

# THE LIPPISCH LETTER



## Experimental Aviation Association - Chapter 33

February 2015



### Welcome to Chapter 33!

**Next meeting:**  
Thursday, February 26, 2015 @  
7:00 pm  
CID Airport Safety Office  
Program: 2015 Planning,

### Aviation Links

- [www.LiveATC.net](http://www.LiveATC.net)
- [www.FlightAware.com](http://www.FlightAware.com)
- [www.AirNav.com](http://www.AirNav.com)
- [www.DUAT.com](http://www.DUAT.com)
- [www.DUATS.com](http://www.DUATS.com)
- [www.EAA.org](http://www.EAA.org)
- [www.EAA33.org](http://www.EAA33.org)

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## Guest Editorial

By Rich Davidson  
Lee Bottom Flying Field

Did you feel that America? When you woke up, could you sense the change in your status? Only yesterday you were an upstanding citizen merely washing your car as your kids played with their radio controlled quad-copter. Today though you're the parent of criminals doing something that could cost you tens of thousands of dollars in fines. What is it? It's their toy of course. Haven't you heard?

If you've been following politics in 2014, you most surely have heard about the EPA's attempt to regulate non-navigable waterways. What are non-navigable

waterways? Well, in short, they're that ditch in your yard and the pond you built into the landscaping. Yes, that's right. The EPA wants to have regulatory control of your ditch. And



what does that mean to you? For starters, washing your car at home could generate huge fines if it can be determined anything other than pure water flowed off your vehicle and into the drain. Even silt, fine

dirt, could land you in big trouble. Crazy isn't it? But that's not your problem.

## Welcome to The Lippisch Letter!

This is your Lippisch Letter. The only way to keep it alive is for you to help. What trips your trigger in aviation? Building, Flying, Restoring, Hangar Flying? Is it all about aluminum, steel tube & fabric, composites, wood, avionics, engines, or none of the above? Are you a fixed wing fan, balloon lifter, whirly girl, glider guy, seaplane sailor? Do you teach kids or adults? Tell us about your travels, your adventures, and your tests. Believe it or not, you are all experts in something. Share that vast knowledge, and we will all get smarter.

Show us photos from your flight breakfast adventure, your aircraft project, or you sharing aviation with friends young and old. Let's make The Lippisch Letter a new source of fun!

# Guest Editorial

continued

No, your problem is that cute little 8” toy quad-copter you bought your kids. As of November 18th, that toy falls under the jurisdiction of the FAA. And, like every plane in the country, it is subject to the rules of airspace. But wait, you’re off the hook because your kids aren’t flying their toy in any airspace, right? Wrong! It’s time to get educated.

You see, the FAA was the original EPA. In fact, in many ways the FAA was, and still is, a primary incubator for onerous government

oversight ideas. Long before the EPA, TSA, DOE, and others, the FAA had established itself as an eight headed hydra willing to test the governmental limits of ethics, bureaucracy, and common sense. It restricted free enterprise, stood in the way of advancement, made up rules on the fly, told pilots how they could live, companies when they could operate, and collected data on everyone so it could be used against them should the need arise.

The amount of medical information alone that is collected on pilots would startle most civil liberties

champions. If you want to enjoy the greatest freedom known to man, you’re going to have to tell them if you have herpes. Whatever the condition, real, possible, or imagined, the FAA insists on knowing about it when you renew the medical required to have a license. And just to be sure you don’t forget to list a doctor’s visit, occasionally they find some poor soul who forgot to report a trip to the emergency room for a cut to the hand and fine

her a couple grand and take her license just to make a point; DON’T CROSS US OR YOU’LL BE SORRY. On its finest day, it is a disgusting, irregular, vindictive beast ruled by agents that would make the Matrix envious.

If you’re getting concerned, you should be. Would you like to know how your kids were turned

into criminals? Basically speaking, the NTSB is to the FAA what the FISA court is to any government agency that wants to snoop on Americans. Little more than a federal organization designed to find the most convoluted and expensive solutions to problems that don’t exist, the NTSB rules so often in favor of the FAA that to describe it as often isn’t telling the whole story. The official story, just like the FISA court, is that it is unbiased and makes decisions based on facts and logic. The real story is that the NTSB lives and breathes to give support to any governmental agency, especially the FAA, anytime it asks for backup. And guess what, the FAA asked for it.

