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Experimental Aircraft Association Chapter 33

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Gliders From Oz: A Soaring Adventure

By Tim Busch

Many of you are aware of my sudden interest in gliders over the past couple of years. As I became involved in soaring and flight instruction in sailplanes, I became curious about the industry that produces these fine, high performance machines. It is certainly a niche market, and based primarily in Europe. There was a time when Schweizer made nearly all the sailplanes based in the United States, but these days, the vast majority of them come from European countries. My Schleicher K-7 for example, is a product of Germany.

As I studied the designs, they were all basically the same: single-place or two-place tandem aircraft with glide ratios that varied between 24:1 and 40:1. All of them are based on similar design techniques, some older aircraft of wood, tube, and fabric, and most of the newer ones are composite. After having flown with many passengers, I thought that having your student sitting in the front of the aircraft, alone to fend for him/her self while I talked them through maneuvers was less than an optimum situation. I am no aircraft designer, but it seemed like having a training sailplane with side-by-side seating would be an ideal way to start all pilots, whether they desired to learn soaring, or powered flight. So, I began a search for side-by-side designs.



Not surprisingly, there were very few to choose from. While searching the internet, I found one “recent” design, done in 1984, by a German immigrant to Australia, Mr. Harry Schneider. With a brief description of its specifications and a couple of photos, I didn’t have much to go on, but it was enough to whet my appetite. I learned that Mr. Schneider had come to Australia with his father, Edmund Schneider, who started a glider manufacturing company in Germany in 1928, but immigrated to Australia in 1952. Harry was responsible for generating much of the Australian soaring activity, even before moving to Australia. He designed several sailplanes at his factory, but decided there was a need for a better training aircraft. The ES-65 Platypus was born in 1984 from his ideas.

The Platypus is a sleek looking, but there was something special that hooked me on its appearance. I just couldn’t place it. I expect lots of reuse in designs in the aviation industry. If you dig long enough, you can find similar designs from decades earlier. It isn’t that the designers copy others, but utility drives aesthetics. It was remotely similar to the Cessna Citation, with the squished nose look, but that just wasn’t it. It was very close though. I did some surfing to jog my memory and sure enough, the Cessna T-37 could have been the Platypus’ older brother. Take a look at the photos and I think you will agree. It has the same fuselage and canopy style and a cruciform tail. It could be an accident, but they sure look alike.

This was starting to get interesting. I found a book on Ebay called Gliding in Australia. It described the history of soaring down under, and had more information about the Schneiders and their contribution to the sport. There was a short section on the Platypus and a single photo. It said Harry Schneider designed the aircraft as a first-class modern trainer, but he was never able to gain financial backing to put his design into production. I didn’t get much information on the Platypus with the book, but I learned a lot about Australian soaring. I decided to dig back into the internet for more information.



Google searches are a wonderful tool. I found that Mr. Schneider was frustrated by the lack of support from Australian gliding organizations, and finally sold the prototype Platypus to members of the Beaufort Gliding Club in Bacchus Marsh. Alan Patching owns it today and keeps it at Bacchus Marsh. I tried to find an email address or phone number for Alan Patching to see if I could pick his brain about Schneider's design

Eventually I ran out of leads and decided to continue my investigation the old-fashioned way: the telephone. It turns out there is another Alan Patching in Australia. The famous Alan Patching is the CEO of the company that owns the Sydney Olympic stadium and is well known for making the biggest real estate deal in Australia's history. I found a number for Alan Patching so I called, but got an answering machine. When I finally contacted the *glider* Alan Patching via email, he said he had never heard of the famous guy and that he was an engineer, but he did send me, via snail mail, photos of the Platypus! He also gave me a contact name in England; a man who created a radio controlled scale model of the Platypus.

I had a difficult time finding Mr. Schneider so I called the nearest gliding club near his last known location and sure enough, they gave me his phone number. Mr. Schneider was very helpful, but not encouraging. He said there really were no good drawings of the Platypus. He had constructed molds, which are now in storage, but he said they needed to be modified extensively for anything close to a production configuration. He suggested that I come to Australia and fly the prototype and see if it really was a worthy glider. We spoke for about 15 minutes and I thanked him for his time. I wasn't looking forward to my next phone bill.

