

# The Lippisch Letter



Experimental Aircraft Association Chapter 33

March 2000

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

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## February Meeting

by Tim Busch

The February meeting began with a quick tour of the Rockwell Collins Corporate hangar, courtesy of Chief Pilot Ivan McBride. The lucky attendees got to sneak a peak at the inside of Rockwell's Gulfstream II.



Cockpit of Rockwell's new GII.

The Gulfstream is impressive at nearly twice the size of Rockwell's Sabreliners.

Following a short business meeting, everyone headed for CID tower for the grand tour. Tower Chief Greg Golden arranged a rotation between a break room staging area, the approach control room containing radar screens for approach and departure controllers, and the tower cab for ground and tower control.

Mr. Golden said many of the CID controllers were

also pilots who knew both sides of the system. It was obvious that all the controllers are very interested in working together with pilots to maximize safety within the Air Traffic Control system.

Those waiting in the staging area used their time wisely to

exchange situational information and learn how best to work with our partners on the ground. I know I'm hoping to see that

missing taxi strip in front of



Tower Chief Greg Golden uses the opportunity to educate chapter pilots in reducing runway incursions.



Chapter members got a good view of active traffic and how to interpret the radar screens. It was really a lot darker than shown here and the screens gave off an eerie green glow, but a little creative enhancement was needed to show the room.

Signature show up some day!

Even having been on the tour a few times before, I couldn't help thinking that this was one of the more fun jobs in the world. It was easy to see the movement of aircraft through, around, and even over Cedar Rapids' airspace. With a little study, one could pick out the boundaries of CID's airspace and nearby airports. It was surprising how much traffic passes over Cedar Rapids, above the CID airspace. Also interesting was watching the aircraft line up for the ILS approach, all by viewing the radar screen.

*(Continued on page 2)*

(Continued from page 1)

Upstairs in the tower cab, there is just something special about a clear night and runway and taxiway lights.



**The tower cab approach control position.**

On the late shift, approach control is done in the tower by a smaller crew than the day shift. CID is currently open 24 hours a day.



**It's all here: weather data, radio frequency controls, wind shear alert system, communication with approach control, even a light gun.**

Many thanks to Ivan McBride and Rockwell Collins, Greg Golden and his crew for the nice tour and use of their facilities!



## Presidentially Speaking

by Tom Olson

I would like to take this opportunity to welcome the many new members who have recently joined chapter 33 (largely through the efforts of our new Newsletter Editor, Tim Busch). I invite all of you to feel free to call on me or any of our other members to learn more about the chapter, get involved, or find out information about the specifics of the wide variety of airplanes our chapter members have built and fly. The primary purpose of the chapter is to share camaraderie and our love of aviation. I know it can be difficult to approach strangers but we are all here to help each other out.

## March Meeting

For our March meeting, scheduled for March 3 at 7:30pm at the Hills Bank in North Liberty, bring your toys! These can be tools, handheld GPS or Comms (or both), or whatever you have for show and tell. Hopefully we'll have Marv Hoppenworth do a tech talk on the subject of his choice. We can always use some of that knowledge stored up in Marv's head!

## Christmas Trees and Chapter 33's Future Home

Greg Zimmerman has graciously offered to let the chapter take over his Christmas tree farm located at his home site a few miles East of Iowa City. Such an endeavor requires volunteers to trim the trees in the spring, spray them with Green Dye in the fall, and be on site to assist customers in cutting them down for

## Annual Banquet/ April Meeting

Please mark the evening of Friday April 7 on your calendar. This will be the date of our Ladies night out. It will be held at the Longbranch Supper Club at 90 Twixt Town Road NE in Cedar Rapids. Phone 377-6386 in case you get lost finding it. It is located 1 block NE of Collins Road across from Lindale Mall and behind the Taco Bell on First Avenue.

After the meal our very own Don Gurnett from the University of Iowa will provide an interesting presentation of Mars exploration through the years and some insight on the recent setbacks. Those of you who were fortunate enough to hear Don's presentation last year know that it is something you won't want to miss.

There will be a cash bar from 6:30 to 7:00. The meal will cost \$16.00 per person at the door and you must RSVP by April 2. **Please call me (Tom Olson) at 319-393-5531 to RSVP**, I have an answering machine and you can leave a message if I am not home. We will finalize the menu at the March Meeting.