Yes, just like that poor soul who forgot her visit to the ER, a gentleman was recently targeted for using his quad-copter, also commonly called a drone, to capture some video of the University of Virginia. The FAA, for whatever reason, got involved and decided to make an example of Mr. Pirker. A \$10,000 fine is what he got



# Guest Editorial

continued

## Chapter 33 Communications Corner

for “operating an aircraft in a careless and reckless manner”. That’s the catch all phrase the FAA has used to kneecap pilots for generations. Like a cop planting

drugs on a clean driver, when the FAA has nothing on a pilot but really wants to get the bust, this is the wording they use. Fortunately though, a

federal judge disagreed with their verdict and overturned the fine. That’s when the agency called their friends at the NTSB.

You know where this is going, don’t you? Upon hearing the case, the NTSB ruled in favor of the FAA. Unfortunately for your kids, in order to pass this judgment on Mr. Pirker, they also had to define what an aircraft was. This is what they came up with – any device used for flight in air to include manned or unmanned, large or small. Did you get that? The

NTSB just gave the FAA regulatory control over everything from spaceships to paper airplanes. Did I mention that includes the airspace all the way to the ground?



Just in case you’re sitting there in disbelief, for the purpose of clarity, let me spell it out. The FAA now has regulatory control over every square inch of airspace in your yard starting at ground level. If you fly a model anywhere in that airspace you are subject to FAA interpretations of use and

you could be fined. Of course, with them having achieved this so easily, I’m sure the EPA is insanely jealous and will be working overtime to get control of your ditch. If you don’t want to be fined for the water dripping off your car, you better call your representatives and give them

an earful. Sadly though, it’s too late for your kids. They’re practically felons and all they did was enjoy the great American dream of flight.



These days, there must be a million ways to communicate inside and outside an organization. Here are just a few ways Chapter 33 currently communicates with you:

**Newsletter:** The Lippisch Letter

**Website:** [www.EAA33.org](http://www.EAA33.org)

**Facebook:** EAA Chapter 33

**YahooGroups.com:**

EAAChapter33

**Email:**

Leader emails & phones on page 7

**Email:**

[EAAChapter33@yahoo.com](mailto:EAAChapter33@yahoo.com)

These are low-cost methods of keeping us in touch with each other. Why is this important? Because we are more effective if we stick together. We can respond to legislative challenges faster (user fees anyone?), we can learn faster (who knows where to find the chapter scales?), we can participate quickly (who’s going to Sully for breakfast?), etc.

We have the capability to post files, photos, internet links, calendar items, our membership list, and much more.

Please take advantage of all this communications capability. The more we use it, the better we get.

The general public has no idea what aviation is or what it’s about, except what they learn from the media, and you know that isn’t good. Let’s use these tools to also help educate them so they can see why we love aviation!

# EAA Chapter 33

## Calendar of Events

**February 26, 2015**  
**EAA Chapter 33 Meeting**

3411 Beech Way SW, CR  
 6:00 board meeting  
 7:00 member meeting  
 2015 Planning

**March 21, 2015**  
**Independence Municipal Airport (IIB)**

Emergency Management Ground School (FAAST Credit)  
 10 a.m. – 11 a.m.  
 Phone: 319-334-400  
 Email: office@walteraviation.com

**April 18, 2015**  
**Ames Municipal Airport**

Cyclones Flight Breakfast  
 Phone: 641-218-8733 (Phil Conn)  
 Email: flying@iastate.edu

**April 19, 2015**  
**Dubuque Regional Airport**

Flight Breakfast  
 8 – 10 noon  
**Phone:** 915-202-7481 (Johnathan Walter/Walter Aviation)  
**Email:** lduran@dbq.edu

**2015 Chapter 33**  
**Tentative Meeting Dates**

March 26  
 April 23  
 May 28  
 June 25  
 July 23 (Airventure!)  
 August 27  
 September 24  
 October 22  
 November 26

**Iowa's Airports**  
**Check 'em out!**

Burlington	BRL
Cedar Rapids	CID
Des Moines	DSM
Dubuque	DBQ
Mason City	MCW
Sioux City	SUX
Waterloo	ALO
Fort Dodge	FOD
Ackley	4C7
Albia	4C8
Algona	AXA
Allison	K98
Amana	C11
Ames	AMW
Anita	Y43
Ankeny	IKV
Atlantic	AIO
Audubon	ADU
Bedford	Y46
Belle Plaine	TZT
Belmond	Y48
Bloomfield	4K6
Boone	BNW
Carroll	CIN
Centerville	TVK
Chariton	CNC
Charles City	CCY
Cherokee	CKP
Clarinda	ICL
Clarion	CAV
Clinton	CWI
Corning	CRZ
Council Bluffs	CBF
Cresco	CJJ
Creston	CSQ
Davenport	DVN
Decorah	DEH
Denison	DNS
Dyersville*	IA8
Eagle Grove	EAG
Elkader	I27
Emmetsburg	EGQ
Estherville	EST
Fairfield	FFL
Forest City	FXY
Fort Madison	FSW
Greenfield	GFZ
Grinnell	GGI
Grundy Center	6K7
Guthrie Center	GCT
Hampton	HPT
Harlan	HNR
Humboldt	OK7
Ida Grove	IDG
Independence	IIB
Iowa City	IOW

