

The Lippisch Letter



Experimental Aircraft Association Chapter 33

July 2001

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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Adventures in Skydiving (or Why One Man Decided to Jump Out of a Perfectly Good Airplane) By Dave D. Yeoman

We all have one. Some are more formal and actually written down, others are simply held internally. I'm talking about the List—an inventory of all the seemingly glorious yet somewhat impractical things we'd like to do at some point or another during our life. Mine happens to be a very long one, filled with things my wife claims not to understand (although I think she secretly admires me for it). I've been fortunate by this point in my life to have had the opportunity to check several items off of my List—most recently during a business trip to Phoenix last winter. I had scheduled some personal time to rent an airplane and fly with a friend to Sedona, which I understand has a beautiful airport situated on the top of a mountain. Unfortunately, those plans fell through and we were left with the dilemma of what to do instead.

It was a more difficult decision than one might think—whatever we chose had to live up to the legends of past adventures, which included the likes of off-road 4x4 excursions, hiking in the mountains and flying aerobatics in gliders over the Arizona desert. Finally my buddy threw out the winner. "We could always go skydiving," he suggested. Before I realized what I was saying I accepted his proposal and we were on the phone scheduling our jump for the following morning.

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Skydiving had always been on my List, although I must admit it was one of the few items that I secretly wondered if I'd ever actually accomplish. Even though we'd made the decision to jump, it was difficult to fully grasp the idea of jumping out of a perfectly good airplane. Regardless, we spent the rest of the evening speculating what it was going to be like, excited at the prospect of what the morning would bring.

At daybreak we headed off to the little desert town of Eloy—about halfway between Phoenix and Tucson. Although it consists of not much more than a few bars, a gas station and a ticket-happy cop, Eloy boasts being home to the world's largest jumping school, Skydive Arizona. When we arrived I was amazed to see a rather large community of tents, campers and even dorm-style lodging for jumpers who traveled from around the world to fine-tune their skills and enjoy the companionship of other jumpers. Kind of like Oshkosh for skydivers. The summits surrounding the jump school were capped in white, the result of mountain snow the night before. It provided a dramatic contrast to the brown Sonoran desert. It was the perfect backdrop for what was to be one of the greatest experiences of my life.

After watching the obligatory training video, we were handed the standard "release of liability" form. This came as no surprise, but the fact that it involved signing my name or initials 27 times (you think I'm kidding?) and included numerous references to life insurance made me begin to second guess my decision to not tell my wife what I was doing until after I had landed safely back on terra firma...

After a few simulated jumps on the ground, it was time to head for the skies—13,500 feet AGL to be exact. We were jumping tandem, which apparently is the only way to jump for your first two or three times these days. As we climbed into the Twin Otter with 18 other, more experienced jumpers, I had visions of my first attempt at jumping off the high dive as a kid, confidently ascending the ladder toward greatness only to find myself climbing back down. How embarrassing. Somehow that didn't seem like an option here.



As we neared our jump altitude, I still couldn't believe I was actually doing this. We were the last to go, and only as the others stepped, dived and somersaulted out of the plane and quickly disappeared into the air below did it begin to seem real.

We circled the field one last time and the green light came on, signaling that it was now or never. As I crouched by the door, I wondered if I'd experience the same falling sensation I'd felt in dreams, waking up just before hitting the ground. There was only one way to find out, so I held my breath and rolled forward out the door.

For a brief moment I was definitely falling, but the sensation quickly disappeared. As our free fall accelerated through 150 miles per hour, I experienced what could only be called sensory overload; I was aware of what was happening but completely unable to react to it. My instructor wisely anticipated this and began yelling instructions in my ear.

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“Check altitude (an altimeter was strapped to my hand). Spin to the right (amazingly, simple body movements give you quite a bit of steering control during the fall). Wave at the camera (a camera man was free falling about five feet away from us--talk about a Kodak moment)! Spin to the left. Check altitude. Grab the ripcord. Hold on and pull!”

There was brief delay as the chute deployed. Just as I began to wonder whether or not it was going to open (I should have told my wife!) I was yanked upward by the chute filling with air. The force took my breath away and left bruises from the harness. Suddenly everything was quiet and I could breathe again. We had pulled the chute at 5,000 feet AGL after a free fall of nearly a mile and a half. While it seemed like it went on for a fair amount of time, in reality it took somewhere around 25 seconds. What a rush!



