

THE LIPPISCH LETTER



Experimental Aviation Association - Chapter 33

March 2014



Welcome to Chapter 33!

- Max Dirks—Gone West
- Relaunching Chapter 33
- Making the Future of Aviation and EAA

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Max Dirks—Gone West



All of us in EAA were very saddened by the passing of Max Dirks, 76, of Scotch Grove, IA. Max died Thursday, March 13, 2014, at University of Iowa Hospitals & Clinics in Iowa City.

Max was a long-time aviation enthusiast, a lifetime member of EAA and Past-President of Chapter 33 and the Association Pilots of Iowa. He was very involved in the Airventure fly-in at Oshkosh, volunteering with forum recordings for the past 39 years, and always enjoyed showing people around. He helped with the annual Monticello Flight Breakfast, and at Camp Courageous in Monticello. Max was a member of the Monticello Lions Club, a 4-H leader, a weather spotter for KCRG, and very involved in St. John Lutheran Church and their day care program.

Max was a life-long farmer and loved the profession. He often helped camp supplying hay and straw for the camp's horses. Max has left a huge void in all our lives... one that can never be fully filled. Our sympathy goes out to his wife, Karen, along with his family and friends.

EAA Chapter 33 sent a plant to the family and is seeking donations for a brick at the Airventure Arch in Oshkosh, in Max's name.

Welcome Back to The Lippisch Letter!

This is the first edition of the revived 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!

EAA Chapter 33

Calendar of Events

March 24, 2014

Air Safety Institute Safety Seminar
Cedar Rapids Clarion Hotel
7 pm – 9 pm
Website: www.aopa.org/ASI-In-Person-Seminars

March 27, 2014

EAA Chapter 33 Monthly Meeting
7:00 pm
Website: www.EAA33.org

April 5, 2014

Fly-in breakfast
Webster City Municipal Airport
PIC eats free
7:00 am – 11:00 am
515-832-3723 (Sue Storm)
Website: www.stormflying.com

April 22, 23

Iowa Aviation Conference
Sheraton West Des Moines Hotel
West Des Moines
For more information, www.iowaairports.org
Sponsors, exhibitors and registration
Call: Sue Heath at 515-727-0667
sheath@associationinsight.com
Speakers or programming
Call Tim McClung at 515-239-1689
tim.mcclung@dot.iowa.gov

April 26, 2014

Ames Municipal Airport (AMW)
Iowa State Flying Cyclones
Fly-in / Drive-in Breakfast
7:00 am – 11 am
Pilots in command free
Email: loqhalv@iastate.edu
Website:
www.flying.stuorg.iastate.edu



**Kids of all ages agree:
Flying is FUN!**

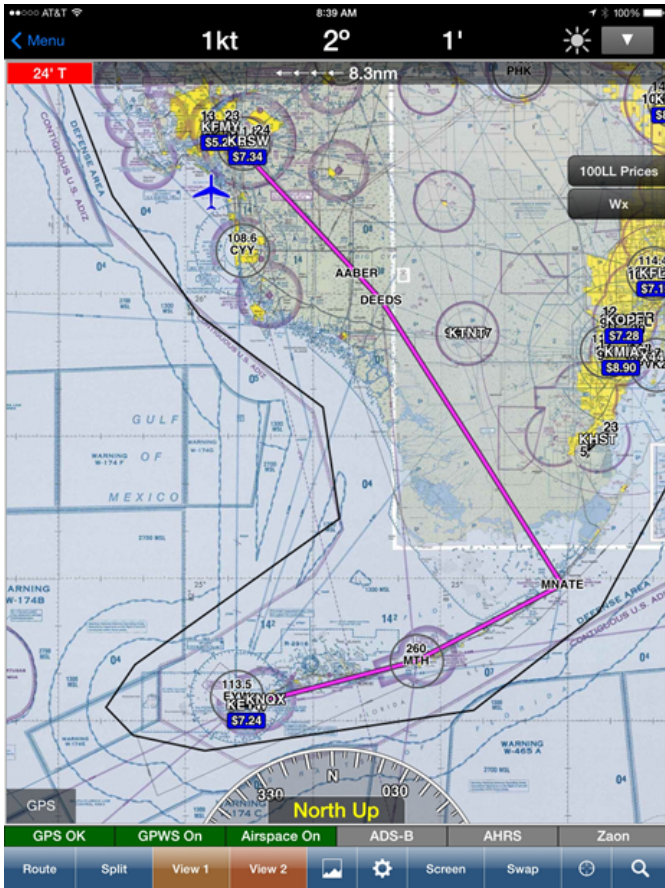


**What the First-Time
Airventure Attendee Sees**

Key West

In a Bonanza

by Martin Pauly



last time, our stop for lunch and restrooms was Shelbyville, TN, with great fuel prices and the fantastic Bell Buckle Cafe just minutes away. My parents were already in Fort Myers. They live in Germany, and decided to join us for our vacation. They had flown with me in the past, anything from gliders to a Piper Arrow, but they hadn't seen my Bonanza yet. So I had to find a way to show it off. Why not Key West?

