

THE LIPPISCH LETTER



Experimental Aviation Association - Chapter 33

April 2014



Welcome to Chapter 33!

- Making the Future of Aviation and EAA

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Growing General Aviation & Chapter 33

Every month the FAA publishes statistics on pilot numbers. Organized state-by-state, county-by-county, and by pilot license type, these lists are an important window into the trends of pilot numbers, and may help us understand how to improve the situation. The chart

you see here shows the seven county area covered by EAA Chapter 33. There are over 250,000 people in the seven county area.

I've been watching this chart decline in numbers for 15 years. Clearly we need more pilots!

IOWA ACTIVE PILOTS DETAIL									
4/1/2014									
	STU	SPT	REC	PVT	COM	ATP	TOT	FOR	FLT
COUNTY	PILOT	PILOT	PILOT	PILOT	PILOT	PILOT	US PILOT	PILOT	INSTR
BENTON	5	1	0	19	14	7	46	0	5
CEDAR	9	0	0	16	6	5	36	0	2
IOWA	4	0	0	4	7	6	21	0	5
JOHNSON	56	4	0	128	37	38	263	1	46
JONES	3	2	0	9	5	3	22	0	3
LINN	76	5	0	217	87	55	440	11	70
WASHINGTON	2	0	0	17	12	4	35	0	5
Apr-14	155	12	0	410	168	118	863	12	136

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!

EAA Chapter 33

Calendar of Events

April 26, 2014

Ames Municipal Airport (AMW)
Iowa State Flying Cyclones
Fly-in / Drive-in Breakfast
7:00 am – 11 am
Pilots in command free
Email: loghalv@iastate.edu
Website: www.flying.stuorg.iastate.edu

May 3, 2014

Pella Municipal Airport (PEA)
Tulip Time Flight Breakfast
7 a.m. - 10 a.m.
Shuttle available to Tulip Festival
Pilots in command free
Phone: 641-628-9393 (Shane Vande Voort)
Email: shane@flyclassicaviation.com
Website: www.pellatuliptime.com/

May 22, 2014 7:00 pm

EAA Chapter 33 Meeting
Iowa City Municipal Airport

June 1, 2014

Washington Municipal Airport (AWG)
Fly-in Breakfast
7 a.m. – 11 a.m.
Pilots in command free
Phone: 319-461-7022 (Tim Swift)
Email: napa711@hotmail.com

June 5 - 8, 2014

B-17 Tour Stop @ CID
See additional information in this edition!

Waterloo Municipal Airport (ALO)

Livingston Aviation
Fly-in for Life (American Cancer Society)
Dinner and Music
5 p.m. - 9 p.m.
Pilots in command eat free
319-291-3991 (Joel Harris)
Email: Joel.harris@forbin.net

June 16 - 19, 2014

Women's Air Race Classic
Iowa City Stop June 17/18
See additional information in this edition!

June 26, 2014 7:00 pm

EAA Chapter 33 Meeting

June 28 & 29, 2014

FLY IOWA 2014

Iowa City Municipal Airport
Website: <http://www.flyiowa.org>
Phone: 319-356-5045 (Michael Tharp)
Email: michael-tharp@iowa-city.org

June 26, 2014

EAA Chapter 33 Meeting

July 4, 2014

Iowa Falls Municipal Airport (IFA)

Windsockers EAA 1324 Omelet Flight Breakfast
7:00 a.m. – 11:00 a.m.
PIC eats free
Phone: 641-648-3191 (Airport)
Email: fourwindsaviation@prairieinet.net

July 24, 2014 7:00 pm

EAA Chapter 33 Meeting

July 28 - August 3, 2014

EAA AirVenture

Oshkosh, WI
Website: www.airventure.org
Phone: 920-426-4800
Email: communications@eaa.org

August 9 & 10, 2014

Quad City Air Show

Davenport Municipal Airport
Website: www.quadcityairshow.com
Phone: 563-285-7469
Email: info@quadcityairshow.com



Experience **HISTORY**

Cedar Rapids, IA ★ **June 5-8** ★ **Eastern Iowa Airport**

Join us for an unforgettable experience aboard one of the few remaining airworthy B-17s in the world. Visit B17.org or call 800-359-6217 for more information and to reserve your flight.