Christmas. An alternative would be to cut them down and transport to locations in Iowa City and/or Cedar Rapids to sell them. Greg has in excess of 3000 such trees in various stages of growth. Each tree could be worth from \$10 to \$20 profit. Please see Tom Olson for additional details on how to volunteer. This activity could fund the future home of Chapter 33.

# Feature Project

## Glassair Super II FT

by *Tim Busch*

This month we visit a fast-glass project. Mark Anderson of Iowa City is working on a Glassair Super II FT.

Stoddard-Hamilton is one of the



**Mark Anderson: Happy Glassair Builder**

longtime respected kit manufacturers of fast-glass. Mark's Super II FT is expected to cruise at 210mph when completed.

It was obvious looking at Mark's shop that the Glassair kit is very complete. Pegboards held numbered bags of parts and Mark had numerous containers of assorted parts. He was impressed with the quality and completeness of the plans.



**How's this for an efficient shop layout?**

Mark has spent the past two years and 1200 hours working on his Glassair. Builders average 2500 hours on Glassairs, so Mark is hoping for completion in the next couple of years. Other builders say that when you have a fuselage on its gear, you're half done. Mark figures to be at that point this summer.

Much of the fuselage work is complete and the wings are nearly ready to hang controls. He has included a flop tube in the header tank to maintain an aerobatic capability. I was impressed with the electronic angle of attack system, which summarizes a variety of pressure sensors to feed the pilot an accurate angle of attack indication.



**The Glassair Super II FT engine mount and nose gear.**

Mark says that part of his reasoning for deciding on the fixed gear version of the Glassair was his experience level and the cost of insurance. He is a 150 hour private pilot and



**The control stick grows out of linkage buried in the wings.**

other builders of high speed glass have found that insurance companies are unwilling to take on risky clients at a reasonable price. The fixed gear model was a good compromise, bringing 210mph cruise along with reasonable maintenance and insurance costs. Good luck Mark and happy building!

## Chapter Fly-Out by Walter Rich

Here is an opportunity for all you chapter members that want some adventure in your lives. Doug Uranek, a member of the Greencastle Club and a group manager at Raytheon Beech has agreed to host a tour of the Beech factory.

The plan is to depart in the morning of Saturday March 18th and land right at Beech Field. Please call me before March 11 to confirm your plan to attend. In case of bad weather, we will have the tour March 25th.

There is a possibility of a tour of the Cessna plant as well. If we agree to take the Cessna tour, we will plan on staying overnight.

If you are interested in going, or would like more information, contact me at 319-364-3733. If you are planning on going, please let me know as soon as possible, so I can get an accurate count.

Thanks,  
Walter M. Rich

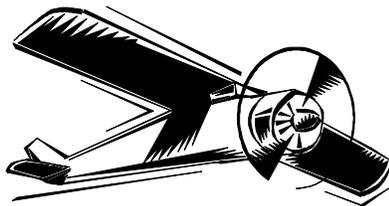
## Chapter 33 on the Web

Have you looked at the Chapter 33 web page? Did you know Chapter 33 HAD a web page? Take a look at: <http://www.netins.net/show-case/ea33/> Dave Griffiths is keeping the web page up to date and it looks great! The 2000 Lippisch Letters are there in PDF format as well as older newsletters.

## We Shall Remember Them John A. Fowler,

57, of 522 E. College St. Iowa City died Sunday, Dec. 12, 1999 of injuries suffered in a motorcycle accident north of Acapulco, Mexico.

John was an EAA member and an active builder. His companion, Mary Geasland wrote, "On behalf of the John Fowler family, thank you for the kind offering to John's memorial fund. For myself personally, thank you to those who knew John and them came to know me. Your friendship and concern helps. I hope to be able to entice John's brothers this summer to come with me to Oshkosh so they can experience the magic as we all do at that time. It will not be the same without John, but I now his presence will be with us."



## The Electronic Lippisch Letter

For those of you with email capability, The Lippisch Letter is now available direct to your email account in PDF format. If you wish to receive the newsletter via email, please email Tim Busch at [t.busch@www.mebbs.com](mailto:t.busch@www.mebbs.com) and specify whether or not you wish to continue your paper copy of the newsletter as well as the electronic version. Hopefully, this will save on the postage and printing bill for the chapter. If you wish to continue to receive both, that's ok too, but hopefully someday we can eliminate paper copies altogether.