I did contact the R/C designer, who was also writing a book. He emailed a 3-view drawing of the Platypus and a section on the book dedicated to Mr. Schneider's design. Along the way, one of the local Australian newspapers got wind of some Yank flight instructor calling around trying to find an Aussie glider. I don't know if they wrote an article about it, but they thought it was unique that some nut from the states would go all that way just for a sailplane.

Everyone I contacted regarding the Platypus was friendly and helpful. I would really like to visit someday. I don't know if I will ever be able to fly the prototype Platypus, but it certainly fits my mental image of the perfect soaring trainer. Maybe I could build one. If there are any investors out there that have an interest in the Platypus design or something similar to it, let me know! I will be happy to put you in contact with the right folks.

Platypus Specs:
Wing Span: 17.7m
Length: 7.7m
Height: 1.7m
Glide Ratio: 38:1
Empty Weight: 400kg
Gross Weight: 590kg
Stall Speed: 39kts



Taylorcraft Factory Visit

By Carl Carson

When I read Jim Zannger's story about his flight to Tx. in the last Chapter 33 newsletter a couple of items had a familiar ring to them. One was your stay in Siloam Springs, Ark. Many years ago (7/31/69) we were flying to Dallas, Tx. in a Cessna, C172P (Powermatic, 1963 model, N 8580X, a Cloud Nine Flying Club airplane) that was basically a 172 with a geared engine with a c/s prop. A great machine if it was flown by the book to enhance engine life. Anyway, we had stopped in Clinton, Mo. for a potty break (wife and 3 kids and a beagle dog). South of Clinton, Mo. the weather started to get worse with rain clouds, etc. We diverted to Siloam Springs to wait out the weather. The FBO very kindly offered his crew car for us to tour the town and get something to eat, so we spent a couple of hours in the area. Fond memories of the airport operation. From there it was non-stop to Addison in Dallas.

The second item was your mention of meeting Richard Smith, former Taylorcraft employee. When we had our cabin in Colorado (South Fork), Dick had a cabin about 10 miles north of ours near Creede, He kept his 1976, F-19, Taylorcraft in his own hangar at the Creede Airport, elev. 8680', and flew it nearly every day the weather allowed. At the time he was 80 years old and was a master with the T-craft. On July 24, 1998, we went flying in N3586T around the mountains in the Creede area. We had a great sightseeing trip and doing stalls at 12,000 feet. Great fun. My greatest surprise was how much power we had to carry on the approach coming in to the Creede airport. This was my first, and only, experience doing TOL's at that altitude. I did a brief interview with him and the following are some of the details he recalled.

"I graduated from Spartan in 1937 and was the sixth employee that C.G. Taylor hired. Sketches for aircraft he was designing were often drawn on the factory floor with chalk. In 1939, I left Taylorcraft and designed and built an airplane called the "Mercury" powered by a Monsoon inverted in-line, 100 hp engine. The Mercury first flew in 1940. We were trying to sell it to the military and flew it all over the country giving demonstrations to government and military officials. Needless to say



we didn't get any contracts. Then WWII broke out, I went into service and the Mercury sat out the war outside in the weather.

On a trip back to the midwest from California we had a problem with one cylinder that caused us to make a forced landing. A head bolt had broken so we took some wire from a fence and wired the head down, started and checked the engine, and took off. The airplane sat out at an airport during WWII, eventually salvaged from total disaster by a guy in Golden, CO. When I found out where it was I called the guy and told him who I was and he invited me up to see his restoration. As this was the only plane we built of this model I was eager to see it. Not much had been done as there weren't any plans or specs for him to go by in the restoration process. It was a real trip back in time to see the plane we had put together so many years ago. One of the things I wanted to check on was the engine. Sure enough, the wire I had used to hold down the cylinder head was still there."

