



# The Lippisch Letter

**May, 2012**

Experimental Aircraft Association Chapter 33

## EAA Chapter 33 Officers

**President:**

Denny Hodge  
319 373-3465  
[dennyhodge@mchsi.com](mailto:dennyhodge@mchsi.com)

**Vice President:**

Randy Hartman  
319-365-9775  
[randy@aoaircrafters.com](mailto:randy@aoaircrafters.com)

**Secretary:**

Minnetta Gardinier  
319 351-8188  
[m.gardinier@gmail.com](mailto:m.gardinier@gmail.com)

**Treasurer:**

Denis Sailer  
319-294-0084  
[rv9a@mchsi.com](mailto:rv9a@mchsi.com)

**Program Chair:**

Chad Wilhelm  
[chadwilhelm74@yahoo.com](mailto:chadwilhelm74@yahoo.com)

**Social Chair**

Randy Hartman  
319-365-9775  
[randy@aoaircrafters.com](mailto:randy@aoaircrafters.com)

**Membership Chair:**

Minnetta Gardinier  
319 351-8188  
[m.gardinier@gmail.com](mailto:m.gardinier@gmail.com)

**Newsletter Editor:**

David Miles  
319-533-7403  
[david.miles@mchsi.com](mailto:david.miles@mchsi.com)

**Flight Advisors:**

Dave Lammers  
319-377-1425

**Technical Counselors:**

Tom Olson 319-393-5531  
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](http://www.eaa33.org)

## Young Eagle Academy Student

**Tim Swift**

His name is Ezra Hershberger, he is 12 years old and wants to pursue a career in aeronautical engineering and according to his teacher is very science oriented and is really excited about going to the camp. I could see the excitement last week when I visited him at his house and told him that he was accepted to attend the camp. His mother has also asked me to thank the chapter so much for this opportunity as she is almost as excited for him as he is.

I told John Anderson that I will take care of his transportation to and from the camp, and have told Ezra that if the weather is good I would be flying him to and from the camp. WOW, never seen a smile that big except in the mirror on my wedding night! Now just hope for the weather to be good.

The chapter is using 690 of the 1200 and some Young Eagle points that we have accumulated so this will not cost the chapter any hard cash, but is sure to make one child very happy and hopefully steer him towards a lifelong love of aviation.



Ezra flew with Tom Caruthers at the Washington YE Rally Oct, 2011

# Philosophy of Pilot Safety

Tim Busch

Too often we focus on the mechanical aspects of safety. In other words, if you do enough crosswind landings, practice enough stalls and spins, fly enough approaches, or whatever, you will be a safe pilot. The reality is that you can practice everything in the world to perfection and still be an unsafe pilot.

Why? Attitude. I know a very experienced and very capable pilot who, if he keeps flying, will someday be a newspaper headline because he knows no limits. I'm sure you probably know a few yourself. Are you one of them? No one wants to admit it's them.

All of us want to believe that we're the best pilot in the world; that we're superhuman. The truth is we are all human and all make mistakes. Hopefully those mistakes are humbling and we learn from them as well as the mistakes of others and go on to be old pilots.

As a flight instructor, I have had the unenviable position of having to have a very hard talk with a few people. Telling someone as tactfully as possible that I'm not confident in their skills and that I believe they need a change in attitude, a significant amount of additional training, or even my refusing to fly with them may be the most difficult thing I have ever done as an instructor. The foul-mouthed blast that comes back as a result doesn't reinforce my true goal of keeping them safe and alive.

Dig deep inside yourself. Are you willing to hear a less-than-stellar report of your flying? Are you willing to do something about it? Are you willing to fundamentally change your attitude in order to increase your level of safety? Think about these questions when:

- You takeoff into the wild black yonder during a tornado warning
- You takeoff without checking your fuel load
- You takeoff with a "minor" mechanical problem
- You skip that weight and balance calculation before flight
- You continue VFR into IFR conditions
- You decide to buzz your family or friends
- You're not comfortable with that super cool homebuilt you've spent years building
- You blast into Oshkosh with less than five hours of experience in the past 12 months

Did I hit any nerves? I am truly sorry, but I hope so. I KNOW people who have done all of the above. A one-hour Flight Review every two years will never fix a bad habit, and nothing will fix a bad attitude except you. Are you willing to take that step? To really change? To really improve?

In 2012, think hard about this short article before every single flight. Your family will thank you and I will thank you. If it helps, maybe you'll thank me!

Fly Safe!

Tim Busch

## Last Meeting



May 1<sup>st</sup> - the chapter held its Spring Banquet and Awards Dinner at the Clarion Hotel in Cedar Rapids. Denny Hodge and Connie White presented the chapter service awards. The speaker for the night was Jim Jones (pictured lower left).