## Indoor Model Flying

For those nasty winter days, you can get your flying fix at Kirkwood's Johnson Hall gymnasium. If you've never flown with us, stop in and observe the activity. You may be surprised by the performance of these little lightweights — they're a lot of fun for a small investment of time and money. We fly gliders and models powered by rubber band or electric motors. No radio controlled models are allowed. The remaining dates on this Kirkwood session are March 11th and 18th from 8:00-11:00am. Stop in and see us! Visitors are always welcome.

Paul McIlrath

## VOLUNTEERS !

Many will be shocked to find  
When the Day of Judgement nears  
That there's a special place in heaven  
Set aside for volunteers.  
Furnished with big recliners,  
Satin couches and footstools  
Where there's no committee Chairman  
No group leaders or car pools  
No knitting booties or raising money,  
No bazaar or bake sale,  
There will be nothing to staple  
Not one thing to fold or mail.  
Telephone lists will be outlawed.  
But a finger-snap will bring:  
Cool drinks and gourmet dinners  
And rare treats fit for a queen or king.  
You ask, who'll serve these privileged few?  
And work for all they're worth?  
Why all those who reaped the benefits.  
And not once volunteered on earth.

Author Unknown

## ARE YOU THERE???

### Helpful Hints From Headquarters

Does your area community know that your chapter exists? Here are some simple suggestions to "get the word out" about your chapter:

\* Print business cards up for the chapter - Give a small stack to each chapter member so that they can hand them out to people when they are out and about. Make sure to include your Chapter #, meeting location and time, e-mail address for chapter and contact person on the cards. These cards are great to carry with you so that when you get into a discussion with someone about your Chapter and they are interested in checking it out, you have a quick and clear way to give them the information without trying fumble around for a pen and paper. EAA Chapter 597 in Chesaning, Michigan has a great business card which also includes a Calendar of Events for the upcoming year on the back of their card. They also noted their Young Eagle flight dates. Great idea!!!

\* Go where the action is. Malls are a high traffic area which is a great place for promoting your chapter. Check with your local mall managers about upcoming events where you could possibly put up a display about your EAA Chapter. With all the foot traffic, you are sure to catch the eye of some aviation enthusiasts and pilots. Make sure to have copies of your latest newsletter to hand out, Chapter meeting information, contact person, and some great photos of some of your Chapter's activities.

\* Identify Yourself. Promote your Chapter and events through identity apparel that lets everyone know about your Chapter. Voyager Custom is an authorized EAA Vendor that can create reasonably priced Chapter Identity Apparel for your Chapter! They can use your existing Chapter Logo, create a new look or use one of the logos they have ready for use today. Think of the possibilities, hats, t-shirts, sweatshirts, pins, emblems, jackets, ...all can be personalized with your Chapter info and special events (rallies, pancake breakfasts, ...) To find out more about this exciting program just log on to the EAA Web site at: <http://members.eaa.org/home/chapters/idprogram/index.html> or give Sondra at Voyager a call at 1-800-828-1603 ext. 426 or e-mail her at [sondrax@voyager-emblems.com](mailto:sondrax@voyager-emblems.com). Don't forget to ask about the special cap and t-shirt pricing for events.

**Anyone want to take the lead in promoting the chapter in your area?**

## Flight Safety Foundation Task Force Enhances Crew Awareness of Approach-and-Landing Risks

Ratan Khatwa, PhD, manager, human factors and flight safety, Rockwell Collins.

I have attached a web link to the Flight Safety Foundation (FSF) press release that we were expecting this week. The press release covers a flight crew risk awareness tool that I have helped develop as part of the on-going industry campaign to reduce the occurrence of CFIT and approach-and-landing accidents. The web site contains the risk tool that can be reproduced on a laminated card in approach chart dimensions). The tool was developed on the basis of safety data (as opposed to subjective opinion) and has been approved by industry (a painful process!!). If the checklist items look simplistic in nature and perhaps a bit "obvious", then I have succeeded in my task - the human factors analysis conducted showed that it is the accumulation of several factors, which on their own may seem insignificant, that lead to many of today's accidents. The press release provides more insight.....  
[http://www.flightsafety.org/news\\_release/pr00\\_02.html](http://www.flightsafety.org/news_release/pr00_02.html)



## FAA Considers Sport Pilot Ticket

The FAA seems to be getting closer to putting the finishing touches on the Notice of Proposed Rulemaking (NPRM) about the Sport Pilot certificate. In 1998 the FAA's Aviation Rulemaking Advisory Committee has submitted a formal recommendation for Sport Pilot certification requirements and created a draft NPRM. The FAA is now working on the draft NPRM and once finished, will publish it for public comment.