Jim, there isn't much that has ever been written about this one airplane design, but Dick did give me a copy of an article about it that he had found in a magazine.

At the time he was going Creede, Co. he pulled an Mobile Scout travel trailer with a Suburban up from his home in Pharr, Tx., with his wife Donna. They would spend the summers in Colorado and winters in Texas, where he was also building a homebuilt. I still have his business card and the copy about his "Mercury" design.



Local Authors Hit Big Time

By David Yeoman

Congratulations to Todd Millard. The July 2004 issue of "*Sport Aviation*" features a large article written by Todd entitled, "Biplane in a Bean Field", complete with photos. This article first appears in the Oct. 2002 issue of "*The Lippish Letter*".

Congratulations to David Koelzer. The Summer 2004 issue of the Sport Aviation Association's "*To Fly*" magazine features his "Polishing My Image" article which also first appeared in "*The Lippish Letter*", Feb. 2004

Also Congratulations to Marv Hoppenworth. His "Precious Moments" article first appearing in (you guessed it) "*The Lippish Letter*", Mar. 2004 will be published in the Fall 2004 issue of "*To Fly*".

Restoring 101: Send Money!

By Tim Busch

For a long time, I have thought I would like to play a part in ensuring the future of general aviation. I became a flight instructor, teaching within our flying club, then at the local FBO, and really enjoyed teaching. After a number of years of teaching, I thought I would like to bring instruction into an airport where there was no CFI to spread the experience of flight. Realizing that this could be a big commitment in time and money, I waited until many conditions made it possible. After a few years of watching the latest and greatest aircraft coming into the marketplace, I decided that I probably wouldn't be buying a new-new airplane for my training platform. I reasoned that even an older, low-time aircraft would make a good trainer, with some updating. I endured a few failed attempts at buying one airplane or another, but finally picked up N7435T, an older Cessna 172 in April 2003. She wasn't a beauty queen, but it seemed basically sound and only had 3800 hours, in an age where every Cessna 150/152 seems to have over 10,000 hours. It already had an internal vacuum pump in place of the old venturis, and the yokes had been updated to "ram's horn" yokes, so there were two things I didn't need to do.

As with any aircraft that has a new owner, the first annual is painful, financially speaking, and this one was no exception. But, if I was going to use this as a training aircraft, it had to be done right, so we pressed on with a very thorough annual inspection. I had the shop install four-point harnesses to replace the old lap belts, for safety's sake. Next on the agenda was a new paint job. She was stripped clean and repainted with a New 172 paint scheme. The stripping job was educational. The paint folks found the old paint was on top of *another* old paint job. The new paint job was going to save some weight. Now she looks like a new airplane on the outside. We flew her a lot in 2003, with many Vinton students being introduced to aviation under her wings.

In January of this year, I took her down again, this time for a new instrument panel. I wanted to be able to teach instrument flight as well as basic training, so the goal was to create an IFR panel. As was common on older airplanes, there was no order to the instrument panel. It had been redone at some point, but it still lacked one thing: a center stack radio panel. On the older Cessnas, this just isn't possible, since the control column runs between the yokes. I found an STC held by Avion, Inc. in California. Trevor developed a replacement "Y" control column for the old "T" column,



which made a standard center radio stack possible. Along with the STC, Avion custom builds a nice "standard six" instrument panel for any model. They paint and silk-screen the finished product for a nice look too.

I had no idea just how extensive this modification would eventually be. It was traumatic to see all the wires hanging out the front of what had been a functional, but not pretty instrument panel. While the shop worked on disassembling the panel, I went to work on the radios. Since the new Garmin GPS/Com moving maps are well out of my price range, I searched for a reasonably-priced substitute; one I was familiar with: Collins Microline. Although Collins no longer manufactures Microline radios, they are well supported and rugged, so I went in search of equipment on Ebay, of all places! Yellow-tagged radios were available at very reasonable prices, and soon, I had a full stack, but I was missing one critical element: an IFR GPS. Back to Ebay and I found a used, Yellow-tagged King KLN-89B in my price range. After a little research, it seemed best to replace the old 35 Amp generator power system with an STC'd 50 Amp alternator, so that went on the agenda as well.