EAA Members: \$409

Non-Members: \$449
(Includes a FREE 1-year EAA Membership)

The above prices are for advance bookings only. E-Z Pay payment plans are available. Flights purchased on site are \$435 for EAA members and \$475 for Non-members. Once the B-17 is on location, the discounted prices are no longer available for that stop.

"Keep 'em Flying" - Revenues from the B-17 tour help cover maintenance and operations costs for Aluminum Overcast.

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Hosted by EAA Chapter 33



B-17 Tour Stop

Cedar Rapids, June 6—8

by Tim Busch

Since 1994, EAA's B-17 Aluminum Overcast has made an annual tour around the USA promoting interest in aviation, giving many thousands of people unique access to an important historic artifact, and preserving the memory of WWII through flight experiences and tours.

EAA Chapters have been a vital part of this, and are important to the continuing success of the B-17 tour. If your EAA Chapter is interested in hosting Aluminum Overcast on its tour, this is your chance to get involved!

All EAA Chapters in good standing are eligible to apply to host a tour stop. The information below provides useful background information about how the B-17 Tour works and how Chapters play a part. There is a simple application form above to fill out and return if you are interested in being a host Chapter.

What do Chapters do? We ask EAA Chapters to assist with the preparation, planning and execution of each stop.

EAA takes care of many of the "big issues" like crewing and maintaining the airplane, flight operations related issues, all bookings of airplane rides (both in advance and when the airplane is in town), providing collateral for marketing of the tour, etc. Six people travel on

Merchandise, Ground Tour & Equipment Chairmen Works with the Senior Tour Coordinator after the B-17 arrives.

The Chapter is provided with a step-by-step tour stop manual that outlines their duties and provides guidance based on our past experience.



What are the benefits?

There are benefits to all the work involved in hosting the B-17! The B-17 program always brings positive media coverage to your airport and Chapter and projects a positive message about aviation in your local community. At every tour stop we make at least one, sometimes two free flights full of local media representatives. Each tour stop generates an average of about 20 new EAA members (and potential new recruits for your Chapter).

There are financial benefits too. Chapters receive a commission on seats, merchandise and ground tour sales. Proceeds average about \$3,000 per Chapter.

tour with the airplane to each location, consisting of 2 pilots, 2 maintenance personnel, and 2 tour coordinators.

What we really need help with are things that need local input - like local knowledge and extra bodies to help with the smooth running of the tour stop.

Each Chapter is asked to provide two key volunteers:

Marketing Chairman This volunteer will work directly with the EAA Headquarters Marketing Staff.

B-17 continued

To book a flight please call 1-800-359-6217 or b17.org

Daily Flight Schedule:

10:00 – 11:00 – 12:00 – 1:00PM

Ground Tours are scheduled from 2 to 5 PM.

Pricing:

Pre-book - for EAA members \$409, for non-members \$449.

Walk-up – for EAA members \$435, for non-members \$475

Ground Tour Pricing - Cost \$10 per adult, \$20 per family. Active Military, Veterans & Children 8 and under are Free.

EAA is offering historic flight experiences in its beautifully restored B-17G Flying Fortress “Aluminum Overcast.” One of only 13 Fortress's still flying, this aircraft is an icon of the Allied strategic bombing effort that helped turn the tide of battle in World War II. Unlike reading a history book, you can actually fly a mission back in time and feel the might of this magnificent machine, just as those brave young men did more than 60 years ago.

<http://b17.org>

Contact: Olivia Rasmus

Phone: 920-426-6599, Send an Email: <http://www.eaa.org/calendar/eventemail.aspx?id=17313>

Iowa Plastic Model Show

April 26, 2014

The Eastern Iowa Airport

The Alexander Lippisch chapter of the Iowa Plastic Modeler's Society (they must be cousins!) is hosting a Scale Model Show and Contest at the Cedar Rapids Eastern Iowa Airport April 26, 2014. Plastic modelers from across Iowa will meet, compete, and sell their wares. The event will be held at the former PS Air building, 3435 Beech Way SW in Cedar Rapids.

Come see what attention to detail REALLY means! Check out their club on the web at <http://ipms-usa-lippisch-chapter.org/wordpress>.

You might even find an exact replica of YOUR airplane! They're just like the real thing, only smaller!