## Editor's Soapbox

by Tim Busch

What a day! Most of it was spent at the airport. It's really getting busy at CID. I saw a wide variety of airplanes out and about, due to the clear blue sky: an RV-6, a Long-EZ, a Glassair; Cessnas, Pipers, and Grummans (oh my!); even some of the newer planes: a Gulfstream 5, a Cirrus, a Katana. Aviation is getting good. I wish the quantities were higher, but certainly the variety is getting better.

Sometimes, just being there at the right time is a good thing. I jumped at the opportunity to fly a Katana DA-20C1. Sure, they look small on the outside, but they're as wide as a Cessna 172 on the inside and long enough to fit my 6'4" frame.

The speed range of the little bird is unbelievable: 34kt stall up to 132kt cruise. I saw 135kts on the GPS and couldn't believe the 125hp Continental could push it that fast.

Everything is right at your fingertips and they put a stick in it, bless their hearts. A two minute briefing and then we started up and headed down the taxiway. The nosewheel is free casting, like a Grumman. We left off runway 27 and headed for the practice area so I could abuse it a little and get the feel for what a new trainer is really like. The visibility is incredible, like being in a helicopter. The wing is behind you and the cowl is almost out of sight in cruise. Maneuvering it was completely straightforward; no unusual characteristics whatsoever. Stalls were also nominal; no tendency toward any ugly habits. I don't believe adapting to or from an "old style" spam can would take more than a few hours, at any experience level.

Back in the pattern, the only unusual thing for an average pilot is the need to plan ahead. It takes a while to slow down from cruise speed. Once set up, I held a 60-65kt approach speed and put it right on

the numbers. Visibility is outstanding during flare and landing and I greased three straight landings without hardly trying. I had to chuckle when the tower kept calling us an experimental. The demo pilot told me he hears that a lot.

Diamond has a hit on their hands and plans to follow it with the DA40 four-seat version. I understand the rental price at FBOs across the country is very comparable to existing spam cans. From a marketing perspective, the Katana has sex appeal and should be a great promoter of aviation. Even the wings come off in 10 minutes for that promotional trip to the mall. It should be interesting to watch the success of this bird.



I didn't realize it until an out-of-towner said it: There are actually 51 states. The extra one is called EasternIowa. You think I'm kidding? Listen to the news media around here. EasternIowa's western border stops somewhere around I35. Nothing exists over there, except maybe Nebraska. All the weather on the media only happens to EasternIowa. (Ok, I'm just picking on the media guys and gals, nothin' serious.) Why, now it even has its own airport. They call it "THE EasternIowa Airport". The airline guys laugh about it on the radio. Seems pretty arrogant to me, shutting out Waterloo, Dubuque, Burlington, Davenport, Clinton, Ottumwa, and all. Let alone those other airports outside of Eastern-Iowa, like Des Moines and Sioux City. What do you suppose it would take to get the former Cedar Rapids Airport's name changed? Nobody can be proud of its present name. Maybe as part of the movement to get it changed, we can get the rest of

Iowa recognized by the news media. We could have a reunification, like Germany and Vietnam. Eastern Iowa could rejoin the rest of Iowa. Sounds like a worthy cause to me.

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I read in Sport Aviation and on the web about other EAA chapters that have their very own home. A place where members meet, work on projects, talk flying, help each other, and just have a good time. What a great thing that would be for Chapter 33. Of course, funding is always a problem. Then along comes Greg Zimmerman with a great potential funding possibility for the club. Whether or not the membership steps up to the plate and makes a home run remains to be seen. I'm hopeful. We have a member with real tree farming experience that has volunteered, with assistance, to help make it happen, but we will need more than one.

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Do you know what the real fun is in creating a monthly newsletter for the chapter? It is getting to go out and visit projects! I hope you enjoy seeing and reading about area projects, because it is thoroughly enjoyable seeing them and talking to the proud owners about their progress. I have been impressed by the number and variety of aircraft in progress around the area.

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Seems like everyone I know except me has seen the commercial on KGAN Channel 2 with yours truly accepting an award for working in the Rockwell Collins K-12 Partnership program. It really has been fun to do over the past 10 years. The kids enjoy having people outside of their immediate education world come in and talk to them. If you ever have the opportunity to take part in one of these programs, I hope you will do it. And no, I didn't build that ATC simulator in the commercial. I believe that's called creative license.

