

February 2009

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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Iowa Flight Training – My Project

by Tim Busch

Some of you may remember that I started a little flight school a few years ago, April 2003 to be exact. I bought an older Cessna 172 and did a bunch of restoring so that it might now qualify as a “New-172” as AOPA might say. I placed it at the Vinton airport and started giving lessons. I called my little school Iowa Flight Training. It sounded larger than what it really was, and even if it grew, I was sure the “Iowa” part of the name would be plenty big to cover any expansion in the future. I had already been flight instructing for a number of years, with the Rockwell Flying Club and with PS Air, but this was my own baby. It was exciting, watching my students become pilots and aircraft owners, and the Vinton hangars were filling up with airplanes.

What started as a science experiment to see if I could grow general aviation in my little corner of the world really started to “take-off” in 2006. I was still helping teach at PS Air part time, but the owners



asked if I could take over that part of their business. We worked out an agreement and Iowa Flight Training added CID to our resume, along with a Piper Warrior, Archer, and a Columbia 300. I added a few more instructors. My project was beginning to get interesting. After about a year, we added a small pilot supply store at PS Air. We stock the basics, such as charts, headsets, goggles, fuel testers, and training books & materials.

Last fall the Dubuque airport called to ask if we would be interested in offering flight training at the Dubuque airport. Dubuque has a great four year aviation degree program, but the community was left in the cold for flight training. For a number of reasons, it has taken awhile to get it started, but we will be up and running with the original IFT Cessna 172 before the weather breaks this spring.

After a series of inquiries and conversations with Jet Air in Iowa City, we reached an agreement for Iowa Flight Training to operate all flight training at Jet Air's facilities in Iowa City, Burlington, and Galesburg, Illinois, starting in January of 2009. That made it official. IFT has grown beyond its original "Iowa" boundary. This operating agreement allows Jet Air to do what it specializes in, charter flights, while Iowa Flight Training concentrates on our specialty.



Iowa Flight Training now operates at Cedar Rapids (Piper Warrior & Archer, Columbia 300), Iowa City (Cessna 150 & 172 and an Elite simulator), Burlington (Cessna 150 & 172), Galesburg (Cessna 172), Dubuque (Cessna 172), and of course Vinton, where we started (with an ATC-610 simulator, but we need another airplane here!) We also rotate a Cardinal RG around as needed and have twins available through Jet Air, who also can help us offer Citation type ratings. Our Jet Air and PS Air relationships also allow us to develop our students and instructors by getting time in charter aircraft.

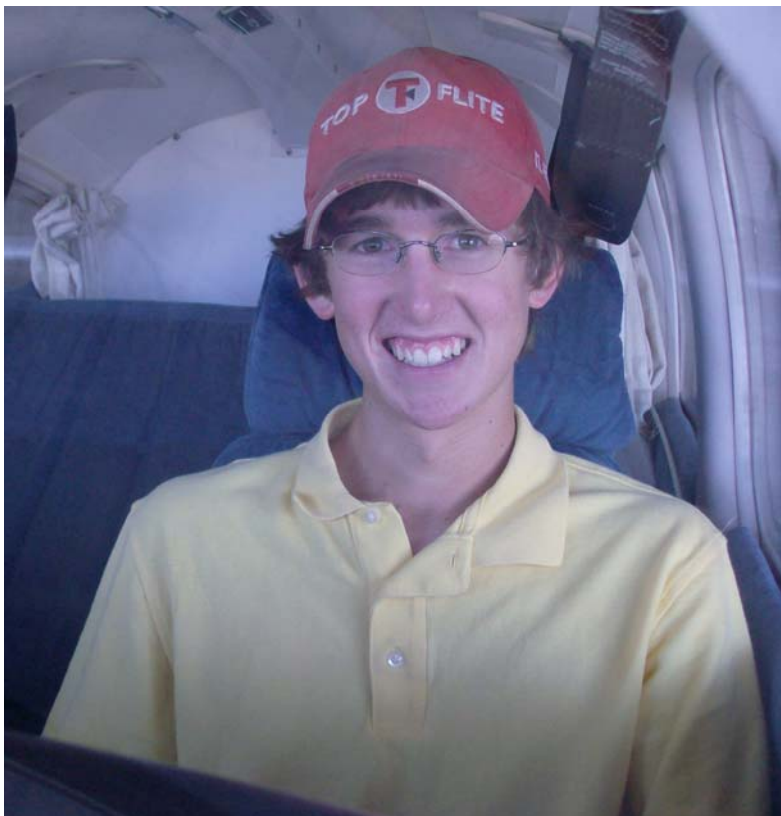
One of our services has been to offer ground school classes, wherever there is a demand. I have taught ground school in Cedar Rapids, Vinton, Iowa Falls, Platteville, Wisconsin. In addition, we have classes scheduled at Dubuque, Iowa City, Burlington, and Galesburg. We provide FAA written exams via Lasergrade testing in Cedar Rapids and CATS testing in Iowa City.