Chapter 33 Communications Corner

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

Facebook: EAA Chapter 33

YahooGroups.com: EAChapter33

Email: Leader emails & phones on page 5

Email: EAChapter33@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!

2014 Women's Air Race Classic

by Tim Busch

Women's air racing all started in 1929 with the First Women's Air Derby. Twenty pilots raced from Santa Monica, CA to Cleveland, OH, site of the National Air Races. Racing continued through the '30's and was renewed again after WWII when the All Women's Transcontinental Air Race (AWTAR), better known as the Powder Puff Derby, came into being. The AWTAR held its 30th, final and commemorative flight in 1977. When the AWTAR was discontinued, the Air Race Classic, Ltd., (ARC) stepped in to continue the tradition of transcontinental speed competition for women pilots and staged its premier race. The Air Race Classic was reincorporated in 2002 into the Air Race Classic, Inc., a non-profit 501(c)3 organization.

The early air races were the "on to" type, with noon and night control

stops, and the contestants more or less stayed together. In that manner, weather and flying conditions were practically the same for each entrant and the race officials could release standings to the media after each day of racing.



The current race routes are approximately 2,400 statute miles in length, and the contestants are usually given four days, flying VFR in daylight hours, to reach the terminus. Each plane is assigned a handicap speed –

and the goal is to have the actual ground speed be as far over the handicap speed as possible. The pilots are thus given the leeway to play the elements, holding out for better weather, winds, etc. The objective is to fly

the "perfect" cross-country. In this type of race, the official standings cannot be released until the final entrant has crossed the finish line. Actually, the last arrival can be the winner.

Scoring techniques evolved over the years, and in 1952 the

AWTAR began using the handicap system of scoring. The Air Race Classic has continued to use this type of scoring throughout its history. The '29-30's races flew shorter legs and made more stops than the current races. Now the legs are 280 to 320 statute miles, and seven or eight control stops are designated for either landing or fly-by. The races are open to all women with fixed wing aircraft from 145 to 570 horsepower. In earlier days, the fastest airplane with no specified handicap was in a good position to win, if it held together over the long haul and there was no big navigational error committed. Now the handicapping system is used – each plane flying against its own speed. Supposedly any entry has an equal chance of victory, depending on the accuracy of the handicapping. All participants are true winners in their own right, flying the best possible race.

Women's Air Race Classic

Continued...

At a time when some people are inclined to downplay and have only negative views of general aviation, it is encouraging each summer when dozens of women pilots casually get into their airplanes and safely race each other over trans-continental routings. There is a spirit of camaraderie in spite of the keen competition, and the Air Race Classic proves a boon to aviation in general. At the same time, it gives the fliers the opportunity to



hone their flying techniques. Many other people are drawn into the annual events through sponsorship, ground/air assistance, timing, officiating and as spectators.

Award wise, the Air Race Classic started in 1977 with an \$8,550 purse for the top-ten crews, with additional leg prizes for those finishing outside the selected group of ten. The awards have been increased over the years, so that the current top-ten purse is \$15,000.



Flying fast and strong today, the Air Race Classic is attracting worldwide success and remains a venue for competitive flying. Louise Thaden is quoted as saying, "... added skills are developed, self confidence is increased and enduring friendships are made". And Blanche Noyes added, "Flying is ageless."

History courtesy of Glenn H. Buffington and Carolyn J. Van Newkirk, Ed.D.

Air Race Classic, Inc. is a nonprofit 501(c)(3) organization dedicated to:

Encouraging and educating current and future women pilots,

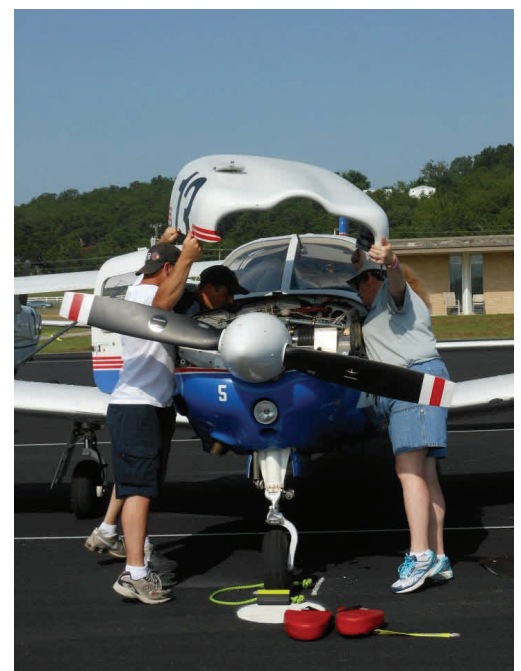
Increasing public awareness of general aviation.

