

May 2011

Experimental Aircraft Association Chapter 33

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50th Anniversary Gala

By Denny Hodge

On April 15th, 125 members, relatives and friends of Chapter 33 gathered at the Cedar Rapids Marriott to celebrate the 50th Anniversary of the chapter. We welcomed five founding members and their wives, introduced by our own Marv Hoppenworth and enjoyed some of Marv's pictures and stories of the early days.



Chapter 33 Founding Members (L to R) – Ken & Shirley Conrad, Marv & Cathy Hoppenworth, Curt & Mary Smith, Jim & Bev Smith, John & Jean Moffit

The chapter presented each of the founders with a “Founders Stone,” a granite stone with an expression of appreciation for their efforts back in 1961. After meeting the founders, we ran the clock forward and met the new CEO of the Experimental Aircraft Association, Rod Hightower.

Rod provided an excellent presentation on the current state and future vision of EAA and then took questions from the members present. It was an excellent dialogue. The finale to the evening was a

presentation of a Lifetime Honorary Chapter 33 Membership to Mr. Hightower. Mr. Hightower reciprocated by presenting Chapter President Denny Hodge with a 50th Anniversary Plaque from EAA National Headquarters.



Throughout the evening, many old friendships were renewed and new friendships were formed that will last for the next 50 years.





Fifty years ago this month,

By Meg Waite Clayton

Alan Shepard became the first American in space, twenty-three days after Russian Yuri Gagarin had orbited the earth. In fifteen minutes and twenty-eight seconds, the Mercury capsule rose 116.5 miles -- jettisoning its rockets on the way up -- before turning nose and heat shields down for the return. It traveled just over three miles from its launch pad, and reached a top speed of 5,180 mph, a top force of 11Gs. Despite following the Russians, the flight was history-making, marking the first time a human had maneuvered a spacecraft in space; Gagarin had been only a passenger.

After splashdown, Shepard reported his success with the simple phrase, "Everything is A-Okay" -- astronaut jargon for "all systems okay" -- a term new to non-astronaut Americans. Or perhaps he didn't. When asked later where the term had come from, he responded, "Ask Shorty Powers," the press officer for the first astronauts.

Shepard called the flight "just the first baby step, aiming for bigger and better things" -- a sentiment echoed on the first lunar landing with Neil Armstrong's famous, "One small step for [a] man, one giant leap for mankind."

Ten years later, Shepard would head for the moon on Apollo 14, taking a makeshift six iron with which he whacked the first golf ball in space. The capsules that took him into space returned to earth. Shepard himself returned to earth. But that golf ball never did. Perhaps it's still flying along, or perhaps it's been burnt up in some other atmosphere, reduced to a brief flash that seems like little but is two worlds finding each other in some small way, the first baby step.



Videos: <http://www.youtube.com/watch?v=XasiezwcWA8&feature=fvst>

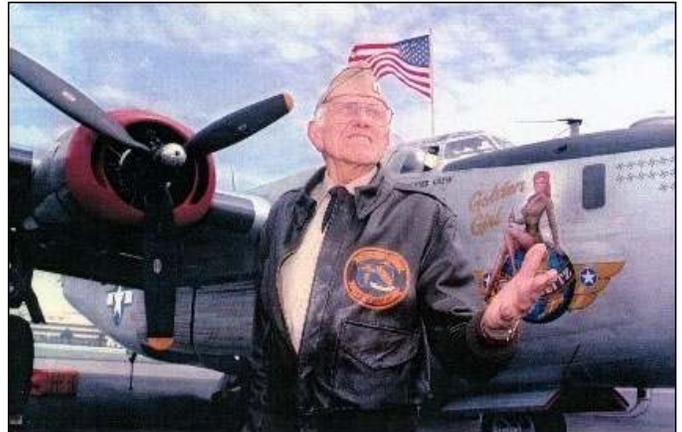
<http://www.youtube.com/watch?v=FdPIFM6hIlc&feature=related>

Read Back - Unbroken

By Jim Meade

A World War II Story of Survival, Resilience, and Redemption

Louis Zamperini was a kid who grew up tough and headed for trouble, but his brother got him running and Zamperini found out that he could get what he wanted by running for something instead of running away with it. He was a champion miler and young Olympic athlete who met Adolf Hitler in the 1936 Berlin games. Zamperini was on his way to success and many think he had athletic glory in his future.



When World War II came, Zamperini wanted to be a pilot but ended up as a navigator on B-24s in the Pacific theater. Like many aviators, he spent days of boredom and endured hours of terror. After one bombing run, he counted 594 holes in their B-24, Super Man, which was declared unrepairable. The description of his duties and the air war in the Pacific is very well researched and written. After losing Super Man, they were assigned a bad luck B-24 named Green Hornet which crashed into the sea on a search and rescue mission. Zamperini was one of 3 survivors. They drifted for 40 days before one crewman died. After 47 days, they arrived at an island occupied by the Japanese and were taken prisoner. Eventually, they were transferred to a prisoner of war camp in Japan.