In the restored Cessnas I have seen, they often reuse the engine and fuel instrument cluster. It's almost a joke that the FAA mandates that fuel gauges only be accurate at one point: empty. I just couldn't stand using those old, inaccurate gauges in the new panel, so I located a vendor of STC'd gauges: Aero Space Logic. Located in Canada, ASI has beautiful gauges for oil pressure & temperature; dual fuel gauges calibrated to the gallon; and volt/amp gauges. I got two out of three, holding off on the volt/amp gauge until some future time (I'm not sure now why that mattered!)

My education in restoration projects really began when the delays started. (I guess I had already forgotten how long the paint job took.) Avion took far longer than I expected to get the instrument panel parts to me. I was gathering parts from a variety of vendors and getting them to the shop as fast as I could, but there were delays in every step. I started to relax when everything started coming together and it started looking like an airplane again. Since this was a fairly major change, we re-weighed the aircraft for a new baseline weight & balance.

Finally taking delivery, I breathed a sigh of relief that my students could back to their training, but the relief didn't last long. Any time you make major changes, there is a period of debugging, or "growing pains". Growing pains hit me with a vengeance. Some of them we fixed quickly, but a short flight ended badly, a week after I had it flying again, with a broken oil pressure sender line, and metal in the filter screen. A sickening feeling came over me as I realized I was probably ten to fifteen minutes from a prop stoppage, and an even more sickening feeling when I thought of the bill to come. She's now getting an engine overhaul. I did get a little relief on the cost of the overhaul. I put all the old radios on Ebay and recovered some of my costs.

There is no way I could buy a new 172 for the cost I have in this one. I checked Vref.com for the value of my "new" bird, and it claims all the effort and cost was worth it. I sure wish I could spread the cost out a bit though. In the end, my students are going to have the finest training aircraft around, something they can truly be proud of. She's not back yet, but when it's done, it will be a "Better Than New 172" as AOPA claims on their projects. Would I do it again? Maybe, but not if it was the only airplane I had flying!

"Better Than New 172" Features:

"New 172" Paint Scheme

Vacuum Pump

Y-Control Column

Ram's Horn Yokes

Four-Point Harnesses

50 Amp Alternator

Breakers To Replace Fuses

Avionics Master Switch

Hobbs Meter

Full IFR Panel

Blue Backlit Instrument Lights

Glareshield With Undershield Lighting

Aero Space Logic Oil Pressure/Temp Gauge

Aero Space Logic Dual Fuel Gauge

Digital Clock

Panel Mounted Intercom

Microline Dual Nav/Coms, Audio Panel, Transponder

King KLN-89B IFR GPS

Antennas: Marker Beacon & GPS



FLY IOWA 2004 Young Eagle Rally

By Connie White and John Anderson

John and I would like to thank all pilots and ground crew for making Fly IOWA Young Eagle Rally in Washington Iowa so successful. On Sat. we had 12 planes including a few 4 seaters and flew 77 kids. Sunday we had only 6 planes all of them 2 seaters and yet we flew 53 kids for a total of 130 for the weekend. Needless to say we kept those pilots very busy flying many happy kids. The totals numbers for the pilots where Anderson 6, Busch 11, Koelzer 15, Hawkins 13, Scherman 15, White 17, Kritzman 11, Searce 9, Olson 5, Millard 12, Swift 12, Zangger 4. A great big Thank You also to all ground crew volunteers.

Next Young Eagle Event will be July 14th with a rain date of July 15 at 6PM. Aviation is the Summer school theme for approximately 25 students from Lincoln Elementary School Washington Iowa. Volunteers can contact me at longez38ar@juno.com or call 393-6484.