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Hello??? Is this thing on??? Just testing the media. Sorry, it's easy to be cynical. If a hundred pleas are answered by a single person, it's considered a success. I think the marketing people have it all figured out, just based on doing the math. Let the officers

know if you like what they are doing. Hey, let them know if you DON'T like what they are doing! Communication is the key. What do you want Chapter 33 to be? What do you want it to do for you? Let us know! What do YOU want to do? None of this happens without people getting involved.

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Wanted: Young Eagle Coordinator

What? Busch is quitting Young Eagles? Not a chance, but we need new blood; new leadership. I know you would love to sit back and wait for the phone to ring, but I hope someone will take the initiative to step up and take ownership of Young Eagles. It honestly is not a hard job. A couple of phone calls or emails to Oshkosh once in a while and a series of phone calls for each event that take about an hour, then a half day doing each even. Not a big consumer of time, but the payback is huge in terms of promotion of aviation.



How many people that know you fly have told you they would love to be able to fly? Have you nudged them at all? Have you taken them up in the wild blue for a taste of what it's like? There are a lot of simple things you can do to nurture that interest into a new student start: an aviation magazine subscription, Microsoft Flight Simulator, taking them out to the local FBO. Most people will not go out to an FBO and actually go in and talk to anyone because the environment is typically is so foreign to them that they don't feel welcome there. It is a major step just going in to ask a few questions. I know; been there, done that, and I remember all too well. See what you can do to make a difference.

Happy flying!

## Fly Market

Send your buy and sell items for publication here to the address on the back of the newsletter or: t.busch@www.mebbs.com.

### Wanted:

Beg, borrow, or rent any RV building aids, tools, jigs, patterns, plans, radios, etc.

Jim Neagle 319-298-9068

I am looking for individuals who are interested in owning property on a rural Air Park in Eastern Iowa or simply persons interested in buying land for a private airstrip.

Walter Rich 319-364-3733

Looking for miscellaneous AN hardware, 4130-N tubing and fittings. Tom Harris 319-362-6323

### For Sale:

RV-6/6A Empennage Kit (Prepunched), plans, videos, numerous tools.

John Fowler Estate 319-351-7240

One set of RV6-6A plans with manuals & newsletters.

Merrill Knouse 319-732-2861

Acro Sport II, fuselage on gear, wings nearly ready to assemble, fittings cut out, most material to finish. \$8500.

Warren Lacy 319-462-4009

Sentry Aircraft Cylinders, Inc. We are an aircraft engine cylinder overhaul shop in Fort Worth, Texas. We have a full line of overhaul services for cylinders and also sell new cylinders. Visit us at: <http://www.sentrya-ccylindersinc.com.>, Dave Stovall Please call our shop at (817) 531-2729 If you don't live

close by, you can use our toll free line at 1-800-433-7647. Our business hours are M-F 7:00am - 5:00pm.

## Ride Share

Some of the best discoveries are accidents. For example, a couple years ago we had a Young Eagle event that just didn't work out. We had a bunch of airplanes and just a handful of kids to fly. After staring at each other and our airplanes for a while and noticed that, "Hey, I've never been in a Sliprocket 6 before!". We finished the day by flying in each others' airplanes.

Here is your list:

John Giordano - Taylorcraft

Please add more!

## SATS MONEY IN NEW NASA BUDGET

President Clinton's proposed budget for 2001 includes funding for a demonstration in Virginia of the Small Aircraft Transportation System proposed by NASA. Basically, it is an interstate-like airway system for the masses and would utilize nearly all of the nation's 5,000 public-use airports. If successful, it could mean boom times for the average community airport, but would not require construction of new control towers or radar facilities. Utilizing mostly turboprop and single-engine aircraft, the system would provide door-to-door air transportation for small businesses and upper-income families. The aircraft would be provided through air taxi, fractional ownership, and private ownership.



The "10 for '99 Challenge" by Honorary Chairman General Chuck Yeager was a huge success. Nearly 3,000 EAA Young Eagle Flight Leaders flew at least 10 Young Eagles in 1999.

Within Chapter 33, the following Young Eagle Flight Leaders flew at least 10 Young Eagles in 1999:

Tim Busch, Cedar Rapids  
Justin Fishbaugh, Iowa City  
Armin Jacobs, Monticello  
Dave Lammers, Marion  
John Ockenfels, Iowa City  
Maurice Ockenfels, Iowa City  
DeKevin Thornton, Marion

Congratulations and continue the good work! For each person who flew 10 or more Young Eagles during 1999, EAA has sent a credit letter that can be used as money, dollar for dollar against the cost of attending one of the 2000 EAA Air Academy Camps, up to 1/2 the cost of tuition. Please forward yours to me so the chapter can sponsor another young person this year.