From this point, the book becomes depressingly grim. The cruelty and inhumanity of the Japanese POW guards defies belief. One wonders how anyone survived the POW camps, and many did not. Zamperini was singled out for especially harsh treatment because of his pre-war athletic fame and because he would not knuckle under to degrading treatment.

Laura Hillenbrand, the bestselling author of *Seabiscuit*, is a riveting writer. Her research is very thorough and detailed, but she tells the story in a way that moves along quickly and keeps you turning pages. It's with relief that we realize that Louis and his B-24 pilot friend survive the war and the murderous prison camps. But, it's sad to hear that after the war, Louis is unable to handle his life. He finds a beautiful, charming woman and persuades her to marry him after a whirlwind courtship, but his temper and alcoholism nearly drive her away. After she has filed for divorce, she persuades him to go to two Billy Graham revival meetings. Louis, at first bitterly resistant, accepts religion and forgives the Japanese for his brutal treatment. It's the start of his new life. Today, at 94, he is an inspirational speaker.

This book will wring your heart. At first, you have little interest in or respect for the young punk, Louis Zamperini. Then, you admire the athlete who pulled himself up to success. His war experiences are scary. For pilots, the aviation parts of this book are particularly well done. The years in prison left you unbelieving and enraged, probably like Louis was. His breakdown after the war scared you but the redemption thrilled your spirit.

I have to say, this is a good book. It's a riveting story, well told and consummately researched. It's available from Random House, New York., 2010. Highly recommended.

<http://www.louiezamperini.com/>

MUD n' FUN 2011

By David Koelzer

The event is also known as SUN n' FUN but this year was a little soggy at most. I have been making the spring time trip to Florida the past few years with a couple of my Colorado friends one of which is a retired Naval Aviator. This year is of course the 100th Anniversary of naval aviation and the Blue Angels were performing so the show promised to be a good one.

I flew in commercial Wednesday which was just as well since my Sonex and I would never have made it through the bands of storms which always seem to haunt spring time Georgia. Thursday was promised to be another soggy day. We considered going over to Kermit Weeks' Fantasy of Flight but we decided to head to the venue anyway. We spend the morning browsing the flight line which was fairly sparse since a band of storms was blocking access to the Florida peninsula from coast to coast.

Later that morning we noticed a nasty looking roll cloud headed towards the airport. Figuring we would be getting a little rain we headed to the beer tent to wait out the rain (can you think of a better place?) As we expected, the rain started to come down and then got heavier and heavier and heavier. Soon after the winds started blowing, knocking cups over but I am happy to report I held onto my cup and did not loose a drop. Before long, the winds were blowing even stronger and the bartender was having difficulty holding onto the cash register and the beer tap. One other bartender bolted the tent entirely and we soon followed heading into the Sunset Grill, still with my cup in hand.

At this point you probably know where this story is going. My friends and I emerge from the Sunset Grill and were shocked by what we found; tents blown down, displays upset and airplanes tossed around as if they were tumble weeds in a old western. We spend the rest of the morning helping to cleanup and checking in on some of the vendors and plane owners we had met earlier that day.





I also began taking an informal survey of the successful and un-successful tie-down methods. It had been raining all week making the ground soggy and Lakeland's sandy soil makes for limited stake purchase. The least successful seemed to be the single straight stake. I saw several, even 24" stakes, pulled right out. The "Claw" anchor <http://www.creativeshelters.com/Canopy-Accessories/The-Claw-Anchor.aspx> with their triple angled pegs seemed to fair very well and I only saw one that had failed to stay put due to a broken arm. The surprise winner of my informal survey (and of course your mileage may vary) was the lowly and much maligned dog screw. All that I saw, and there were many, had held in place and even one still stuck in the ground with a broken rope still attached. These spiral stakes seemed to hold onto the loose sandy soil and stay put.



The next day we once again headed to the venue from our hotel near Tampa. We were still several miles away when we came to a complete stop due to traffic. The rains the previous day and the heavy traffic had turned the parking lot roads into mud slides and event organizers were having to bring in tractors to pull out unfortunate air-show go'ers. After an hour in traffic we decided on plan B.

I had always wanted to go to Kermit Week's Fantasy of Flight but never had gotten around to it. This was the perfect time. It was a short drive to Polk City and in no time we were gawking and drooling over an amazing collection of aircraft and aviation equipment. We started with the guided tram tour through the warehouses and restoration shops.