Thank You to the Air Traffic Controllers at FLY IOWA

By Connie White

On behalf of the EAA Chapter 33 pilots which fly Young Eagles, I want to thank you and the controllers that helped make Fly Iowa 2004, and the Young Eagle program so successful and safe. Because there was no parallel taxiways at Washington and since most of the aircraft flying Young Eagles were Experimental and unable to use the grass to back taxi, The controllers had their hands full. The pilots commented several times through the two day period about what a great job the controllers were doing. We got a late start on Sat. but in the 7 hour period or so we flew over 130 Happy and Excited kids. Thank You Controllers, we couldn't have done it with out you.

Response from the Tower

By Jacqueline M. Jacobs ACE FAA

Thank you so much for the word of thanks. I will print and put up for all the controllers who worked to see. All of the controllers here really do take a great deal of pride in their work and love what they do. We are happy to know that the pilots we are here to serve appreciate our work.

EAA Air Academy Scholarships

By Connie White

Our Chapter, by flying Young Eagles, earned 335 scholarship points this year. We did not have any applicants who could use those points so we donated those points to Chapter 75 in Davenport. With our help, they were able to send two young ladies to the Air Academy this year. Below are the application letters of the two girls we help send to Oshkosh.

Dear Sirs and Madams,

My name is Delinda Stacy and I am sixteen years old. I completed eleventh grade this spring and will begin my senior year this autumn. I have been home schooled all of my life but I will begin taking classes at the Muscatine Community College this fall. I am very involved in 4-H throughout the year. I baby-sit about every weekday and work for Stacy Printing Company when assistance is needed.

The interest in aviation came from my granddad who has built and flown small planes. My dad and my cousin are also building airplanes, which keeps me more involved in aviation. I am able to fly with my granddad a lot because his plane is kept in our neighbor's hanger across the road from my house. I attend local fly-ins and I have helped out with the Young Eagles Program. I am mostly interested in the small, homebuilt airplanes. I would like to earn a pilot's license and I am considering aviation in my career.

Sincerely,
Delinda Stacy

Dear Sirs and Madams,

My name is Valerie Thompson. I am 16 years old and a sophomore in high school. I got interested in aviation of all kinds through my father. He builds and flies high-powered rockets, r/c airplanes and is a sponsor of the Quad-Cities Air show. He teaches me the logistic of building and flying both aircraft and I enjoy the time we spend together with these activities.

I take honors math and science classes and have 3.76 g.p.a. I am active in marching and concert band, track and field and Girl Scouts. I volunteer my time at the local Girl Scout camp helping girls ride horses. I also have an after school job. I would like to attend Iowa State University upon graduation. I would be very interested in obtaining a pilots license. Thank you for your time.

Sincerely,
Valerie Thompson

Oshkosh!

By Tim Busch

Oshkosh may be just a small city in Wisconsin, but to whisper the word to a group aviation enthusiast invokes a wide variety of thoughts, memories, anticipation, and dreams. Oshkosh is the big show, the ultimate gathering of aviators and aircraft.

My first trip to Oshkosh was in 1980. I was nearly finished with my private pilot training, and had heard the stories from those more experienced than I. It was like I was talking to celebrities. "You have actually BEEN there?" or "You FLEW in?" I would ask. In rapid succession, I would quiz them, "What's it like, who'd you see, you mean THE Chuck Yeager / Pappy Boyington / Gordon Baxter / Burt Rutan / etc., how many planes are there, is the new Gee Whiz 2 as fast in person as it looks on the cover of Sport Aviation?"

Obviously, that first trip was a wide-eyed experience. Just watching a never-ended series of every airplane type imaginable land in rapid sequence all day long on day one gave me a bad case of sensory overload. Ever since that first trip, I have told anyone who will listen that if you have never been to the big show, you should go, at least once. No one can see the whole thing in a day, no matter how efficiently you go about it.