Key West isn't that far away from Fort Myers (122 NM as the crow flies), but a drive in the car is

about six hours - each way. That's because one has to cross over from Fort Myers (Gulf coats) to Miami, and from there down south on the famous Highway 1 and back west again. Google Maps estimates almost six hours - each way.

Yes, Key West would be a good way to show off the Bonanza.

The FBO doesn't have life jackets for rent, so I go to Walmart and buy four that are a bit bulky but reasonably priced. I would later learn that the average water depth of the Florida Bay is a mere three feet...

Then I have to decide between IFR and VFR, and pick a route. VFR would give us more flexibility for sightseeing, but Key West was forecasting scattered clouds at 2,500 feet, and I neither wanted to stay that low over open water, nor did I want to



take chances with poking through a hole on arrival. So I picked IFR, and selected a route based on previously filed routes (visible on fltplan.com) that would keep us inland and towards the eastern portion of the keys, for a nice view.

The weather turned out to be a non-issue, but the IFR flight still worked out beautifully. ATC was quite busy, by Midwest standards at least, and passing DEEDS they asked us to go direct to Marathon, bypassing the eastern half of the anticipated tour of the keys. But we still get treated to some beautiful views. At 7,000 feet, we were out of gliding

Why not Key West? I flew from Cedar Rapids to Fort Myers, FL, a week ago. It was a spring break family trip planned months ago, but after a brutally cold winter, it felt like Florida was the closest place I could go to keep my sanity. (I'm not a big fan of cold weather.) I've made the trip to Fort Myers a few times before, a little over 1,000 nautical miles, and as





We take a cab to Duval Street, in the center of downtown. There's everything a typical tourist place has, but it all seems nicer, more polished, and yes, more expensive, too. We stroll around and see beautiful houses with nice yards, including Hemingway's house and the bar (Sloppy Joe's) that he used to frequent. There are lots of bars, and lots of people young and old having a fun time, but we will fly back to Fort Myers yet the same day, so the adult beverage will have to wait. There is a beautiful white church, and trees unlike anything back home in Iowa. We have lunch at the Westin by Mallory Square, which is great and

distance of a shore for less than ten minutes, even though an engine failure over the Everglades would provide the tough choice of whether to glide to land and face alligators or ditch in the Gulf and deal with sharks.

The keys come into view as a faint line at first, which gradually turns into land, then towns and of course the famous ridges between the keys. Key West Approach keeps us a couple of miles south of the keys, which provides a great view for the passengers on the right side of the plane.

We see "Fat Albert", a blimp-like drone that is tethered at 14,000 feet and helping with drug enforcement; we see the Navy airbase on Boca Chica Key, and then Key West. Key West has an international airport, but it's fairly small with a single east-west runway. The wind is strong and gusty, and my landing one of my worst in a while, but we are there.



not even too expensive. For fun we look up the room rates for this beautiful place, but "*starting at \$386.00/night*" quickly makes us dismiss all thoughts of possibly spending the night.

And then it's time to fly home, for we don't want to fly the over-water trip at night. Finding a cab that will take us to the airport is harder than expected; it must be the beginning of dinner time where everybody is looking for a ride. It was a most enjoyable day, feeling even more special given the brutally cold winter that is just ending back home.



Chapter 33 Communications Corner

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: EAA Chapter 33

YahooGroups.com: EAAChapter33

Email: Leader emails & phones on page 5

Email: EAAChapter33@yahoo.com

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!

The Scooter Flies Again

by David Yeoman

It was with much pride and fond memories that I watched alongside my mom and sisters as my dad's Flaglor Scooter slipped the surly bonds of earth one final time. Sure, it was hanging from the rafters of its new home in NewBo City Market in Cedar Rapids, but it certainly looked like it was flying.