One warehouse was packed floor to ceiling with Le Rhônes and Wrights and Libertys and Wasps and Pratt & Whitneys and Hispanos and Packard Merlins and Allison's and just about any other piston aircraft engine you might need for a historical aircraft restoration. I could have spent the entire day just in that warehouse. The tour proceeded however to more warehouses full of airframes and derelicts in various levels of repair awaiting their turn to be restored into complete airplanes once again. Some of the planes I had seen examples of before but many I had not even heard of much less see before.

After the guided tour, we were turned loose in the main hangars where we were free to browse the display planes. Surprisingly most of the planes are flight ready not just static museum pieces. Many had the tell-tale oil pan underneath to prove they are ready to be fired up when the need arises. The pictures I have included here are just a tiny sample of the planes on display or out on the ramp being prepped for the daily flights. Most of the time I was too busy ogling and gawking to remember to take pictures of everything. The hangars were over-stuffed with usual airplanes. I was admiring a couple of GeeBee racers only to realize they had been stuffed under the wing of a rare Stinson Model T airliner. And that was only one corner of one of the four display hangars.



In addition to all the rare, unusual and just plain cool aircraft, there were lots of interactive displays to have fun with. They were probably meant for the kids but all the kids were in



school that day so I saw no reason to not have a little fun. I think I had the most fun with the life size hot air balloon simulator. Or maybe it was the weight shift hang-gliding simulator. Both were a blast. Later we headed over to near by lake to enjoy the SnF Splash-in being held that week. The float planes were just finishing up with the flour bomb drops and were coming around the pattern for landing on the water, which seems like a contradiction of terms but they made it work.



More Gratuitous Sun n' Fun pictures



The President's Pen

Are you ready? We are within days of the start of a very busy flying season for Chapter 33. We will be hosting an unprecedented 7 Young Eagles Rallies in 2011. What a way to continue the celebration of our 50th anniversary. If you have not been an active participant in the Young Eagle program, I encourage you to get involved. We can always use pilots AND ground crew. We have jobs for everyone and you'll find working with the kids to be an amazing experience. You'll find the complete list of Young Eagles rallies in the calendar later in the newsletter. Get the dates on your calendar and get involved!!

In addition to the great Young Eagles events, Chapter 33 has 3 other events that need your participation. On June 18th, the Air Race Classic opens in Iowa City with a BBQ and Hangar Dance. Chapter 33 will be hosting the event and so we need a little bit of help. We also hope you'll come down and support the racers and have a BBQ dinner and dance to the Starduster's Big Band. I'm looking for a handful of people to assist with setting up tables and chairs at 5:00 PM and another small group of people to tear down the tables and chairs at 9:00 PM. Many hands make light work, so check your calendars and let me know if you can help.

The EAA's Ford Tri-Motor will be in Iowa City on September 1 – 5. We'll need some help with that event as well. More on that when we get to July.

The last event we REALLY need you help with, is our new Airventure chapter project. We would like to be able to staff the Pedal Jet area at KidVenture Monday through Saturday this year. I have a few people signed up to help, but we need 12 people to work 4 hour shifts to make it work. If you are planning on going to Airventure for more than one day, consider giving the chapter and KidVenture 4 hours of one of those days. You'll be provided with free lunch and drinks and the pleasure of adding to the thrill the younger kids get at KidVenture. Contact me if you have questions.

Lastly, over the past 30 days, I've had the pleasure of witnessing the best of EAA and Chapter 33 . . . twice. First at the 50th Anniversary Gala. For those of you who were not able to go, you missed a party. We have lots of pictures and story later in this issue. When confronted with weather making it impossible to fly down to Cedar Rapids, Rod Hightower hopped in his car and drove to Cedar Rapids, making it to the hotel just in time speak to the chapter. He stayed long into the evening to talk individually with anyone that wanted his ear, even though he had to drive to Chicago yet that night to catch a morning flight to LA. Rod was a breath of fresh air in the world of CEO's, very approachable and very "midwestern." Many of the chapter members were very pleased with his presentation.

Just this week, I saw the best of Chapter 33 come out when Randy Hartman solicited assistance to get 812SP out of a farm field west of Cedar Rapids where Bernie Hayes skillfully landed it after an engine failure last Sunday afternoon. Sixteen people came to help Randy and Bernie, many of them Chapter 33 members, many taking time off work. This is the true spirit of both EAA and Chapter 33. People always willing to lend a hand and help out. What a great testament to the "folks" in our chapter.

So . . . everybody get out your calendars. Go through this newsletter and make sure you have all the great Chapter 33 events on your calendar for the rest of the year. We're going to be busy . . . but that is a GREAT way to be.

Last Meeting - Glass Panels

Our March meeting Dave Lammers discussed Glass Panels and specifically the Garmin panel in his RV-10. He talked about the in and out of today's glass-panel avionics and his solution for a backup battery power buss to keep things running in case of a main buss failure.