As we glided back to earth I was amazed at how calm and peaceful everything seemed. Operating the chute was much like flying an airplane. To turn left, pull the left cord down. The harder you pull, the faster you turn. To stop turning, stop pulling. Pull both cords down and you'll eventually stall the chute (not a good thing). I wish this could have gone on much longer than it did—it was the closest I've experienced to actually flying myself. It was wonderful.

The approach to landing was the same as in an airplane, including downwind, base and final legs. As we approached the landing zone a quick pull of both cords resulted in a gentle flair. We executed a sit-down landing—skiing across the ground on our feet and sitting down as our speed depleted. I can't say that it was pretty, but it sure was functional.

I stood up just in time to watch my friend land behind me. There was much to say about what we'd just experienced, but the words didn't seem to come fast enough. So we stood there, howling like a couple of coyotes and grinning like the kids that we are.

Oshkosh Weekend Work Party

By David Koelzer

When Steve Ciha announced that Chapter 33 would sponsor a "Weekend Work Party" once again this year, I jumped at the chance. After all, I reasoned, anything with the word "party" in the title has got to be fun. Little did I know that the EAA's definition of "party" is a little different than mine. Rather than something like "birthday party" or "bachelor party", the EAA definition was more like "The Donner Party". Next time I volunteer for something I will be consulting the dictionary more thoroughly. Despite some false starts Steve was able to negotiate June 15-16 for our work "party". Our plan was to fly to Oshkosh that Friday evening, work Saturday and Sunday morning and then fly back Sunday afternoon.

The week preceding our trip the weather was stormy and we began to wonder if we would be able to go or not. However, by Friday afternoon the storms had blown off to the east and our route was rapidly clearing. It turned out Tom Olson's passenger had to cancel so it was just Steve, Tom and I. At the airport we pre-flighted the planes and got ready to go. I was with Steve so Tom was speculating on the performance differences between the two RV-6As. Tom has a fixed pitch prop while Steve has a constant speed prop and was taking advantage of my abundant talent as ballast. With Tom in the lead, we took off to the west and needless to say, Tom graciously throttled back so as to not hurt our feelings. We turned around to the northeast and climbed to 3500'. Steve turned the controls over to me so I could practice my formation flying skills. I was doing better at holding a constant distance from the lead plane but I still am too chicken to fly as close as Tom can fly. It was a little bumpy at that altitude so we decided to climb to 5500'. As I mindlessly shoved the throttle forward, I quickly got a lesson in constant speed props from Steve, which I have now forgotten so I won't go into that.



Tom, in the lead, must have been feeling his oats because he asked us to slow down and move back about 300 yards. We complied not knowing what Tom was up to. When we had some distance, Tom called "Are you ready? Watch this:" This was a little ominous since I had recently received an email explaining how; You might be a red-neck pilot if: Just before impact, you are heard hollerin "Hey, y'all...watch this!" However, Tom performed a beautiful barrel roll for us. After our congratulations, we reformed for some air-to-air photos.

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Soon we were nearing Ripon on our approach to KOSH. We followed the railroad in just like we would have if AirVenture was open. The controller vectored us to a downwind for runway 27. Even though I had driven to Oshkosh many times this was only the second time I had flown in. The first time was for the 1980 Airshow and I was very busy watching for traffic and following the plane in front of me. This time however, I had more time to look around and marvel at how huge Lake Winnebago was and how close it was to the airport. Even without my attention Tom and Steve were able to land and we were soon taxiing to the ramp. We gathered up our things and were given a tour of the grounds on our way to the bunkhouse. It turns out that one of the storms that had gone through Cedar Rapids earlier in the week, had also visited Oshkosh and done quite a bit of damage to the grounds and the city of Oshkosh. We went through Paul's Woods and saw several upturned trees and many broken branches. Several buildings had been damaged and it appeared that a small twister had gone through the nature center. We figured we had our work cut out for us and had visions of being lumberjacks for the weekend. At the bunkhouse we settled into our bunks and found plenty of snacks and beer just waiting for us. Since we did not want any thing to go to waste we spent the evening partaking and talking about planes we would like to build and instrument packages we would like to install.



