

June 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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Fly Iowa 2003 Events

By Janet Blackledge

Chapter 33 of EAA will be experiencing one of its most challenging events when Fly Iowa 2003 lands at the Eastern Iowa Airport July 4-6, 2003. Not only will we be celebrating the 100th anniversary of powered flight but will also be sponsoring the presence of the Ford TriMotor, an extensive Young Eagles program, and a KidVenture area. Needless to say, we are seeking a strong showing of support with these events in the form of volunteerism.

This club is projecting the potential of 300-500 Young Eagles on Saturday 7/5/03. The procedure we will use to assist us in achieving this magnitude of flights was built upon the prior experiences of other chapters. While it may appear more structured than our previous events, it will provide us the organization needed to achieve our goal.

To start the procedure, the prospective Young Eagle and his parent/guardian will enter the line to the registration table. There they will receive their registration form and be instructed on how to fill it out. It is important that only a parent or guardian sign for the child. Those at the registration table will check the forms to insure the correctness of the information, the readability of the name and address of the participant and verify that the child fits the age guidelines as



set forth by the EAA. The form must be signed by either the parent or the legal guardian in the presence of the workers at this position. Each participant is then assigned a number which is also written on the registration form. At this point the participant will be sent to the waiting area until the number is called. The registration form with the assigned number for the participant is held at the registration table until the dispatcher is ready to escort prospective Young Eagles to the ground school area.

When the participants number is called he/she will proceed with the dispatcher to the ground school station where a member will conduct a mini ground school followed by a preflight inspection of an airplane. Following the completion of the ground school, the dispatcher will assign each participant to a pilot for the Young Eagle Flight. A runner will have been assigned to assist 1-2 pilots. The runner will escort each child from the ground school area to his/her assigned aircraft, assist in the boarding of the child, securing seatbelts and closing the door of the craft. The pilot should have no reason for leaving the immediate vicinity of his/her aircraft.

Other EAA members will serve as ground/traffic control to ensure the safe departure and arrival of the aircraft from the point at which they start their motors and taxi to the taxiway, to the point in which they return to the tarmac from their flight. With approximately 20 aircraft moving we want to guarantee safety of the aircraft and their occupants. Ground controllers in this area will assign parking of aircraft. After the motor is shut down, and the prop stopped, the runner will assist in opening the door of the aircraft, unlatching seatbelts, and assisting the departure of the Young Eagle from the plane. The runner will escort the child back to where the parent/guardian is waiting for their return. These runners are essential for the safety of the program. The traffic controllers are also essential for the safety of the event.

While the child is out for the flight, the runner returns the registration form to the Certificate table where the Certificate of Completion of the Young Eagle ride is filled out in its entirety. The runner has the responsibility for returning these certificates to the pilot at the time the Young Eagle deplanes. The pilot signs the certificate and it is given to the child before leaving the event.

Upon completion of the ride, a bag of aviation related "goodies" will be available for each Young Eagle to take with them before exiting the area.

The cooperation of FAA Control Tower and Ground Control is essential to the efficiency of the flights. A volunteer from EAA will be meeting with FAA tower officials prior to the execution of this event to determine the most effective and efficient way to conduct the actual flights. Pilots as well as our own EAA ground personnel working with this event will be briefed prior to the start up. All will be expected to follow their preassigned flight paths.

As a guideline, we will anticipate flying from 9:00 AM to 1:00 PM or until those in line have been accommodated. It is anticipated that workers will be available prior to 9:00AM for briefings and a quick run through of the process. Happy flying.....

For our Young Eagle event we will not only need pilots but also need registrars, escorts, dispatchers and ground instructors. We need people to work with kids in our own KidVenture event. We also need people to help with the Ford Tri-motor event. Anyone wishing to sign up for times available are welcome to call Janet Blackledge at 319-362-2625, John Anderson at 319-399-5711, Connie White 319-393-6484, David Koelzer 319-373-3257 or Keith Williams 395-7405. ALL VOLUNTEERS ARE WELCOME.