Iowa Falls	IFA
Jefferson	EFW
Keokuk	EOK
Keosauqua	6K9
Knoxville	OXV
Lake Mills	OY6
Lamoni	LWD
Larchwood*	2VA
Le Mars	LRJ
Manchester	C27
Mapleton	MEY
Maquoketa	OQW
Marion	C17
Marshalltown	MIW
Milford	4D8
Monona	7C3
Montezuma	7C5
Monticello	MXO
Mount Ayr	1Y3
Mount Pleasant	MPZ
Muscatine	MUT
New Hampton	1Y5
Newton	TNU
Northwood	5D2
Oelwein	OLZ
Onawa	K36
Orange City	ORC
Osage	D02
Osceola	I75
Oskaloosa	OOA
Ottumwa	OTM
Paullina	1Y9
Pella	PEA
Perry	PRO
Pocahontas	POH
Primghar	2Y0
Red Oak	RDK
Rock Rapids	RRQ
Rockwell City	2Y4
Sac City	SKI
Sheldon	SHL
Shenandoah	SDA
Sibley	ISB
Sioux Center	SOY
Spencer	SPW
Spirit Lake	0F3
Storm Lake	SLB
Sully	8C2
Tipton	8C4
Toledo	8C5
Traer	8C6
Vinton	VTI
Washington	AWG
Waukon	Y01
Waverly	C25
Webster City	EBS
West Union	3Y2
Winterset	3Y3
Woodbine	3Y4

# 2014 EAA Chapter 33 Leadership

by Tim Busch

Mike Jimenez has volunteered to be the chapter vice president if we'll have him, but we still need a program chair and a fund-raising chair for 2015. Others may be available as well (president and newsletter editor, for example!), so if you have any interest in helping this outstanding organization, please let me know.

This is a great time to give back to *your, local, aviation* organization. Chapter 33 has been active in the area for over 50 years, and we're not about to stop now!

Don't worry about being new to aviation. The best way to learn anything is to get involved.

Working together, we will contin-

ue to learn and grow Chapter 33, and aviation in general.

Elections will be held at the January meeting. We need you!

Come join us.

- Tim

First	Last	Position	Email	Phone
Tim	Busch	President	<a href="mailto:timcfi@yahoo.com">timcfi@yahoo.com</a>	319-373-3971
Mike	Jimenez	Vice President	<a href="mailto:mikeyj@gmail.com">mikeyj@gmail.com</a>	515-460-4100
David	Miles	Secretary	<a href="mailto:david.miles@mchsi.com">david.miles@mchsi.com</a>	585-703-2485
Denis	Sailer	Treasurer	<a href="mailto:rv9a@mchsi.com">rv9a@mchsi.com</a>	319-294-0084
Dan	Meyer	At Large Board Member	<a href="mailto:D319Meyer@aol.com">D319Meyer@aol.com</a>	319-362-0507
Chad	Wilhelm	At Large Board Member	<a href="mailto:chad.wilhelm74@yahoo.com">chad.wilhelm74@yahoo.com</a>	319-270-3218
Martin	Pauly	At Large Board Member	<a href="mailto:mpauly@mac.com">mpauly@mac.com</a>	319-431-3174
Rob	Myhlhousen	At Large Board Member	<a href="mailto:robert.myhlhousen@gmail.com">robert.myhlhousen@gmail.com</a>	319-640-0293
Tim	Busch	Newsletter Editor	<a href="mailto:timcfi@yahoo.com">timcfi@yahoo.com</a>	319-373-3971
David	Miles	Web Editor	<a href="mailto:david.miles@mchsi.com">david.miles@mchsi.com</a>	585-703-2485
John	Anderson	Young Eagle Coordinator	<a href="mailto:joanderson@unitedfiregroup.com">joanderson@unitedfiregroup.com</a>	319-362-2625
Connie	White	Young Eagle Coordinator	<a href="mailto:rcwhite691@gmail.com">rcwhite691@gmail.com</a>	319-393-6484
Dan	Meyer	Membership Chair	<a href="mailto:D319Meyer@aol.com">D319Meyer@aol.com</a>	319-362-0507
Dave	Lammers	Flight Advisor	<a href="mailto:davelammers@mchsi.com">davelammers@mchsi.com</a>	319-377-1425
Marvin	Hoppenworth	Technical Counselor	<a href="mailto:pedalplane@imon.com">pedalplane@imon.com</a>	319-396-6283
Tom	Olson	Technical Counselor	<a href="mailto:tcolson6@mediacombb.net">tcolson6@mediacombb.net</a>	319-393-5531
Tim	Busch	Education Chair	<a href="mailto:timcfi@yahoo.com">timcfi@yahoo.com</a>	319-373-3971
	OPEN	Programs		
Martin	Pauly	Social Chair	<a href="mailto:mpauly@mac.com">mpauly@mac.com</a>	319-431-3174
Rob	Myhlhousen	Social Chair	<a href="mailto:robert.myhlhousen@gmail.com">robert.myhlhousen@gmail.com</a>	319-640-0293
Sarah	Hammonds	Public Relations	<a href="mailto:Sarah.hammonds@gmail.com">Sarah.hammonds@gmail.com</a>	
	OPEN	Fund Raising		

