



# The Lippisch Letter

February 2003

Experimental Aircraft Association Chapter 33

A monthly publication of the Dr. Alexander M. Lippisch Chapter of the Experimental Aircraft Association, Cedar Rapids, Iowa.

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## Young Eagles Program Nears Goal

By Tim Busch

Who would have believed it. In 1993, the gauntlet was thrown: give rides to one million kids by the end of 2003, the 100th anniversary of the Wright Brothers first flight. The Young Eagles machine started slowly across the country. I missed the entire first year. Then one-day curiosity got the best of me. I called EAA headquarters and asked who the YE coordinator was for our area. I fell right into their trap. "We don't have one. How would you like to do it?" was their answer. We started slow, trying to figure out the recipe for matching the number of airplane seats to the number of kids. We didn't always get the mix right. There was lots of learning early on about how to set things up, how to get publicity, and how to generate the right amount of interest in club members and local kids. For the next seven years I made hundreds of phone calls, and sent faxes to the newspapers and media. The pilots in the chapter found a new direction. Chapter 33 wasn't just a social organization anymore. We found fun in a common, noble purpose. Over the years, we have given thousands of airplane rides, planting a bunch of seeds in up-and-coming minds.

We are now in the home stretch. John Anderson's been doing the coordinator work for a while now, after I had to step out for some education. EAA says we have 125,000 to go, so we can't let up now. As the weather warms up, get out and get current and proficient, because we have some fun/work to do! Set a New Year's resolution. How many Young Eagles will you fly? 10, 20, 100? We can do it! Happy 100th Anniversary!



# Airman Certificate Ineligibility due to Security Threat

The FAA and the Transportation Security Administration (TSA) recently announced a new rule which expressly makes a person ineligible to hold FAA-issued airman certificates if the Transportation Security Administration notifies the FAA in writing that the person poses a security threat. Also any current certificates will be immediately suspended pending appeal to the TSA and once the appeal is denied, the FAA will revoke the person's certificates permanently. The TSA is not obliged to state the reasons for declaring you a security threat so the appeals process will be rather difficult.

For the complete text of the new rule see: <http://www2.faa.gov/avr/arm/rinah84.pdf>

## Editorial by Tim Busch

As an FAA Certified Flight Instructor in both single engine airplanes and gliders, I am concerned about the new ruling which could allow a pilot's flying privileges to be removed without due process or tangible evidence that there is a security risk. I understand the mission of TSA but the process as written leaves room for abuse by those in the future who may not exercise proper due diligence.

This knee-jerk reaction by the TSA fails to address the real problem of terrorism and reduces the freedom of U.S. citizens in the process. The original events which caused the creation of the TSA would not have been prevented by this rule. I believe everyone needs to keep in mind that it was not small aircraft which were commandeered, but airliners, operating within a "secure" system. Their sheer size makes them a potential weapon by people who will not operate within the rules of the TSA or FAA. On the other hand, an unfortunate incident by a confused 15 year old in Florida proved that a small aircraft makes a terribly ineffective weapon of terror, yet much of the government's focus involves general aviation aircraft and their U.S. citizen pilots operating within the law.

I realize there is an urgency by government leaders in times of crisis to "do something" in order to make citizens feel safe, but taking the very freedoms away that made this country great is giving into terrorism.

While ensuring the security of the United States, please work to maintain the freedom of those who belong to the greatest country in the world. Remember: First, Do No Harm.

## Editorial by Mark Navratil

I am very disappointed by the new ruling which could allow a pilot's flying privileges to be removed apparently without due process or tangible evidence that he/she is a security risk. Not only is this wrong and will surely lend itself to abuse by the government, but more importantly, it will do NOTHING to enhance the security of our nation's airspace. If someone is bent on using an aircraft as a weapon, how is pulling their license going to stop them? The logic of this ruling escapes me entirely! Did the 9/11 terrorists need a valid pilot's license to perform their mission??

If there is factual evidence to support that an individual poses a security risk in the air or otherwise, this evidence should be used against them with due process in a court of law to lock them away where they can't hurt anyone. Taking away their pilot's license won't do anything to keep us from harm, but will deny some innocent pilots of their freedoms.