We are borrowing from the success of others but will be exuberant at the end of the day when we experience our own sweet day of success.

Successful Young Eagles Flight - Vinton Airport

By John Anderson

The day began bright and sunny. Winds at the Eastern Iowa Airport were 9 knots from 060 degrees. Not a cloud in the sky. It seemed like the most ideal of days to have a Young Eagles flight take place. Connie White was in place along with Pat Williams to register prospective Young Eagles. Not knowing what to expect, 7 pilots were on hand to give as many rides as possible. Janet Blackledge provided some ground school and then turned the eaglets over to Francine Banes and Keith Williams who escorted them to the planes. David Leedom filled in on a number of tasks.

The occasion was an open house for the Vinton Airport. Tim Busch was available to promote the establishment of his flight training business endeavor at Vinton and to display his glider. Everyone was set for the expected as well as the unexpected.

As the morning progressed the skies clouded over, the winds picked up and the turbulence started to become a problem. After approximately 70 kids experienced their Young Eagles flight (many flying for the first time ever), the pilots called it a day at about 1:30. The local Boy Scout troop was available to cook hamburgers and hot dogs and the aroma drew most of our crew to the grill to partake of the goodies.

Our EAA Chapter also received fantastic TV coverage of the event from KCRG-TV on the evening news and the 10:00 PM news. John Anderson was interviewed regarding the Young Eagles Program, a new Young Eagle was questioned and multiple shots of our planes appeared on the coverage. Ron White looked especially cool at the controls while intently chewing his gum and Keith provided a great line for the camera as he walked some kids out to John Banes plane; *"you're really going to enjoy this"*.

A special thanks to all those who helped make this event a huge success including our pilots Ron White, Tom Olson, Jim Zangger, John Banes, Tim Busch, John Anderson and Terry Sherman. Upcoming events will include the Fly Iowa 2003 extravaganza July 4-6, 2003. We'll also be flying some Cub Scouts at the Eastern Iowa Airport on May 29th. Pilots of aircraft from 2 to 6 place are encouraged to volunteer their time and planes for both events. The opportunity to introduce young people to the field of aviation will exceed our expectations. If you can't fly, please volunteer for ground support.



Wilson's Flight Breakfast

By Dave Wilson

On Sunday, June 22 I will be hosting a flight breakfast from 7:30-11:00 am at my place. I'm 6 miles north of Keystone. GPS 42:05.518N 92:10.993W. There is an east-west grass runway that is 2000' long and 40' wide. There is also a north-south grass runway that is 800' long and 100' wide. (Model airplane runway) The runway is located 5 miles straight west of the Fox 2000'+ tower. There are power lines to the east and north and approach from the east brings you over the neighbor's house. There are 2 silos on the farm and evergreens on the north and west side. Model airplanes will start flying at 12:00.

Driving directions: Take Hwy 30 west to Keystone corner. Turn right and head north to 64th st. Turn right and go east for 1 mile to 16th Ave. Turn right and it's the first farm house on the right.

My address is: David Wilson, 6419 16th Ave., Garrison, IA 52229

Visitors and flyins are always welcome. I can be reached at 477-6241 or 560-1708

Learning to Fly TV Series Features EAA Chapter 33 CFI

A thirteen episode learning to fly TV series has begun airing on the Discovery Wings channel. This series features Chapter 33 Flight Advisor, Dave Lammers, as the CFI training a student through solo flight. Dave not only is the CFI, but also the voice of the series and teaches several segments of ground school to the TV audience.

This series is produced by the EAA Television department using a Cessna 172 with 5 onboard cameras and the EAA Centurion "Photo-1" as the chase plane for the air-to-air shots. The series airs on Sunday evenings at 9 PM on the Discovery Wings channel.



