



# The Lippisch Letter

**February 2012**

Experimental Aircraft Association Chapter 33

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

## New Member Profile: Kevin Mossey



Kevin spent 3 years in the Navy keeping his ship haze gray and underway. He received his AS from Hudson Valley Community College and his BS in Aeronautical and Mechanical Engineering from RPI in NY. He's a private pilot, currently working on his IFR rating. He built his first model airplanes starting in the third grade. Eventually, he plans on designing and building something he can fly to Europe so he can visit his sister in London. Before that, though, he would like to spend a couple of years assisting people building/repairing their planes to get experience. He says his first personal project will probably build a Super Cub.

# President's Pen

Denny Hodge, President

The concept of “user fees” is not foreign to the aviation community, but over the past couple of weeks the level of “noise” associated with user fees has increased to a fever pitch. I am on the mailing list for newsletters from both EAA and AOPA and both have provided multiple warnings this week that user fees are back on the table as President Obama prepares to release his next budget. Our own member, Kevin Mossey, did a masterful job of crafting, promoting and delivering the feelings of a majority of the aviation community directly to the White House. This week, the White House responded with a clear indication that user fees WILL be a part of the next budget.

For those of you who may be unfamiliar with the proposed fees, it is very simple. Users (pilots) will be charged a fee every time they access an FAA service. This includes any contact with ATC, filing a flight plan, getting a weather briefing, IFR approaches, and the list goes on. While the actual amount of the fees is not clear at this point, the figure of \$100 per service (perhaps used for ease of computation) continues to arise.

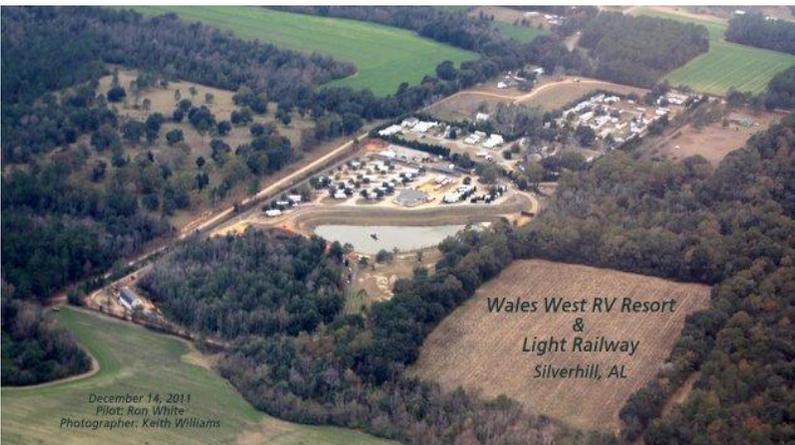
Many of us in EAA have built our own planes (or are building) to be able to enjoy flying at a lower cost than rental or factory built aircraft. These user fees, will turn our flying expenses upside down, with the services we must purchase from the government costing us far more than the airplane. The corollary to this, of course, is that we will all shun the government's expensive services, which is predicted to cause a spike in accidents and a general reduction in safety.

Several times over the past year, I've asked you all to get involved in this fight. Now, more than ever, it is critical that every pilot, every mechanic, every aviation enthusiast get involved. Everyone must contact your elected officials. You must be active in the upcoming elections to ensure that pro-aviation candidates represent us through the next several years.

If we want to maintain our “right to fly” AND the safest general aviation environment in the world, user fees are not the answer. Get involved. Get engaged. Make a difference!

## THE LONG-EZ THAT BECAME A SNOWBIRD

Ron White



In late **October** 2011 I received a call that I could get a hanger in Foley, Alabama after a 4 year wait. I had planned to fly to Denton, TX the first week in **November** to attend a Nascar race, held in Fort Worth, Texas. I was also going to spend about a week with my son who lives in Denton, Texas. It occurred to me that as long as I was already in Texas I should take the airplane to Alabama, put it in the hanger, then rent a car and drive back to Cedar Rapids to eliminate fighting ice or rain later in **December**.

The day I was going to leave Texas for Alabama a storm was rolling through. In checking the forecast it looked like the weather was fast moving enough to clear Foley, AL. the next afternoon. I lifted off at 11 AM for the 515 K mile trip and landed at Foley at 2 PM. When I landed the sky east was dark with 2500 ceiling. The runway was still wet but no rain. Timing is everything.

