

February 2011

Experimental Aircraft Association Chapter 33

EAA Chapter 33 Officers

President: Denny Hodge
319 373-3465
dennyhodge@mchsi.com

Vice President: Tom Caruthers
319-895-6989
tacaruth@dybb.com

Secretary: Dave Miles
585.703.2485
david.miles@mchsi.com

Treasurer: Denis Sailer
319-294-0084
rv9a@mchsi.com

Program Chair: Randy Hartman
319-365-9775
randy@aoaircrafters.com

Membership Chair: Minnetta Gardinier
319 351-8188
m.gardinier@gmail.com

Newsletter Editor: David Koelzer
319-373-3257
david.koelzer@mchsi.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

Tool Librarian:
Marv Hoppenworth 396-6283

www.eaa33.org

Iowa Aviation Museum

By Jim Meade

Fly or drive to Greenfield, IA to the Iowa Aviation Museum. You'll like it. It's small but chock full of interesting and unique airplanes, all wonderfully restored and beautiful. At present, there are 18 airplanes ranging from the 1920s to the Vietnam Era. The Iowa Aviation Hall of Fame and library are located here.

A 1931 Kari-Keen Coupe on display is one of only 32 built. The museum has the only remaining existing copy of six original Aetna-Timm military trainer prototypes.

It's a great place to visit any day of the week, but check the website or call ahead for times which vary with the season. There is a small fee for entrance, or you can become a member and visit for free.

The Iowa Aviation Museum sponsors two special fly-ins. The Chili fly-in is in January and the Wings Fly-in is in August each year. I flew to the Chili fly-in with a friend and was delighted at the nice turnout. There were many smaller airplanes of all descriptions, in-



cluding twins, tail wheel, military trainers and singles of all shapes and ages. The chili dinner had five kinds of chili, chips and deserts. Very yummy and very inexpensive at only \$5 per meal. The tables were pretty full during my visit.

Greenfield is southwest of Des Moines. If you fly, [KGFZ](#) has two nice runways and reasonably priced avgas at a self-serve pump. The airport is one mile north of town and one mile east of Highway 25.

I like the Iowa Aviation Museum and encourage you to visit. You'll like it, too.



You can contact the Iowa Aviation Museum by calling 641.343.7184, aviation@iowatelecom.net or visit their website at <http://www.flyingmuseum.com/>. The airport code is [KGFZ](#).



President's Pen . . .

By Denny Hodge

Happy Valentine's Day to all our members! Hope you all are able to stay engaged in some sort of aviation activity through these cold, dreary, snowy, winter months. The good thing about February is that we are only 60 days away from warmer weather and the start to another beautiful flying season!

This month I'd like to introduce you to another of our survey questions from 2010. Question 1 asked, "Why did you become a member of Chapter 33?" The three answers from the "important" side of the fence, were:

- To Gain Knowledge from Other Members (95.2%)
- To Socialize with other aviation enthusiasts (90.9%)
- To take advantage of Chapter Technical Advisors (80%)

The bottom three answers from the "not important" side of the fence were:

- To be able to fly Young Eagles (55%)
- To become more involved in Vintage aircraft events (35%)
- To become more involved in War Bird aircraft events (26.3%)

In the middle of the road . . . or hanging on the fence, if you prefer, were:

- To participate in Chapter Events
- To take advantage of Chapter Flight Advisors

What does this information tell us? Clearly Chapter 33 continues to be a "building chapter." We want to learn about airplanes. We want to learn how people have overcome some of the problems associated with building their airplane so we don't have to reinvent the wheel while building ours. At the same time, we just love to "hang out" with aviation folks. I have observed this since joining the chapter by attending the family cookouts, socials, award banquets and other opportunities we've had to just get together.

So . . . what will we do with this learning? Two things. First, we will commit ourselves as a chapter to holding more "family friendly" events in 2011 - more opportunities to get together to socialize and talk about airplanes. Second, we will strive to include "how-to" information at every meeting and in every Lippisch Letter. While we may not fully achieve this goal, we will work very hard to meet the educational needs you may have.

As always, you can help. If there are special topics you have questions about, let us (one of the board members) know. If we know what special topics are of interest, we can focus our search for speakers and presenters to meet those specific needs.

Finally, I want to keep you up-to-date with the 50th Anniversary Gala. You will find the "official" invitation in this month's newsletter. ALL CHAPTER 33 MEMBERS are eligible for a special price of \$25 per person for this event. This special price includes your spouse or "significant other." But don't wait to get your RSVP in. This event must be limited to 150 people and we are inviting the surrounding chapters and local aviation partners to the event as well. The event is coming together nicely. We have some interesting things planned for the evening, so it's something you won't want to miss.