These days, I still work in the business by teaching, but I also work ON the business. For those who know I already HAVE a full-time job and wonder how it's possible to do both, I started IFT with a new model in mind. I wanted to automate day-to-day operations as much as possible so I didn't need to be a slave to IFT. All our scheduling, billing & payment is done on-line. I have 24 part-time instructors teaching across six airports, so we're a pretty big team and yet we're a small school.

When I started Iowa Flight Training, I wanted to help grow general aviation. I've been tracking the growth rate of pilots in the U.S. and in Iowa, and it's very hard watching the numbers shrink month-by-month. Our flight instructors teach because we want to teach and give back to aviation, not just because we're looking at that airline or corporate job. We set goals for new pilots every year and we're working hard to achieve those goals. Our maintenance is second to none and we are always upgrading the fleet. Stay tuned on that front. We're trying to add some NEW aircraft as soon as we can, within the bounds of the current economic insanity.

It has been an exciting ride so far. There have been many twists and turns along the way. It seems that there are always changes in the works, so stay tuned. If we can help you with flight reviews, checkouts, more ratings, or pilot supplies, let me know! Send your friends for a license. Send your kids. Send your friends' kids! We are here to serve.

<http://www.IowaFlightTraining.com>



Read Back: Lost Moon

By Jim Meade

If you like the movie Apollo 13 you'll love this book it was based on. Written by Jim Lovell & Jeffrey Kluger and published by Houghton, Mifflin in 1994, it gives a fuller version of the story than you got from the flick. For example, the first 70 some pages of this 350 odd page book cover Lovell's youth and induction into the astronaut corps. Some of the stories, such as how he got into the Naval Academy and persuaded his girl friend to move to be near him at Annapolis, shed light on his persistence and sense of purpose. They also tell a little bit about his wife, Marilyn, who got considerable screen time in the movie.

A central figure in the movie was Gene Krantz, who appeared to be orchestrating the show. In reality, he had an important role as Lead Flight Director, White Team, but there were 2 other Team Leaders who shared in the duties of getting Apollo 13 home. Reading the book you get a fuller background of the ground support effort needed to sustain space flight.

The fix for the CO2 scrubbing system shown in the movie gets an important but less flashy part in the book. At the same time, the book gives a greater sense of urgency on the part of the Apollo 13 crew in having the new calculations available for their return flight and reentry.

According to the book, the flight crew got on well during the mission, unlike the insinuation in the movie that there was some friction. Yes, there was checking and double checking of each other but not quite as abrasively as appeared to be in the movie.

As in the movie, the book brings out the sense of teamwork and camaraderie that was exhibited by all concerned. Workers came in off shift and stayed round the clock to be sure they were there if needed and to get the job done.

The book is so well written that even though we all know the ending, it still manages to keep us in suspense and we feel the sense of relief all over again as the space craft lands beside the Iwo Jima. This is a well written book and one you will enjoy reading as it expands on your knowledge and renews your recollections of this famous event of April, 1970.