For those who have been attending since time began, it may have become a matter-of-fact experience, but you can always count on something new. A few years ago, I started volunteering at the show to play a different role and get a different view of the greatest show on earth. Working at the NAFI (National Association of Flight Instructors) booth, I got to talk to other flight instructors and many potential students. For a few days, I even parked seaplanes. For an Iowan, that is a brand new experience. I learned a lot and gained a lot of respect for those with sea legs. Try volunteering for a new and different view of Airventure.

This year is another experience altogether. I submitted a topic, and received approval for a forum: ***The Second Hundred Years - Growing General Aviation.*** You may have heard a sneak preview if you were at the January chapter meeting or read my January 2004 and February 2004 newsletter articles. The topic has grown dramatically from my original talk. The forum is ***Friday, July 30th at 7:00pm in the US Tools Pavilion (#10).*** Please attend if you can. I will need all the support I can get!

I hope to see you all there this year. Since my first year, I have attended nearly every year. There is always something new to see. If this is your first time, try it out, but don't forget the sunscreen.



Previous Meeting – Vinton Fly Market/Swap Meet

By David Koelzer

Our June meeting got off to a slow start. It seems that it was such a nice day that everyone was out enjoying the excellent flying weather that they were reluctant to stop for a chapter meeting. Also several RV builders, had flown to Boone IA for an RV fly-in there. However, slowly members began to show up and even the RV builders flew in from Boone. Other members arrived with trucks full of items to sell and to trade. They had: cylinders and pistons and new rubber tires, hoses and prop hubs and vice grip type pliers, rudders and spar caps held only with string, those were a few of the favorite things. Then the wind blew, and the brats cooked, well done on both sides, we then remembered our favorite things and so did not feel half bad.

The next weekend Dave Wilson and Ed Pickart hosted a fly-in breakfast at Dave's farm/landing strip. I am always amazed at how a green grass strip can attract so many aircraft which rarely so up at harder surfaced airports. Dave Leedom and I fly in my Sonex and while I regularly fly off concrete my plane is a tail-dragger so I was able to infiltrate and blend it with the more indigenous craft. We spend the morning admiring airplanes and discussing performance figures and handling characteristics. Dave & Ed also provided everyone with a hearty breakfast and we all indulged to the point where we were not sure our crafts could get us into the air again.



Next Meeting - Sept, No Meeting for July & Aug,

By David Koelzer

Due to vacations, Holidays, family events and AirVenture it has been next to impossible to arrange at meeting time where more than one person was available to attend. Fear not though we will be back and roaring to go for September. We will also be giving our hard working and handsome newsletter editor a break for August. So have a great summer and we'll see you in September.

Welcome to Chapter 33

By Tim Busch, Chapter President

Hopefully, you have read the June and July issues of the Lippisch Letter, our EAA Chapter 33 newsletter. If you're not already a member of the chapter, you received these issues as an introduction to our Chapter. We hope you enjoyed the newsletter and will consider joining us. We're a friendly bunch, with a wide variety of interests, but the one common denominator is a strong interest in aviation. Chapter dues are payable in January and are \$15/year, \$25 for 2 years, or \$35 for 3 years. See below for special "rest of 2004" rate. Please consider coming to a Chapter meeting soon. We will be happy to bring you into this non-exclusive group.

Membership Application

Dues for the rest of 2004 are \$7, \$17 for 2004 & 2005, or \$27 for 2004-2006

Please send your completed application and check to:

EAA Chapter 33, c/o Larry Wood. 140 Northwood Dr., Hiawatha, IA 52233

Name: _____

EAA #: _____ expires: _____

Young Eagles #: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: Day: _____ Evening: _____

Email Address: _____

Newsletter delivery preference: ? Electronic (via email) ? Paper (via mail)

Copilot's Name: _____

Pilot Ratings: _____

Aircraft Owned & Flying _____

Aircraft Under Construction/Restoration: _____

Editor's Rant

By David Koelzer

A little while back Northwest Airlines published an editorial in their in-flight magazine decrying the user fees paid by airline passengers while (according to the editorial) general aviation pays no fees at all. USA Today echoed the same sentiments in a similar editorial and even suggested that airline passengers were subsidizing the ownership of private aircraft. Of course NWA is highly sensitive to its own cost and free structure, while it has little interest in understanding or recognizing the costs and fees inherent in general aviation. In addition, GA in the form of private business jets are more and more becoming direct competition to scheduled airlines like NWA so it is not surprising that they are seeking to raise the costs associated with GA in order to quash competition.

