congress.



In This Issue

- Honoring CAP
- Young Eagles
- Build Story - Mike's & Sarah's RV 10
- Potential Chapter Build Project
- U-2 Design Team 1955
- Iowa Flight Events
- Chapter Elections
- Chapter Officers
- Chapter Calendar



Young Eagles event at Iowa City Municipal Airport

Young Eagles 2016

This year's Young Eagles calendar is "in progress." Connie is busy coordinating locations and dates with interested groups and airports. Stay tuned and look for updates.

Here is the current schedule - mark your calendars!!!

Pilots & ground crew always needed.

Sat May 14	C17	9am - noon
Tue Jun 28	KVTI	5pm -
Sat Jul 16	KIOW	9am - noon
Sat Aug 6	KCID	TBA
Sep / Oct	KAWG	TBA

Young Eagle Coordinator:
Connie White
(rcwhite691@gmail.com)

Editor's Corner

by Minnetta Gardinier

Greetings! I have offered to serve as your Lippisch Newsletter EDITOR.

Editor (noun): a person having managerial and sometimes policy-making responsibility related to the writing, compilation, and revision of content for a publishing firm or for a newspaper, magazine, or other publication

The *Lippisch 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.

My role as Editor is to organize your contributions, to format articles, and to tidy things up for final publication. I may contribute 1-2 articles per issue, but I do not have the time or ability to write the entire issue. So help me out, folks. Again, the Lippisch is YOUR newsletter, not my newsletter.

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 sharing your stories with everyone.

EAA 33 Spring Social
SAVE THE DATE!
Thu May 26th
Cedar Rapids Marriott
6:00 pm



OSH Tower - AirVenture - World's Busiest...



People volunteer in EAA's Young Eagles program for a variety of reasons. Some see it as a chance to payback the kindness of those who inspired them to pursue flying. Others enjoy the opportunity to share their interest in aviation with young people. Many simply enjoy flying.

The most visible volunteers in the Young Eagles program are the pilots. More than 40,000 men and women worldwide have freely given of their time and talents to share the joy and excitement of aviation with young people.

Young Eagles Report

Total Young Eagles flown (since 1992): 1,971,432

Stats current as of 04/18/16.

EAA Youth Protection Policy & Program

EAA's programs have earned an outstanding reputation because of the dedicated efforts and commitment of thousands of staff and volunteers. We aim to maintain that reputation and instill the youth protection guidelines and culture that parents and guardians seek in all programs for their kids.

EAA's *Youth Protection Policy and Program* sets basic requirements for EAA staff and volunteers who work with children under age 18. It includes online best-practices training and, for certain categories of volunteers, a basic background check (U.S. residents only).^{*} Our reason for these requirements is that kids should be safe, so we must take action to advance the safety of kids in EAA-related programs – whether operated by EAA or by one of our chapters – for the sake of the kids, their parents and guardians, and the volunteers who work with them.

All of the following persons are required to complete BOTH the online training AND background check by May 1, 2016:

- All Young Eagles pilots
- All Chapter Young Eagles Coordinators and Field Service Representatives
- Two-deep leadership supervisors (see Section 4 of the Policy details)
- Volunteers who will work with youth in general:
 - ✈ Four (4) hours or more at any one (1) time; or
 - ✈ Four (4) times or more in any calendar year; or
 - ✈ Four (4) times or more with any particular Youth.
 - ✈ Note that "Volunteers" includes, among others, parents and legal guardians of any youth participants.
- EAA staff

Both steps (online training and background check are necessary), and the cost is covered by EAA.

Note: While not all volunteers who will work in some capacity with youth in an EAA related program or event are required to complete Training and Criminal History Background Checks, we strongly encourage them to complete both steps.

If you're wondering whether your volunteer activities should comply with the training and background check, please review the Policy and the Frequently Asked Questions pages on the EAA website.

For more details, visit the YOUTH EDUCATION section of the EAA web site. Read the FAQs. You will also find a full explanation of this new policy.

<http://www.eaa.org/en/ea/aviation-education-and-resources/ea-youth-education/youth-protection-policy-and-program>

[The above introductory information is reprinted from the EAA web site.]