The next morning I was up early and headed to the showers, which turned out to be incredibly cold. I let the water run for a while hoping that it would soon warm up but I eventually realized that I was pretty clean after all and headed back to the warmth of the bunkhouse. Tom and Steve were soon up and headed to the showers, despite my warnings. Steve must have known the secrets of the water heater because they returned all squeaky clean and toasty warm. At 7:00 we headed to the mess hall where the ladies were serving sausage and french toast with a walnut glaze that was out of this world. After stuffing ourselves we much more slowly now made our way to the volunteer shack to get our assignments.

Rather than cutting up downed trees as we expected, we would be helping to fix-up one of the buildings that was being moved to a new location. Steve with his extensive experience in carpentry was assigned the work of installing a new roof gable. Tom with his extensive managerial and avionics expertise and I with my knowledge of networks and computers were assigned as nail monkeys. Soon the roof was going

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up smoothly despite Tom's and my services so we were moved to a new project. The storms had tipped one of the announcer shacks onto another shack and we were assigned to replace the shack's skids before we righted it again. So Tom and I once again called on our vast experience and began pounding 16-penny spikes into 2X12 to create new skids. The trick was to straighten out the boards as we went since no two boards seemed to be the same size or have the same warp. We later found out the warped skids hardly mattered since the building we were attaching the skids to was even more warped than the boards.

Of course, the "Operation Thirst" girls came by regularly and made sure we were well hydrated and threatened us with squirt guns if they found us not working hard enough or found that we were working too hard. Since the day was starting to warm up we hardly saw the threat. Soon we had constructed the

new skids and began to remove the old skids to make room for the new. The old skids were quite rotten and would often fall apart as we pried them loose. The scariest part was crawling under the partially tipped structure to get at the lower skid. We were soon covered with sweat, wood dust and spider webs and we began to realize that our regular jobs were not all that bad after all.



Lunchtime rolled around and we made our way back to the mess hall for a bite to eat. The ladies had once again prepared us a fantastic meal of sliced ham, fried potatoes and fresh fruit salad. After lunch we strolled over to the volunteer shack to check out the weather on the computer they have there. Saturday evening and Sunday morning looked good but thunderstorms were forecast to develop Sunday afternoon. We resolved to check the weather again that evening and the next morning in case something snuck up on us, but for now it was back to the salt mines... er rather, back to the announcer shack.

Tom and I continued working on the shack and we soon had the new skids attached and to the point where we could go no further until the shack was righted. We speculated on the best way to tip the shack back up but we decided to leave that to the pros. Meanwhile, Steve and his crew were continuing to work on the new roof gable. They were finishing with the sheeting so Tom and I decided to track down the cedar shakes they would soon need. We requisitioned a truck and were able to find the required shakes in one of the trailers that EAA uses to store materials. By the time we got back to Steve with the shakes it was quitting time and Steve had gotten a bit of saw dust in his eye that he just could not get out. We wandered back to the volunteer shack to find a q-tip, which Steve could use to clear his eye as he had done many times in the past. However, when the EAA personnel found out about this "On the Job Injury", they insisted Steve go to the hospital emergency room. After a brief struggle, Steve finally gave in and they gave us a car so we could drive Steve to the hospital. Steve was in no rush though, so we

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cleaned up and had dinner and then Tom drove Steve. That left me to attend the private tour of the EAA Museum that they offered the volunteers. On the drive over to the museum I noticed that there was a large gathering of ultra-lights at Pioneer Airport. I did not think much of it but later that night we would run into these guys again. In the Museum we got to see the X15 mockup which the EAA had newly acquired and a very shiny Ryan that I could not identify. It was three-seat a low wing monoplane, with a Warner radial engine and a nicely polished bump cowl- ing. The wings were fabric covered, quite long and highly tapered. I later found out it was a Ryan SC. We had the run of the entire Museum and it was a real treat to have it all to ourselves. Tom and Steve found their way into the Museum on their way back from the hospital (Steve had a slight scratch to this cornea but re- covered quickly).



