

The Lippisch Letter



Experimental Aircraft Association Chapter 33

September 2000

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

Editor: Tim Busch
t.busch@www.mebbs.com

EAA Chapter 33 Officers

President: Tom Olson
319-393-5531
tcolson@cedar-rapids.net

Vice President:
Steve Ciha
319-438-1204

Secretary/Newsletter:
Tim Busch
319-393-9069

Treasurer:
Terry Scherman
319-362-8660
t.scherman@worldnet.att.net

Flight Advisor:
Dave Lammers
319-377-1425

Technical Counselors:
Tom Olson
Ron White
319-395-5862

Marv Hoppenworth
319-396-6283

Young Eagles:
John Anderson
319-362-6159

Directors:
John Banes
John Ruyle
Ron White
Keith Williams
Dave Yeoman
Greg Zimmerman

AirVenture 2000 Another Success Chapter 33 Well Represented

By Tim Busch

It will be interesting to see the final numbers on attendance at Oshkosh this year. It appeared that there were significantly less people and airplanes than in past years. Hopefully, the weather conditions were all that caused the change.

With as many Chapter 33 members as I saw during the week, it might be easier to count chapter members who *didn't* make the annual trek to Oshkosh. I wonder how much area the chapter members would cover if we organized a little and stayed in the same area of the campground?

We have some excellent camp cooks in the chapter too!

As I get to know more about the members and their families in the chapter, I am learning where to look for many of them during the



day. We are represented well in many areas, forums, aircraft maintenance, registration, booths, out on the flight line, and many other areas. Oshkosh really is a very special community with a very special common bond.

Thankfully, the heat from last year was missing from the event. It was replaced by low cloud cover for most of the week and a few half-hearted attempts at rain. It may have been difficult for the VFR aircraft to get into the show, but for the airplane watchers, this year provided the opportunity to bypass the sunscreen without severe punishment and still enjoy the show.



One of the chapter "food share" dinners in the campground.

Of course, everyone missed the Concord due to its metal fatigue problems and the accident in France, and the Vickers Vimy. We didn't get to see the Harrier, but a few people noted that they really did not miss the noise.

I will gladly stand by and listen to that noise any day just to see an impressive display like the AV-8B.

There were many discussions about the increasing cost of insurance for FBOs and flight schools. There were 45 aviation insurance carriers a year ago and three today. This will be a hot topic in the near future. Stay tuned.

On the homebuilt front, did you notice the number of homebuilts with turbine engines? There must be a lot of disposable income available lately! Also, glass cockpits are working their way into general aviation. Hopefully the prices will begin to come down and be affordable for the "regular" pilot soon.

All in all, AirVenture 2000 was another big success. See you all next year!

President's Column

By Tom Olson

This year we saw a major revision in the arrival and departure procedures contained in the NOTAM book. Please let us know what you think worked and what you feel did not, plus any improvements you feel would make the arrival/departure procedures better for all. We will be reviewing the NOTAM procedures in the near future and your input is very important to us. Please forward your comments to EAA at: rhansen@eaa.org or by fax at 920-426-6560, or by mail: EAA, ATTN: Government Relations/Randy, PO Box 3086, Oshkosh, WI 54903--3086.

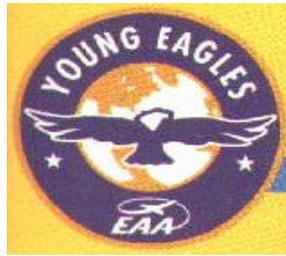
Dubuque Flight Breakfast

Sunday Sept. 10 will be the date of the Dubuque Iowa annual flight breakfast. This year it is also being billed as "The First Greater Midwest "RV" Fly-In Breakfast". Dubuque has long been a hot bed of Van's RVs and there should be 5 copies attending right from Dubuque as well as several other midwest RVs. Don't miss it.

Last Meeting

By Tom Olson

The last formal meeting was held at the Monticello airport. Special thanks go to Max Dirks and Armin Jacobs who set up a hanger at the airport for our pot-luck lunch with Burgers and hot dogs grilled by yours truly. We also had several individuals sharing rides afterward. I know it will be a long time before I forget the thrill of my first open cockpit ride.