Pilot Gadgets

By Tim Busch, President

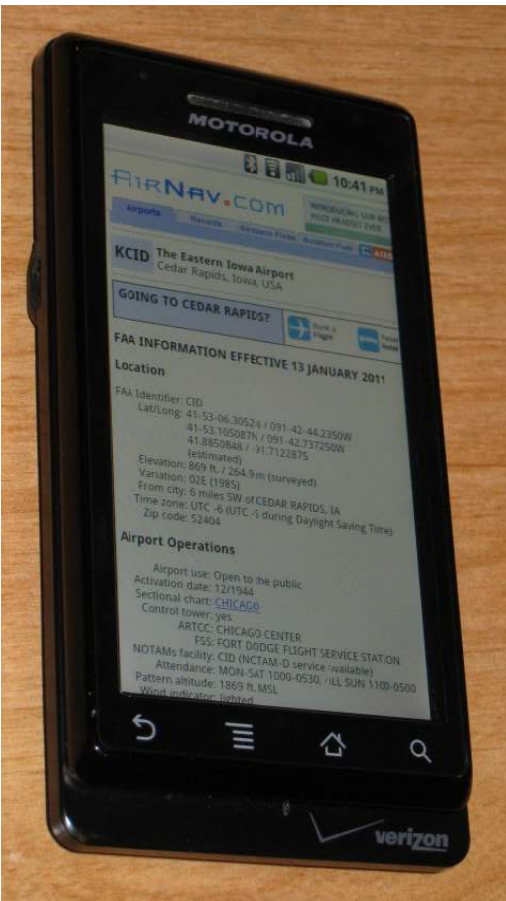
Iowa Flight Training www.IowaFlightTraining.com

New pilots live to read, cover-to-cover, every Sporty's catalog that comes in the mail. For them, the next best thing to flying is to buy and own cool flying stuff. Headsets, knee boards, flight bags, radios, you name it. It's all there and what pilot doesn't want it all? Hal Shevers is clearly a genius, because his catalog is one piece of junk mail that rarely gets thrown away until the next one arrives.

This series will be all about those gadgets. In each episode, I will be reviewing a number of different categories of pilot accessories. Hopefully you'll get some insight into what works and what doesn't work, what's worth having and what isn't. If I do an effective job, maybe you will maximize the value of your accessories and minimize the "wish I hadn't bought that one" moments.

I'm going to start by throwing you a curve. After talking about all these really cool gadgets, this may surprise you. I'm going to discuss two simple "gadgets" you should never be without. For most of aviation's history, pilots didn't have either of these two valuable flying tools. They may be the best safety tools ever invented and maybe the last things pilots think of when we think of aviation gadgets.

Ok, no more suspense. The first gadget is the cell phone. It has taken just a few short years to go from a brick-sized, marginally functional novelty to a tool no one wants to be without. Nearly everyone has one, but why would that be important to a pilot? After all, the FAA has decided that they must be evil and we are required to shut them off before airliners are allowed to move. So why would they be important to pilots?



A cell phone is an incredible safety tool. I keep numerous weather-related numbers in my phone, starting with FAA Flight Service (1-800-WXBRIEF). You get quite adept at going through the voice response system to get TIBS (also available at 877-484-2799), bypassing the human for automated recordings, or the direct IFR filing number (888-766-8267). Then there are the direct AWOS phone numbers. I keep not only my local airport numbers (CID AWOS: 319-363-9021, VTI AWOS: 319-472-3122), but also airports North and West, since bad weather often comes from that direction (ALO AWOS: 319-233-8984, MIW AWOS: 641-752-2339), and some of my typical destinations. The complete list for Iowa AWOS phone numbers is available on the Iowa DOT website: www.iowadot.gov/aviation.

If you have a smart phone, you will also need www.DUAT.com and www.DUATS.com along with your favorite weather website, plus airport information sites like www.AirNav.com and www.FlightAware.com. Of course,

www.IowaFlightTraining.com is mandatory, but I'm biased. The list of useful aviation websites is endless.

Weather was easy, but how about the TSA's GA Secure hotline 866-427-3287, the FAA Safety Hotline (800-255-1111), or the Des Moines Flight Standards District Office (515-289-3841)? I know, many of you might think the FSDO would be the last place you'd call, but as a flight instructor, I find them very handy. When you do need them, you usually need them right away. Speaking of needing someone right away, your insurance company should be in there, maybe on speed dial, along with the NTSB (202-314-6000). You DO know your reporting requirements in case of an accident, right?