We really need help coordinating these events. It isn't a major consumer of time, but it takes a little effort to make phone calls. Please call me if you would be interested in coordinating a Young Eagles event at Tipton, Washington, Belle Plaine, Vinton, Monticello, Iowa City, or Cedar Rapids.

- Tim Busch

## EAA Chapter 33 Application & Questionnaire

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

EAA #: \_\_\_\_\_

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

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

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

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

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

Pilot Ratings: \_\_\_\_\_

Aircraft Owned & Flying: \_\_\_\_\_

Aircraft Under Construction: \_\_\_\_\_

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Dues are \$15/year.

Make check payable to: EAA Chapter 33, c/o Terry Scherman; 1203 16 St SW; Cedar Rapids, IA 52404

### Web Links of Interest

[www.eaa.org](http://www.eaa.org) — Headquarters. Lots of stuff here.

[www.netins.net/showcase/ea33/](http://www.netins.net/showcase/ea33/) — Chapter 33's Homepage

[www.landings.com](http://www.landings.com) — A great site with great databases

[www.faa.gov](http://www.faa.gov) — When you dig around, there is a lot of good material here.

[www.flightsafety.org/news\\_release/pr00\\_02.html](http://www.flightsafety.org/news_release/pr00_02.html) — Aircraft Safety

[www.zenithair.com](http://www.zenithair.com) — Arguably the best homebuilder's site on the web

[www.fisherflying.com](http://www.fisherflying.com) — Interesting, small, fun airplanes

[www.aso.com](http://www.aso.com) — Aircraft Shopper Online

[www.rampages.onramp.net/~micheleb/hanger.html](http://www.rampages.onramp.net/~micheleb/hanger.html) — Michele has the best links anywhere

[www.state.ia.us/tourism/](http://www.state.ia.us/tourism/) — Iowa Tourism

[www.exploreminnesota.com/](http://www.exploreminnesota.com/) — Minnesota Tourism

[tourism.state.wi.us/](http://tourism.state.wi.us/) — Wisconsin Tourism

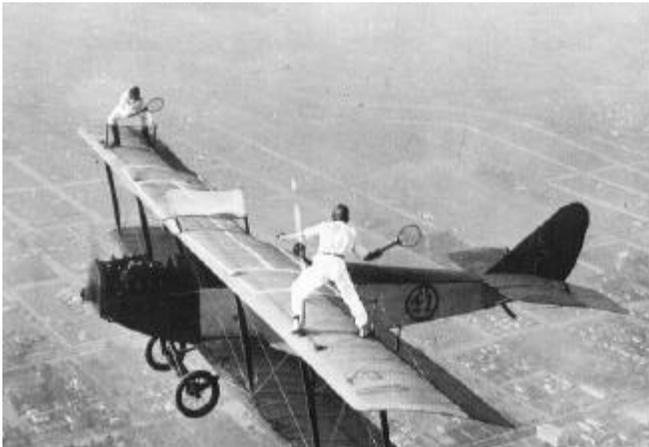
These are just a few of hundreds or even thousands of good web sites. Send me yours and we can share!



Experimental Aircraft Association  
Alexander M. Lippisch Chapter 33  
c/o Tim Busch  
1837 Northbrook Dr NE  
Cedar Rapids, IA 52402

In This Issue...

Feature Project: Glassair Super II FT



**Finally: True Utility in  
General Aviation Aircraft!**

## Chapter 33 Calendar

Mar. 3 Chapter Meeting  
North Liberty Bank  
7:30pm

March 17/18 Beech Factory Tour. Contact Walter Rich 364-3733

March 15-18  
National Congress on  
Aviation and Space Education  
San Diego

April 7 Chapter Meeting  
Longbranch Supper Club  
Marion 7:30pm.  
Program: Don Gurnett  
presentation on Mars Exploration

May 6 Chapter Meeting

June 10-11 FLY IOWA  
2000 Statewide Fly-In and  
aviation fair.  
Waterloo

July-26 - Aug. 1  
OSHKOSH!

Aug. 27 Greenfield  
Wings, Wheels, and Whistles  
Fly-In Omelet Breakfast  
7:30-11:00