I think it's VERY important for everyone to comment on this new ruling. Got to: <http://dms.dot.gov> click on "Simple Search," enter 14293 in the docket number window, and you can read all about it, including the comments that have been submitted. Click on the comments button, and leave them your thoughts.

# Linn County Aviation Medical Examiners

By Tim Busch

Over the years I have noticed a severe decline in the number of available medical examiners in the Cedar Rapids area. When I started flying (1980), there were seven AMEs in town. If you look on the FAA web site today, there are two! I am fairly certain we haven't lost two-thirds of our pilots in the last twenty years. I am aware of two doctors who have applied to be AMEs recently and were ignored. As a CFI, I am often asked who the AMEs are in town and it's pretty embarrassing to be able to only offer up two in a county of 200,000 people. So, I made a phone call to the regional AME in Kansas City, Joel Dickman. His first comment was, "no one has complained, so there must not be a problem." That seemed like a standard political answer to me, so I asked him why Johnson County to our south, with roughly half as many people in the county, has four AMEs. He didn't seem to know, but he said he would check into it and get back to me. He called back a day or two later and said he was adding a new AME to the list for Cedar Rapids: Dr. Kennedy. I don't know if this was already in process, or the squeaky wheel got greased, but we can now say there are three AMEs in town. If you would like to squeak as well, Dr. Dickman's number in Kansas City is 816-329-3255. Tim Busch

## Linn County AMEs

RICHARD D LOUVAR DO  
ANDREW P. PATTERSON MD

CEDAR RAPIDS, IOWA 52402-3061  
CEDAR RAPIDS, IOWA 52404-0000

## Johnson County AMEs

THADDEUS T BOZEK MD  
JEFFREY F. JONES MD  
RICHARD W PRETORIUS MD  
BRUCE R. VAN HOUWELING MD

IOWA CITY, IOWA 52240-5431  
IOWA CITY, IOWA 52245-0000  
IOWA CITY, IOWA 52242-1097  
IOWA CITY, IOWA 52245-0000

## Jones County AMEs

PHILIP W. FIRST DO

MONTICELLO, IOWA 52310-0000



Bob Hall's Pietenpol

# Last Meeting - X-35 project

By Todd Millard

What a great Chapter meeting! At the January meeting, about 55 of us had the pleasure of listening to Rick Rezabek, Jack's son, talk about the design and development of the world's newest fighter, the incredible F-35 strike fighter. For the past 10 years Rick has led several key aspects of Lockheed Martin's winning entry in the Joint Strike Fighter program. First as the Chief Engineer for Lockheed Martin's ASTOVL research program, the precursor to the X-35 project, Rick was then assigned as Chief Engineer for the X-35 Joint Strike Fighter demonstrator aircraft. He led that program through technical development of the 3 flight test variants of the X-35. In 2001, Rick was promoted to X-35 Product Manager.

So how did he do? The X-35 flight test program was regarded as one of the most successful flight test programs in modern history, breaking a number of flight test records. Lockheed's X-35 handily bested Boeing's X-34 in all aspects of the competition. As a result, the X-35 was chosen as the next fighter for the US Air Force, Navy, and the Marines. In addition, numerous foreign allies have signed on raising the production total to over 5,000 planes. Lockheed Martin also received the 2002 Collier Award for the revolutionary Integrated Shaft Driven Lift Fan Propulsion System used in the X-35. To top it off, the incredible STOVL X-35B has become part of the Smithsonian's National Air and Space Museum collection.



After the X-35 project was over, Rick decided he was tired of watching pilots have all the fun and got his private pilot's license. Wanting to be a "real" pilot, he also bought a Luscombe 8A taildragger to tool around in. Thanks for a great talk Rick!



This meeting also marked a new time and location for a Chapter meeting. One of the comments I have often heard is that some of us would love to attend our Chapter meetings, but Friday night doesn't work for them. So this year we are going to try some more Saturday morning/evening meetings. Although there was some grumbling about having to get out of bed early on a Saturday morning (obviously they don't have young kids), it was good to see some new faces there. A Saturday morning time also allowed us to use Beems Auditorium at the Cedar Rapids Public Library. The room is a perfect size for the group and has a nice projector for both video and computer presentations. Best of all it was free!