Next, your home FBO (you need fuel and service, right?) and frequent destination FBOs. Don't forget about aviation parts suppliers such as Aircraft Spruce, Aircraft Supply, Wag-Aero, Aircraft Tool Supply (for you builders), avionics service centers or manufacturers, and type clubs for quick advice. If you're on the road and need a part, you can have parts the next morning.

Don't forget other transportation modes and accommodations, like rent-a-car companies, airlines, and hotel chains. We like to keep a few favorite restaurants programmed as well. Also, make sure your pilot friends are programmed for those fly-ins. I have all my instructors and students as well. Yes, you can even put Sporty's on speed dial.

If you're in the air and you have a full comm failure, I'm fairly certain the cell phone cops won't press charges if you call ATC. Yes, I have CID Tower programmed in as well.

So what other device could be as useful as a cell phone? Your credit/debit card! Nearly every airport community in America has a courtesy car or rental car available, and a WalMart or Target in town, so a toothbrush and a clean pair of underwear, along with an overnight food supply are easy to acquire. Why is this important? If you have a mechanical issue or are held up by bad weather, you can stop and wait for parts to arrive or the weather to improve. It eliminates the accidents caused by "get-home-itis". Nothing at home is worth risking your life for. So rent a room where they leave the light on for you and enjoy a movie.

I hope you agree that a cell phone and a credit card are two of the best tools a pilot can have in his or her possession. Some might think that makes us spoiled compared to the old days, but I won't travel without them. Next time we'll explore a more common gadget: headsets.

Experimental Light Sport Aircraft - Repairman Inspection Airplane

By Jim Meade

Completing the FAA accepted 16-hour Repairman Inspection Airplane (RIA) course given at the Iowa City airport by Rainbow Aviation Service instructor Jim Scott qualified me to conduct the annual condition inspection required for my own Experimental Light Sport Aircraft (ELSA). Fifteen airmen from as far away as Grand Island, NE, Paynesville, MN and all over Iowa met Saturday and Sunday, 5 and 6 February, in the Iowa City airport terminal building. The syllabus consisted of about 75% classroom and 25% practical, hands on instruction.

Jim Scott, who owns [Aircore Aviation](#) of Arlington, WA, is a pilot and A&P who has decades of experience in light sport aircraft. His presentation of the [Rainbow Aviation](#) curriculum was crisp and professional. Jim's experience and expertise guided us through a challenging but enjoyable training session that everyone praised.



It was a delight to learn with such enthusiastic and knowledgeable fellow students. All were pilots and most had built light sport aircraft. The fleet ranged from weight shift trikes to several Carbon Cubs, as well as standard certificated aircraft. Most were familiar with Rotax engines, which is Jim's expertise, so we not only learned about general engine systems but picked up valuable tips about one of the most popular LSA propulsion units. The students asked intelligent and probing questions and helped expand the presentation so that everyone went home with even more knowledge than they'd expected.

The syllabus addressed a wide range of information needed by the RIA to conduct an annual condition inspection. Among the topics were inspection procedures for aircraft structures, engine and propeller; Light Sport rules, certification and safety; regulations and maintenance records and more. The classroom instruction was reinforced and expanded by hands on training on a Flight Design CT LSA. We covered all the material, but it took the whole sixteen hours and everyone's full attention to get everything taught and also have time for student inquiries. The course concluded with a 40 question quiz. It was evident from the classroom discussion and hands-on work that the class was motivated and attentive, so it was no surprise that all passed and received their RIA.

The most obvious benefit of the RIA is the owner of an ELSA who wants to do his or her own condition inspection. The RIA holder cannot do the 100 hours inspection, if needed, on an ELSA nor does that certificate permit the holder to do the annual condition inspection on a Special Light Sport Airplane (SLSA) or an Experimental Amateur Built (EAB).

To validate the RIA, I have to take the Certificate of Completion and the airworthiness certificate of my ELSA in person to the FSDO. The FSDO will issue a temporary repairman certificate good only for my specific aircraft which I can use for up to 120 days until the plastic version, which looks very similar to the pilot certificate arrives.

