

The Lippisch Letter



Experimental Aircraft Association Chapter 33

December 2002

The Lippisch Letter

is the monthly publication of the Dr. Alexander M. Lippisch Chapter (33) of the Experimental Aircraft Association, Cedar Rapids, Iowa.

Editor: David Koelzer
david.koelzer@mchsi.com

EAA Chapter 33 Officers

President: Todd Millard
319-393-2284
todd@planetdiscover.com

Vice President: Alan Kritzman
319-378-9149
alkritzm@collins.rockwell.com

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

Treasurer: Larry Wood
319-395-9348
Elwood140@aol.com

Flight Advisor:
Dave Lammers
319-377-1425

Technical Counselors:
Tom Olson
319-393-5531
Ron White
319-393-6484
Marv Hoppenworth
319-396-6283

Young Eagles:
John Anderson
319-362-6159

Directors:
Terry Scherman
Tom Olson
John Sapp

RV-8 First Flight

By Alan Kritzman

Well I'm back on the ground safe after my first flight, how the heck did I get here? I'll step back and walk you through what the last couple of months have been like for me since my plane made it's way out to the airport. The first break I had was when I found out that Steve Ciha sold his airplane and his nice clean hanger was going to be open for a couple months until his RV-7 is complete. I worked a deal with Steve and the weekend after his plane left I would move in.

The next hurdle to overcome was moving the plane out to the airport. Another chapter member, Jim Meade agreed to drive his truck and trailer for the move. On the agreed on day and time I had a couple people show up to help. It was a just a mater of tugging the plane up the ramps and strapping it down. The drive out to the airport following Jim was one of the most nerve-racking experiences of the entire building process. I knew the try downs were strong but every bump the plane seemed to bounce a foot off the trailer bed. I finally gave up watching and backed off about a half mile. Got out to the airport and everything was still in one piece and the gear legs had been fully tested. After we got the plane unloaded Tom Olson took Jim for his first RV ride while Tom Caruthers helped me install the wings for the final time.

At this point I made up a list of everything that need to be completed before I would be ready for the inspection. It was a fairly long list of minor items like wire landing lights, final wiring of strobes, install wing tips, make covers for the empty holes in the panel. All of these little things seem to take forever when I was having to drive 20 minutes each way just to work for a couple of hours.



Photo by Alan Kritzman

I finally got to the point where the list only had a few items left then the panic set in. I was going to have to get the Feds involved. Now in the entire process of building the plane I have heard all kinds of horror stories about dealing with the guys at the FSDO. I did not want to repeat any of these problems so I did a little web searching and found one of the most useful web sites if your building an airplane. It's the FAA site on amateur build aircraft registrations (<http://av-info.faa.gov/dst/amateur/>). This site has links to all kinds of forms and information. Well I went through all the forms and Advisory Circulars and came up with a list of documents. I put the whole pile of FAA forms along with project pictures and a copy of my builders log in the mail to Des Moines FSDO.

The wait was killing me so after a week I called to see if they had received my package. The inspector I talked to Ray Weiland said the package was sitting on his desk but he had not had a chance to look at it yet and would give me a call after he had looked it over. I thought I would be stuck for several weeks until he got around to looking at my paper work. To my surprise I got a call the next day from Ray saying he had looked everything over and spotted a couple of problems. He said the problems were minor things and he would correct the forms and bring them out with him for me to sign when he came out to do the inspection. Then we set up a time the following week for him to inspect the airplane.

When the inspector comes out they want the plane all opened up and in a clean well lit heated place. I got out to the airport about three hours early and started the portable heaters to counter the 20 degree weather outside. I also setup some portable lights to augment the hanger lights. Then I swept the floor one more time hoping the inspector would find the conditions acceptable. Well, when Ray arrive he was happy with the location and liked the look of the plane. He had inspected a few RV's in the past but this was his first RV-8 so he had a few questions. He only found two things he took issue with, the first was a bolt that was too short in one of the rudder hinge points (Tom Olson had found the same bolt but I had forgot to replace it before the inspection). The other issue was he strongly recommended I put an arrow showing how to open the canopy from the outside. I have not done this yet but plan to do it soon.

Overall the inspector was very pleasant to deal with and was very complimentary of my plane. I'm not sure what I was all worried about. The paperwork only took a few minutes to complete and I had a plane that was airworthy. But what about an airworthy pilot?