As we left the museum we were surprised to find that a thunderstorm had passed over. When we got back to the bunkhouse we learned that the storm had kept the ultra-lights from flying home that evening and they were having an impromptu UL Chapter meeting/BBQ in our bunkhouse. We also found that all the beer in the refrigerator had mysteriously vanished. After a hard days work Tom, Steve and I were ready to get some sleep but the UL meeting was just getting started and every proposal, motion or point of order was met with uproarious laughter and back slapping. I surmised that either we are not doing something right at our Chapter 33 meetings or we had solved the mystery of the disappearing beer. This went on despite our aggressive attempts to appear to be trying to get some sleep. Eventually the party moved outside with just the occasional UL pilot staggering in to find a bunk for the night. I was secretly hoping they would try to sleep late the next morning so I could "inadvertently" make a lot of noise on my way to the shower. However, they beat me to it. At 5 AM they were up and started in where they left off the night before with just as much laughter and backslapping as before and they even flipped on the TV to catch Roy Scheider destroy half of Los Angeles in the movie "Blue Thunder"! In my sleeping bag with my pillow over my head, I formulated a theory that UL training does not include any lessons in "Situational Awareness". At 6 AM they all left and we thought we could then get a few more winks before breakfast. But soon after we heard their "flying chainsaws" buzzing over head, we then knew our strategy of aggressive politeness had been a lost cause. At that point we got up, showered and headed out for breakfast.

After breakfast we did a quick check of the weather which still was forecast to be clear that morning and storms building up that afternoon. Then we were back to work on the roof gable. Tom and I got a quick

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lesson on roofing with cedar shakes and we were off nailing merrily away. Steve continued working on the gable ends and as we built up several courses of shakes, Steve began to work the corner shakes back into the existing shakes. Since it was Father's Day there were few volunteers working and the "Operation Thirst" wagon was nearly camped out next to our crew ensuring that we wanted for nothing. The shingling went well and we got farther than anybody thought we would that morning. But knowing that storms were brewing over Cedar Rapids we cleaned up and packed up before we went to lunch. At the mess hall we met Wes Olson who was working with our guys organizing the Fly Iowa event. Wes offered to run a kids rib building workshop at the event.



After lunch we caught a ride to the planes and prepared to fly home. The sky was clear over Oshkosh but radar was showing a band of storms moving east from central Iowa. This time I rode with Tom so that I could get some air to air photos of Steve's plane. We took off and climbed to 4500' to keep out of the head winds higher up. It was a bumpy ride though and it was a struggle to keep a consistent spacing in our formation. While the air-to-air Unicom frequency had been unusually quiet on our trip up to Oshkosh, it was full of chatter on our way home. It got so bad that we eventually changed frequencies so we could be sure we would still be able to communicate plane to plane. Once we got to Dubuque the bumps calmed down and we got a close-up view of a Northwestern turboprop on its way into the Dubuque airport. It passed over us by about 1000'. I am not sure if he saw us but it was exciting to watch.

We kept expecting to see the thunderheads that were predicted to be marching over central Iowa but they never materialized. We sailed the rest of the way into Cedar Rapids with no problems. While this week-end work "party" had been more work than party it turned out to be quite an adventure for me. Also, I was very happy to be even a small part of the wonderful work that our EAA does and I will be proud to wear my "We Make a Difference" button.



Chapter Achievers

CHAPTER 33 MEMBER APPOINTED TO EAA PANEL

Chapter 33 Flight Advisor, Dave Lammers, has been asked to join a newly formed advisory panel for the EAA Foundation. The Flight Operations Standards Panel has been organized to “.. advise operating procedures to optimize standards of safety..” and to “..review any incident/accident related to flight operations..” This year, the EAA Foundation will operate 22 aircraft ranging from a Buckeye powered parachute to a B-17. In Tom Poberezny’s letter to Dave he indicated that the reason to form this panel was to “be proactive in maintaining the high standards for which EAA has been known”. His letter also said, “The respect you have earned through years of service to EAA and aviation is truly significant”. Dave will serve with, Ron Alexander, former owner of Alexander Aeroplane Co., Ken Hoffman, Chairman of the National Association of Flight Instructors, Steve Lykens NWA Check Captain, and Randy Sohn, Co-Chairman of the National Designated Pilot Examiner Program. The first meeting of the panel is scheduled for AirVenture 2001.