Eagle Flights A Success

By John Anderson

Doug Bell organized his son's grade school class for a Young Eagles flight at the McBride airport north of Marion on June 25th. With a possible number of seventy kids, six planes and pilots were recruited to fly the mission. John Banes, Doug Bell, Tim Etherington, Armin Jacobs, Tom Olson and John Anderson got some good short grass field practice. This took place early in the morning and the first few landings were rather exciting for the RV and Glasair as the dew was still very heavy and slippery. Both pilots wondered if there would be enough sod left to get their machines stopped before the corn field. Needless to say, no problem.

I must say that McBride is one of the smoothest grass strips I've landed on and suggest it as a good practice field. One warning, some of the natives are restless and will complain about the noise. If you take off to the south east, I suggest a fast straight ahead climb out until you are past the housing projects. Pull the RPM's back as soon as safe.

Back to the subject, we flew twenty two happy kids. Not bad for Sunday morning on a very nice day in June.

Thanks go to Mr. and Mrs. Bell for setting the flight up and to Janet Blackledge and Mrs. Jacobs for acting as the ground crew.

We hope to fly at least two more missions before snow fall. Probably at

Next Meeting

By Tom Olson

The September meeting will be our last fly in of the year. It will be located at Greencastle airport on Saturday September 9. The chapter will provide a simple lunch of hot-dogs, chips, and soda. The Lunch will start at 5:00 with a business meeting following. A Nominating committee will be appointed to select next years officers.

Fly Iowa will be discussed at the September meeting. This event will occur August 25/26 next year. The chapter is being requested to help with the event. Young Eagles will be flown on Saturday and help will be needed to direct aircraft traffic on Sunday.

Oshkosh 2001

With AirVenture 2000 just behind us, we are already looking forward to 2001.

Following a suggestion in 1999 and surveying in 2000, it has been decided to shift the dates for AirVenture to a Tuesday through Monday event. What this means is that the dates for 2001 have been changed to Tuesday, July 24th through Monday, July 30th. The event will still be seven days but the new schedule will hopefully better accommodate volunteers, guests and vendors.

The idea is to make it easier for people to travel and to participate in a larger amount of the event. So mark your calendars now for AirVenture 2001, July 24th through July 30th.

Belle Plaine and Tipton. We'll be in touch.

Chapter Facilities

Here are a few words from the home office about chapter facilities. Since it has been a hot topic within Chapter 33 lately, I thought you might be interested.

What kind of facility does your Chapter/Squadron need and want? Many times Chapters and Squadrons are looking at building or acquiring more space to conduct their meetings, workshops and activities. The talk frequently turns to the idea of having a Chapter Hangar. We recently came across a survey in EAA Chapter 50's newsletter that asked its Members some really good questions concerning what type of facility they are really looking for. Keeping in mind that it may be a hangar or it may be a different meeting place outside of a hangar. Either way, they asked themselves some really important questions to start the thinking process about what kind of facility would best meet their needs.

Do you feel we need a larger meeting room?

Do you feel we need a hangar?

Would you support a dues increase?

If so, how much of an increase?

Would you be willing to contribute your time to construction?

Would you be willing to contribute money towards the construction?

Would you help with yearly maintenance?

Is rentable hangar space important to you?

Is rentable shop space important to you?

Is runway access important?

Would kitchen and storage space be important?

Would rest room facilities be desirable?

What types of activities would you like to hold in the facility?

In what city/town would you like the facility located?

What are the benefits to buying or building a new facility?

These are excellent questions to start asking your Chapter Members to better determine what attributes are important to your Chapter in a facility. Don't forget to think about how rentable hangar or shop space may affect your lease with the airport, your relationship with the FBO, Insurance, taxes, etc. The idea is to better define how your facility will be used and to look at long term needs, Chapter goals, maintenance and financing. If you ask some of these questions up front (I know these are just the tip of the iceberg) you will start painting a picture of what your Chapter/Squadron needs. You may even want to take a trip or two to other local Chapters and see what they have, talk to them about how they planned their facility and get some pointers about the process they went through. There is also a good reference paper available from the Chapter Office concerning Chapter Hangars. Just send us an e-mail at banderson@eaa.org and we'll be



Rick Mascari's New Toy!

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.

FOR SALE:

Nearly completed RV-8 empennage, and most of the tools needed to complete your RV project. Over \$3000.00 invested. Call for complete list. Will consider any reasonable offer.

Jim 298-9068

FOR SALE:

Jeff Boyd can be contacted if you are interested in a flying Cozy aircraft. It is based at the Cedar Rapids Municipal airport.