When you're building everyone always asked who is going to do the first flight. To me this always seemed like a silly question, I would not trust anyone else to fly my airplane. After all I have spent a lot of hours to make sure the plane would fly should I not get the joy of the first take off. But I do have less than 100 hours total time so I figured I better get some training that would prepare me for the big event. The first thing I did was go get current in the Citabria down at Green Castle, it had been almost a year since I had flown. With an additional 5 hours under my belt I called Dave Lammers our chapter Flight Advisor. Dave and I sat down one day for about three hours and compared what it was going to be like to fly the RV compared to the C-150 and the Citabria that I had flown. The flight advisor program uses things like power loading and wing loading to figure out how a plane is going to fly. In addition, since Dave has a RV-6 he gave me some insight into how RV tail draggers land.

All the Talk was good, but the insurance man wanted me to have some real RV tail dragger time before they would cover me. So I started looking around for a CFI with an RV-6 that would be willing to sign me off. The closest I found was Bob Lynch down in Jefferson City, MO. So I sent some E-mails and found that Bob would give me instruction in his RV-6 for only \$100 an hour. I thought wow that sounds steep but figuring that I had been paying around \$70 an hour for the Citabria it was not so bad. I set up a time with Bob and convinced Tom Olson to fly me down to Jefferson City in his RV.

On the appointed day I met Tom at the airport at 7:30 in the morning and watched as he went through his preflight, then we were off. Then came the scariest part of the day.....Tom pulled out his pair of safety glasses all covered with duct tape that act as an instrument hood. He planned to fly the entire flight under the hood since he had a captive safety pilot. All seemed to be going well and Tom was keeping us on course within 20 degrees and within 500 feet of the correct altitude. But it seems that the loops and rolls have taken a toll on Tom's gyros and when I looked over the AI was at a 45 degree angle and showing about 20 degrees nose up. Well it may not have been the

shortest distance between two points, but at 1 hour and 20 minutes it was the longest roller coaster I have ever been on. We were greeted to the area by Bob over the radio as he was landing with a Young Eagle. After a short break on the ground Tom got pulled into flying some young eagles and I got to head off with Bob in the RV-6. We started out with some airwork, steep turns and stalls then headed back to the airport. We did 4 or 5 touch and goes with and without flaps. Then Bob being an experienced instructor saw that I needed a break. We took about a half hour break to see how the young eagles were doing then headed back out for some more touch and goes. This time we did simulated engine out in the pattern, short field landings all seemed to go well, until the last one. The final landing I did with Bob was something I had been warned about in the RV tail draggers. After touching down I pulled the stick all the way back a little to fast. The tail wheel spring flexes and the mains lift back off the ground. Kind of a strange feeling and all you can do is keep the plane aiming down the runway and hold on for the thump. After this Bob was giggling a way and said that was enough. He signed my logbook saying OK to solo the RV-8.



Photo by Alan Kritzman

So now I have an airworthy plane, a sign-off and insurance what else is there? The weather, I had set weather minimums a couple months before and was going to stick with them. They were ceiling at least 6000', wind less than 10kts and cross wind less than 4kts. November 19 was a clear blue-sky day so I called weather and found the wind was 8kts out of 260. Perfect this would meet my requirements. I had planned to go out to the airport by my self for the first flight so there would not be any pressure if anything did not feel right. The down side is no one to take pictures.

So with everything a go I slipped out of work and made off for the airport. One last walk around and I still could not find a reason not to go. I got all strapped in and checked ATIS, still reporting 260 at 8. Contacted Ground and let them know it was the first flight and was cleared to taxi to 27. Follow the check list, everything still looking good, tower says taxi into position and hold. Now for the big moment, Clear for Take Off. Easy the throttle in and bring the tail up. Wow it is actually tracking right down the centerline. The airspeed comes active but the plane is trying to fly at 45 mph. During my training with Bob we held it on the ground until we hit 70 knots, so I tried to hold it down a little longer. The RV really did not like me to try to keep it from flying, so I figured just let it fly. I pulled the nose up and I was heading for the sky. I looked at the airspeed and it says 70 mph, then I look at the

GPS and it is reporting a ground speed of 110 mph. At this point I figure I have a problem with airspeed but that little voice in the back of my head is saying "just fly the airplane".

