

December 2009

Experimental Aircraft Association Chapter 33

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

Editor: David Koelzer

### EAA Chapter 33 Officers

**President:** David Miles  
585-703-2485  
[david.miles@mchsi.com](mailto:david.miles@mchsi.com)

**Vice President:** Mark Navratil  
319-393-4234  
[czechsix@msn.com](mailto:czechsix@msn.com)

**Secretary & Newsletter Editor:**  
David Koelzer  
319-373-3257  
[david.koelzer@mchsi.com](mailto:david.koelzer@mchsi.com)

**Treasurer:** Larry Wood  
319-395-9348  
[elwood140@aol.com](mailto:elwood140@aol.com)

**Flight Advisors:**  
Dave Lammers 319-377-1425

**Technical Counselors:**  
Tom Olson 319-393-5531  
Ron White 319-393-6484  
Marv Hoppenworth 396-6283

**Young Eagles:**  
John Anderson 319-310-7089  
Connie White 319-393-6484

**Board of Directors:**  
Tom Olson  
Randy Hartman  
Tom Caruthers

[www.eaa33.org](http://www.eaa33.org)

## Air Race Classic

### Women Pilots, Join the Legacy of Amelia

By Minnetta Gardinier

If you have not gone out to see “Amelia”, I hope that you will consider it. For me, it captures the spirit of flying and why we love the view of earth from the air. Many of my friends and family still believe that I am a little crazy for this passion for flying that has overtaken me in mid-life. Now I can tell them to see this film, and they can hopefully begin to see and understand the beauty of it all for me.

The movie also portrays just a glimpse of the 1929 Santa Monica-to-Cleveland Air Race that gave rise to today’s annual Air Race Classic. I have flown the Air Race Classic twice now, and I can say it is an adventure that I plan to experience again. In 2008, we flew from Bozeman MT to Mansfield MA via Miles City MT, Aberdeen SD, Mason City IA, Decatur IL, Frankfort KY, Franklin PA, and Saratoga Springs NY. In 2009, we flew a longer route from Denver CO to Atlantic IA via Liberal KS, Sweetwater TX, Lufkin TX, Russellville AR, Grenada MS, Sparta TN, Jacksonville IL, and Racine WI. For each race, it’s completed in 4





days of VFR daytime flying, and it is simply a blast that flies by in a blur of activity – cross country flying through different terrains, air space, and weather conditions. Your mission is to fly your best cross country to beat the handicapped speed of your aircraft. You can't help but to build your confidence, teamwork, and flying/flight-planning skills.

The 2009 race looped through the central US and was pretty much blue skies all the way, as compared to the low ceilings that dogged us between Franklin PA and Saratoga Springs NY in 2008. So the 5pm deadline to land in Mansfield MA loomed large in 2008 for many racers, including our team, Classic 34. Not wanting to risk that tight deadline in 2009, we pushed along our route taking advantage of the blue skies, knowing how often afternoon thunderstorms pop up through IL, WI, and IA. But this year, Classic 4 also learned the lessons of flying in 95-100+°F with high humidity. So those that chose to fly early and stop early made better times than those of us who pushed for an extra stop some days to ensure that we'd have some leeway at the end if IMC grounded us towards the end of the route. For me, I continue to learn more about race strategies, but #1, I simply soak in the spirit and camaraderie of the race.



The women pilots that I've met the last two years have been the highlight of each race. In 2008, I was honored to meet 90-year-old Ruby Sheldon who flew planes and helicopters for the U.S. Geological Survey above the Arctic Circle and WASP Margaret Ringenberg, who sadly passed away a month later at Oshkosh – they finished #2 and #3 in the race, respectively. In 2009, I met WASP Bea Haydu, who flew with Classic 26 and who was pictured a week after the race with President Obama as he signed legislation finally honoring the WASP with the Medal of Honor. I met the 18-year-old pilot who had graduated from high school just a week or two before the race, and whose team Classic 32 finished #7 in the 2009 race. Kelly Burris, a MI lawyer, and Erin Recke, a Delta regional airlines first officer, were disqualified in 2008 for calling a pop-up IFR over NY due to low ceilings and then went on to claim FIRST place in the 2009 race! These racers come from all over the U.S. (and internationally) and come from all walks of life – educators, entrepreneurs, health professionals, lawyers, scientists, students, etc.

