The Lippisch Letter

Experimental Aircraft Association Chapter 33 **June 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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Next Meeting

by Tom Olson

The next meeting will be a picnic lunch and ride share to be held at the Iowa City Airport at Noon on Saturday, June 3.

Chapter 33 will provide a simple lunch of hotdogs, chips and soda. Please bring either a desert or a side dish to share if you wish.

This meeting will immediately follow the Young Eagles event to be held in Iowa City that morning from 8:00 am until noon. We still need ground volunteers and pilots. Contact John Anderson if you can help.

For those that haven't tried ride sharing, it is a great way to get familiar with other types of airplanes. We have had great fun after Young Eagle events trying out each others' trusty steeds.

For those who haven't seen the new terminal at Iowa City, come check it out. They did a really beautiful restoration job and have a huge picture window and walkout. See you there!

May Meeting Report

By Tim Busch

The May meeting was held at John Sapp's hangar at the Cedar Rapids airport. John has a Berkut under construction and graciously hosted the event.

Tom Olson chaired the meeting and started by discussing the available hangar and possible chapter home at Iowa City. Those interested in more information can contact Tom.

Our new Young Eagles chairman John Anderson described the upcoming Young Eagle events at Iowa City and Washington and put out a request for volunteers.

There was a discussion about 501(c)3 corporations and the advantages of going this way. Glen Jablonski moved to adopt EAA's 501(c)3 corporate model, only modified as necessary to fit Chapter 33. Jack Else seconded the motion. Motion passed. After more discussion, including Keith Williams comments on the advantages of going this direction, Mark Anderson moved to apply for 501(c)3 status. Jack Else seconded the motion. Motion passed.

Jack Else discussed a fund raising opportunity for the chapter. The Taste of Iowa event in Cedar Rapids will be held September 2-4. Volunteers working during the event will earn $5.00 per hour for the non-profit group of your choice. Jack suggested that Chapter 33 get involved. If you are interested, contact Tom Olson immediately as we need to get a head count very soon.

Tom Meeker filled everyone in on the plans for the Blakesburg Fly-Out May 13.

The meeting was kept short so we could focus on John Sapp's Berkut project. For those not familiar with the Berkut, it is a derivative of the Rutan Long-EZ with many improvements. The stats on the Berkut are enough to generate lots of interest: 240 knot cruise, 3000 feet per minute climb, 5 hours endurance, 18:1 glide ratio, and with a lot of carbon fiber, 1200 lbs empty weight using an IO-540. John said 60 kits have been sold so far. He has spent six years working on his and says the building is the fun part so he isn't rushing to fly it. See page 7 for photos of John's project..

EAA Chapter Leadership Workshop

By Tom Olson

Steve Ciha, Jack Else, Keith Williams , and Tom Olson attended an EAA Leadership Workshop on Saturday May 6 in Lake Elmo Wisconsin. Lake Elmo is a very nice incredibly active general aviation airport located just east of MSP. We arrived a bit early and were treated to a tour of some of the local chapter projects. I specifically recall a hanger with 3 Globe swifts, two in beautiful shape and a third in pieces. We also got to see a bamboo bomber and all of that was after getting lost from the tour while looking too long at the first Kit Fox project.

We were treated to a full day of immersion in the Philosophy of the EAA and what part local chapters are intended to play. It was a most appropriate day for us considering our recent plans to update the chapter's charter and pursue 501(c)3 tax exempt status.

How does Chapter 33 stack up versus the vision of the national chapter you might ask? That depends on who you ask. The chapter is for us. Many are perfectly satisfied with the multiple opportunities each year to meet old friends, provide Young Eagle rides, attend technical presentations, and occasional fly outs. We also have a solid bank account and great monthly news letter.

Unfortunately we can only wonder what is on the minds of the many members who rarely or never get to our monthly meetings. Are they interested in fund raisers to provide scholarships to youths interested in aviation, providing local educational seminars to promote safety and interest in aviation, publicizing the benefits aviation has to offer in a variety of rewarding careers, or maybe organizing a versatile crew of volunteers to assist Habitat for Humanity or other needy charitable organizations? Will it ever be second nature for the local news media to contact this EAA chapter for expert commentary on the next news worthy aviation event? We may never know, unless more of our members get involved and take an active part in the chapter and its activities.