Jim's talk was on the account of three Meyers OTW biplanes flying from Newton, IA to Flabob Airport in Riverside, CA.

Numerous door prizes were also given away. If Jim Jones looks familiar, he spoke to our chapter a few years back on his search for and recovery of parts from his uncle Jim's B24 bomber during WWII.

# Memories of McBride Airport

Tim Busch

When I first moved to Cedar Rapids in 1978, I lived just a few miles from McBride. Although I had taken a ground school class while in high school, I had not started training until after moving here. Once I learned about McBride, I began pedaling my bike over there semi-regularly after work. At that time there were three rows of airplanes tied down on the line, plus a few in the big hangar and three on the other side of the runway, including Tom Shafer's Champ.

There was always lots of activity, but it wasn't clear to me at that time how to connect with someone about learning to fly. A friend from work, Vic, fixed that and one afternoon he handed me the phone. "You want to learn to fly. Here's your instructor." Owen was great. He had a Cessna 150 and planned to teach just four students each year in it. Vic and I were in the first group. I started training in **November** of 1980 and finished a year later with 40.5 hours in my logbook, in a different airplane (someone struck my trainer when it was parked, totaling it). My costs at that time were \$26/hr wet for the 150/152 and \$8/hr for the CFI. My total cost for my Private license was \$1450. I wish we could do that **today**. I loved the C152 Aerobat that replaced the 150 and flew it for several more years after finishing my Private in it.

In 1988, we formed a partnership on N7116Q, a 1972 C172. It had low hours and flew perfectly. My kids got their first airplane rides in that 172. If I remember right, we were flying for about \$16 an hour at that time. We nearly lost the 172 when a straight-line wind tore up McBride field and planted a Cessna 150 upside-down on top of our 172. It just made me sick, but the insurance company was great and soon she was back flying again. I still have photos from that day. We had that 172 for less than three years, but had a ball with it and I still wish I had that airplane. I understand it's now in South Bend, Indiana.

One night (not even sure when this was or what airplane I was flying at the time), I returned after dark. I tied the airplane down in the dark, and started walking toward my car. I thought it was very strange that someone would leave a water heater laying out on the ramp area. I knew Ivan always kept a clean place, so it just didn't seem right. As I walked closer to it, it started the lowest, scariest growl I have ever heard. I must have jumped backward about 30 feet when I realized it was a lion! Dan McBurney kept Tarzan at McBride for a while, until the authorities decided that wasn't the best plan. Before he was gone, I remember returning on another occasion and a Channel 2 news truck pulled up and asked if they could interview me about the missing lion. I politely declined and watched over my back as I tied the airplane down. Cars would swing through, with the occupants calling, "Tar-zaaaan". That was about the last straw for Tarzan.

P&N started at McBride, running for a few years before moving to Marion. When they moved, Perry set up using the same Unicom frequency McBride was on, so I was asked if I could help change the unicom at McBride. I was the cause of moving to 123.00, filing the FCC/FAA paperwork and rechanneling the Unicom radio. I also helped fix runway lights when they burned out.

I met John Giordano, our late Chapter 33 president, at McBride. John's son skinned up his knee one day while biking up the gravel. I had a first aid kit and patched him up for the ride home. Later, John worked with the legal department at Boy Scouts of America to make it possible for EAA Young Eagles to fly Boy Scouts.

We flew a lot of Young Eagles from McBride too. When I launched Young Eagles for Chapter 33 in 1994 (a year after EAA launched the program), McBride seemed like a natural location for such an event. Hundreds of kids were introduced to aviation thanks to McBride field. Early on, I experimented a lot, trying to match the number of airplanes with the expected number of kids. Sometimes we had two airplanes and 100 kids (those were long days), then we'd have 12 airplanes and five kids. That was how we started swapping rides.

Joleen and I took our first balloon ride from McBride. There was zero wind that afternoon. We went straight up for several thousand feet without moving before coming back down to catch a slight breeze and landed in Baron Motors parking lot.

Ivan did a great job keeping McBride up and running, I'm sure far longer than what made sense. Thanks for that Ivan.

McBride Field was a great airport and had a great run. I have many memories of that little strip of grass. Some are funny, some are sad, some are not repeatable in print. It's sad to see it go.

## Selling a Kit on the Internet

**Steve Ciha**

You may or may not know that I bought a started RV-8A project in 2006. Each year I used my end of year bonus to buy the next kit and continue with the project. So when the economy tanked in 2008 and my bonuses stopped, so did the aircraft project. At that point, I had paid for a tail, wing, and fuselage kit. I was into the kit for quite a pile of money. I was just having fun building. Just something to occupy my time. The sheet metal work was about 99% complete, and it was time to spend big bucks. I needed engine, prop, and avionics. The cost for this would be anywhere from 30 to 50 grand, or more, and I just did not want to borrow money for this. I could have also sold my airplane and used the money to finish the 8A, but I would have then had a plane I didn't really like very well.