I climbed up to 4000' circling the airport just like ATC said I could do. Then comes the next problem, ATC says my altitude is reporting low. My transponder shows the reporting altitude and it was reporting low. They said to leave it on but I should get it corrected before the next flight. Next it was time to get chewed out a little, while I was checking engine instruments I let my altitude drift up to 5000'. ATC called and asked my altitude, and when I said 5000' they asked if I was having handling problem. When I answered no I just was not paying attention he told me that I was to stay at 5000' until cleared to come back down.

Since I figured I was in the penalty box for a while, I headed south of the airport and tried some stalls to try to figure what kind of approach speed I was going to try to use. The good news is the stalls with and without flaps were very gentle and I had a little pre-stall buffet. The bad news was the airspeed was pegged at the low end long before the stall occurred. Plan B go to the GPS this worked OK so I figured I was fly my approach at 90 mph on the GPS.

Time to call the tower again and let them know I was ready to fly my first approach. All was going fine until I contacted tower and they said I should make a tight pattern and expedite the landing for jet traffic on a 10 mile final. I called back and said I would rather circle and wait for the traffic. The tower said to just go ahead and land the traffic would not be a factor. Then came the big shock over the radio "wind 240 at 16". This was outside my minimums, but what was I to do. Well I figured just make the best of it. I would like to say this was one of my best landings ever, but that would be a lie. I did not get enough correction into the wind and was not quite pointed down the runway when I touched down. But I did manage to get it rolling the down the runway in one piece. I taxied back with a big grin on my face and put my airplane away. I had to head back to work before the boss noticed I had left.

I ended up with three squawks, Encoder needed adjusting, Airspeed error and a heavy left wing. The encoder was an easy fix thanks to the Microair transponder reading out the encoder altitude. The heavy wing is a typical RV problem that gets corrected by changing the trailing edge radius on the ailerons. But it is trial and error so I will just have to do more flying. The third issue is the airspeed problem. I have found a leak in the system that was corrected but the error is still there. Using a water manometer I found the airspeed indicator is reading 25 to 30 mph low over its range. It is on its way back to the manufacture for warranty repair. I hope it will be back in the next week or so. I really am looking forward to doing more flying.



Photo by Alan Kritzman

Its time once again to renew your Chapter Membership

Please tear out this page or print it out and send it along with your 2003 dues.

Dues are \$15/year payable January 1st. Make check payable to:

EAA Chapter 33, c/o Larry Wood. 140 Northwood Dr., Hiawatha, IA 52233

Or renew on line <http://www.eaa33.org/>

Name: _____ EAA #: _____ expires: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: _____ Evening Phone: _____

Email Address: _____

I would like to only receive the electronic version of the newsletter _____

Copilot's Name: _____ Young Eagles # _____

Pilot Ratings: _____

Aircraft Owned & Flying _____

Aircraft Under Construction/restoration: _____

I think our chapter could be better if: _____

I would like to see our chapter more involved in: _____

The thing I like least about our chapter is filling out surveys but I also dislike: _____

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c/o Larry Wood
140 Northwood Dr.
Hiawatha, IA 52233

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It's a Small, Small World

By Marvin Hoppenworth

Friday night, October 18, 2002, was a special night for me. So now I must do as Paul Harvey says, "The Rest of the Story".

This story starts way back about 1939, when my Grandfather presented me with a model airplane kit. This was a very nice Comet model, called the Scorpion. It was my first model airplane and was always my favorite. The Scorpion led to building a lot more various Comet models.

As most of you know, we are now in the Pedal Plane business. After about 7 years we had developed 7 different models and people would ask? "Which is the easiest one to build?" This brought to mind my old Comet model, the Scorpion, slab sided, with no compound curves. It was a natural for plywood construction (no sheetmetal, no fancy cowling and no wheel pants). So, in 1992 there were two bright-and-shiny pedal Scorpions tied down in 'Tot Lot' at the Oshkosh, Wisconsin Fly-in.

In with the plans for the pedal Scorpion, I wrote a tribute to Comet Models to share my appreciation for this fine little airplane and to show how it had helped lead me into a career in aviation. During the 1996 Fly-in at Oshkosh a gentleman by the name of Phil Oestricher, approached me all excited, and I quote him. "That is the first Scorpion I have seen and you even got the script correct!" Then I told him that it was a take off from what had been my first model airplane, a Comet model. He had been a Comet model fan for over 59 years. The net result was that I sent him a set of pedal Scorpion plans and he sent me a complete set of Scorpion model plans.