# The Editor's Hangar

by Tim Busch

There seems to be lots of interest in “drones” lately, with the FAA putting out proposed rules, and the media feasting off the controversy.

I did an interview on WMT-AM radio last week, discussing “drones” and their effect on aviation and specifically GA. The interviewer didn't get a lot from me, although I made it clear that the proper term is UAV/UAS.

In light of all the drone discussion, Rich Davidson's blog post seemed appropriate. Rich pulls no punches. He and his wife Ginger run a private field in Southern Indiana and host an outstanding fly in. We've spoken electronically, but haven't met. I need to get over there to the flight breakfast and meet in person.

=====

I got the chance to meet with someone well known in the aviation industry. After meeting him a few years ago and spending time discussing the future of GA, we agreed to continue talking about ways to grow GA.

I had the chance to meet him at his business and see what he was up to. It was really nice to see someone with some vision in the industry.

We spent an entire morning with him and his staff, trying

out his pilot simulation course and seeing how a student could reduce his/her training hours by using a graded simulation. It appears to have real potential to reduce training costs and increase the quality of instruction.

My school will likely become a beta test site for his method. If it makes more and better pilots, I'm happy to help bring it to the industry.

=====

February 25th, and we're getting 8—10” of snow today, along with a predicted low of -15 degrees. I guess that's just another day in Iowa, but it's getting old quickly. I had to cancel flights today and tomorrow that I would really have preferred to do, but there is no point fighting mother nature. What are YOU doing to maintain flying proficiency through this long winter?

=====

I am putting together a survey of questions for the chapter membership. It will include finding out about your aviation background and experience and what you want



to do with the chapter, and anything else we can use to learn to make the chapter better. I'm open to your input on what we should be asking the membership. This is YOUR chapter, so let's work together to make it better.

Mike Jimenez has stepped up to the Chapter Vice President position. Welcome Mike! Mike and Sarah are working on an RV-10, so I look forward to hearing their builder reports.

We still need a Program Director. This is a key link to keeping our members interested and involved in the organization. If you or anyone you know might be interested, please let me know. We need you!

Blue Skies!  
Tim

# EAA Chapter 33 Application & Questionnaire

Name: \_\_\_\_\_

EAA #: \_\_\_\_\_ expires: \_\_\_\_\_ Young Eagles # \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Daytime Phone: \_\_\_\_\_ Evening Phone: \_\_\_\_\_

Email Address: \_\_\_\_\_

Copilot's Name: \_\_\_\_\_

Pilot Ratings (if any) \_\_\_\_\_

Aircraft Owned and/or Flying (if any): \_\_\_\_\_

Aircraft Under Construction / Restoration (if any): \_\_\_\_\_

Newsletter: Email (y/n) \_\_\_\_\_ Paper (+ \$10/year y/n): \_\_\_\_\_

What do you want from EAA? \_\_\_\_\_

(Socializing, Learning, Building, Restoring, Traveling, Flying, etc.)

How would you like to contribute to EAA? \_\_\_\_\_

(Socializing, Teaching, Young Eagles, Flying, Building, Restoring, etc.)

Dues are \$20/year, \$30 for 2 years, or \$40 for 3 years. Add \$10/year for paper delivery.

Please send your completed application and check to:

EAA Chapter 33, c/o Denis Sailer, 120 15<sup>th</sup> Ave Ct. Hiawatha, IA 52233

# EAA Chapter 33

## Experimental Aviation Association - Chapter 33

3435 Beech Way SW  
Cedar Rapids, IA 52404  
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Tel: 319-373-3971  
E-mail: EAAChapter33@yahoo.com

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