The chapter leadership will do its best to enable all of our members to get what they want from the chapter. However, we cannot do very much at all without volunteers who want to get involved. Please feel free to get your thoughts into the next newsletter by sending them to our news letter editor.

501(c)3:
We received very good information on the effort required to achieve 501(c)3 from two chapters in attendance at the meeting. One of the chapters has provided a step by step guide and how to fill out the required forms. It is tougher for a long established chapter such as ours to be successful and will likely take several months of preparation etc. We have yet to hold a board meeting to address this but will be arranging one soon. Both chapters at the workshop were successful in achieving this goal and are doing some very good things for their communities with it. One has created a facility and opened a youth aviation training program while the other has been sending young people to the EAA aviation academy.

Pre-Convention Weekend Work Party at Oshkosh

By Steve Ciha

This year, as always, Chapter 33 has been invited to help prepare the convention grounds for our convention which starts July 26. Last year Chapter 33 had four fly-ins and two drive-ups. Those of us that ent spent Saturday installing about two miles of snow fencing that is used for crowd and vehicle control. Two of the regular maintenance personnel cracked the whip, and we got a lot of fencing up.

Two possible dates for this activity are: July 7-9 or July 14-16. Last year we went on the earlier date and had the bunk house all to ourselves. If you elect to go, here is what you can expect: we will leave on Friday evening about 7 PM from the Cedar Rapids airport and arrive at Oshkosh before 8:30.

We will work all day Saturday and until noon Sunday and then return home. The good folks at Oshkosh will provide meals and a bunk for us. You need to bring a towel, soap, shaving kit, sleeping bag, and a pillow slip. The bunk house is nice. Air conditioned, and a well stocked refrigerator. Maybe a little snoring. Well, ok, maybe a lot of snoring, but it's only for two nights. Saturday evening a host usually takes us for a tour either through Pioneer Airport or the museum. I never tire of the museum.

I plan to fly up and have the right seat vacant. I encourage everyone to give this a little thought. Yes, it is work, but it is also a lot of fun. If you would like to go, please contact me a 319-438-1204 and I will coordinate the transportation.

Blakesburg Flyout

by Tom Olson

The Fly Out to Blakesburg in May was canceled due to high winds. It has been rescheduled for **Saturday June 10**. We will plan to depart the Cedar Rapids area at approximately **9:00 AM**, weather and airport conditions permitting.

If you plan to pilot a plane, please coordinate with Tom Meeker (ph. 294-1754) the day before or morning of the flight in case of sudden bad weather. The main runway at Blakesburg is a 2300 foot grass strip running North-South.

There is no CTAF at Blakesburg so we will use 122.75 the air to air frequency to coordinate arrivals and departures. As always, be vigilant for non radio aircraft and be aware that a slight hump in the runway prevents pilots from seeing traffic on the ground at the opposite end of the runway. Tom will arrange for someone to run into town and pick up a simple lunch for those that want to participate. We will return home on individual schedules after touring the extraordinary collection of airplanes at the museum. The museum operates on a donation basis so please bring along something to show our appreciation for their hospitality.

Brewster B-1 Fleet at Blakesburg

Editor's Soapbox

By Tim Busch

On pages 5 and 6, you will find a membership list for Chapter 33. Several people commented that they would like to know who all the members are. Here you go. Enjoy!

It is finally open season on flight breakfasts and air shows. I hope everyone gets a chance to get out and visit many different locations this year. As you go forth across the land spreading good will and promoting aviation, don't forget for one second to keep safety in the front of every operation.

One safety issue that has been bugging me for a while is the "standard" traffic pattern at uncontrolled airfields. Just because they are uncontrolled does not mean there is not a standard traffic pattern. If you look in the Airport Facility Directory, there is a published traffic pattern for each runway at each public airport.

"But", you may be saying, "there is so little traffic at MY field that it really doesn't matter, does it?" I can give you a classic example that is right here in Chapter 33's area.

The published traffic pattern for runway 24 at Iowa City is for left turns. But very often, I see folks turning out to the right intending to go to Cedar Rapids or beyond. That may seem like an innocent turn as you climb out, but guess where the traffic coming FROM Cedar Rapids or Waterloo is when they are entering the pattern for runway 24 at Iowa City? This is a potentially dangerous situation. In the past year, there were several midair collisions across the country, all of which could have been prevented.

The example I have pointed out is just one of many potential situations. There are too few pilots as it is. Let's keep the ones we have!