"Certificated" Reveled

By Tim Busch

It was like a burr in the saddle: "certificated". It just didn't sit right. The FAA uses it all the time. Aviation writers put it in magazines every month. It must be ok, right? Mom always said if everyone jumped off the cliff that is no reason for you to do it too. I checked. Webster has no such word. Certificated is part of the FAA language, but not part of the English language. The word is "certified". Do you think it would take an act of congress to get the FAA to adopt real words instead of made-up words in their official vocabulary?

Suspect Charged at CID

At The Eastern Iowa Airport today, an individual, later discovered to be a public school teacher, was arrested trying to board a flight while in possession of a compass, a protractor, and a graphical calculator.

Authorities believe he is a member of the notorious Al-Gebra network.

He is being charged with carrying weapons of math instruction.

“Iowa Flight Training” Kickoff

By Tim Busch

As you may remember from last summer, I took a leap and joined the ranks of those who fly intentionally without engines. Yes, I add a glider instructor rating so I could soar with the eagles and share it with others. The only problem was, there are precious few gliders in Iowa. Muscatine and Ames seem to have cornered the market. After I wrote about my adventure, many expressed an interest, along the lines of, “Hey, if you ever get a glider, I would sure like to try it out!” Be careful what you wish for, you may get your wish!

Over the last year, I have had discussions with the Vinton airport about the lack of flight training there, and if there was anything I might be able to do to help them. There seemed to be a lot of interest in the area, but no outlet for it, without driving a long way to either Waterloo or Cedar Rapids, and none of the interested parties wanted to drive that far for flight training. To make a long story short, ground school started last week with 15 fledgling fliers, and flight training will begin shortly (once the 172 is out of the paint shop, but that’s another story!). We held an open house at Vinton May 17. Thanks to Chapter 33 for a great Young Eagles event and Paradise Skydives for great parachute demonstrations!

As long as I had already come so far to get flight training started in Vinton, I checked into gliders. Gliders seem to fall into two broad categories: shiny new, and very used. Shiny new typically comes with a big price tag, but boy are they sleek. There is a great scene in “The Thomas Crowne Affair” that has a Duo Discus. If ever there was a sexy aircraft, this is it. But, ouch, the price tag is big. So, reality took hold, and I searched the country for used gliders. There is a great website, www.wingsandwheels.com, that has a great buy and sell area for gliders, so I focused there. After lots of research, phone calls and emails, I determined that the German Schleicher Ka-7 was a good, basic training glider for a reasonable price, and that there were three available: one in Halifax, one in Western New York, and another in Virginia. I figured between the two U.S. sites, I would visit and determine which one made sense. The Virginia glider was slightly less expensive. I dutifully checked with AOPA for liens, ADs, and 337s filed on it. The night before leaving, I received the data from AOPA.

This is where the Paul Harvey “Rest of the Story” comes in. N581A had been all over the country, starting in Dayton, Ohio. But the amazing thing was, it was owned, in the 1970s, by the Cedar Rapids Soaring Society! Yes, Don Gurnett had flown it, among other Iowa soaring enthusiasts. I took this as a sign. Unless something was drastically wrong with it, this HAD to be “my” glider.

After a quick trek to Virginia to meet the owner and the glider, I got a chance to try it out, twice, in between rain showers. Then, after three hours of tying down tarps over the open trailer, it was back on the road. Lesson learned: don’t haul gliders on an open trailer in May; too much weather. After much rain & a little hail, it arrived home in one piece, undamaged, thanks to a great tarp job. It’s snug in its new home in Vinton, awaiting a tow. It looks pretty good, but not perfect. Sometime in the next couple years, I will recover it, but for now, it’s very flyable and as strong as an A-10.