Build Project: Mike's & Sarah's RV-10

by Mike Jimenez

Occasionally, I like to reflect upon a time about 4 years ago when I was starting out as a student pilot. It was a time when I struggled to grasp the very basics of flying an airplane, and in the back of my mind I continually wondered if this tiny little Cessna 172 would be able to hold itself together through all the clumsy maneuvers and bumpy landings that I was forcing it to endure. Every odd noise that came from the engine raised my heartbeat to uncomfortable levels, and even the slightest gust that took me by surprise made me consider if I ought to have just stayed on the ground that day. Looking back, I can see now that my instructor had his work cut out for him.

If you had met me during that time, as I climbed down from that squeaky old 172—knuckles still white, face dripping with sweat, smacking my forehead on the flap—and asked me if I would ever someday consider building an experimental amateur-built aircraft in my garage, I would have probably made quite the peculiar face indeed. Me? Build an airplane? “Experimental”? I would have stood there, clutching my forehead, and told you that there was a better chance of me becoming the next President.

Fast-forwarding to today, I have to laugh at myself a bit; as I sit here writing this story as the newly-appointed president of our local Experimental Aircraft Association chapter, and with a halfway-complete Van's RV-10 aircraft sitting 20 feet away



Mike and Sarah @ OSH AirVenture 2013

in our garage. You may be wondering, what happened that triggered this turn of events? Well, in short, a lot. First off, somewhere in those early days of learning to fly, I got bit by “the bug.” And it bit hard. With the help of my ever-patient instructor and an encouraging team of pilot friends, I was able to work past my fear of being in the air and learn to really enjoy it. I finally obtained my private pilot license and ended up taking some really neat cross country trips, the details of which are probably best saved for another story. I’ve since gotten my instrument rating, tailwheel and high-performance endorsements, and am now working towards my commercial rating. At one point my girlfriend Sarah got bit by “the bug,” too, and has now started her private pilot training. If I had to put my finger on any one event that changed everything for us though, it would probably be when we attended our first AirVenture at Oshkosh in 2013. We arrived that year not knowing that we had just begun what would become a total and life-changing immersion into, and love for, aviation.

After attending that first AirVenture, we were sold—hook, line and sinker—on building our own airplane, and we placed an order with Van's Aircraft for the first parts needed to build an RV-10 E-AB kit plane by early 2014. Admittedly, we did briefly consider buying a used certified aircraft like a Cessna 182, or a Piper Dakota, or even a Cirrus SR22; but when considering our mission as well as our financial position (and of course the desire to get our hands dirty), building our own airplane seemed to be by far the best all-around fit. The RV-10's specs were quite impressive indeed. Here was a plane that could easily and comfortably seat four adults, go far and go fast, was quite fuel-efficient, and could be customized in any way we saw fit. Talking to a number of RV owners and builders, we couldn't find one unhappy customer. They call it the “RV grin” that a person gets when they fly in one for the first time... and when the time came for me to take my first ride in one, I have to say they were right!

Of course, making the decision to build an airplane in your garage isn't just something that happens overnight. Sarah

(Continued on page 5)



RV-10 Sample



Mike showing off the current progress on their RV-10

(Continued from page 4)

and I had many long discussions, drawing out in detail the amount of time that this project was going to take away from everything else in our lives. We weighed the options, and decided together that this undertaking would be the best move, all things considered. Now, if we only had the right skills and tools to do the job!

I brought to the table a fairly extensive background in electronics, automotive repair and engine building. I already had what I thought was a pretty complete set of tools in our shop. The shop itself is an addition on to the back of our 2-car garage that I have used for a number of automotive projects over the years, and I thought this would be the perfect place in which to build the airplane. It turned out I was right about the space, but boy was I wrong about the tools! I quickly discovered that there isn't a ton of overlap between the tools needed for aircraft metalworking, and those needed by your average shadetree mechanic. Over time, the necessary tools accreted their way into our toolbox, however.