Speaking of keeping the pilots we have, I remember a Chapter 33 newsletter article written by Dave Yeoman about ten years ago about blood pressure. Dave's comments at the time were very interesting. I decided then that I would do whatever it took to never get into a situation where I would lose my medical if I could possibly prevent it.

That boils down to diet and exercise. More potassium and less salt and fat seems to be the secret to solving the diet part of that equation. Bananas, raisins, kiwis, and orange juice are great sources of potassium. Regular exercise keeps all that internal mushy stuff flexible and working at maximum efficiency and is a natural way of controlling weight. It seems like you would want that anyway.

The good news is that over the past year that I have been taking mental notes of the pilot population at my recreation center, there is a healthy (pun intended) pilot population that thinks the same way about their health.

If you don't already have a long-term plan to keep your flight physical, I suggest you get with your family doctor to work out a plan to keep you flying for years to come.

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.

My name is Jim Bacher, and I am helping a widow friend, whose husband died recently, and owned a fine homebuilt aircraft called "Boredom Fighter". It is now for sale, and I am asking you to help us find a buyer for it. The plane is a single seat, open cockpit biplane, powered by a Continental C75. It is a beautiful craft, and was built in California, by a man named George Sweeney. If you have access to older EAA Sport Aviation magazines, there are some nice pictures of this plane in the Feb. '86 issue.

The plane we are trying to sell is N65GS. The plane may also be seen on the web at www.landings.com, and can be found under the "homebuilt" heading, on the list of planes there, in alphabetical order. The picture shows both the builder (on the right), and Ev Weekley who owned it up until his passing away in January.

The engine has 400 hours on it, as does the plane. The plane is painted in camouflage colors, and is a wonderful scheme, looking like a WWI fighter. There is an RST NAV/COM in it. The engine is equipped with a small generator and motorcycle battery to power the radio.

I have about 6 hours in the plane, and can attest to the fine flying characteristics of it, one of which is a very "quiet" cockpit, as there is NO wind in it, as my Starduster DOES have. It is a very enjoyable craft to fly.

It cruises around 85 - 90 MPH. Plane has always been hangared, and is in beautiful condition.

The asking price for the plane is $14,000, and it just had a fresh annual on April 30, 2000. The plane is based at the Cedar Rapids Airport, and can be seen there by appointment.

If anyone is interested in finding out more about it, please contact me at 319-362-4693 or at jam582@home.com, on the web.

Thank you for this help.

Jim Bacher

For Sale:
Hangar - 30' deep x 40' wide, portable steel truss structure with reinforced cover. Includes both end doors and all hardware with earth anchors. Has withstood 70mph steady winds! Will hold most two place aircraft. Asking $2,500 o.b.o. Jim Zangger
319-366-7001
jrzangger@aol.com

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member that shows up to help or fly that is not already on the sign up sheet will be greatly appreciated as surely someone that has already signed up will not be able to make it.

Pilots and ground school persons should wear something connected with the Young Eagles program, EAA or general aviation if possible. Also keep in mind that Phillips will reimburse a buck per gallon of gas used on this project. At today's prices, we really need that assistance. You do have to use a Phillips credit card and buy their product.

Chapter 33 Young Eagles 2000 to take flight on June 3rd and 4th.

Several of our members attending the May meeting have volunteered either to fly or do ground work for these first two events. Anyone who shows up with a plane or extra hands will also be welcome to participate. If you have a plane but don't want to fly, surely you could provide good ground school verbiage on the joys of aviation.

The June 3 event will be done in conjunction with our chapter meeting at the Iowa City airport. We will fly from 8:00 am until noon and I understand we will cook some hot dogs or something at that time.

Persons signing on for the Iowa City event are as follows: John Banes, Tim Busch, Tim Swift, Terry Scherman, Jack Else, Mark Anderson, John Anderson, Keith and Pat Williams and Jack Rezabek.

The June 4 event will be attached to the Washington Airport flight breakfast. The Pilots Association will be promoting the flight in the local junior high so we can expect some traffic. We will fly from 1:00 pm until 5:00 pm, after the conclusion of the flight breakfast. Members on the list for that mission include Tim Busch, Steve Rezabek, Steve Ciha, Tim Swift, Terry Scherman, Jack Else, possibly the Williams', Jack Rezabek and John Anderson.