# Next Meeting - P-38 "Glacier Girl"

By Todd Millard

After a great presentation at our January Chapter meeting on the mammoth effort to build the prototype of Lockheed's latest high tech jet fighter, the X-35, we are going to take look at another one of Lockheed's inovative and ground breaking fighter designs od the late 1930's. At the February Chapter meeting Mike Wilson and Jim Zanger will talk about the mammoth effort to retrieve, rebuild and restore



one of Lockheed's first military fighters, the P-38 "Glacier Girl." Retrieved from under 286 feet of ice in 1992, Glacier Girl underwent a massive 10 year restoration project culminating in its return to flying status last October. Mike and Jim will talk about their experiences helping on the project and show a video of the project's history and the first flight.

If you want to learn more before the meeting (so you can ask Mike some really tough questions), the project's Web site is at <http://www.thelostsquadrone.com>. Finally, the History Channel will be airing a 90 minute presentation on the "Glacier Girl" project on March 9, 2003 at 8:00pm local time.

The meeting is Friday, February 7<sup>th</sup> at the Hills Bank and Trust in North Liberty. Take the North Liberty exit off I380 and head east about 2 miles to Highway 965. Turn right and the bank is a few blocks south on the west side of the road. The doors will open at 7:00 pm presentation is at 7:30 pm. It should be fun and fascinating. Hope to see you there.



# Free tickets to IMAX "Space Station"

Thanks to Board Member John Sapp, our Chapter has obtained a number of tickets to the new IMAX movie "Space Station" currently playing at the Cedar Rapids Science Station. We will be treated to a Saturday morning screening on Feb. 22nd at 10 am. We have 80 vouchers which will be given out, 2 to a family, on a first come first serve bases the morning of



the show so come early. Also only Chapters members who are paid up and current are eligible so remember to send your dues to our Treasurer, Larry Wood. This movie will take you to the International Space Station and you will experience the excitement and magnitude of this amazing endeavor in a way that only the format of IMAX movies can provide. Don't miss this special event.

## Preview of Coming Attractions - High Altitude High?

By Todd Millard

Want to learn a completely legal (as long as you are not the pilot) way to get a euphoric high? Then don't miss our March Chapter meeting on Saturday, March 8<sup>th</sup> at 9:30am in Beem's Auditorium (Cedar Rapids Public Library). Seriously, Tim Busch will be sharing his experience taking the Aerospace Physiology class at Offutt Air Force Base in October. The highlight of the class was a "flight" in their altitude chamber to experience the symptoms of hypoxia (euphoria being one of them). Put it on your calendar.



## Open House at Alexis Park Inn & Suites



On February 8<sup>th</sup>, 2003, from noon to 6:00 PM, stained glass artist Gary Elshoff will be attending an Open House held in his honor. Soft drinks, coffee, tea, and cookies will be served, a drawing for a free night's stay in a new, aviation-themed suite will be held, and tours of all open aviation theme suites will be conducted.

Gary Elshoff is the founder of "Flying Colors Glass" of Grafton, WI, specializing in custom designed aviation theme stained glass creations. Gary has created two beautiful and unique stained glass windows for the inn's new lobby that echo and reflect both the historic Iowa City Airport as well as the inn itself. Other examples of his work will also be on display in the hotel's Pilot's Lounge. His creations may be seen at: [www.alexisparkinn.com/aviation\\_stained\\_glass\\_windows.htm](http://www.alexisparkinn.com/aviation_stained_glass_windows.htm) The Alexis Park Inn is an "aviation theme" hotel, located directly adjacent to runway 25 of the Iowa City Airport.

# Editor's Rant

By David Koelzer

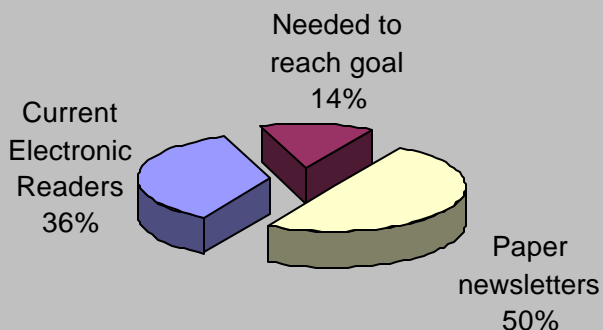
Just when I think I will have a difficult time finding a subject for my monthly rant, the TSA once again comes to my rescue. Recently the FAA announced that they will suspend the certificate (pilot, mechanic, inspector ...) of anyone which the TSA deems a security threat. Once an airman's certificate is suspended, the accused may appeal and pleaded their case to ... who? a judge? a jury of their peers? the Supreme Court? No an airman can only appeal to the TSA, the very organization that declared the airman a security threat in the first place. And when the appeal is denied, which it most certainly will be since the threat information will be secret and not available to the accused, the FAA will revoke that airman's certificates, case closed!