And so begins another new adventure. I’m calling it Iowa Flight Training. We have a Cessna 172 and a glider and will be doing training in both. If you’d like to try out the glider, let me know, or if you know anyone that is interested in flight training, have them give me a call. We’re small, but we’ll try hard. Tim Busch 319-373-3971

Last Meeting - Breakfast & Spot Landing Contest

By David Koelzer

We could not have asked for a much nicer day for a fly-in chapter meeting and spot landing contest. The skies were heavily clear, visibility restricted to 100 miles or less and winds 0 kts gusting to 0. While many of us Midwestern pilot were stymied by the unusual weather some of the more adventurous aviators braved these unnatural (at least for Iowa) meteorological conditions and made ready to test their mettle against Monticello's new runway.

The landing zone was setup on the runway. The zone was only 300 feet long, 100 feet before the spot and 200 feet after the spot. You would get one point for every foot you



land before or after the spot, for a maximum of 100 points if you land before the zone or 200 points if you land after the zone. Each pilot get three landings and pilot with the lowest total points gets to laud it over all the rest of the chapter at least until the next spot landing contest.

Five pilots met the challenge, Gary Sharp, Dave Yeoman, Jim Zanger, Ron White and Todd Millard.





Gary was the first pilot out and made the day's best landing on his first attempt, landing just three feet short of the spot. But he set himself a nearly impossible mark to better and landed 135 feet long on his next attempt and was short of the zone on his third for a total score of 238 points. Dave was next up and on his first attempt came up short of the zone but on his next attempt only missed the spot by 65 feet and then on his third attempt came very close to nailing the spot going only 5 feet long for a total score of 170 points. Jim took to the skies next and demonstrated some very slick wheel landings, 60 feet long, then 80 feet short and then 30 feet long again for a total of 170 points. Then Ron showed us what a canard can do. Coming in with his belly speed brake extended, Ron landed 70 feet long on this first attempt and 40 feet short on his next two landing for a total of 150 points. Todd turned in the best showing of the day landing long 30, 80 and then 20 feet for a total of just 130 points.

Special thanks go to Max Dirks for arranging the meeting at Monticello and to all the judges who helped with the contest. Now boys and girls get out there and practice those spot landing for our next contest. I don't know about you but I don't know how much longer I can stand Todd's newly found air of smugness. We need to make sure we take him down a notch next time.

Pilot	Plane	Landing 1		Landing 2		Landing 3		Total Score
		Distance	Score	Distance	Score	Distance	Score	
Gary Sharp	RV-6a N827GS	-3	3	+135	135	+100	100	238
Dave Yeoman	C-140 N76MW	-100	100	+65	65	5	5	170
Jim Zangger	Taylorcraft NC94953	+60	60	-80	80	30	30	170
Ron White	LongEZ N38AR	+70	70	-40	40	-40	40	150
Todd Millard	C-182 N380MA	+30	30	+80	80	+20	20	130



Next Meeting - Searching for Amelia

By Todd Millard

(Note: Meeting moved from June 6th to June 13th)

I know I say it almost every month, but our next meeting we have a special treat. Tom Vinson and Rod Blocksome from Rockwell Collins will share their experiences supporting an expedition to search for Amelia Earhart. It is a great presentation!

Please note the meeting has been moved from June 6th to June 13th as the weekend of the 6th conflicted with the Quad Cities Airshow. So, the meeting is now Friday, June 13th 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.



Courage is the price that life exacts for granting peace.

The soul that knows it not knows no release from little things:

Knows not the livid loneliness of fear,
Nor mountain heights where bitter joy can hear

The sound of wings.

How can life grant us boon of living, compensate

For dull gray ugliness and pregnant hate
Unless we dare the soul's dominion?

Each time we make a choice, we pay
With courage to behold the restless day,
And count it fair.