Sarah's background isn't quite as heavy in the automotive, mechanical sense; however, she was no stranger to using a saw or a drill. She had scratch-built a number of artsy-craftsy household items, usually based off of something she saw on Pinterest. I remember I used to raise an eyebrow when she'd sneak out into the garage and forage through the scrap wood bin. She'd gather what she needed and then quickly disappear into the basement, with a quick glance behind her as if to make sure no one was following. She'd emerge a few hours later with something like a roll-around trolley for our Keurig, and I'll be darned if we don't use that thing every day. It was this kind of creativity and desire to build that I thought we could exploit. She's also got an incredible knack for spotting things, whether it's a tiny washer that fell and rolled into some cranny on the garage floor, or an airplane nine miles away when the visibility is only eight. This is a useful skill, and it isn't one that I possess.

Even with our combined and diverse skill sets, we weren't exactly Ronnie and Rosie the Riveters, at least not yet. We



Mike with the vertical stabilizer - part #1 completed

decided to attend EAA's SportAir Workshop, which is held in various locations around the country throughout the year. We attended the workshop at EAA headquarters in Oshkosh, in January of 2014. I took the sheet metalworking course, and Sarah took the fiberglassing course, figuring that we could teach each other the skills we learned after the fact. I cannot speak highly enough about these workshops. In two days' time, Sarah had learned the basics of composites, and I had learned how to properly buck rivets... from a guy named Buck! (We also had a guy named Phil fill our Archer with fuel, but that's another story. We love Oshkosh.)

While the SportAir Workshops can't possibly work magic and turn you into an A&P mechanic overnight, they do give you the basic building blocks you need, as well as the resources and confidence to go out and learn as you build. We also knew we had plenty of other resources, including two other local RV-10 builders (one flying, one building), along with a plethora of information available online in the Van's builder forums and individual build blogs. Armed with all of this, we found that we had no trouble starting at "step 1" in the plans, and before long we had a complete vertical stabilizer (the first part to build), ready to go!

The build itself has progressed well up to this point, but that's not to say it has always been smooth sailing. I don't think it's possible to complete a project as large as this without some blood, sweat, and tears. The important thing is to remain determined, vigilant, and committed throughout the entire process. We're now mostly finished with the metal airframe structure, and have transitioned on to a mountain of composite fiberglass work that is necessary to build certain components in the interior, and create the proper fit and finish of things like the cabin cover and doors. We still need to have the engine assembled and tested, as well as wire up the

(Continued on page 6)



Sarah "Rosie" the Riveter

(Continued from page 5)

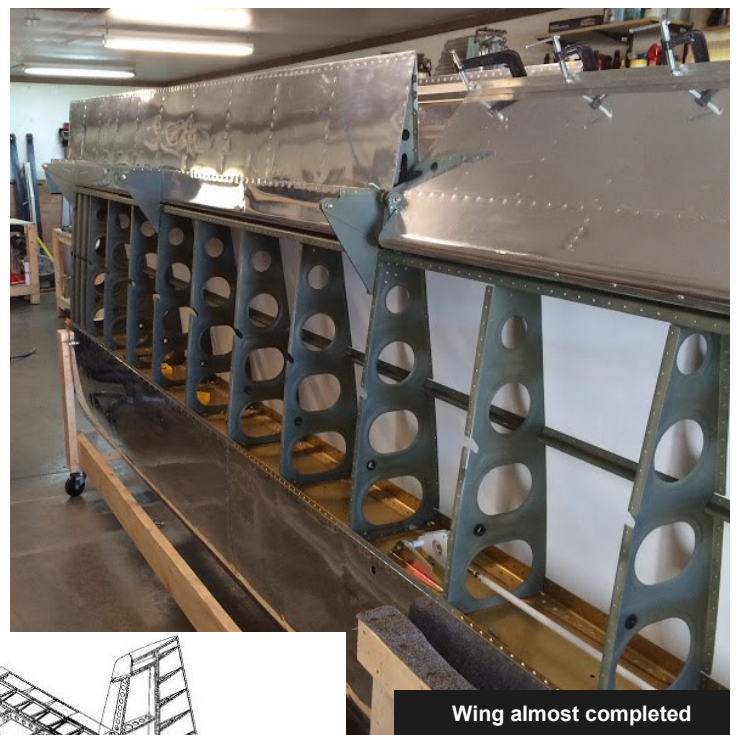
electrical system and avionics. By our best estimation, we're about halfway done with the plane, if not slightly beyond. We're putting in a fair amount of hours on it now, and we'd love to have it complete by the end of 2016. If we aren't able to make that happen though, no big deal. It will fly when it is ready!