Skygods

By Armin Jacobs

I read with a keen interest the excellent book report written by James Meade. SKYGODS The Fall of Pan Am. The new Monticello Public Library did not have a copy of the book but they did obtain a copy for me from the Clinton library. I am enjoying the book very much.

The school year was 1933-34 and I was in second grade. My teacher was a Miss Adelaide Gray. From time to time she would read us excerpts from letters she would receive from her brother, Captain Harold Gray, a Clipper pilot for Pan American World Airways. About fifteen years ago Miss Gray attended the Annual Alumni banquet for graduates of the Monticello High School. She came as a guest of one of the second grade classes she had taught. At that time I had a chance to reunite with my second grade teacher, Miss Gray.

I kept my interest alive in Pan Am through the years. First in Manila, Philippine Islands I was stationed at Nichols Field where Pan Am flights arrived from the US. They brought our Air Mail from home. The year was 1946 and they flew DC-4's. Later on I had seen Pan Am's advertising in major magazines of the time and I noticed Captain Harold Gray's name listed as Chairman of the board of Pan Am.

I reminisced with Miss Gray about the letters and I asked if it was her brother who had become the head of Pan Am. Miss Gray became quite emotional and said yes it was indeed her brother who had become the head of Pan Am. She was amazed that anyone would remember her reading parts of letters from her brother to her second grade students. I was blessed to have had Miss Gray for a teacher and from what I read in the book Captain Gray was a very special person also. It is not mentioned in the book but I believe their home town was Elkader, Iowa. It was Miss Gray who sparked my life long interest in flying.

Iowa Aviation Promotion Group

By Tim Busch, President IAPG

Want to help grow general aviation in Iowa? The Iowa Aviation Promotion Group is a 501(c)3 non-profit corporate dedicated to aviation education and growth in the state. We have a number of programs designed to meet those goals. You have probably heard of Fly Iowa, IAPG's annual air fair (this year will be in Independence), but here are some new programs: Youth Aviation Camps are half-day camps intended to get kids up close and personal with airplanes and airports. The camps are a great way to take kids beyond the Young Eagle flight and feed their interest in aviation. The Fly Iowa Challenge is a goal-oriented program to encourage Iowa's pilots to visit all of our 115 public airports. Pilots can win prizes for their efforts. The Iowa Flybrary is an on-line program designed to help donors place current aviation books and periodicals in their local public libraries. Iowa Blue Skies is a pilot growth program designed to increase pilot starts across the state. We track pilot numbers monthly to measure improvements. IAPG meets bimonthly in Ankeny and we put all our meetings on telecons so those who can't travel easily can participate. Please consider participating in this worthwhile organization!

We're at <http://www.FlyIowa.org>. Come on in!

Storm Spotter Training

By Jim Meade

Each spring, the National Weather Service puts on a series of Storm Spotter training seminars that teach us how to identify and accurately report bad weather. As an amateur radio operator, I've attended many of these very interesting and even entertaining 2 hour training classes. I think they help me understand weather as a pilot, too. NWS has films and diagrams that show how severe weather forms and which part of a storm is likely to be most dangerous. Some of the information they teach I've not seen in other classes. Some of it you already know, but it doesn't hurt to be reminded and they have some interesting videos that really drive a point home. The training is very professionally presented and I intend to go again this year.