Dad, long-time Chapter 33 member Dave Yeoman, finished building his Scooter in 1974. The wood and fabric, Volkswagen-powered, single seat, fair weather flyer had a top speed of 85 mph and a range of about 200 miles. Even so, over the next 35 years he flew it throughout the Midwest and as far away as Michigan and Oklahoma. Due to some unresolved mechanical issues (both with dad and the Scooter) it hasn't flown for the past several years. Dad passed away two years ago this coming May, and we've been trying to answer the question of what to do with his beloved Scooter ever since.

Last year, Rockwell Collins Sr. Captain Barry Brown suggested that the Eastern Iowa Airport might be interested in an aircraft to display as part

of its sponsorship of NewBo City Market. A quick phone call confirmed their interest, and the wheels were set in motion. While it took almost a year to bring to fruition, the Scooter was finally moved to NewBo late last fall.

Finding a new home for the Scooter

I'm pretty sure he was saying "thank you."

Thank you to my mom, Mary, for making sure the Scooter had a good home; to my sisters, Janet and Jennifer, and me for helping make the ol' girl shine again; to my bother-in-law, Jay, for rigging the cables that

lifted it airborne once more; to the Eastern Iowa Airport for facilitating the donation; to Keith Williams, for coordinating the logistics around the move; and to the members of Chapter 33 who helped disassemble, transport and reassemble the Scooter at its new home: Connie White, Andy Anderson, John Banes, and Gary Sharp.



was extremely fulfilling and brought us all a sense of satisfaction and closure. As I watched it hanging there, I could almost see my dad at the controls, one hand reaching up to pull back the throttle located in the overhead panel, and the other skillfully guiding the stick as he leans out of the open cockpit to shout out a message to those of us watching from below (he used to do this when he needed something or just wanted to say hello to friends on the ground). This time, though,

As I was leaving the small dedication ceremony at the market, I turned back to take one last look at the airplane I had watched fly so many times, happy that we had found a home nearby and one where we could share it with so many others. I could feel dad beaming with pride. Then it struck me that, coincidentally, the Scooter had been hung in a slight left-hand bank, turning to the West. I couldn't help but smile. Tailwinds and blue skies, dad.

- David

2014 EAA Chapter 33 Leadership

by Tim Busch

Here is your lineup of chapter leaders for 2014. We have a great crop this year, but this looks like a rebuilding year.

Many of our new leaders are learning and will be willing to take on additional responsibility in the future, but we, all of us, need to help them be successful. Guidance, advice, encouragement, and assistance, are all welcome

as they come up to speed.

Membership has slipped in the past few years, and we will be working on growing the chapter again, and we need your help in making it happen. We'll be planning new fly-out events, not just for member-pilots, but also future pilots.

We will also be working on more social events, such as a fly-in at

The Eastern Iowa Airport in Cedar Rapids, but also some of our other excellent chapter airports as well. Young Eagles will continue to be a mainstay, as it has been for us since 1994.

Working together, we will continue to learn and grow Chapter 33, and aviation in general.

Come join us!

| First | Last | Position | Email | Phone |
|----------|-------------|-------------------------|--|--------------|
| Tim | Busch | President | timcfi@yahoo.com | 319-373-3971 |
| Minnetta | Gardinier | Vice President | m.gardinier@gmail.com | 319-351-8188 |
| David | Miles | Secretary | david.miles@mchsi.com | 585-703-2485 |
| Denis | Sailer | Treasurer | rv9a@mchsi.com | 319-294-0084 |
| Dan | Meyer | At Large Board Member | D319Meyer@aol.com | 319-362-0507 |
| Chad | Wilhelm | At Large Board Member | chad.wilhelm74@yahoo.com | 319-270-3218 |
| Martin | Pauly | At Large Board Member | mpauly@mac.com | 319-431-3174 |
| Rob | Myhlhousen | At Large Board Member | robert.myhlhousen@gmail.com | 319-640-0293 |
| Tim | Busch | Newsletter Editor | timcfi@yahoo.com | 319-373-3971 |
| David | Miles | Web Editor | david.miles@mchsi.com | 585-703-2485 |
| John | Anderson | Young Eagle Coordinator | joanderson@unitedfiregroup.com | 319-362-2625 |
| Connie | White | Young Eagle Coordinator | rcwhite691@gmail.com | 319-393-6484 |
| Dan | Meyer | Membership Chair | D319Meyer@aol.com | 319-362-0507 |
| Dave | Lammers | Flight Advisor | davelammers@mchsi.com | 319-377-1425 |
| Marvin | Hoppenworth | Technical Counselor | pedalplane@imon.com | 319-396-6283 |
| Tom | Olson | Technical Counselor | tcolson6@mediacombb.net | 319-393-5531 |
| Tim | Busch | Education Chair | timcfi@yahoo.com | 319-373-3971 |
| Chad | Wilhelm | Program Chair | chad.wilhelm74@yahoo.com | 319-270-3218 |
| Martin | Pauly | Social Chair | mpauly@mac.com | 319-431-3174 |
| Rob | Myhlhousen | Social Chair | robert.myhlhousen@gmail.com | 319-640-0293 |
| | OPEN | Public Relations | | |
| | OPEN | Fund Raising | | |