I will say, now that we're around the halfway mark on this endeavor, I cannot possibly imagine having gone any other route than to build our own plane. Being involved in the experimental aviation community has opened doors for both of us into a number of places, and we have made some really great friends both far and near. The EAA has been an excellent resource too, for providing everything from the initial spark at Oshkosh to the local Tech Counselors that keep our build safe and on track for success. Both Sarah and I have a strong desire to give back and contribute to this community, and we can't be any more proud than to say we are both members of the board in our local EAA Chapter. We've also been maintaining our own build blog online for others to view and become a part of our lives as we trudge through the build process (come see us at mikeandsarahrv10.blogspot.com).

Looking ahead, what's our dream? Well, for one obviously, we want to finish building this plane and have it be just as solid, safe and fun as we know this model of airplane can be. I used to say the dream would be to just fly it to every corner of every state once it's ready, and see as much of the world as we can from the air. Now though, I'd say it's still all of that—plus, we want to find that white-knuckled, sweaty guy climbing out of a squeaky old 172 somewhere, and convince him that he needs to build an airplane for himself.

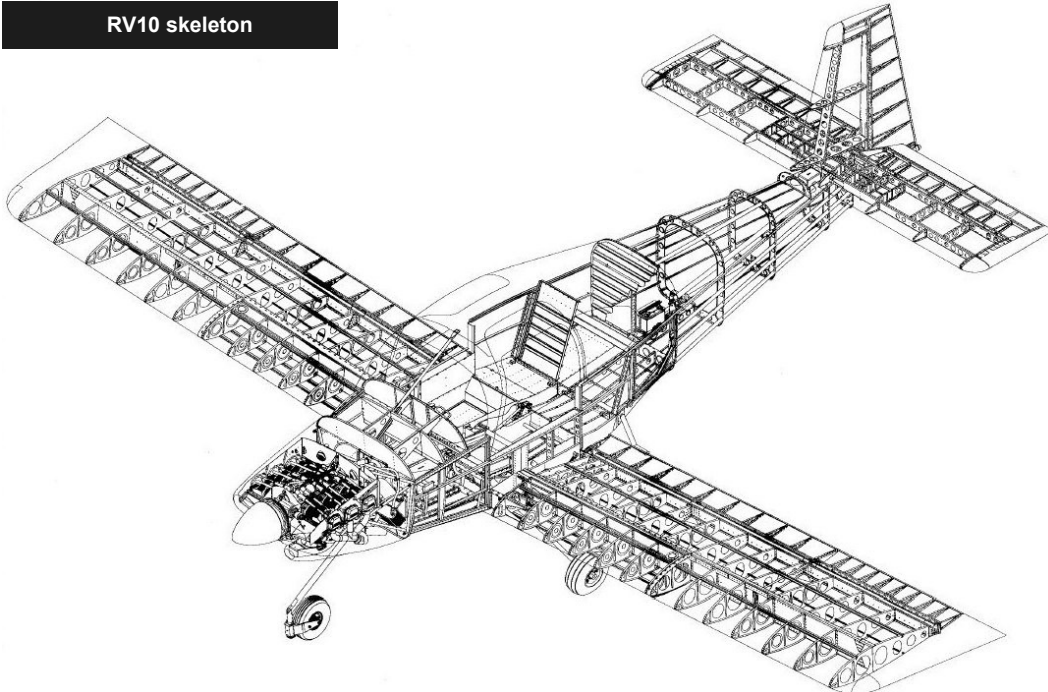


Interior progress



Wing almost completed

RV10 skeleton



Potential Chapter Project PIPER PA-18

by Marv Hoppenworth

I would have liked to have met with Tim Busch last Thursday evening at the Chapter 33 meeting, but unfortunately, Tim was not there. Tim and I have been discussing a project for the Chapter for over a year. We came to the conclusion that it might be a Piper PA-18-90. This airplane was first developed by Piper in 1950. To give you a brief rundown on the two place tandem Piper Cubs, the J-3 came along in 1937 and was continued in production through World War 2 and into 1946. The last year of the Piper J-3 two-place tandem airplane was 1946, and it had aluminum spars.