<https://apps.weather.gov/outreach/773.php>
<http://www.crh.noaa.gov/dvn/?n=spottertraining>

<https://apps.weather.gov/outreach/IA.php>

Glenn D. Jablonski

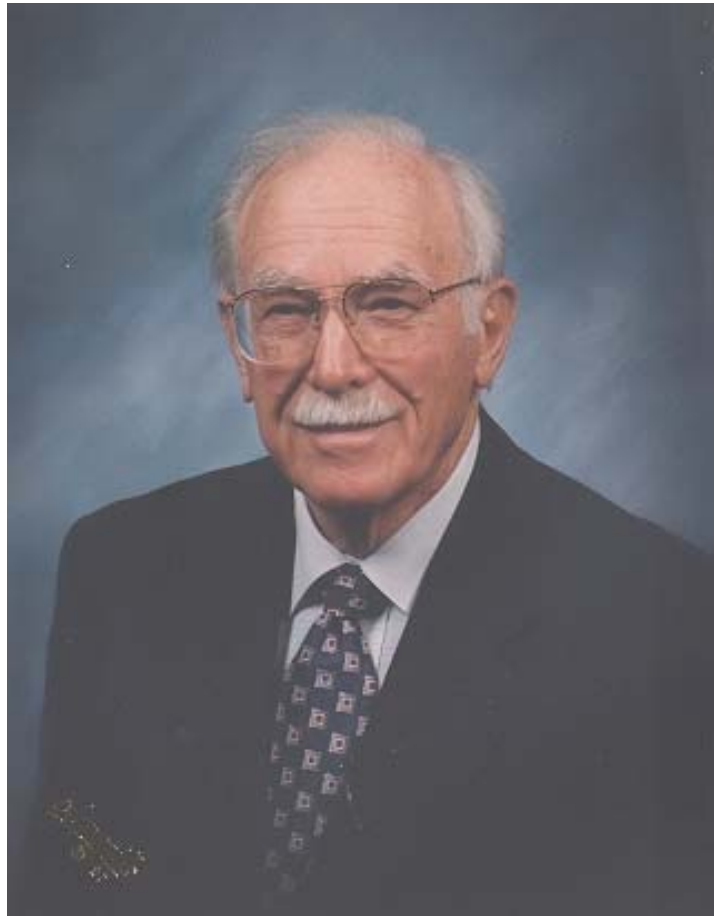
Born: June 02, 1917

Died: January 17, 2009

Glenn D. Jablonski, 91, of Iowa City died Saturday, January 17, 2009 at home following an extended illness.

Glenn was born June 2, 1917, in Big Rapids, MI, the son of Leo and Marie Larsen Jablonski. He received a bachelor's degree from Illinois Wesleyan, and a master's degree in music from the University of Iowa. He married Martha Marshall on December 23, 1940, they later divorced. On February 9, 2001 he married Sally Robertson in Iowa City.

Known as Mr. J to generations of Iowa City students, Glenn taught vocal music at City High and instrumental music at Hoover Elementary. Upon retirement at 65, he turned his attention to senior citizens, founding and directing the Voices of Experience Choir at the Senior Center, and playing his French horn until a couple of years ago.



He was also a lover of the great outdoors. In early adulthood he'd been a regional director for the Boy Scouts of America, and later, in summers when the school year had ended, he took young Iowa City campers up to Lake of the Woods in Canada for fishing and fun. Beginning in 1965, he earned his pilot's license, built an airplane, and took to the skies.

A active community leader, he was a member of and long-time choir director at St. Mary's Church, a member and past president of the Retired School Personnel of Johnson County, Iowa City Teacher's Assn, the Experimental Aircraft Assn, Chapter 33, and the Iowa City AARP Chapter.

Survivors include his wife Sally; three children, Elise (Dan) Karpan of Grand Rapids, MN, Paul Jablonski of Silverton, OR, and John Jablonski of Iowa City; two daughters-in-law, Fatima Lassar of Petaluma, CA. and Mei-ling Chang of Oahu, HI; three step-children, Gregory (Jinny) Robertson, Lynne Robertson, and Claire Ashford; his brother, Raymond (Pauline) Jablonski of Grand Rapids, MN; twelve grandchildren and SIX great grandchildren. He was preceded in death by his parents, two sons, Stanley and Carl and siblings, Marshall and Leola.

Glenn will be dearly missed.