FOR SALE: 1977 Cessna T210M, with 4,000 GW STC. \$105,000. I'm planning a move to Light Sport Aircraft in the near future and sadly the 210 has to go. About 4700 TTAF and 1250 TSMOH. 2 Garmin 430s and a Sandel 3308 EFIS connected to a Cessna 400B autopilot. Many extras. Check out N6860M on FlightAware to see some of my many long trips. For actual current hours and equipment list, contact Jim Meade at 319.330.5548 or jnmeade@southslope.net



Last Meeting - Simple Safety Tips

On January 27th ten members of Chapter 33 braved the cold to attend the January meeting at the Public Safety Building on the Eastern Iowa Airport grounds. Tim Busch provided a great presentation on Simple Safety Tips, and provided a great question and answer session after the presentation. We also welcomed two visitors, Chad Willhelm of Cedar Rapids (who provided his application for chapter membership at the end of the night) and Alan Bradley of Iowa City.

Next Meeting - Light Sport Aircraft

The February Meeting will be held on February 24th at 7:30 PM in the main meeting room at the Marion Library. The meeting room is on the East end of the Library building. Our main presenter will be Jim Meade who will be presenting his experience with Light Sport Aircraft. In his own words, Jim is not an expert, but has learned a lot during his recent research that could help many members starting to think about moving to Light Sport.

Meeting Reminder

Just a reminder that all regular meetings in 2011 will be held on the fourth Thursday of each month. If you have ideas for topics or speakers for a meeting, please call Randy Hartman.

50th Anniversary Events

As mentioned in previous issues of the Lippisch Letter, the board is looking at holding several events during 2011 to celebrate our 50th anniversary. We need your help to start making these events become realities:

Iowa Challenge – Chapter 33 will pick one week in 2011 where our pilots will collectively fly to every airport in the state of Iowa. We need pilots, right seaters, and a few support people to develop materials for them to leave at each airport. If you are interested in participating in this event, contact Denny Hodge. Planning will need to begin soon.

The Great Iowa Air Race (name pending) – Chapter 33 will plan, sponsor and run an air race between two, or more, airports in Iowa. We will need a number of people to provide support services at the airports involved, and of course will be looking for pilots to participate. If you are interested in this event, contact Tom Caruthers.

Air Race Classic Hangar Dance – Chapter 33 will sponsor and support the Welcome BBQ and Hangar Dance at the Iowa City Airport on June 18th. We'll need people to fill a variety of positions for both planning and execution of this event. If interested, contact Denny Hodge.

50th Anniversary Wear – There have been several requests from members about having some chapter wear (shirts and/or caps) with a logo for the 50th anniversary. We need someone to take on the challenge of researching possibilities for this project and reporting back to the board.

Weekly Chapter Fly-Outs – For this project, chapter members will volunteer to attend as many of the state's fly-in breakfasts as possible during 2011. At each breakfast will provide brochures advertising Chapter 33, our anniversary and EAA in general. If interested in this project, contact Denny Hodge.

In addition to these events (and projects), we're looking for your suggestions for additional events or projects we can work on this year to further celebrate our anniversary. If you have ideas, contact Denny Hodge

30 Years ago in Chapter 33

(Excerpt from the December 1981 Lippisch Letter)

The EAA Aviation Foundation Auto Fuel Test Cessna 150 did make it to the Iowa City Airport on November 8th and was refueled at DOC'S Riverside Standard with AMOCO no lead premium auto gas. Doc donated the 14 gallons it took to fill the Cessna 150.

Captain Jim Barton and Test Director Harry Zeisloft were along with EAA's Cessna 150. A good turn out of Chapter members and also KCRG Channel 9, The Gazette and the Iowa City Press-Citizen. The EAA and Chapter members would like to thank Doc's Standard and the Press, Gazette and KCRG for their support of the test program.

On the return trip back to Iowa City from Witchita, Tom Kennedy arranged to have Auto gas at the airport to save the trip down Riverside Drive.

WANTED: Former Chapter 33 Members

We would like to have as many current and former Chapter 33 member to attend the Gala as possible. If anyone knows of a former member of Chapter 33 who still lives in the area and knows how to contact them, provide the contact information to Denny Hodge dennyhodge@mchsi.com, and we'll invite them to the gala.