Demonstrating women's roles in aviation.

Preserving and promoting the tradition of pioneering women in aviation.

This year's race starts in Concord on June 16th, California, and ends in New Cumberland, Pennsylvania on June 19th. One of the enroute stops is in Iowa City, so Chapter 33 has a great opportunity to show our support for this historic race. Our own Minnetta Gardinier will be one of the racers, so let's show her and the entire race field our support by volunteering in Iowa City.

We need volunteers to serve as timers for the racers, drivers to and from hotels, and other logistics. Please contact Minnetta at m-gardinier@uiowa.edu or Tim Busch at timcfi@yahoo.com to volunteer. WE NEED YOU!



Fly Iowa 2014

Iowa City, June 28 & 29

A Brick for Max



Save the Date!

June 28 and 29 at the Iowa City Municipal Airport

Flying For Business, Medicine, Research, Recreation



What is Fly Iowa?

Fly Iowa is an annual event held in

collaboration with a local airport. Fly Iowa showcases the role and benefits of aviation to the local community as well as throughout Iowa. The Iowa City Municipal Airport will host Fly Iowa on June 28 and June 29, 2014.

Events and Activities by:

The Iowa Children's Museum

EAA Young Eagles Flights (June 29th)

Airplane Rides by Iowa Flight Training.

Aircraft Acrobatic Performers...and more to come!

Chapter 33 recently lost a great friend and the best volunteer ever.

As a way to honor Max Dirks, a farmer from Scotch Grove, and all he has done for EAA, Chapter 33 is acquiring an Airventure brick in Max's name. For those who are unfamiliar, the traditional arch entrance to the flight line at Airventure Oshkosh is now paved with bricks, dedicated with inscriptions of all the aviators who make Airventure possible.

We couldn't think of a better way to honor Max than to have a brick in his name at Airventure.

Please go to our new Chapter 33 website, www.EAA33.org, and click on the Purchase a Brick logo on the top right side of the page. We need at least \$1000 for a brick.



2014 EAA Chapter 33 Leadership

by Tim Busch

Here is your lineup of chapter leaders for 2014. We have a great crop this year, but this looks like a rebuilding year.

Many of our new leaders are learning and will be willing to take on additional responsibility in the future, but we, all of us, need to help them be successful. Guidance, advice, encouragement, and assistance, are all welcome

as they come up to speed.

Membership has slipped in the past few years, and we will be working on growing the chapter again, and we need your help in making it happen. We'll be planning new fly-out events, not just for member-pilots, but also future pilots.

We will also be working on more social events, such as a fly-in at

The Eastern Iowa Airport in Cedar Rapids, but also some of our other excellent chapter airports as well. Young Eagles will continue to be a mainstay, as it has been for us since 1994.

Working together, we will continue to learn and grow Chapter 33, and aviation in general.

Come join us!

First	Last	Position	Email	Phone
Tim	Busch	President	timcfi@yahoo.com	319-373-3971
Minnetta	Gardinier	Vice President	m.gardinier@gmail.com	319-351-8188
David	Miles	Secretary	david.miles@mchsi.com	585-703-2485
Denis	Sailer	Treasurer	rv9a@mchsi.com	319-294-0084
Dan	Meyer	At Large Board Member	D319Meyer@aol.com	319-362-0507
Chad	Wilhelm	At Large Board Member	chad.wilhelm74@yahoo.com	319-270-3218
Martin	Pauly	At Large Board Member	mpauly@mac.com	319-431-3174
Rob	Myhlhousen	At Large Board Member	robert.myhlhousen@gmail.com	319-640-0293
Tim	Busch	Newsletter Editor	timcfi@yahoo.com	319-373-3971
David	Miles	Web Editor	david.miles@mchsi.com	585-703-2485
John	Anderson	Young Eagle Coordinator	joanderson@unitedfiregroup.com	319-362-2625
Connie	White	Young Eagle Coordinator	rcwhite691@gmail.com	319-393-6484
Dan	Meyer	Membership Chair	D319Meyer@aol.com	319-362-0507
Dave	Lammers	Flight Advisor	davelammers@mchsi.com	319-377-1425
Marvin	Hoppenworth	Technical Counselor	pedalplane@imon.com	319-396-6283
Tom	Olson	Technical Counselor	tcolson6@mediacombb.net	319-393-5531
Tim	Busch	Education Chair	timcfi@yahoo.com	319-373-3971
Chad	Wilhelm	Program Chair	chad.wilhelm74@yahoo.com	319-270-3218
Martin	Pauly	Social Chair	mpauly@mac.com	319-431-3174
Rob	Myhlhousen	Social Chair	robert.myhlhousen@gmail.com	319-640-0293
	OPEN	Public Relations		
	OPEN	Fund Raising		