Pilot Success Page

Celebrating New Licenses, Ratings, Airplanes, and Restorations



Gina Hoffman
Private Pilot!

Chapter 33 occupies a lot of land area, and within that area, we have many airports:

- CID Eastern Iowa Airport, Cedar Rapids
- IOW Iowa City Municipal
- C17 Marion
- Pvt Greencastle
- VTI Vinton Veterans
- IIB Independence
- MXO Monticello
- 8C4 Tipton Matthews
- C11 Amana
- AWG Washington
- TZT Belle Plaine
- 8C6 Traer
- 8C5 Toledo
- ...and more!

With all these airports, we have many people training for new licenses and ratings, and many building and restoring aircraft of all kinds. This page is to show off some of these successes. Send me your photos with a little blurb about their (or your) success. Then we can all celebrate!

I will get you started, but you have to help in the future. This section alone could occupy MANY pages!

- Tim



Dmitry Tschaikovsky
Private Pilot!
Keith Williams, CFI



Adam Boelter
Private Pilot!
Jim McCullough, CFI



Ben Rabe
Private Pilot!

The Editor's Hangar

by Tim Busch

I was deeply saddened to learn that we lost Max Dirks last week. Max was the epitome of the volunteer. He had been working with Dave Yeoman and Forum Recordings at Airventure for the past 39 years, but he was also EVERYWHERE on the grounds. He towed my truck to Appleton when I lost a transmission, and I knew when I stepped out into the sun every day of Airventure that the daily news hanging on my door was the work of marvelous elf named Max. Max's funeral was a tough one for me. Blue Skies Max. I miss you.

It was good to see Dave Yeoman's Scooter flying again. One of my early introductions to real people flying airplanes was a Mechanics Illustrated magazine article I found at age 12 in a Colorado gift shop while on vacation. I didn't know where Toddville, Iowa was, but I sure thought it was cool that somebody built their own airplane. As an adult, my first EAA Chapter 33 meeting was at Dave's farm. It was a pretty special meeting for me.

Maybe it's a sign of the times. Aviation organizations are having a difficult time. China has decided to get into aviation in a big way, recently purchasing Piper, Cirrus, Mooney, Epic Aircraft, Continental Engines, and others. I hate seeing China buying up

our aviation industry. Our national aviation organizations are feeling it too, with EAA and AOPA suffering from layoffs and a search for themselves.

We see it locally with lower chapter membership and fewer pilots in the state. I've been tracking Iowa's pilot population monthly for about 15 years, and it's difficult to watch the slow drift downward in the pilot population.

Having served EAA Chapter 33 in prior years as the secretary, newsletter editor, and president, I wasn't looking forward to jumping back in the saddle, but I believe in aviation, and EAA, and what it can do for people and for the economy, and I really didn't want to see another defeat. I ran the statewide non-profit Iowa Aviation Promotion Group for six years, and worked very hard to grow aviation in Iowa. We did have some success during that time, and the organization is continuing to do good work, but it's certainly an uphill battle.



My personal project to help grow aviation has been a little flight school I called Iowa Flight Training that I launched in April 2003. Its flight path took off like an old jet fighter, taking a long time to gather steam, going straight up for a while, descending a bit, then leveling off. It's been pretty stable the past two or three years, and it's great being able to say we help make new pilots.

I will be talking more about growing new pilots in future episodes of The Editor's Hangar, because I believe the only way to get aviation out of its funk, is to grow it. EAA can play a big part in that growth, and we can do it together if we're all willing.

Blue Skies!

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



**Learn to Fly!
Join Chapter 33!**

The Back Page

Here is one of the creations of our chapter namesake, Dr. Alexander Lippisch, and lifetime and founding chapter member Marvin Hoppenworth explaining how the model works. Thanks Marv!