MAJOR ACHIEVEMENT AWARD GOES TO LONG TIME CHAPTER 33 MEMBER

Chapter 33 nominated David C. Yoeman for the EAA’s Major Achievement Award (Unfortunately, we were only allowed to nominate one of our many outstanding members. Expect many more nominations in the years to come). In addition to Dave’s outstanding service to Chapter 33, he has served on the National Board of Directors of the EAA for 10 years, formed and organized the Iowa Council of EAA, served as the EAA representative on the Iowa DOT Aeronautics Division and may be best known for his extensive archive of audio recordings of the technical forums which he is donating to the EAA Library. For the entire nomination letter see: (<http://groups.yahoo.com/group/eaachapter33/files/>)

David will receive this award in Oshkosh in the “Theater in the Woods” on Wednesday, July 25. Let’s all be there to show our appreciation for all his good work.

October Forecast: Sky filled with Aluminum Overcast

By Todd Millard

"Aluminum Overcast", the EAA Aviation Foundation's B-17 Bomber is geared-up for another national tour this summer and fall. Chapter 33 will be hosting a stop in Cedar Rapids October 8-11. This is a tremendous opportunity for everyone in eastern Iowa to see a B-17 up close and take a ride in a bit of living history. The EAA has a wonderful web site that provides more details of the plane (<http://www.b17.org>). The plane and crew will arrive Monday afternoon (10/8) and leave Thursday (10/11). There will be tours and flights on Tuesday and Wednesday (10/9 & 10). The Chapter will need 5-6 volunteers for Tuesday and Wednesday to help with security, tours, and merchandise sales. On Thursday, 2-3 volunteers will be needed to help with security and packing up. In return, the chapter receives 15% of all merchandise sold, \$1 for each tour, and a commission on flights sold. This is an excellent fund-raiser for the chapter. When the chapter hosted the B17 several years ago and we made several thousand dollars.

This is also a great chance to be with one of the legendary aircraft of all times and just soak up the experience. I will be the Chapter person coordinating the visit and volunteers. Thanks to the following members for already offering to help: Dave Yeoman, Tom Meeter, Keith Williams, Carl Carson, Tom Olson, Jack Rezabek, Ron White, John Sapp

If you are interested in helping out, please give me a call: 393-2284 or email: todd@planetdiscover.com

Young Eagles and Boy Scouts

By John Anderson

Chapter 33 managed to find some decent flying weather this spring and launched some very interested Boy Scouts from Troop 326 of Cedar Rapids Iowa on their Young Eagle Flights. The rally had double meaning to the troop members as they were working on their aviation merit badge.

Marv Hoppenworth, one of Chapter 33's technical advisors had the full attention of the young men and some of their siblings as he explained the action of the control surfaces during flight. The sporty paint job on one of the members vintage T Craft didn't hurt anything in drawing that attention.



From The Internet

FROM: Kirk Foecking <suninc@netins.net> on 06/18/2001 07:21:54 PM
To: Tom Olson <tcolson@rockwellcollins.com>
Subject: EAA Air Academy

Dear Tom,

I have attached 2 files on Robert Gilbert. He is the EAA Advanced Leadership Candidate sponsored by EAA Chapter 75 and the Quad City Aviators. He has been accepted for the second session of Advanced Aviation Leadership Camp - July 18 to August 6, 2001. Robert Gilbert will write a follow-up letter after camp. I will send that to you too. Thank you and Chapter 33 for helping make this possible by donating your Young Eagle Credits.

Kirk Foecking, EAA Chapter 75 Young Eagle Coordinator

Fly Iowa

By Tom Olson

Don't forget to reserve the August 25/26 weekend for the Fly Iowa event in Iowa City. We will start off the weekend with Young Eagle rides on Saturday Afternoon followed by our official August chapter meeting which will then be followed by the Fly Iowa Barbecue and Hanger Dance. Sunday presents even more opportunities to get involved. Please see the schedule below. I would like to ask everyone to get involved in at least one event. This is the best opportunity our chapter has ever had to get out and be seen by the community in a long time. Please put forth the effort to help us make a positive impression. We will discuss this at the July meeting and in the August news letter. Be prepared to sign up somewhere when you get called.