The following year, Piper developed the PA-11. It was little more than the Piper J-3 with streamlined struts, a streamlined shock cord assembly, and the enclosed engine. With the same engine, it changed the cruise from about 75 mph to about 90 mph, just by streamlining. Then in 1950, I think, the PA-18-90 was developed. It had a 90-HP Continental on it, a little more horsepower and a new rudder shape. But it was basically a J-3 Cub from the instrument panel aft. Then the front spars were shortened to attach at the outer corners of the front of the fuselage, instead of at the center, as on the J-3. This airplane had aluminum spars, and it was by all means a completely new airplane. They eliminated the gas tank from the front of the fuselage, put the fuel in a wing tank, and the airplane was soloed from the front seat instead of the rear seat as on the J-3.

Our conversation has been about a project for Chapter 33, and we were considering the PA-18 because it was more of an up-to-date airplane, and although it's vintage goes back to 1950, they keep building the PA-18's and just add more HP as well as more performance and flaps on them.

We were considering keeping it simple and within the confines of the Sport Pilot category (gross weight not over 1320 pounds). The J-3 was originally at a gross weight of 1170 pounds. Along about 1942 or 1943, it went to gross weight of 1220 pounds, and it stayed there for quite a while. Now the PA-18's with 180 horse power are getting well above 1600 pound gross weight.



Another Piper project...

PA-18-90 Sample Performance Stats

Horsepower: 90	Gross Weight: 1500 lbs
Top Speed: 97 kts	Empty Weight: 800 lbs
Cruise Speed: 87 kts	Fuel Capacity: 18.gal
Stall Speed (dirty): 37 kts	Range: 230 nm
<u>Takeoff</u>	<u>Landing</u>
Ground Roll: 452 ft	Ground Roll 385 ft
Over 50 ft obstacle: 1150 ft	Over 50 ft obstacle: 800 ft
Rate Of Climb: 710 fpm	
Ceiling: 15750 ft	

(Continued on page 8)

Piper PA-18-90 example



(Continued from page 7)

We would like to consider a Chapter project to be built by the guidelines of the Piper PA-18. Tim has a computer disc that has all the drawings on it for a Piper PA-18. I have reviewed some of them. The drawings look very adequate.

This project would be well done by a group of 6 to 8 people. We would keep the EAA completely out of it, because they do not like to be involved in a project. In an organization, it is the fellowship, people and members. We would not get the EAA involved in the ownership or construction on a homebuilt. The EAA is involved in providing tech counselors and flight advisors to help people in building and in flying. But there is no formal connection between the EAA organization and an aircraft building project. We think that this airplane powered by an 85-95 HP engine would cruise at about 100 mph and would land at relatively 31-32 mph. It should be a very nice Chapter project to be owned by about 6 to 8 people.

I have told Tim that I would teach two people from the Chapter to weld, and Tim has indicated that he wishes to be one of those people. So there will be an option for another person to weld and fabricate on this plane.

I have a lot of equipment that could be used, and this would make a very practical project. Anyone interested in such a project, give me a call (Marv Hoppenworth, 396-6283), and we will set up a meeting to discuss this project. I hope that Tim can be there at the same time. So, if you would like to be involved in building a nice flying airplane, give us a call.



What's happening at AirVenture This Summer?

Who's going to Oshkosh in July? One week of all things aviation. Aircraft, air shows, workshops, seminars, old friends, new friends, parts, gadgets, camping under the wing, fireworks, movies under the stars, musicians. All this and more!!! Here are a few highlights to look forward to at OSH...

The Canadian Forces **Snowbirds**, officially "431 Air Demonstration Squadron", are celebrating their 45th anniversary since formation in 1971. They were the first military team to perform at Oshkosh nearly 40 years ago, and it has been over 30 years ago (1983) since AirVenture crowds have enjoyed their precision flying.