The Editor's Hangar

by Tim Busch

It's going to be a busy summer here at Chapter 33. At our April 24th meeting in Iowa City, we will be planning several events.

First, we are hosting the EAA B-17 June 6 - 8 in Cedar Rapids. This year we have it on the first weekend of June, known as the perfect aviation weekend in Iowa. This should be a good fundraiser for the chapter, so we need your help to volunteer and make it a successful weekend.

Next, the Women's Air Race Classic will be stopping in Iowa City June 17th or 18th. We need timers, drivers, and other volunteers for logistics. The Iowa City Children's museum will be hosting aviation activities for kids. It will be an exciting event.

Fly Iowa 2014 will be held in Iowa City June 28 & 29. There are always a lot of activities planned and all the area aviation organizations will be involved in putting on a great show.

Several years ago I had a conversation with an employee at a Box Kar Hobbies in Cedar Rapids. Charlie expressed to me that their plastic modeling club, named after Alexander Lippisch, didn't have a home for its model show. I stated at the time that a show like that should be held at an airport! The very next show, and every

one since, has been held at the west side of the Cedar Rapids airport. It's nice to have played a small part in keeping another segment of aviation's great hobbies. Their show is coming up,

April 26th at the former PS Air hangar at CID.

Speaking of events, our social planners, Martin Pauly and Rob Myhlhousen, have been busy putting together a fly-out schedule. Hopefully we can all do some flying together and put some newbies in the empty seats to share in the fun.

Please allow me to think "out loud" for a few minutes. There was a project some years ago to design a standard aerobatic airplane that could be built by anyone. Termed the "One Design", the intent was to hold basic aerobatic contests where every contestant used the same aircraft.

My thought? What if we designed a standard, basic, 2-seat glider? Something that would be quick and easy to



build. Something potentially with a simple power plant to get it into the air at low cost.

It would be a great learning experience; learning about designs, builds, flying and we could share the building of our skills.

A basic "One-Design" motor-glider could change aviation. Everyone could take their first lessons in a glider, learning the fundamental on a standard airframe, then move into faster, powered aircraft.

What do you think? Could we do it? Should we do it? Can we do it? I'll be writing more. Let's have some conversations. Meet you on our Facebook page....

Blue Skies!

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 15th Ave Ct. Hiawatha, IA 52233



EAA Chapter 33

Experimental Aviation Association - Chapter 33

3435 Beech Way SW
Cedar Rapids, IA 52404
www.EAA33.org
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E-mail: EAAChapter33@yahoo.com

**EAA:
FOOD, FUN, & FLYING!**

[www.EAA33.org]



**Learn to Fly!
Join Chapter 33!**

The Back Page

Flight Design tops the registered LSA list with 347 aircraft, 14.5% of all U.S. sales. With the highly regarded addition of the fuel-injected Rotax 912iS engine to the CT line, Flight Design continues to find ways to keep its products and market image fresh and appealing. The new CTLSi engine/airframe package meets the test with a 21% drop in fuel consumption, "smoother" cold starts and operation, and lower

engine emissions. Also new: the CTLS-Club, a "lighter, simpler"

service centers is a model for the industry. The carbon-fiber, standard, Rotax-powered CTLS and MC metal trainer continue in the company lineup. The four-seat C4 project continues apace toward a 2014 production date. Prices: \$152,500 (CTLSi); \$139,800 (CTLS); \$133,000 (CTLS-Club); \$99,000



© James Lawrence

version of the former CTLS Lite. (MC base price). Flight Design's network of U.S.