Fly Market

FOR SALE: 1977 Cessna T210M, with 4,000 GW STC. \$105,000. I'm planning a move to Light Sport Aircraft in the near future and sadly the 210 has to go. About 4700 TTAF and 1250 TSMOH. 2 Garmin 430s and a Sandel 3308 EFIS connected to a Cessna 400B autopilot. Many extras. Check out N6860M on FlightAware to see some of my many long trips. For actual current hours and equipment list, contact Jim Meade at 319.330.5548 or jnmeade@southslope.net

FOR FREE I have a solidly built "H" frame free to any one in the building process. I will offer free delivery to any one in the Cedar Rapids area. Armin Jacobs Phone 319-465-5298---e-mail ajacobs@n-connect.net

FOR SALE: NEW Slick wiring harness (for 4 cyl right mag). Slick P/N M2507. List \$176, I'll take \$70. NEW Garmin mounting tray for 150/250/300XL series \$20. Lammers 319-377-1425 or dave-lammers@mchsi.com.

FOR SALE: A gorgeous Cessna 175 for sale <http://www.greatusermanuals.com/c175/> Ed Wischmeyer 319-491-6904. Also available for rent, two slots in East Executive Hangar at CID.

Chapter 33 Calendar

Feb 18-19 Annual Midwest Aviation Maintenance Symposium and Trade Show, Airport Holiday Inn Des Moines, Iowa

Feb 19-20 Indoor Electric Fly-In, Air Show at 1 PM each day, Spectators Welcome www.expodome.org E/xpo in the UNI Dome, Cedar Falls, IA

Feb 24 7:30pm Chapter Meeting, presenter will be Jim Meade, his experiences with Light Sport Aircraft. Main meeting room at the Marion Library. The meeting room is on the East end of the Library building.

March 12, 2011 EAA Chapter 75 General Meeting - John Deere Wiman Center

More EAA Chapter 75 2011 Meeting Dates (Mark Your Pocket Calendar Today!) The confirmed meeting dates for 2011. April 9, May 14, June, July, and August - Chapter Potluck Lunches - Locations to be Announced. September 10 Oct. 8 November 12 December 10 at 6PM

March 18 11am-1pm Commemorative Air Force Museum, Free Chili Fly-In, Council Bluffs Municipal Airport

March 24 7:30pm Chapter meeting, Iowa City Airport. subject TBD

April 15 Chapter 33 will celebrate its 50th Anniversary on April 15th of next year with an Anniversary Gala at the Marriott Hotel in Cedar Rapids. Keynote speaker Rod Hightower, new President of EAA.

April 17 Fly-in / Drive-in Breakfast, Hosted by the University of Dubuque Flight Team, Dubuque Regional Airport

July 9 7am Flight Breakfast, Zangger Vintage Airpark 2VA, 432704.9N 0962421.1W, 122.9 CTAF, left traffic 12-30, 17-35 taxiway only, Caution - hot air balloons. Coincides with "Larchwood Days" - transportation available to events in town. Sponsored by: "Larchwood Community Group" and American Legion.

In February 2011 Issue...

Iowa Aviation Museum, From the President's Pen, Pilot Gadgets, ELSA-RIA



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



The Board of Directors of Chapter 33

Invites you to a celebration of 50 years of Experimental Aviation

50th Anniversary Gala

Where: Cedar Rapids Marriott Hotel
1200 Collins Road NE
Cedar Rapids, IA 52402

When: April 15, 2011
Social Hour – 6:00 PM
Dinner – 7:00 PM
Program - 7:45 PM

**Special Keynote Address by
Rod Hightower, President, EAA**

Dinner will include your choice of:
Sautéed Breast of Chicken Dinner OR Manicotti (please specify in your RSVP)

EAA Members \$30 (includes spouse)/Non-Members \$35

Name: _____ Number in Party: _____ EAA #: _____

Phone: _____ Address (City, State, Zip): _____

Sautéed Chicken Manicotti Special Dietary Request: _____

Rooms will be available for \$129 per night in conjunction with this event. Rooms may be reserved by contacting the Marriott directly at (319) 393-6600 before March 15th and mentioning the Chapter 33 50th Anniversary Gala.

Please RSVP by returning this form before March 15th to Denny Hodge via eMail at dennyhodge@mchsi.com, via snail mail at 3465 26th Avenue, Marion, Iowa 52302, or by phone at 319-373-3465. This event is limited to the first 150 RSVPs.

The remainder of the menu includes: House Salad of Mixed Seasonal Greens topped with Grape Tomatoes, Julienne Carrots, Peeled Cucumber & Julienne Yellow Squash with Choice Ranch & Raspberry Vinaigrette Dressings; Assorted Breads & Butter; Baked Potato (sour cream); Honey Glazed Carrots; NY Style Cheesecake / Strawberry Topping; Coffee, Tea or Milk