There are always things that get in the way of us doing as planned so any

Chapter 33 Membership List

Richard	Andersen	196 North Linn Drive	Coggon	52218	435-2128
John	Anderson	5551 Edgewood Rd SW	Cedar Rapids	52401	362-6159
Mark	Anderson	202 Linden Ct.	Iowa City	52245	337-9544
Lee	Appleget	237 Sunset Ln (Appleget Ins.)	Hiawatha	52233	393-8867
Dennis	Arps	1450 Spruce Ave	Riverside	52327	648-3050
Glen	Aubrey, Jr	312 C Ave. A-2	Hiawatha	52233	395-9757
John	Banes	4905 Longview Drive	Fairfax	52228	846-2033
Steve	Beck	3621 Coppermill Rd NE	Cedar Rapids	52402	362-2143
Harlan	Beldon	119 Summit Ave, BOX 11	Swisher	52338	857-4190
Leo	Bertling	850 Lindale Dr.	Marion	52302	377-3009
Janet	Blackledge	1835 2nd Ave SE	Cedar Rapids	52403	362-2625
Jeff	Boeckenstedt	200 24th St NE	Cedar Rapids	52402	365-9527
Snooks	Bouska	150 N. 19th Ave	Hiawatha	52233	395-9149
Jonathan	Bullers	3 Greenview Drive	West Branch	52358	643-2217
Tim	Busch	1837 Northbrook Dr NE	Cedar Rapids	52402	393-9069
Carl	Carson	3013 Tiperary Dr. NE	Cedar Rapids	52402	366-4545
Steve	Ciha	5290 Sutton Road	Central City	52214	438-1204
Philip	Conn	2059 Knollshire Road NE	Cedar Rapids	52402	393-8543
David	Culbertson	6313 30th Ave Dr.	Shellsburg	52332	436-2143
John	Dane	4082 Dane Road SE	Iowa City	52240	354-3630
Patrick	DeCarlo	4413 Pepperwood Hill SE	Cedar Rapids	52403	364-1912
Steve	Determan	3098 2nd street	Marion	52303	373-1603
Max	Dirks	12913 County Road E17	Scotch Grove	52331	465-3754
Cleo	Dodson	6367 Sioux Ave. SE	Lone Tree	52755	629-4964
Kenneth	Dodson	6358 River Junction Road SE	Lone Tree	52755	629-4669
Gregory	Downes	3501 Osage St. SW	Iowa City	52440	338-2238
Robert	Dunn	3431 Elm Dr. NE	North Liberty	52317	636-6751
Jack	Else	534 Vernon Dr. S.E.	Cedar Rapids	52403	295-7353
Timothy	Etherington	3417 Ridgecrest Dr NE	North Liberty	52317	626-6968
Justin	Fishbaugh	729 Manor Dr	Iowa City	52246	354-7165
Bryan	Flood	416 S Linn #3	Iowa City	52240	
Gunther	Frank	1494 Cottonwood Ln.	Cedar Rapids	52402	393-0121
William	Gasway	290 Indiandale Rd SE	Cedar Rapids	52403	-
Don	Goedken	2447 Banbury Street NE	Iowa City	52240	351-4136
John	Graff	3014 Franbrook Terrace NW	Cedar Rapids	52405	362-7715
David	Griffiths	900 Garfield Ave.	Tipton	52772	432-6670
Donald	Gurnett	6 Durham Court	Iowa City	52440	338-4738
Robert	Hall	3410 Muscatine Ave	Iowa City	52240	354-5264
David	Hansen	1282 Skylark Dr	Cedar Rapids	52403	366-0662
Thomas	Harris	998 Cedar Crest Rd SE	Cedar Rapids	52403	362-6323
Bryan	Hawkins	3615 White Oak Rd. SE	Cedar Rapids	52403	365-2305
Steve	Hendryx	P.O. Box 131	Mt. Auburn	52313	475-2383
Michael	Horn	1014 Welcorme LN	Marion	52302	373-5234
Glenn	Jablonski	1105 Ginter Ave	Iowa City	52240	338-2548
Armin	Jacobs	306 Southhaven Dr.	Monticello	52310	465-5298
Paul	Jones	3430 Emerson Ave NE	Cedar Rapids	52411	393-6777
Robert	Kelley	811 Hillridge Dr	Lisbon	52253	455-2969
Tom	Kennedy	1805 Waterfront Dr.	Iowa City	52240	338-2330
David	Koelzer	2930 Baker St	Marion	52302	373-3257
William	Konicek	Box 42 101 Carter St.	Clutier	52217	479-2418
Allen	Kritzman	1223 Waldenwood Ln NE	Cedar Rapids	52404	
Warren	Lacey	9991 Red Fox Road	Anamosa	52205	462-4009
David	Lammers	4000 Meadowknolls Rd	Marion	52302	377-1425