Wow the TSA has got some really big brass ones haven't they. I mean why bother with "due process of law", "separations of powers", "the right of the accused to face their accuser", "presumption of innocence" and all that other Constructional mumbo jumbo. After all, that stuff does not even apply because no crime has been committed. An airman will loose their certificates and the ability to pursue their livelihoods and/or chosen recreation not because they have broken any law, committed any crime nor done anything illegal but because someone some where believes a particular airman may, some day, commit a crime.

There, they have finally done it. The TSA has found the key to the entire criminal justice system. Preemptive Justice! We no longer have to wait until someone does something wrong to punish them we can use the TSA's magic crystal ball to look into the hearts of every man, woman, child and illegal alien who dares to travel by air and determine the crime(s) they are genetically predisposed to commit and punish them accordingly and in advance. This will be a great time saver. Imagine soon you will be able to book a flight, submit a saliva sample and not only will you receive your tickets but you will also receive a computer print out of all your presumptive crimes for the next 90 days and the retroactive penance you will need to perform before you ever show up for your flight. Of course why stop with a saliva sample. Why not have any

airman audacious enough to ask a privilege before the great and all mighty TSA to submit a sperm sample. This could be tested to determine what crimes his future progeny will be guilty of and so the sins of the children may be visited on the father and on to the father's father for ever and ever. Amen

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To join, send an email to  
eaachapter33-subscribe@yahogroups.com



# Fly Market

FOR SALE: Kitfox IX N67AH signed off but never flown. Geo Metro 3-cyl engine, Ivo 3-blade prop, custom built flat-bed trailer, tandem axle \$23,000 Call Al Heinitz 319-354-6433.

WANTED: Continental O-200 engine—firewall forward.. John Moffit

FOR SALE: Yaesu Aviator Heavy duty air band transceiver VXA-100 radio. Randy purchased this unit new at Oshkosh in July'99. He never was able to use it in flight, only played around with it at home. The purchase price was \$357.00. It also has the battery pack for re-charging. asking **\$175.00** for it. Please call Bernadette Hudson 377-7464

FOR SALE Mustang II project, 99% complete. O-360-A1F6 180hp Lycoming built up by AeroSport Power, zero timed rebuilt Hartzel constant speed prop & governor. Two Tremble coms, one Nav with LOC/GS, transponder, ADF, marker beacon & AM/FM stereo CD player specially designed for aircraft use. Engine instrumentation is via Rocky Mountain MicroMonitor with all of the sensors. 45 gal fuel capacity via for aux tanks and a 25 gal header tank. Dual redundant fuel transfer pumps. Three axis electric trim system. ELT. Cessna 150 seats. I was asking \$80,000 for the project which is just what I have invested. I've dropped the price to \$69,900 to meeker@rockwellcollins.com or meekert@inav.net or (319) 295-6696 (day) or (319) 294-1754 (evenings/weekends).



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In The February 2003 Issue...

Young Eagles, Security Threats, Linn county AMEs

## Chapter 33 Calendar

**Feb 5** FAA Safety Seminar, Municipal Airport, Washington, IA

**Feb 7 7pm** Meeting, Mike Wilson and Jim Zangger, P-38 Glacier Girl, Hills Bank, North Liberty.

**Feb. 22 10am** IMAX "Space Station" free tickets for current Chapter members

**Mar 1** Lake Superior College Flight Students 2nd Annual Ski/Wheel Plane Fly In, Duluth Sky Harbor Airport (DYT).

**Mar 8 9:30am** Beem's Auditorium, Cedar Rapids Library, Tim Busch, Aerospace Physiology

**April 2-8** Sun-n-Fun Lakeland Florida

**May 3** Pella Tulip Festival Flight Breakfast, free shuttle from the airport to the town all three days of the festival (May 1, 2, and 3).

**July 5-6** FLY IOWA 2003, Cedar Rapids