— Amelia Earhart

Editor's Rant

By David Koelzer

General Aviation (GA) especially in the past couple of years has gotten a really bad rap. Major newspapers have run editorials hysterically extolling the horrific dangers that small "un-controlled" airplanes pose to entire cities. Mayor Daley even destroyed a perfectly good airport in an effort to save his city from the ravages posed by single engine Cessnas & Pipers. GA planes have been banned over sporting events and theme parks. Can you imagine the sheer destructive potential posed by a Citabria pulling a banner over a football game! Me neither, but the Transportation Security Agency could, or at least the team owners who are missing out on advertising royalties could see the dangers posed by these evil & dangerous banner towers who once flew over these events for free! Now sports fans can rest easy, safe from the horrors of unauthorized advertising. GA planes are also banned from loitering or flying in a threatening manor near nuclear power plants. Sure the containment vessels of nuclear plants are designed to withstand the awesome power of splitting atoms but the few hundred pounds of sheet aluminum in a single small airplane diving into a nuclear plant has the potential to inflict damage running into the tens of dollars! The scratches in the vessel's paint job left by such an attack would be a nearly impossible to buff out.

But there is something we can do to help GA's image problem. Fly Iowa comes to Cedar Rapids this year and it looks to be a terrific opportunity to show off what aviation is really all about. And you can help by volunteering to staff some of the events Chapter 33 is sponsoring at Fly Iowa. For our Young Eagle event we will not only need pilots but also need registrars, escorts, dispatchers and ground instructors. We need people to work with kids in our own KidVenture event. We also need people to help with the Ford Tri-motor event. Of course spouses are always welcome to help with any of these events. Now I realize that for many people coming to the airport on a summer weekend to fly planes, watch planes fly or talk to people about flying planes is a great burden and you would much rather be stuck at home cleaning the garage. However, for the good of aviation we all must make sacrifices.



Fly Market

For Sale: Boat trailer converted for hauling taildragger type airplane. \$500, like new. Al Heinitz, 319-354-6433.

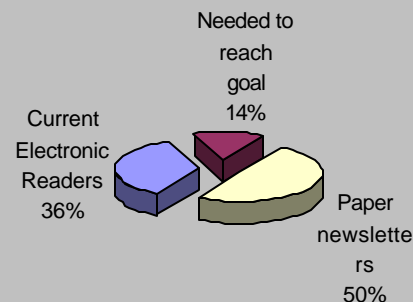
FOR SALE: SA-102,5 Cavalier project and all metal 2 seater for sale, Asking \$7000 if low time 0-235 included. Otherwise, \$2000. Also extra aluminum angle etc. free but you'll have to move fast on the freebies. Also for sale items used once at Oshkosh, except boat never used, stove about 6 times. All items less than half price each or \$100 for everything. Tom Harris 319-362-6323

- 2 man umbrella tent \$40
- air mattress \$15
- sleeping bag \$15
- 2 burner butane camp stove \$20
- butane lantern \$7
- inflatable boat W/ oars \$25

Tom Harris 319-362-6323 or tom-annee-harris@juno.com

FOR SALE: Yaesu Aviator Heavy duty air band transceiver VXA-100 radio. Plus battery pack for recharging. asking \$175.00 for it. Please call Bernadette Hudson 377-7464

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





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In The June 2003 Issue...

Fly Iowa 2003, Young Eagles Vinton, Iowa Flight Training

Chapter 33 Calendar

June 6-8 Quad City Airshow, Davenport

June 13 7pm Chapter Meeting, Tom Vinson and Rod Blocksome, expedition to search for Amelia Earhart, Hills Bank, North Liberty

June 14 1:30pm "Celebration of Flight" Ottumwa Airport, Ottumwa, IA

June 14 Fly-in Open house, Iowa City Airport.

June 15 7am Optimists' Fly-in Breakfast Maquoketa, IA

June 29 6am Fly-in Marion Airport

June 29 7am Flight Breakfast Eagle Grove, IA

July 5 Young Eagles, Cedar Rapids

July 6 FLY IOWA 2003, Cedar Rapids

After a record-breaking 10-month deployment to the Arabian Gulf, the USS Lincoln gets orders to head home.