Chapter 33 Membership List

Harvey	Laschke	511 S Madison St.	Iowa City	52240	-
Dwight	LeClere	1102 Monticello Rd	Coggon	52218	435-2440
Robert	Lorenz	30 Denbigh Dr	Iowa City	52246	351-4254
John	Maher	4201 First Ave SE	Cedar Rapids	52402	364-6076
Gary	Markley	1107 Cheyenne Rd NW	Cedar Rapids	52405	362-9390
Michael	Massell	5001 Charter Oak Lane SE	Cedar Rapids	52403	866-9281
Tom	McGovern	1180 W 10th Ave	Marion	52302	377-5976
Thomas	Meeker	440 N. Troy Rd	Robins	52328	294-1754
Todd	Millard	5211 Bent Tree Ct. NE	Cedar Rapids	52411	393-2284
Roger	Miller	2395 Hillview Dr.	Marion	52302	373-2817
Dick	Minette	2126 Leonard Circle	Iowa City	52246	358-7857
John	Moffit	299 Echo Ave.	Mechanicsville	-	432-7711
Mark	Navratil	943 74th St. NE. #8	Cedar Rapids	52402	393-4234
Steve	Neff	601 5th St	Springville	52336	854-7621
John	Ockenfels	1208 Michelle Court	Iowa City	52240	351-3461
Maurice	Ockenfels	3206 Raven Street	Iowa City	52240	338-8076
Dennis	Oliver	2663 M Ave.	Williamsburg	52361	-
Tom	Olson	4170 Riverview Rd	Cedar Rapids	52411	393-5531
Harry	Pecenka	506 6th St.	Traer	50675	478-8648
Edward	Pickart	1212 1st Ave	Vinton	52349	472-4842
Steve	Redman	1670 Pleasantview Drive	Marion	52302	373-2876
Jack	Rezabek	3007 Sue Ln NW	Cedar Rapids	52405	362-4384
Steven	Rezabek	1772 Hawthorn Lane NE	Solon	52333	848-4060
Walter	Rich	2925 Center Point Road	Cedar Rapids	52402	364-3733
James	Richey	P.O. Box 10376	Cedar Rapids	52410	447-1933
Michael	Rieff	10301 Hall Road	Cedar Rapids	52411	393-1686
Brian	Rohr	706 5th Ave PL.	Coralville	52241	354-0903
John	Ruyle	1929 Cottage Park Drive NE	Solon	52333	644-3225
Jeff	Sales	1607 Prairie Du Chien Rd	Iowa City	52245	351-9126
John	Sapp	3350 Oriole court NE	Cedar Rapids	52402	378-0164
Terrance	Scherman	1203 16th St. SW	Cedar Rapids	52404	362-8660
John	Secl	2500 10th St. Unit #A1	Marion	52302	373-2935
Tom	Shafer	104 Blairs Ferry Crossing	Hiawatha	52233	
Gary	Sharp	345 Innes Way SE	Cedar Rapids	52403	373-5239
Tim	Swift	742 S. AVE . B	Washington	52353	653-5260
Richard	Teslik	Box 175 228 3rd St. E.	Swisher	52338	857-4365
Richard	Tetrault	1045 Mulberry Circle	Coralville	52241	337-3288
Allen	Thomas	413 Rockvalley Dr. SW	Cedar Rapids	52404	390-4898
Edward	Tripp	3530 Indian Rd SE	Cedar Rapids	52403	399-1594
Allen	Wagner	914 Elbow Creek RD	Springville	52336	854-6316
Charles	Wendt	624 Center St	Iowa City	52245	377-2288
Ronald	White	3920 Emerson Ave	Cedar Rapids	52411	393-6484
Keith	Williams	2760 Tower Dr.	Cedar Rapids	52411	395-7405
Margaret	Wilson	739 Staub Court NE	Cedar Rapids	52402	365-3696
Mike	Wilson	739 Staub Court NE	Cedar Rapids	52402	365-3696
Steve	Wilson	1055 Hampshire Dr.	Marion	52302	477-0929
Lauren	Wolcott	180 Brentwood Dr. NE	Cedar Rapids	52402	377-7567
Dave	Yeoman Sr.	3410 St. Peters Rd	Marion	52302	377-4188
Jim	Zangger	1741 Cedar Crest Drive	Cedar Rapids	52403	366-7001
Fred	Zehr	3224 Tama St. SE	Cedar Rapids	52403	362-6550
Greg	Zimmerman	4757 H. Hoover Highway SE	Iowa City	52240	338-6921
Marvin	Hoppenworth	4975 Kesler Rd NW	Cedar Rapids	52405	396-6283
Leo (Red)	Miner	2122 Cherry Ln NE Unit D	Cedar Rapids	52402	378-3442