The first week in **December** was spent loading the car and preparing the house for our departure for Gulf Shores, Alabama. On December 8th we headed south to be reunited with my Long-Ez and to meet up with Keith and Pat Williams who came down in November. They planned to stay until just before Christmas, then he was off to Rockport, Texas (near Corpus Christy) for the rest of the winter.

This is the 9th year Connie and I have spent the winter in Gulf Shores, but the first year we could meet with Keith and Pat and be reunited with my Long ez. They were staying at Wales West RV Park. Without the Long ez the last 8 years, I had become an airport bum. That allowed me to get acquainted with Ray Reeves who lives at Collier Airpark at Magnolia Springs, AL. Ray calls his hanger RAY'S ROOST. Ray's hanger is about 5 miles South of where Keith and Pat were staying. One of the first thing I did was bring Keith over to the ROOST to introduce Keith to Ray and to see the CJ6.



This year (2012) I wired the intercom into the radio system of the CJ6 and the Auto Pilot ( with help from Connie). In early **January** Connie and I were going to fly around the area exploring what we could see and recognize what we had seen from the road. We flew over Collier Airpark and was surprised to see the CJ6 at the end of the runway ready for takeoff. After Ray had climbed out and established his course I called him on the radio. I told him Connie and i were out for a sightseeing trip and asked him what he was going to do. He was out to exercise the CJ6 for a while. Then I gave him my position with respect to him. He then formed up on me which caused a very unusual sight from the ground. An experimental long-ez and a Chinese Nan Chang CJ6. The photo was taken as we flew over the Collier Airpark

In **July** of 2010 Ray took delivery of a Nan Chang CJ6 (Chinese trainer) in New Orleans, LA, the aircraft was shipped disassembled by boat. Ray Hired a A&P to help him assemble the aircraft again. I spent as much time as I could from **January** to **April** 2011 helping Ray and the mechanic assemble and rig the aircraft. His first flight was April 3rd , just days after we had returned to Iowa on April 1st.

## EAA Re-shaping

Editor's note to chapter members: You have probably received this letter via email but I have received a request to re-print it here:

Dear Chapter Leaders:

Rod Hightower and Paul Poberezny are sending this letter to give you additional background on EAA's reshaping and strengthening moves announced late last week. In addition, Rod has recorded a video on this topic that can be viewed at

<http://www.eaavideo.org/video.aspx?v=1395608936001>.

Thanks for being part of EAA!

**Dick Knapinski, EAA #494456**

**Communications Director**

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**See you at EAA AirVenture Oshkosh—July 23-29, 2012**

## **Last Meeting:**

Editor's Note: Last meeting was cancelled due to winter weather warning (the few that we have had this season). Below was to be the to the topic.

Jan Walton - Aviation Weather: Before and During Your Flight

Jan is a Master CFI, with over 6,000 hrs of Airplane/Helicopter Commercial time. Her certificates include being an Advanced Ground Instructor, an FAA designated Pilot Examiner for both Airplane and Helicopter, and has even been awarded the FAA 2006 CFI of the Year for the Central Region, and the State of Iowa.

Jan will be speaking about Aviation weather, from identifying possible pitfalls before leaving the ground, to recognizing what to avoid while in the air. Prepare to have the mystery of weather unraveled, and expect to pick up tips and tricks to make you a better and safer pilot.

February's meeting will be on Thursday, the 23rd, from 7:30 - 9:00 at the Eastern Iowa Airport - Public Safety Building. (3020 Lippisch Place SW, Cedar Rapids, IA)

## **Air Safety Institute Seminar**

**Seminar: Wanted Alive!**

**Date: March 27th, 7:00-9:00**

**Location:**

**CLARION HOTEL AND CONVENTION CENTER  
525 33RD AVENUE S.W.  
CEDAR RAPIDS, IA 52404**

# Fly Market

Van's RV-8A project for Sale. This includes tail group, wings, and fuselage all built past the quick build stage. Sheet metal work is 99.9% completed. Van's cost for these components right now would be \$26,790 dollars, delivered to your door, (with way less work done) I am willing to sell what I have for 20,000 and if it goes to someone local, will assist them with completing the project. Contact Steve Ciha, phone [319-533-4543](tel:319-533-4543)

Zodiac 601XL-B for sale. Either ½ share of the plane or the whole thing. Contact Jerry Maxwell at 319-393-8560 or at [linjunction@yahoo.com](mailto:linjunction@yahoo.com).





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