Several aircraft will be celebrating **special anniversaries** and gathering at OSH:

- RV-6 30th anniversary
- Ultralights @OSH 40th anniversary
- Mustang II 50th anniversary
- Cessna C120 and C140 70th anniversary
- De Havilland Chipmunk 70th anniversary
- Navion 70th anniversary
- Vintage & Warbirds Stearman Gathering to celebrate the 100th anniversary of Boeing
- Grasshopper "L-Bird" 75th anniversary
- Interstate Cadet 75th anniversary
- Globe/Temco Swift 70th year of certification

More highlights coming in the next issue of the Lippisch Letter...

2016 Air Race Classic - The Collegiate Route

by Minnetta Gardinier

Spring blooms mean that a new flying season is upon us. As a winter season winds down, I always look forward to more quality time in the sky. Warmer temperatures...longer days...cross-country flying...sigh...

The Air Race Classic (ARC) is the ultimate cross-country flight. Four days of flying. Daytime only VFR. For 2016, 55 teams will race across the U.S. covering over 2,360 nautical miles.

Embry-Riddle Aeronautical University (ERAU) chose to host the 40th Annual ARC, now the longest-running cross-country air race. As an all women's air race, it traces its origins to the original 1929 Women's Air Derby where 20 women flew solo from Santa Monica CA to Cleveland OH with Louise Thaden taking the top prize that year.

When constructing the 2016 race route, it was decided to connect the ERAU Start and Terminus with eight En Route Stops that would also spotlight a spectrum of aviation programs - "The Collegiate Route." In addition to ERAU Prescott (Start) and ERAU Daytona Beach (Terminus), racers will fly timing lines and land at airports supporting campuses for ERAU Worldwide at Kirtland Air Force Base (Albuquerque NM), Midland College (Midland TX), Texas State Technical College (Waco TX), Henderson State University (Arkadelphia AR), University of Central Missouri (Warrensburg MO), Parkland College Institute of Aviation at the University of Illinois (Champaign/Urbana IL), Middle Tennessee State University (Murfreesboro TN), and South Georgia Technical College (Americus GA).

Race registrations have closed, and I will join the field of 57 teams from across the U.S., including 134 women pilots and 19 collegiate teams. Before leaving for Prescott, I will need to fly a handicap flight to determine my handicap top speed in my plane, a 1978 Cardinal Classic. Each team flies the race to beat its handicapped speed over the race course. BJ Carter (Payette, ID) will serve as my co-pilot, and just the flight to Prescott AZ is a grand adventure for us. The highlight of these races are the flybys at each airport - flying just 200 ft AGL at top speed in your plane parallel to down the length of a runway. It is an adrenaline rush. Playing the weather for the best winds and conditions. The mix of camaraderie and competition among the racers is phenomenal - meeting up with "old friends" every year and making "new friends" too...from all walks of life...and ages 18 to 80+.

Classic #39 - *Team COMM, Cool, and Connected* - leaves IOW on Tuesday June 14th. The race can be followed by live GPS tracking and LiveATC.net. Check it out! <http://www.airraceclassic.org>.



From Steve Rezabek:

“Here is a little something for the newsletter that will shock a lot of our people. The design team for the U-2 back in its day. Pretty minimal for such an achievement.”

U-2 DESIGN ROSTER (1955)