NWA points out that scheduled airlines like themselves are required to charge passengers a Passenger Facility Charge while GA pilots and passengers pay no such fee. While this is true, those fees go directly into building and improving runways, taxiways and terminal facilities specifically designed for airlines. How many Cessnas require runways which are 10,000' long, 250 feet wide and 3' thick? Or that need a jetway to get to the airplane door? Or that need an army of controllers to keep them from crashing into each other. GA planes don't require any of that and while we may occasionally use the same runway that big boys land on or talk to the same controllers, our use is just incidental to that of scheduled airline traffic and sometimes we are not allowed to use those services even if we wanted to. A national air traffic system which is designed for just GA would look far different than the one we have today. The airports would be smaller, quieter, less congested and far less expensive. For example, look at modern terminal building with all the automated baggage handling equipment, ticket counters, security scanning equipment, escalators and such. All built with tax payer money and turned over to the airlines. While a GA pilot is lucky if he can find an FBO with old couch and a vending machine full of stale cheese crackers. And even if a GA pilot does find a well appointed FBO it was most likely paid for by what profits the FBO can make from fuel sales to those same GA pilots.

While we are on fuel sales, let's look at the taxes paid on those sales. NWA correctly points out that they pay tax on every gallon of fuel just as GA does. However, what they don't point out is that the amount of tax paid per gallon is much higher for GA than what airlines pay. Federal tax on jet fuel for airlines is \$0.043/gallon while GA pays four and a half times that much for avgas at \$0.194/gallon and over five times for jet fuel at \$0.219/gallon. Let's also not forget State taxes on fuel. At NWA's Minneapolis hub, NWA pays only a \$0.005/gallon state tax for aviation fuel while GA pays ten times that amount: \$0.05/gallon. Airlines are also exempt from many of the sales taxes which GA pilots are subject to. Also let's remember how many times in the past few years where the government has suspended the fuel tax for airlines when they were in dire financial straights while GA has never enjoyed such a tax suspension. In fact, after 9-11, airlines were granted billions of dollars from the federal government in an effort to keep the airlines solvent and keep workers employed. And what did the airlines do with this money? Some went ahead and laid off thousands of workers and at the same time top executives voted themselves huge bonuses and "golden parachute" severance packages. Other airlines used that money to buy new aircraft but instead of buying American made Boeing jets they purchased Airbus jets made by our European buddies. So before NWA or other airlines complain that they are subsidizing private aircraft they should look a little closer to see who is subsidizing them!

Fly Market

FOR SALE: I'm getting out of flying - have a large collection of tools and equipment for sale. If interested in any of the following items, please call Jim Bacher ph. 319-362-4693. 1. Garmin GPS 92. 2. Sporty's Electronic E6B calc 3. Icom IC 4. Regency Flight Scan 5. Uvex Ralleye goggles 6. Fuel transfer system. 7. Sensenich Prop. Mod. # 82RS-72 8. Touch Up paint spray gun 9. Pressure pot paint spray system 10. Safety wire tool. 11. AN hardware, various sizes 12. Tubing Flaring tool 13. Hand operated vacuum pump 14. Various plate nuts. 15. (2) Nav Computers - old style metal slide/rotary units. (1) Mil style CPU-26A/P and (1) Jeppesen CSG-2P Slide Graphic Computer. 16. Monerai Sailplane kit/project. Aprox. 75% complete, with engine package. Plans and all parts to finish it. 17. Woodstock sailplane project. Spars done up to closure; wing ribs cut out; formers cut out. Some metal parts done. 18. (2) Cylinder base wrenches . 9/16" and 5/8". 19. Set of fiberglass wheel covers for 500 or 600 size wheels. 20. Some old instruments. One each Cub Style Tach and Altimeter (non-sensitive). 21. New Wag Aero Cylinder Head Temp gauge with wires. 22. Piper Cub rudder post tail wheel arm 23. New Piper Cub Carb Heat box 24. Differential Cylinder Pressure Tester 25. Directional Gyro. Vacuum type 26. Set of Dzus tools, for size A5 Dzus 27. Some 4130 steel tubing and sheet, short lengths.