Berkut Scrapbook
From the May Chapter Meeting

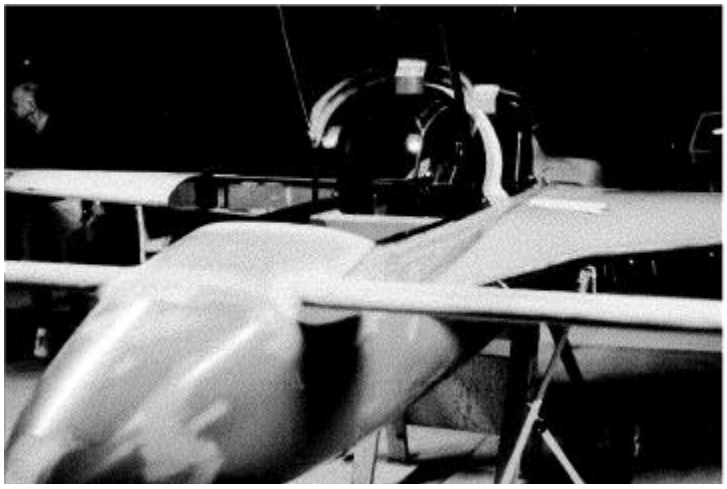
I'm telling you, it can't fly with just one wing! - Jack Rezabek, Skybolt builder

Left: "It's just like my Long-EZ, but different" says Terry Scherman. I don't think John buys it.

Man, they never had plans like this for the Flut-R-Bug! John Banes checks out the Berkut plans.

John Sapp shows off the cockpit details to Tom Meeker.

Jack Rezabek turned the tables on Newsletter Editor/Cameraman Tim Busch. Caught me drooling in the cockpit, eh?



The Berkut smiles for a final photo.

ORDER: 8700.1
APPENDIX: 3
BULLETIN TYPE: Flight Standards Handbook Bulletin for General Aviation (HBGA)
BULLETIN NUMBER: HBGA 99-13
BULLETIN TITLE: Operations over Densely Populated Areas, Experimental, Amateur-Built Aircraft
EFFECTIVE DATE: 07-14-99
TRACKING NUMBER: N/A

1. SUBJECT. This bulletin contains guidance regarding the issuance of authorizations in accordance with Title 14 Code of Federal Regulations (14 CFR) part 91, section 91.319(c) for experimental category aircraft with an amateur-built purpose.
2. BACKGROUND. The General Aviation and Commercial Division, AFS-800, has received comments and questions regarding the issuance of authorizations to operators of experimental category, amateur-built aircraft for flights over densely populated areas or on congested airways. These questions are a result of HBGA 98-05, Issuing Operating Limitations for Experimental Category, Amateur-Built Aircraft for Flight Over Densely Populated Areas (14 CFR 91.319(c)), dated 05-28-98. The following information is provided to clarify and answer those questions.
3. POLICY.
   A. Experimental, amateur-built aircraft that received an airworthiness certificate before the issuance date of HBGA 98-05, (May 28, 1998) and that received an authorization in the form of operations limitations allowing operations over densely populated areas for the purpose of takeoffs and landings are considered to have authorization for takeoffs and landings and en route operations over densely populated areas without revising or re-issuing the existing operating limitations.
   B. Experimental, amateur-built aircraft that received a special airworthiness certificate after May 28, 1998, may be issued operating limitations which allow flight over densely populated areas once the following conditions have been met:
      (1) The operator has determined that the aircraft has no unsafe or hazardous operating characteristics or design features; and
      (2) The operator has determined that the aircraft is controllable throughout its normal range of speeds and during all the maneuvers to be executed in accordance with 14 CFR section 91.319 (b).
      NOTE: The operating limitations which allow flight over densely populated areas may be issued prior to the completion of Phase I testing. The authorization should clearly state that the Phase I testing must be completed in order to make the authorization valid. Upon completion of the Phase I testing, the operator need NOT be issued a separate letter to authorize flight over congested areas.
   C. Flight Standards District Office inspectors and Flight Standards-appointed Designated Airworthiness Representatives (DAR) may issue these authorizations. Designated Airworthiness Representatives will obtain concurrence from the applicant's geographically responsible FSDO before issuing an authorization.
4. INQUIRIES. This bulletin was developed by AFS-820. Any questions regarding this information should be directed to AFS-820 at (202) 267-8194.
5. LOCATION. This bulletin will remain in effect until incorporated into FAA Order 8700.1, General Aviation Operations Inspectors Handbook.