This year, during the Waterloo EAA Chapter 227, Young Eagles Day, chapter member Bob Nelson was selling model airplanes, balsa rubber powered, etc. I told him of my first model being a rubber powered Comet model, the Scorpion. Bob mentioned that a gentleman, living in Cedar Falls, used to work at Comet Models. Joseph Konifes was his name. That evening, I looked at the name of the designer of the Scorpion and the name on the drawing I got from Phil Oestricher was truly Joseph Konefes. I placed a call to Cedar Falls only to find Mr. Knoefes was on the East Coast at the national model airplane contest. Several weeks later I managed to contact him and set up an acquaintance. I invited Mr. Konefes, and his wife Reva, to be our guest at the EAA ladies night. They are a charming couple and what a thrill to personally meet the man who, over 60 years ago, had been so instrumental in my pursuing a career in aviation. He even brought in a Scorpion rubber powered model just like I had built when I was a kid. His looked much better.

So you see it is really a small, small world when such a chain of events gives me the opportunity to meet this wonderful man after all these years.



Last Meeting

Todd Millard

Election Night! On a cold, clear fall evening, 30 intrepid members made the trek to Steve Ciha's house and shop for our November Chapter Meeting. In our only contested election, Larry Wood challenged the incumbent Steve Ciha for the office of Chapter Treasurer. Like any political election, this battle was characterized by negative campaigning. The surprise was that Steve campaigned against himself! With Steve's effective tactics, Larry won by a landslide. Congratulations Larry and a big thanks to Steve for being the Treasurer this past year. In other elections, Dave Koelzer returns as our Secretary/Newsletter Editor. Tom Olson and Terry Scherman return as Board Members. Finally, John Sapp was elected as a new Board Member to fill Mark Anderson's spot. Thanks Mark for your hard work on the Board.

In other business, Max Dirks has a supply of EAA 2003 World of Flight calendars. EAA raised the price this year, so the calendars are available for \$7 this year (vs. \$10.99 retail). Call Max at 319-465-3754 to get your calendar.

After the business part of the meeting, we had a break for some delicious treats by Steve's wife Vicki. She really outdid herself and spoiled us rotten. Thanks Vicki! With everyone happily munching away, our VP and Scalemeister Alan Kritzman demonstrated the new Chapter aircraft scales. The timing of our purchase of the scales couldn't have been better as Alan had already used the scales to do the official weight and balance for his just completed RV-8 (hmmm... possible conspiracy here?). The scale consists of 4 pads (only 3 are used) and an electronic display. The pads are only 2 ½ inches high and Steve has created a set of ramps to make it easy to roll you plane onto them. The display then shows the weight on each pad and the total. The new scale is a great addition to the Chapter and will benefit many of us in the future. To use the scales, contact Alan or one of the Tech Counselors.

The main event of the evening was seeing Steve's beautiful RV-7A project and shop. Steve built an RV-6A a few years ago and loved flying it. Over time, as often happens, he started to think about upgrading the panel and adding a few things here and there. Pretty soon Steve decided it would be just as easy to start over and build a new RV-7A. So that is what he did. He received his kit almost exactly a year ago and sold his RV-6A at Oshkosh this year. With



Photo by Todd Millard

about 800 hrs in the project, he has made incredible progress. Steve is working out of sequence a little to get some painting done while the weather cooperates. Steve was impressed with the durability of Imron on his RV-6A and is using it in his RV-7A as well. Developed as industrial strength paint, Imron has a tough finish, but can be difficult to work with. Thank you Steve for showing us your project, opening up your shop and sharing your building and painting tips. Another great meeting!

Next Meeting Christmas party

by Todd Millard

Don't miss the Chapter Christmas Party! This year's party is on December 6th at 6:30 pm and at the Royal Fork Restaurant in Cedar Rapids. The buffet dinner is \$8.49 (kids under 4 are free, 4 to 12 are \$0.50 per year) which includes drinks, dessert, and everything else.

We will also have our annual gift exchange for those interested in participating. Here's how it works. Place your wrapped gift (\$10 or less) on the gift table and take a number. During the exchange, numbers will be drawn out of a hat. The person with that number will have the option of opening a new present or "stealing" one that has already been opened (a present can only be stolen twice). If a present is stolen, that person then can either open a new one or steal one from someone else. And so it goes until all the presents are open. It's always a fun time. The exchange is purely optional, so even if you don't want to participate, come and enjoy the show. Who will get the keepers and who will get stuck with the white elephants?