C.L. (Kelly) Johnson – Chief Engineer

Dick Boehme – Project Engineer

Allmon, Carl	Loft	Kreimendahl, Rod	Horizontal Stabilizer
Baldwin, Ed	Fuselage Structure	Kruda, Richard	Stress
Bissell, Bill	Wing Structure	Martin, Ed	Reconnaissance
Bremberg, Vern	Hydraulic System	McHenry, Ray	Stress
Cass, Lorne	Basic Loads	Murphy, Sam	Electrical
Charlton, Bob	Illustrations, Photo, Tech Manuals	Nystrom, Herb	Vertical Tail (et al)
Combs, Henry	Stress	Robertson, Dave	Fuel System, Fuselage Structure
Cone, Doug	Air Conditioning System	Robinson, Al	Weights
Dow, Royal	Wing Structure	Rockel, Cliff	Electrical, Electronics
Ellison, George	Control System	Sorenson, Vic	Control System
Engelbry, Chan	Aerodynamics	Wiele, Bob	Wing Structure
English, Leroy	Fuselage, Drag Chute	Zuck, Dan	Cockpit
Gardner, Cornelius	Landing Gear	Painter, Jack	Fuselage Structure for Equipment
Gath, Elmer	Propulsion	Gurin, Pete	Static Test Operations
Gavette, Leon	Ground Handling Equipment	Henning, John	Static Test Structure
Jensen, Alvin	Loft	Lutz,	Static Test Structure
Kelly, Bob	Wing Structure (aileron}		
Kirkham, Ray	Fuselage Structure		

Source: Henry Combs & Bill Bissell (1998)



EAA 33 Leadership 2016

President	Mike Jimenez	president@eaa33.org
Vice President	Tim Busch	vice-president@eaa33.org
Secretary	Dave Miles	secretary@eaa33.org
Treasurer	Denis Sailer	treasurer@eaa33.org
Directors	Minnetta Gardinier Dave Yeoman (vacant) (vacant)	board@eaa33.org
Education	Tim Busch	education@eaa33.org
Flight Advisor	Dave Lammers	flight-advisor@eaa33.org
Membership	Dan Meyer	membership@eaa33.org
Newsletter	Minnetta Gardinier	newsletter@eaa33.org
Program	John Chargo	program@eaa33.org
Social Events	Sarah Hammonds	social@eaa33.org
Technical Counselors	Marvin Hoppenworth Tom Olson	tech-counselor@eaa33.org
Web	Denis Sailer	web@eaa33.org
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.

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!

Apr 29 - May 1	DVN - EAA B-17
Sat May 7	PEA - Tulip Time Flight Breakfast
Tue May 10	IIB - Tue Night Grill-Outs (5-8pm)
Sat May 14	EBS - Webster City Flight Breakfast
Sun May 22	IA24 - Green Castle Flight Brunch
Sat Jun 4	AWG - Washington Flight Supper
Sun Jun 5	ADU - Audubon Flight Breakfast OLZ - Oelwein Flight Breakfast AWG - Washington Flight Breakfast
Sun Jun 12	SPW - Spencer Flight Breakfast DNS - Denison Flight Breakfast IA24 - Green Castle Flight Lunch & Flour Drop
Sat Jun 18	6K9 - Keosauqua Fly Van Buren
Sun Jun 19	OQW - Maquoketa Flight Breakfast
Jun 25-26	MLI - Quad City Air Show
Sun Jun 26	C17 - Marion Spot Landing Competition

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

Chapter Elections - 2016

At our February meeting, President Tim Busch solicited nominations for a new slate of officers. Those nominated agreed to serve. The members present at the meeting voted by acclamation for installation of the new Officers.

Mike Jimenez agreed to serve as our new President (2016-2018) with Tim Busch serving as our Vice President. Dave Miles and Denis Sailer will continue as Secretary and Treasurer, respectively.

Minnetta Gardiner and Dave Yeoman will serve as Directors. There **are two additional Director positions that are still vacant and available**. Please consider contacting us if you would consider serving a 2-year term as Director. Directors provide additional input and perspectives in Board discussions throughout the year.

Please see the Chapter Leadership group above and consider how you might help out with the Chapter in this next year.

Thanks.

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) – To be announced

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

August 27 (Sat) – Flyout? (details TBA)

September 24 (Sat) – Fly Iowa @ Clinton

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

November 17 – Fall Social (date to be confirmed)

December – No meeting

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

Contact Us

EAA Chapter 33
3435 Beech Way SW
Cedar Rapids, IA 52404

(319) 373-3971

EAAChapter33@yahoo.com

Visit us

Web - www.eaa33.org

Facebook -
<https://www.facebook.com/EAA-Chapter-33-155000567861749/>

Aviation enthusiasts promoting and supporting recreational flying



3435 Beech Way SW
Cedar Rapids, IA 52404

PLACE
STAMP
HERE