Schedule

Saturday EAA Activities

all day Spot Landing Contest
 12-5 Exhibitors (Exhibit your plane)
 3-7 Young Eagle Rides (EAA Pilots and Ground Crew)
 5-7 Barbecue (6-7 Official August Chapter Meeting)
 7-10 Hangar Dance

Sunday

6:30-7:30 Hot Air Balloon Lift-off (Park Experimentals and Warbirds from 6:00 to 9:00)
 7-12 Pancake breakfast (Exhibit your plane all day)
 8-4 Exhibits and Displays (Staff EAA related projects 8:00 to 4:00)
 9-12 Airshow and pilot safety seminars (Park Experimentals and Warbirds 12:00 to 2:00)
 2-4 Airshow and safety seminars
 4 Close (direct leaving traffic 4:00 to 5:00)

Possible Fly Iowa Projects for Chapter Members:

The Fly Iowa Board is still looking for activities that can be done at the Sunday event. Several things were discussed at their last planning meeting. These include:

- Simulators such as the Seratoma club simulator kids could ride in.
- Perhaps some PC based simulators, I suspect Rockwell would make old computers available to set up at the show if someone were willing to talk with PC disposal, other companies may also do this.
- Collins EAA employees to staff some of their Avionics demonstrators and Recruiting Booth. (others could contribute here as well)
- Clean-up crew detail
- Paper airplane contest
- Rib building booth or other airplane construction education. Wes Olson of the Des Moines EAA chapter has several rib building jigs and other information from past projects. If anyone is interested in working on this, please call Wes at 514-279-3847.
- EAA Popcorn stand
- The Muscatine chapter has volunteered to set up an EAA Informational Booth

If you have any ideas here and are willing to participate please call Rick Mascari 319-354-1000, arena10@aol.com. If you are willing to park planes please contact Dick Blum 319-354-5601, dick-blum@aol.com.

Last Meeting

By Tom Olson



Our last meeting was the annual fly-in and picnic lunch in Monticello. We moved it up one month hoping to get cooler weather. It sure worked, most of us needed a jacket. Unfortunately the 20 Kt. winds kept most of the airplanes on the ground. For the few hardy souls that flew in, the airport had an open hangar where we could park the planes. This made for a nice environment to look at the airplanes and discuss the finer points of building and maintaining our airplanes. Max and Armin were nice enough to set up tables and

chairs in the adjoining hangar for the picnic. After our short business meeting Mike Wilson treated us to an impromptu discussion on flying planes during WWII. Thanks Mike, we could listen to you talk about those days for years and not lose interest. Special thanks go to the Monticello airport for use of the hangars and to Associated Pilots of Iowa for the Tables, Chairs, and Grill. Be sure and stop in to see Monticello's new runway and hangars if you haven't been there since this spring.



Photos by Todd Millard

Next Meeting

By Tom Olson

Our next meeting will be Saturday July 7 at the GreenCastle airport. It will be a simple picnic with hot-dogs, chips, and soda supplied by the chapter. The gathering will start about 4:00 with the picnic about 5:00 PM. Hopefully we will have a nice day to have some ride shares before or after we eat. There will also be a short meeting afterward to discuss the upcoming Fly Iowa and B17 activities. For those that took advantage of EAA's 1/2 price books, I will have them at the meeting to be picked up. I will also have a copy of the official Oshkosh Airventure NOTAM for you to see and one to give away. One other item is that July is the month we are supposed to appoint an election committee to select officers for next year. The committee will have their work cut out for them this year as most of our current officers have been in their position for 2 years or more and new folks will be needed to lead the way. Finally, you may remember that last spring we discussed the need to adopt new by-laws that follow the guidelines sent out by headquarters. I hope to finally have a copy of this ready to read at the meeting.

Editor's Rant

By David Koelzer

As I put together this month's newsletter I was quite pleased and impressed by the dedication, talent and hard work of our Chapter 33 members. Some will receive awards, some will be appointed to panels and others will go on quietly doing the good works that we all enjoy. Just as impressive, is some of the history which our members bring to the Chapter. At the Monticello meeting we all got a small taste of that from Mike and Margaret Wilson and I know there is more much history out there that we can tease from our members. Now that Rockwell Collins is once again becoming an independent company, I am reminded that much of our Chapters history and strengths are rooted in that organization as well as may other organizations in eastern Iowa like the aerospace research that some of our members are doing at the University of Iowa. I feel very proud and lucky to be part of this great Chapter and part of the Experimental Aircraft Association.