The Royal Fork at 2745 Blairs Ferry Rd NE. in front of the Walmart. If you are coming in on I-380, just take the Blairs Ferry Rd exit (24B) and go west on Blairs Ferry about 3 blocks. You can't miss the huge Walmart on the south side of the road. Hope to see you and your families there!

January Meeting - Flying High and Fast

By Todd Millard

Just a quick heads up for the January Chapter meeting. We are in for a special treat; Rick Rezabek (Jack's son) is flying in from California to talk about the development of the X-35 Strike Fighter (now the F-35). Rick was the Product Manager and Chief Designer on the project for Lockheed Martin. In addition, Tim Busch will share what the highlights of the Aerospace Physiology Class (how flying affects our bodies) he attended at Offutt AFB in October. The meeting will be on Saturday, January 4th, at 9:30 AM in the Beems Auditorium at the Cedar Rapids Public Library. Mark your calendar, it should be a great meeting!



2003 Calendar of Events

By Todd Millard

Time to start planning for next year. Boy has this year gone fast! Here are the Chapter meetings that have been planned for next year. The experiment with using member teams to plan the meeting programs this past year was a rousing success and is being continued on for 2003. Member teams will be contacted 2-3 months before their meeting to get the process going. Remember, the teams don't necessarily have to make a presentation, they can find other speakers, show videos, etc. In March we are planning to hold a Clean Out Your Hangar Auction. More on this next month. Hope to see you all at a meeting next year!

January 4th, Saturday 9:30am – Physiology/X35

Location: Beems Auditorium, Cedar Rapids Public Library
Team: Tim Busch, Jack Rezabek, John Sapp

January 16th, Thursday 7pm – Board Meeting

Location: John Sapp's House

February 14th, Friday

Team: Greg Downes, Marvin Hoppenworth, Jim Zangger

March 8th, Saturday – Clean Out Your Hangar Auction

April 12th, Saturday – Spring Banquet (formerly Ladies Night)

April 17th, Thursday 7pm – Board Meeting

Location: Todd Millard's House

May 3rd, Saturday – Monticello Cookout

Team: Leo Bertling, Max Dirks, Marty Eganhouse

June 6th, Friday – Meeting and Bonfire

Location: John Sapp's house
Team: Don Gurnett, Steve Redman, David Wilson

July 11th, Friday

Team: Thomas Caruthers, Steve Rezabek, Walter Rich

July 17th, Thursday 7pm – Board Meeting

September 6th, Saturday – Iowa City Cookout

Team: David Leedom, Charles Seberg, Richard Teslik

October 3rd, Friday

Team: John Anderson, Joseph Kennedy, Tom Shreves

November 4th, Friday – Elections

Team: Thomas Harris, John Moffit, Tom Shafer

November 13th, Thursday 7pm – Board Meeting

Location: Todd Millard's House

December 5th, Friday – Christmas Party

New Chapter Web Site

By Todd Millard

The Chapter has launched a new Web site at <http://www.eaa33.org>. The site is starting out small, but will grow considerably over the next several months. One of the main features of the site is the member directory with addresses, phone numbers, email addresses, as well as some member pictures! More pictures will be added over time, but the hope is to have a photo of every member to help us all get to know each other better. For privacy considerations, the general public will only be able to see the city and state a member lives in. To see the complete information you can log in using your last name and EAA number. Another important feature of the site is that you can join or renew your membership online and update your profile (the check will still need to be mailed or handed in). Explore and let us know what you think.

New Chapter Members

By David Koelzer

We had a couple of new members who have joined our intrepid Chapter this last meeting. **Al Heinitz** was previously a member of the Green Castle Taildragger club until he moved to Missouri. There he purchased a Corby Junior Ace and spend may blissful hours fly it until he decided to build a Kitfox IX. He has finished the Kitfox and moved back to Iowa City but has reluctantly decided to sell it. See Al's classified ad in the "Fly Market". **John Stiegel-meyer** is beginning work on a RV-7a. He attended the RV workshop at the Alexander Technical Center where he completed his tail group and highly recommends the workshop to any new RV builder. John is expecting to receive his fuselage & wing kits soon. John is a retired TWA Captain who started his carrier flying the Convair 880 and has since flown the 727, MD80, DC9 and 717.