/s/Phyllis Anne Duncan for
Michael L. Henry
Manager, General Aviation and Commercial Division, AFS-800

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

RUTAN, FOUR OTHERS STRANDED AT NORTH POLE

Dick Rutan--who, with Jeanna Yeager, circled the world nonstop aboard "Voyager" in 1986--was stranded at the North Pole with four other men when their Polish-built PZL Mielec AN-2 sank beneath the ice after landing. The men were traveling with a Cessna 185 flown by Lee Wareham of Anchorage, Alaska. Wareham had a passenger as well. The group had stopped at the North Pole last week on the way to Spitsbergen, Norway.

Retracing the route Monday on the return trip to Alaska, Wareham landed first, his wife said. He quickly took measurements of the ice thickness, and tried to signal a warning to Anchorage pilot Ron Sheardown. The 11,000-pound biplane landed and the group got out to take photos. After they were done taking pictures, the AN-2 began sinking through the ice as it was taxiing for takeoff, said Canadian Coast Guard Capt. Barry Tolmie. Sheardown, Rutan, a friend from Norway, and two men from Anchorage had time to remove survival gear before the plane sank. Wareham then took off seeking help, and quickly reached an amateur radio operator in Fairbanks.

The five were rescued by a commercial DeHavilland Twin Otter summoned by the Canadian Coast Guard. There were no injuries. At this writing, Wareham was in Deadhorse, Canada, the group's planned stop after leaving the North Pole, and the rescued fliers were in Eureka, Canada. The Arctic Ocean is 13,000 feet deep at the North Pole.

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

In The June 2000 Issue...	Berkut Photos; Chapter 33 Membership List

Chapter 33 Calendar

May 29 Winfield
Flight Breakfast
7:30-11:00

June 3 Iowa City
Young Eagles 8-12
Chapter Meeting & Pot-luck @ Noon.
Ride Sharing follows!

June 4 Washington, IA
Flight Breakfast 7-11
Young Eagles 1-5pm

June 4 Audubon
Flight Breakfast
6:30-10:30

June 4 Denison
Flight Breakfast
7:00-11:00

June 10 Blakesburg
Fly-Out 9:00 departure
(See newsletter article)

June 10-11 FLY IOWA 2000 Statewide Fly-In Waterloo

June 10-11 Wisconsin's Manitowoc County Airport. FREE air show Gates open at 7:00 am Air show starts at 1:00 pm. There will be a pancake breakfast, food vendors, merchandise vendors and motion re-actor theatre. For more information call 1-800-262-7892.

June 11 Maquoketa
Flight Breakfast
7:00-1:00

June 11 Spencer
Air show & Flight Breakfast 6:30-12:00

June 18 Harlan
Flight Breakfast
7:00-11:00

June 23 Chapter 33 Newsletter Deadline

June 24 Greenfield
11th Annual Hall of Fame Banquet. 4-H Building at the Adair County Fairgrounds.
Info: 515-343-7184

July 8 Chapter 33 Meeting. Monticello Airport.

July 9 Emmetsburg
Flight Breakfast
7:00-12:30

July 14-16 Quad Cities Airshow - Davenport, IA

August 20 Iowa City
SERTOMA Flight Break-fast

August 20 Monona Flight Breakfast 7:00-12:00

August 27 Greenfield Wings, Wheels, and Whis-tles Fly-In Omelet Break-fast 7:30-11:00