FOR SALE: Bernadett Hudson is selling her late husband's 1946 Luscombe 8A. It is currently hangared at Cedar Rapids Airport. This plane is a three time Oshkosh Award winner, all the original logs, and has always been hangared. It has had a recent annual. TTAF 1867, SMOH 980, top 381. Asking \$18,500. All inquiries should be directed to Phil Conn, 319-393-8543, pj_conn@juno.com

Fly Market

FOR SALE: Completed RV-8/8A Empennage w/ Electric Trim, \$950 O.B.O.
Contact Mark Navratil for details.
Day (319) 295-9390
Eve/Wkd 393-4234
czechsix@juno.com

FOR SALE: 25% Share of 1941 Stearman Biplane NC64712 (the Red one) Based in Iowa City. The owner is selling his share because he purchased the major share of a newly restored Stearman that is now kept in the hangar next to this one. 220hp Lycoming, full electrical system, radio, Loran, smoke system. Well maintained, always hangared and flown regularly. \$17,500.

CONTACT: John Ockenfels
319-351-3461 evenings or
319 351 2848 daytime
e-mail johnockenfels@citycarton.com
or johnockenfels@hotmail.com

FOR SALE: 1940 Taylorcraft For our new members who don't already know, one of our dear friends and past chapter presidents, John Giordano, died in an accident last year. John owned 1/2 share in a very nice 1940 BC65 Taylorcraft. Susan Giordano is still looking for someone to take over John's share in this aircraft, please help her get the word out to the local flying public. This aircraft has been in Carl's family for all but 4 years since it was new. The engine was given a major overhaul in 1999 and the prop was replaced the year before that. It was recovered in 1991 and is hangared in a T hangar at McBride Airport. This aircraft has to be one of the most economical ways to get airborne anywhere in the area. Please give Carl Carson (366-4545) if you are interested.



33'ers enjoying a fly-in breakfast at the Davenport Airport



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In The July 2001 Issue...

SkyDiving, Work Party, Fly Iowa, Chapter Achievers, Aluminum Overcast

Chapter 33 Calendar

July 7 4pm Picnic and meeting at the GreenCastle airport

July 21 4pm Oelwein (OLZ) Flyin Steak supper

July 24-30 Airventure 2001

August 19 8am Monona Pancake Flyin

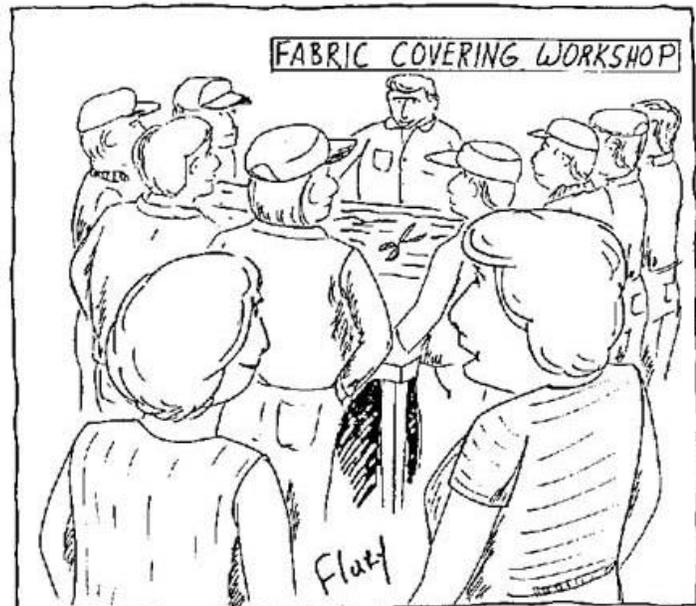
August 25-26 Fly Iowa & Chapter Meeting at the Iowa City Airport

Sept. 30 6am Chapter 368 is sponsoring the Elkader (I-27) Flyin breakfast

October 8-11 "Aluminum Overcast"
EAA B-17 visits Cedar Rapids (CID)

The Funnies

by Wayne Flury



"After all of this I bet they still won't be able to sew a button back onto their shirt."