Editor's Rant

By David Koelzer

Well another year has escaped us but it did not get away without a fight. I may be biased but I would say our chapter did quite well this year. We saw several homebuilts take to the air for the first time and saw several restorations make it back into the air once again. We hosted several Young Eagle events introducing many smiling young faces to aviation. In addition to our regular meeting and many outstanding presentations and project visits, we hosted a very well attended visit from the patron saint of homebuilding; Paul Poberezny. We saw many chapter member as they received trophies, awards, certificates and recognition for outstanding achievements in their fields and endeavors. We also made a little national news as we hosted the first visit of EAA's Spirit of St. Louis replica where ordinary people could fly in the "Lindbergh" seat. Perhaps best of all we reintroduced many people to the magic that is flying. For 2003, I expect we will see even more great things because we have a Chapter full of great people.

Fly Market

FOR SALE: Yaesu Aviator Heavy duty air band transceiver VXA-100 radio. Randy purchased this unit new at Oshkosh in July'99. He never was able to use it in flight, only played around with it at home. The purchase price was \$357.00. It also has the battery pack for recharging. asking **\$175.00** for it. Please call Bernadette Hudson 377-7464

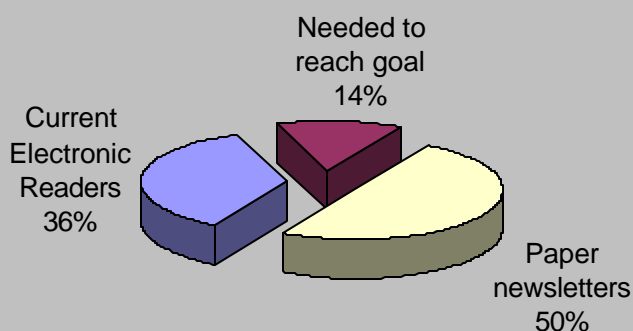
FOR SALE: Kitfox IX N67AH signed off but never flown. Geo Metro 3-cyl engine, Ivo 3-blade prop, custom built flat-bed trailer, tandem axle \$23,000 Call Al Heinitz 319-354-6433.

WANTED: Continental O-200 engine—firewall forward.. John Moffit 563-432-7711

Reduced Price

FOR SALE Mustang II project, 99% complete. Everything you need to finish up the last details is there except for the paint. O-360-A1F6 180hp Lycoming built up by AeroSport Power, zero timed with new cylinders, new crank, new alternator, new starter, new vacuum pump and new Slick mags. The crank is counter balanced for the rebuilt Hartzel constant speed prop. The prop governor is also rebuilt. This engine is still pickled and has never been run since shipment. Instruments are IFR capable with AH, AI, VSI, DG, ALT, and electric T&B. Also has a 3" G-meter. Radios are Terra by Tremble. Two coms, one Nav with LOC/GS, and transponder. A second VOR is provided by a stand alone NAV 121 unit. ADF also. I have the marker beacon and control unit up there on the top of the stack. At the bottom of the stack is an AM/FM stereo CD player specially designed for aircraft use. The intercom system is wired so that music is automatically muted with radio transmissions or receptions. Engine instrumentation is via Rocky Mountain MicroMonitor with all of the sensors. 45 gal fuel capacity via for aux tanks and a 25 gal header tank. Dual redundant fuel transfer pumps. Three axis electric trim system. ELT. Cessna 150 seats. Pictures <http://www.experimentalairplane.com/oprojects.html> I have over 2700 hours in this project with a complete builder's log and pictures. Everything you need to finish is there. One good month of work and someone could have a real nice airplane. Registration N number is N144TM. I was asking \$80,000 for the project which is just what I have invested. I've dropped the price to \$69,900 tomeeker@rockwellcollins.com or meekest@inav.net or (319) 295-6696 (day) or (319) 294-1754 (evenings/weekends).

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

In The December 2002 Issue...

RV-8 First Flight, Comet Scorpion, 2003 Events, Time to renew membership

Chapter 33 Calendar

Dec 6 6:30pm. Christmas Party, Royal Fork Restaurant in Cedar Rapids

Dec 8 11am EAA Chapter 93 Chili Feed Fly-In Blackhawk Field, Cottage Grove WI (87Y).

Jan 4 9:30am Physiology/X35, Beems Auditorium Cedar Rapids Library

Jan 23 FAA Safety Seminar, Industrial Airport, Terminal Building, Ottumwa

Jan 25 Second Annual Wheel & Ski Plane Chili Fly In, Wautoma, WI,

Feb 5 FAA Safety Seminar, Municipal Airport, Washington, IA



Don't Be a sissy. Visit the new Chapter 33 website:
<http://www.eaa33.org/>