FOR SALE: Metal project; Moving, so best offer by end of month. Tom Harris (319)362-6323 or tom-annee-harris@juno.com

FOR SALE: Zenair 701 project. Fuselage on gear. Geometro engine with turbo and Ravin redrive Call Bruce Wutzke 319-377-2010

FOR SALE: 1/4 Share of 1981 Piper Warrior II (PA28-161), hangered at Cedar Rapids airport, 2509 TT, 272 SMOH, IFR. Contact Tom at 895-6989 or 368-0232.



Experimental Aircraft Association
Alexander M. Lippisch Chapter 33
c/o David Koelzer
2930 Baker Street
Marion, IA 52302
david.koelzer@mchsi.com

In The July 2004 Issue...

Gliders from Oz, Taylorcraft Visit, Fly Iowa YE, Oshkosh

Chapter 33 Calendar

July 10 4pm-7:30pm Fly-in Steak Supper, Oelwein, Iowa Airport

July 11 Open House, Tipton, Iowa & Kiwanis Breakfast, Emmetsburg, Iowa

July 18 Flight Breakfast, Monticello

July 27– Aug 2 AirVenture Oshkosh, WI

Aug 8 Fly-in Breakfast, Humboldt, Iowa Municipal Airport

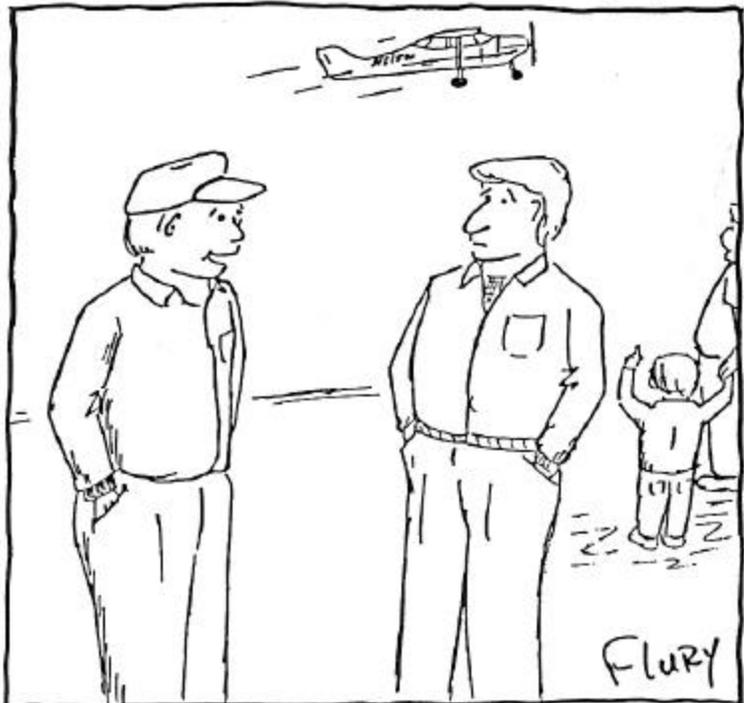
Aug 15 Flight Breakfasts Monona, Iowa & Mapleton, Iowa

Aug 28-29 Young Eagles Sat., SERTOMA Flight Breakfast, Iowa City

Aug 29 11AM Fly-in Potluck, 2600' turf strip on Abel island in the Mississippi river, Guttenburg, Iowa Airport IA23

The Funnies

by Wayne Flury



"Yah, we had a good Young Eagles event today. The percentage of parents who thought they deserved a free ride was unusually low!"