Next Meeting - Local ATC

Thu, May 26, 2011 - 7:00 pm. Meet your Local Air Traffic Controllers from the Eastern Iowa Airport. We will meet at the Public Safety Building, 3020 Lippisch Place, Cedar Rapids, IA 52404

Young Eagles Events

Sat. May 14th, 9 AM at the Vinton Airport (Boy Scouts up to 50 scouts) Rain Date Sun. May 15th at 9 AM or 1 PM (Aviation Camp)

Sun. June 5th, 9 AM at the Washington Fly in Breakfast at Washington Airport.

Sat. June 18th, 1:00 pm – 5:00 pm at the Iowa City Airport, we have 50+ Girl Scouts (and counting) signed up for the youth aviation event.

Mon, June 27rd, 5:30 PM Vinton Airport (Braille School), rain date June 28th...not yet confirmed.

Aug. 20 will be at Marion Airport (Boy Scouts).

Sept. 17th, may be Marion or Cresco, TBD

Oct. 8th, 8 AM Washington Airport (Aviation Camp)

As always we need ground crew as well as pilots. If you can help out please contact: Connie White, Young Eagle Coordinator, rcwhite691@gmail.com

35th Annual Air Race Classic - Start Weekend – June 17-21, 2011

Calling EAA 33 members...

Your help is needed; aircraft inspection assistants, check-in/welcome, ramp/line work, transportation, Young Eagles. Please volunteer to help out at this national air race starting in Iowa City.

Sign up today – <http://www.eaa33.org/volunteers>

Meet and greet the racers visiting our area...

Fri Jun 17 – Early Arrivals Party, Iowa Children's Museum, Take Flight! exhibit (1900-2100)

Sat Jun 18 – All Racers Welcome IOW Hangar BBQ (1800-2000) – Hosted by EAA 33

Contact Minnetta Gardinier for ticket information – m.gardinier@gmail.com.



Fly Market

FOR SALE: 1977 Cessna T210M, with 4,000 GW STC. \$105,000. I'm planning a move to Light Sport Aircraft in the near future and sadly the 210 has to go. About 4700 TTAf and 1250 TSMOH. 2 Garmin 430s and a Sandel 3308 EFIS connected to a Cessna 400B autopilot. Many extras. Check out N6860M. I am aware of the fact that many of the actual current hours and equipment list are not available. Please call me at 319-491-6904 or email me at ed@edwischmeyer.net



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

Chapter 33 Calendar

May 21 International Learn to Fly Day, various airports around Iowa. Ankeny, Independence, Boone, Green Castle Aero Club

May 26 7pm Meet your Local Air Traffic Controllers from the Eastern Iowa Airport. We will meet at the Public Safety Building, 3020 Lippisch Place, Cedar Rapids, IA 52404

June 4 Spring Open House & Fly-in Breakfast, Council Bluffs Municipal Airport

June 5 9am-4pm 2011 Green Castle Poker Run, Green Castle Aero Club

June 18, Air Race Classic opens in Iowa City with a Chapter 33 Sponsored BBQ and Hangar Dance

June 17-21 Iowa City Municipal Airport, 35th Annual Air Race Classic (Iowa City IA to Mobile AL), Start Weekend festivities (organized by Iowa 99s) – Jun 17/18 racers arrive; Fri Jun 17 – Early Arrivals Party @ Iowa Children's Museum Take Flight! exhibit; Sat Jun 18 – Young Eagles event and All Racers Welcome Hangar BBQ Party @ IOW (hosted by EAA 33); volunteers needed and tickets available – contact Minnetta Gardinier

m.gardinier@gmail.com; Tue Jun 21 @ 0800 racers launch from IOW.

July 9 7am Flight Breakfast, Zangger Vintage Airpark 2VA, 432704.9N 0962421.1W, 122.9 CTAF, left traffic 12-30, 17-35 taxiway only, Caution - hot air balloons. Coincides with "Larchwood Days" - transportation available to events in town. Sponsored by: "Larchwood Community Group" and American Legion.

July 25-31 Airventure and KidVenture EAA 33 Pedal Plane Pavilion

Aug 27 noon - 3pm 11th Annual Abel Island Fly-in, Float -in, Potluck and BBQ. Experience the fun of landing on a well maintained 2600 turf airstrip on an Island in the Mississippi River or land your floatplane and pull up on our sandy beach. What to bring? Your own meat to grill, a covered dish to share, and tableware. We will have smoked chicken legs, extra tableware and drinks for those not able to bring their own. Abel Island Airpark (GAA), Guttenberg, Iowa Contact: Gary Fisher FlyinEyeDr@aol.com 319-480-0913

Sept 1-5 EAA's Ford Tri-Motor will be in Iowa City

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