The pilot and co-pilot must have a current medical and at least a private pilot's certificate



with one having at least 500 hrs PIC or a current instrument rating. In first exploring the “crazy” idea to fly the race in 2008, I wanted to be a co-pilot for an experienced racer. However, those experienced racers often wanted another experienced racer. So with the assistance of a race organizer, I met my co-pilot, Linda Moody (an architect) via email and phone, and we sealed the deal. I was pilot by virtue of my instrument rating (400+ hrs flying time). We didn’t meet until arriving in Bozeman, and after 4 days of race preparations, we agreed that I’d fly my Cardinal, and she’d coordinate navigation and radios. Needless to say, with both of us as first-time racers, it was nerve-wracking, but the race flew by in a blur once we took off from Bozeman. When we flew the race together again this past summer, it was much more casual, as we felt that we were “seasoned” racers now – clearly not seasoned enough, as we are still working to reach the middle-of-the-pack.

One last wrinkle in our saga is that we have raced to raise money for multiple sclerosis and to benefit the National Multiple Sclerosis Society (NMSS). We also raise funds to cover some/all of our race costs. Over the past 2 years, we have donated \$5,500 to this organization, and I look forward to continuing that great work. It’s a great feeling to promote both the Air Race Classic and NMSS, and I plan to continue building on this tradition in 2010.

As you already well know, few women attain a private pilot’s certificate. The number of women who have flown the Air Race Classic (or its predecessors) is an even smaller cadre of pilots who share a unique link back to Amelia Earhart, Pancho Barnes, and Louise Thaden, who actually won the 1929 Air Derby. Without a doubt, you will meet an amazing group of women pilots at the race. Their lives and histories are a great tapestry of aviation today, and your story can be a part of it.

In 2010, the race starts in Fort Myers FL and will stay east of the Mississippi, ending after 2158 nm in Frederick MD – home of AOPA. For less experienced pilots, don’t be intimidated by the length of the route or the idea that it’s a “race.” The legs each represent a good cross-country flight, and you do an exciting low-altitude, high-speed fly by at each timing line race stop site. When I first decided to attempt the race, I said to myself, “Why not me? If not now, when?” Why not you?

As we all know, we learn by flying with different people. I’m also thinking about casting around for a new co-pilot in 2010. So I may add that to my race experience next year. I’m also very happy to talk with anybody interested in learning or hearing more about the race.



# Flight Design CTLS Review

By Tim Busch

Among other things I was thankful for on Thanksgiving 2009, I was thankful to deliver a new 2009 Flight Design CTLS to its new home in Cedar Rapids for my flight school, Iowa Flight Training. The adventure actually started three years ago with a demo flight in a CTSW. The performance specs were amazing: 115kts, 600lb payload, almost 1000NM range. Payload was my key requirement. Nice things like glass cockpit, leather interior, and an airframe parachute came with the package. Too many 2-seat trainers have very poor useful loads. Not only was the useful load excellent, but all reports of flight characteristics were excellent. Unlike the rest of the market, they did full scale wind tunnel testing on the design in Germany besides the normal flight testing.

In October 2008 I made a phone call to the FSDO in Ankeny to ask if I could use a Light Sport for Private Pilot training, as long as it had lights installed. Yes, definitely, was the answer. I continued by asking if I could use it for IFR training if it met the requirements for IFR training (must be capable of three different types of instrument approaches, typically ILS, VOR or Localizer, and GPS/RNAV). It wouldn't be legal in actual IMC of course, but neither is the Diamond DA-20 legal for IMC, but is ok for training. Yes, I was assured that it also qualifies when appropriately equipped, both for training and testing.

Next, I called Flight Design. I had two requests. First, the rumor mill said that the CTSWs were breaking nose wheels and I wanted reassurance that they were going to fix that. Second, instead of the handheld GPS mounted in the panel, I wanted a Garmin GNS-430w. Good news on both counts. I was told the new CTLS was to be announced at Sebring 2008 and it had a much beefier nose wheel among other improvements, and that I was the second person to ask for a GNS-430 so they agreed to do it. I was hooked.

I was impressed with the CT, but wanted to keep an eye on the developing Light Sport Aircraft market that was, and is, still very new. I have flown a couple others and looked at specs on a lot of them. Most were inadequate. A year ago, after several discussions with Flight Design at Osh-



kosh, the bank, and the insurance company, all indications were that the new CTLS was the right airplane for IFT and all thumbs were up for a purchase. It took a full year to get the purchase done, thanks to the banking implosion last fall. In August, knowing that the deal was close, I visited Airtime Aviation in Tulsa, OK to meet with Tom Gutmann and fly the CTLS. I was impressed. We were finally ready to close in November.