Eldon Beresford scholarship Fund

By Mrs. Eldon (Jonetta) Beresford

I'm writing to ask your help at spreading the word about a scholarship my family created to honor the memory of my husband, Eldon Beresford. The scholarship is for a young adult to attend the Experimental Aircraft Association's (EAA) Air Academy held each year.

The Air Academy Sessions (Young Eagles for Ages 12-13, Basic Air Academy for Ages 14-15, and Advanced Air Academy for Ages 16-18) are designed for young adults to be exposed, explore, and immersed in the world of flight.

My husband grew up in Iowa and possessed the drive and can-do spirit to live his dreams. He washed airplanes at a local airport in exchange for flight time that started him on career as a pilot with United Airlines.

Getting kids involved in aviation was important to him. He was a quiet, caring, and gentle person who cared deeply about others. We grew up in Iowa and spent our life together in IL. EAA was so special to him. So, when our family set up the scholarship, we knew it had to be for Oshkosh and for kids in IA, IL, and WI.

EAA will award a \$500.00 scholarship each year. It will be given to one young adult attending any of the Air Academy Sessions. The process to earn the scholarship requires the young adult to complete an application (attached). The application also requires a recommendation from a Chapter in IL, WI, or IA or the recommendation of an EAA member. The selection is made by the EAA's Scholarship Panel. Our family will be advised of the selection after the Panel's decision. We will receive a copy of the applicant's personal statement so we know how this opportunity will matter to the scholarship recipient.

We need your help...please spread the word to your chapter's membership about this scholarship and the opportunity it provides.

The deadline for applications is March 31, 2009.

I've attached an article from the EAA newsletter about Eldon. I want you to know how much of a pilot's pilot he was and how much he would want to have a deserving young adult to get the opportunity to become part of the world of aviation that he loved so much.

<http://www.eaa33.org/beresford/index.php>

Last Meeting - Dan Mann of the Eastern Iowa Airport

Dan Mann met with us for our January meeting. It was a cold and snowy evening but a few of us braved the weather and heard Dan talk about the airport construction. The 9-27 parallel taxiway will soon become the main runway while 9-27 and 31-13 intersection is rebuilt and then the rest of 27 will be repaved. And this won't be just a top coat of asphalt but rather a complete rebuild from the foundation on up. The good news is that the airport will stay open for air operations through out the construction. Many thanks to Dan for meeting with us.

Next Meeting – Randy Hartman's Lancair

Randy Hartman will once again open up Area 51 and show off his latest project. Randy has some new paint and a assume new panel. The meeting will be Friday, February 20 at 6:30pm, at Hangar 51, East-T's, Eastern Iowa Airport.

Everyone will be happy to know that Randy's hangar is heated and very cozy. Hope to see you all there.





Fly Market

FOR SALE: My 1958 172. I have owned the airplane for 30+ years. I am changing to Sport Pilot so can't use the 172 anymore. Airplane is based north of Cedar Rapids, Iowa at my private strip. The airplane is low time and clean. All logs available. Fresh annual on 6/30/08 shows compression to be: (77, 78, 78,77,77, 78)/80. Autogas STC, Cleveland brakes, new Gill battery 2006, mufflers rebuilt 2005, new intake hoses 2005. Airtex interior, good paint. TTAE 2620 SMOH 823 Radios are basic. New ICOM A200.

Dave Yeoman 319-377-4188



Chapter 33 Calendar

Feb20 6:30pm Chapter meeting and Project visit, Randy Hartman's Lancair 360, Cedar Rapids Airport hangar 51

Feb 20-21 18th Annual Midwest Aviation Maintenance Symposium and Trade Show , Airport Holiday Inn, Des Moines

Feb 21 12:30pm-3:00pm Weather Spotter Training, St. Marks Faith and Life Center, 8300 C Ave. NE, Marion <https://apps.weather.gov/outreach/773.php>

Mar 13 6:30pm Chapter Meeting, Iowa Children's museum, Coral Ridge Mall



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