Wanted:

0-20k ft. Altimeter. 3 1/8" is fine

Marc Carter

Elkhorn, Wisconsin

(Formerly of Lisbon)

(262) 742-3693

Lancair 320 Kit for Sale

All the details are on my website.

I am asking \$20K firm. Most uncompleted Lancair kits are selling for around \$22K.

<http://members.aol.com/psifactor/index.html>

Editor's Soapbox

By Tim Busch



I look forward to coming back to it some day, but at the end of this year I will need to put many things on stand by. Give it a try. If I can do it, surely you can too!



Lancair ES: Dream Plane

Labor Day weekend? Already? It just can not be that another summer has passed us by. Of course, for those who measure the end of summer by the passing of Oshkosh, this is no surprise. Oshkosh was many things this year: interesting, surprising, different but the same, maybe a little disappointing, yet it is something you just *have* to do.

I came back from the flight line one day with a Lancair ES tee shirt. Hey, everyone has to have a dream, don't they? Just like the old Sears catalog, you pick things that are unlikely, but maybe possible someday. I have decided that the Lancair is my dream bird. 225 miles an hour, 1100 miles range, and a great useful load. How can you beat that? Well, to dream bigger, how about if I don't have to build it? The Columbias are starting to roll off the factory floor.

It is time to start thinking about your contributions to Chapter 33 next year. Try an office, Young Eagles, or how about the first Flying Start coordinator for the chapter? Better yet, newsletter editor! In a series of events that was unforeseen at the beginning of this year, I have returned to school. This will occupy a good part of my free time for the next two years, so after this year, I will be unable to continue writing the newsletter for a while. This has been a lot of fun and

<http://av-info.faa.gov/dst/81302DC1.pdf>

EAA strongly suggests that when you send in the form, you attach the following cover letter that says (cut and paste this to a word document - then fill in the blanks):

Date

Name and address of your local FSDO

Dear Sirs,

Attached is a completed FAA Form 8130-6, Application for Airworthiness Certificate.

In accordance with FAA Order 8130.2D paragraph 26b(1)(d) and 26b(4), this application is being submitted to amend my current experimental operating limitations to match those published in FAA Order 8130.2D, paragraph 134 (dated 9/30/99), including the changes published in Change 1 to FAA Order 8130.2D (dated 2/15/00).

My aircraft, N_____, currently has ___ hours on it, completed all test flight (Phase I) requirements on DATE, and is currently operating in Phase II.

I've enclosed a copy of the current airworthiness certificate and operating limitations for my aircraft, N_____, for your reference use.

Sincerely,

Sign It

Your signature block, address, phone-number, and e-mail address

If you have any questions, e-mail them to govt@eaa.org

Operating Limitations For Homebuilts

EAA Government and Industry Relations office has received a lot of calls recently concerning "how to" convert older experimental amateur-built operating limitations to match the newer limitations contained in FAA Order 8130.2D, including Change 1 (published 2/15/00). Here is how to do it:

FAA Order 8130.2D, paragraph 26b states that to amend your current operating limitations you need to submit only one thing to your local FAA office (the FSDO) - and that's a completed FAA Form 8130-6, "Application for Airworthiness Certificate." Get the form from the local FSDO office.

You'll need to attach a COPY (not the original) of your current airworthiness certificate and operating limitations to the cover letter along with the completed FAA Form 8130-6.

Don't forget the other part of this issue - keep your insurance company informed about the change, otherwise you may lose coverage.

For reference, look at this website to review FAA order 8130.2D -

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**



Scenes From AirVenture 2000





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

In The September 2000 Issue...

EAA AirVenture 2000 Review

Chapter 33 Calendar

September 1-4 Storm Lake Great Iowa Balloon Race	September 16 Flight Breakfast Belmond
September 4 - 10 Galesburg, IL National Stearman Fly-In	September 17 Tiny's Antique-Classic Fly-In/Pig Roast Marion 10am-3pm PIC Free
September 9 Chapter 33 Meeting 7:30 Greencastle Airport North Liberty	September 22 Newsletter Deadline
September 9 Northeast Iowa Fly-In & Tour Monona 9am-3pm	October 7 Chapter 33 Meeting John Bane's Workshop Details Next Month
September 10 Flight Breakfast Dubuque New Hampton 8-11am	