One thing I never liked about it was that it was a tandem seat plane. I so much enjoy sharing flight with other people, and the tandem just does not do that well. Other life experiences also influenced my eventual decision to sell the kit. I made a small effort to sell it local. The problem with a started kit is that the market niche is so small, that a local sale is not likely. I was not successful in my attempt to sell it locally.

It used to be that placing an add in something like Trade-a-Plane would be the logical step. But there are so many other options that are out there. One really good place to visit that has all things RV related is a web site called Vansairforce. [www.vansaiforce.net](http://www.vansaiforce.net) if you are looking. A man named Doug Reeves has quit his daytime job and is running this website as his source of income. He has evidently been successful at it. I decided to advertise my plane on his site. I did make a donation to him for this, although I could have placed the ad for free. Another thing I did is to make a video of my project and put it on YouTube. So I placed the ad on vansairforce with a link back to my YouTube video. My cell phone number was in the ad. Well, it worked pretty well. The ad can still be seen here if you care to take a look:

<http://www.youtube.com/watch?v=mi1FQOXIcN4&feature=g-upl>

It has been viewed almost 900 times. All of this at next to no advertising costs to me.

I got a phone call from a US citizen working in the Ukraine building airports. We talked a while, and he bought it, sight unseen, other than the video. I got what I wanted for a price out of it. It was loaded on a truck and sent to Florida, where the project will be completed. So that is how I sold an airplane. It worked well for me. The man buying it also tells me that he will email me progress report updates, and has invited me to Florida to see the completed aircraft. Looks like I have made another friend along the way as well! Other internet places to sell things that have worked for me are eBay and Craig's List. Give em a try!

### CALENDAR OF EVENTS

#### May 24th

##### EAA Chapter 33 Meeting:

Thursday, 7:30pm

Aviation Weather: Marv Hoppenworth "museum ready"

Cub - Hangar 51 at the East Tees at the Cedar Rapids Airport

#### June 3<sup>rd</sup>

##### Washington Municipal Airport

###### Fly-in Breakfast

7:00 to 11:00 a.m.

Pilot in command free

319-461-7022 (Tim Swift)

E-mail: [napa711@hotmail.com](mailto:napa711@hotmail.com)

#### June 9<sup>th</sup>

EAA Chapter 33 YE Rally at Iowa City (IOW) from 9:00am

– 12:00pm

#### June 17th

##### Maquoketa Municipal Airport

###### Rotary Fly-In Breakfast

7 a.m. – Noon.

Fly-in pilots eat free

563-652-6517 (Brian Wagner)

E-mail: [maqcity@maquoketaia.com](mailto:maqcity@maquoketaia.com)

#### July 1<sup>st</sup>

##### Marion Airport (C17)

###### Fly-in/drive-in breakfast

6am – 11:30am

Pilot-in-command eats free

## Chapter 33 Young Eagle Rally – May 5<sup>th</sup>, 2012



Chapter 33 held its first YE rally of the Year at Vinton Veteran's Memorial Airport on Saturday May 5<sup>th</sup>. The flying started a couple of hours late because of low ceilings but it gradually turned into a beautiful day. Pictures are courtesy of Dan Meyer. All of the pictures are available via a link on our Chapter Website: <http://www.eaa33.org/youngeagles/>

Our next YE Event will be [June 9th, 2012](#) at Iowa City (IOW) starting at 9 AM till Noon which is also International Young Eagle Day (IYED). Ground and pilot volunteers are needed so please let us know if you can help. Call Connie White at [319-393-6484](tel:319-393-6484) or [rcwhite691@gmail](mailto:rcwhite691@gmail.com)

### **Cedar Rapids Airport Construction begins May 21<sup>st</sup>.**

On [May 21, 2012](#) The Eastern Iowa Airport will begin work on the Runway 13/31 and Taxiway C Reconstruction project. Attached you will find a Memorandum along with Attachment – Phase 1 and Attachment – Phase 2. You [may](#) also click on the following link to the airports website where updates will be posted: (<http://www.eiaairport.org/construction/index.shtml>).

## Fly Market

Zodiac 601XL-B for sale. Either ½ share of the plane or the whole thing. Contact Jerry Maxwell at [319-393-8560](tel:319-393-8560) or at [linjunction@yahoo.com](mailto:linjunction@yahoo.com).



Experimental Aircraft Association  
Alexander M. Lippisch Chapter 33  
c/o David Miles  
6218 Rockwell Drive NE #201  
Cedar Rapids, IA 52402  
[david.miles@mchsi.com](mailto:david.miles@mchsi.com)