Joleen and I took a one-way car rental to Tulsa, Oklahoma to pick it up. We arrived bright and early on Monday, November 23rd at Riverside airport in Tulsa to meet with Tom and Tom Jr. Gutmann. They took us straight to the new baby for a look-see. Tom Jr. told me it would take a day and a half to get checked out, do the ownership paperwork, go through all the goodies that come with it, and go through the flight school and dealership paperwork. Yes, IFT will not only be a Flight Design Pilot Center, but also a Flight Design dealer!

After a thorough pre-flight inspection, I hopped in with Tom Jr. to look over the inside and get it started for my first checkout flight. The hobbs showed just 3 hours. Yes, it has that new airplane smell. The CTLS is amazingly roomy inside. Tom Jr. is 6'5" and I'm 6'4" and both had plenty of head and leg room and with a 49" wide cabin, had space between our shoulders. I'm fully convinced that the CTLS is bigger on the inside than it is on the outside. Dr. Who calls this a TARDIS. (Do a Google on TARDIS. It's entertaining.)

After learning the particulars of starting, what to do and not do, we taxied out for takeoff. Riverside is home to several flight schools, including Spartan, a big one. The pattern is always full and there are parallel runways, so it's a busy place. The first thing that surprises most people is that not only does the CTLS fit right in, but you actually have to slow down at times for the Cessnas and Pipers in the pattern. It's a little hot rod that goes fast as well as going slow. Visibility, which hasn't been discussed much in the magazines, is absolutely incredible. The instrument panel resembles a helicopter's "pod" panel, and Plexiglas surrounds you from the waist up and over 180 degrees around, plus a skylight. It was easy for me to adapt to the Dynon glass cockpit, due to having many hours in Avidyne Entegra and Garmin G-1000 cockpits. Once you get used to glass, it's hard to go back to steam gauges.

I performed a variety of maneuvers, climbs, turns descents, power on and power off stalls, then we returned to the pattern for some touch and goes. I was amazed at how wide the typical flight school pattern was there, as we were several miles out on final following other airplanes. My students know I'll never let them get away with that. Tom Jr. told me the Riverside tower barks at the pilots at times for getting so far away while working in the pattern. After a couple of landings I got used to the different perspective from the cockpit.



There is a different parallax error, I believe because the cockpit and windows are so wide so a little adjustment is required from the typically Cessna/Piper view. Tom Jr. was happy with my landings, so we taxied back in to take care of the paperwork.

After just a few hours of reviewing paperwork and discussing all the ins and outs of the Pilot Center and dealership, both Toms agreed I was good to be released. The expected day and a half turned into half a day! I didn't protest much as weather conditions in Cedar Rapids were deteriorating, so we had a late lunch with the Gutmann family, thanked them profusely, and departed, entering CID into the GNS-430w. Before we left it became apparent that we wouldn't get to Cedar Rapids because the weather had gone IFR. I called my parents, who had moved to northern Missouri 25 years ago, and asked if they minded visitors for a while until the weather cleared. It worked out great, as we spent three days waiting for weather and ate Thanksgiving dinner with them. Along the way there, we moved at ground speeds up to 135kts. Sometimes you get a lucky tailwind.

Having our fill of Thanksgiving feast, we hopped back into our little time machine and made it back to Cedar Rapids with just 3.5 hours of air time. We started with less than full tanks, flew from Tulsa to Cedar Rapids without refueling, and still had enough range for 300 miles of flight! The Rotax 912 sips just 4 gallons per hour in cruise. For those not familiar with Rotax, they're owned by Bombardier, the Canadian



company that manufactures Canadair jets. The 912 has a 1500 hour recommended TBO they claim will go to 1800 hours by the end of the year. It's a rock solid engine.

It took a year, but in November, it became official. IFT now owns a 2009 CTLS. This is the first in hopefully a string of new generation trainers for us, so I requested a new N-number: N321FT. Get it? N32 Iowa Flight Training. Sure, you can't have three letters in an N-number, but it's close. It is exciting to see N321FT on the tail.

So, if you know anyone who would like to earn a Sport or Private Pilot license in a new Light Sport Aircraft, or wants to own one, look us up at [www.IowaFlightTraining.com](http://www.IowaFlightTraining.com) or email me at [Info@IowaFlightTraining.com](mailto:Info@IowaFlightTraining.com).

# Last Meeting - Velocity Project Visit

John Tvedte invited us to look over his Velocity project. John give us a little history of his project, the reasons for selecting the design and some of the challenges he has faced during construction. John also detailed some of the custom design work and machine work he has done with the help of fiends and relatives.

Many Thanks to John and family for hosting our meeting and showing us his project. We look forward to the day soon when we will see John take flight in his sleek white canard



## Next Meeting & Banquet

Our Holiday Banquet will be Dec 15th (Tuesday) 6pm-9pm (Social at 6:00pm, dinner at 6:30pm). Jim Jones from Newton, IA. His presentation: The Search for, and Recovery of, my Uncle Jim's B-24. Jim was named after an Uncle who died in the co-pilot seat of a B-24 during WWII. Using slides, artifacts and photos, this presentation tells my story of the search for and recovery of parts of Uncle Jim's bomber. The banquet will once again be at the Clark Alumni House at Coe College, Cost: \$20.00 per person. Buffet will include: Carved Roast Pork Loin, Chicken Cordon Bleu, Wild Rice, Potatoes, Corn O'Brien, Broccoli/Cauliflower, Caesar Salad, Pasta, Fresh Fruit Tray, coffee / iced tea for drinks, Cheese cake for dessert

RSVP TO: Janet Blackledge by Dec 10th ph: 319.362.2625 or email: [jojantrouble@aol.com](mailto:jojantrouble@aol.com)

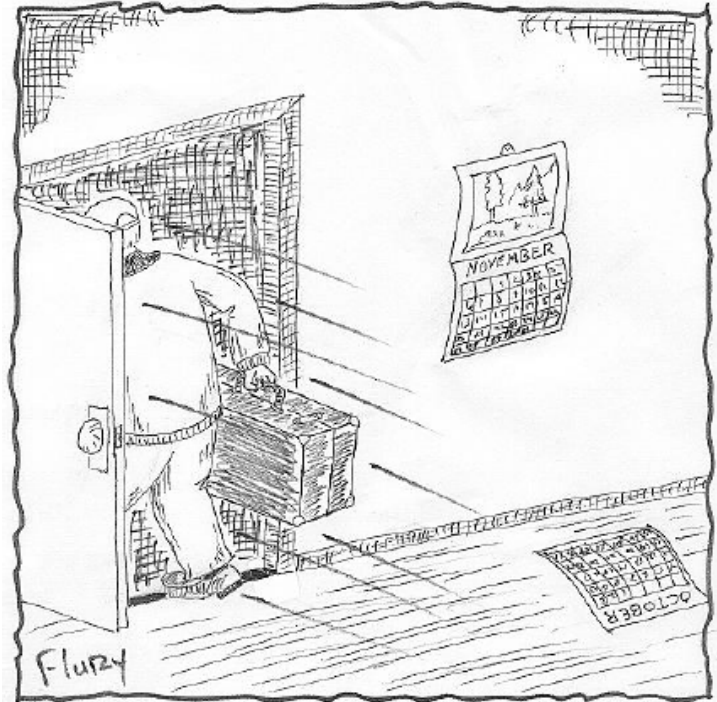
## Chapter 33 Calendar

**Dec 15 6pm-9pm** Holiday Banquet, The Search for, and Recovery of, my Uncle Jim's B-24, Clark Alumni House at Coe College

**Dec 18 6pm-10pm** Wright Brothers Memorial Banquet in the EAA AirVenture Museum's Eagle Hangar. The dinner, commemorates the anniversary of man's first successful powered flight, and will feature as its keynote speaker, First Officer, Jeff Skiles of US Airways. Join us as First Officer Skiles relates the story of the emergency landing on January 15, 2009 in the Hudson River in New York City of an Airbus A320 and the lessons learned. EAA AirVenture Museum, Oshkosh WI

**Jan 30 11am-2pm** Annual Chili Fly-In, Greenfield Municipal Airport

**February 19-20** Annual Midwest Aviation Maintenance Symposium and Trade Show, Airport Holiday Inn, Des Moines, Iowa



When the going gets tough, the tough go South!

In The December 2009 Issue...

Air Race Classic - Women Pilots, Join the Legacy of Amelia, Flight Design CTLS Review



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