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Experimental Aircraft Association Chapter 33

A monthly publication of the Dr. Alexander M. Lippisch Chapter of the Experimental Aircraft Association, Cedar Rapids, Iowa.

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Taylorcrafts in Formation

By Jim Zannger

What are the old sayings? "Getting there is half the fun" – "It's not the destination, it's all about the trip" – "Memories last a lifetime". If there is any truth in these, then there are four very happy Taylorcraft owners in the Midwest!

It all began at various Iowa flight breakfasts. An excuse to fly our recently restored aircraft turned the conversation to the possibility of flying four Taylorcrafts "in formation" to Sun-N-Fun. Joe Weber from Cuba City, Wisconsin, Elmer Marting from Monona, Iowa, Lee Bowden from Independence, Iowa and Jim Zanger from Cedar Rapids, Iowa started working through the details. The plan was set, now we just needed to practice our formation techniques and hope the weather would cooperate. We were somewhat hesitant about a "formation" flight as none of us had any real experience other than an occasional two ship flight.

The internet was searched and formation books and videos were obtained and studied by all. Quite a few practice sessions preceded the trip and we felt confident this could be accomplished safely. Although we do fly "close" formation (less than a wingspan apart) our definition of enroute formation is an arrangement of aircraft acting as a unit close enough to maintain color definition, but not so close as to create a collision hazard.



As stated in the opening paragraph, the destination is a goal, but the trip is what creates the memories. The airports, the people met along the way, the camaraderie and shared experiences, such as sleeping in FBO lobbies, weather delays, and memorable dining experiences. We completed our first formation to Sun-N-Fun 2002 with many fond memories.

After this first “formation” experience, our group tries to make many local events together, such as Oshkosh, Blakesburg, Brodhead, and have flown other trips as a group. The following year our trip was to Hot Springs, South Dakota to visit the Black Hills and Mount Rushmore. Along the way we started keeping track of the states we had landed in and it soon became a goal to land in all of the lower 48 states in future trips.



In the spring of 2004, Lee and Jim flew to LaGrange, Texas for the first Taylorcraft factory open house and fly-in. Quite a few other Taylorcrafts were in attendance, including an acquaintance from Monterey, Mexico. Mike Jones flew down from Harvard, Illinois (Dacey airport) and we returned home as a three ship formation to Ottumwa, Iowa before continuing to our base airports.

It's in our blood now and the conversation turned to the possibility of adding some new states. Mike and Joe had to work and Elmer's plane was due for an annual, so it was up to Lee and Jim. New England provides quite a few states within close proximity. The Taylorcraft reunion at Alliance, Ohio is scheduled for the first weekend following the Fourth of July and we thought we could continue east from there and pick up an additional fourteen new states. It was a bit impromptu but we did have a loose plan that would avoid the congested airspace and land at uncontrolled airports. Ideally, we wanted to land at Kitty Hawk, North Carolina. We had planned a trip there in 2003 but weather precluded its completion. As luck would have it, we were flying between tropical

depressions Cindy and Dennis and thought it best to avoid the southern route this time as well.

Other than a little haze the weather was excellent for our trip. The join up was at Clinton, Iowa but we were too early for the FBO so continued on to Joliet for the first fuel stop. The Red Barron Squadron was there preparing to leave for their next performance and we had a nice conversation with them. We then continued on for a brief stop in Sturgis, Michigan on our way to Put-In-Bay, Ohio. We had read previous articles that attracted



our attention to this island and we were not disappointed. After our visit we now call it the "Ten Dollar Island"! Parking was \$10, golf cart rental was \$10, and our meal was \$10! We had a very good "Maryland" Crab Cake at the Boardwalk restaurant. Very interesting location that we would recommend to anyone interested.

Next stop was to visit a friend at his private strip in Valley City, Ohio where he keeps a 40hp J-2 Cub and a beautiful Fairchild 24 with a Ranger engine. Our first overnight stop was at Akron where our host was a fellow Taylorcraft owner and has also flown formation with us. A personally guided tour of the Goodyear Airship Operations was given while "The Spirit of Goodyear" was briefly at base. We were fortunate to see it before leaving for its next engagement. A bit of trivia was learned while at the Akron Fulton International airport. This airport was the site of the first international flight in the United States and I believe it was from Canada. It is also the site of the annual National Soap Box Derby contest and the "Rubber Bowl" stadium is on the grounds as well.

A short twenty minute trip to Alliance put us at our first destination to spend a couple of days immersed with other Taylorcraft enthusiasts. A group flyby over the Taylorcraft "Old Timers" breakfast, then circling the original Taylorcraft factory, provided enjoyment to those on the ground as well as the ones fortunate enough to fly their own Taylorcraft in the flight. Quite a few Taylorcrafts were in attendance at the fly-in as well as many other types.

Continuing east had us landing in Lock Haven, Pennsylvania, White Lake, New York, Bennington, Vermont, Concord, New Hampshire, and our next overnight destination of Hampton, New Hampshire. We're starting to collect the states now! Our accommodations were provided by yet another Taylorcraft enthusiast who bases his plane at a private strip with a grass runway 18/33. Now, if you've done the math you realized that the numbers don't add up. Imagine a thirty degree dog leg surrounded by trees!

The next day's itinerary took us to Littlebrook, Maine. Position reports were given upon our arrival, circling over the field before entering downwind. A couple of vehicles were at the end of the runway but had cleared prior to our landing. Over the approach end of the runway I spotted something along the side and briefly considered landing beside what now was obviously a person riding a scooter on the edge. He hadn't heard or seen us until I added power to go around. You should have seen the look on his face when he realized there were actually airplanes using the airport!



On to Fitchburg, Massachusetts, and Woonsocket, Rhode Island to add two more states. While talking with the FSS and describing our activities, the briefer asked if we had considered flying down the Hudson River through the VFR corridor in New York City. Now there's an idea we hadn't given serious thought to! We bought a couple of New York Terminal Area charts and reviewed the procedure. We weren't committed to it but gave it serious thought. We continued on to Ellington, Connecticut and Old Rhinebeck, New York. While at Old Rhinebeck we discussed our thoughts with the folks still working on their planes for the next weekend's show. One gentleman gave us the number for the New York City Police air operations to get confirmation from them that the airspace would be available. The only restriction would be to stay out of Class B airspace and that there were no professional games scheduled for that day. We were in luck... no games and the weather was good. It's a go for our tour through New York City!

Self announced position reports are recommended on 123.05 for traffic separation. Surprisingly, only two northbound helicopters were seen. The helicopter traffic generally stays around 500 feet so we were well above them. Now, many of you may think that a Taylorcraft is slow, but in this case it was too fast to take in all the sites! It was over before we knew it. The opportunity to do this after 9/11 along with the great views of the city, Ellis Island, and Statue of Liberty made this experience the most memorable of our trip. Then, on to Old Bridge, New Jersey, the first airport outside the New York Class B airspace and home to the National Hot Rod Association Drag Racing Nationals. No prior arrangements were made and we thought we might wind up sleeping in our tents on the ramp, but fortunately, EAA Chapter 315 was having their monthly meeting at the airport. They showed their hospitality and generosity by inviting us as guests to their meeting and provided transportation for our evening meal. Indoor sleeping accommodations were also provided making this stay another memorable stop.

After Old Bridge, we touched down at Summit, Delaware, and stopped for lunch at Frederick, Maryland. We visited AOPA headquarters and told the receptionist that we were there to have lunch with Phil. We added that he didn't know we were coming, but if he was available we would be glad to buy his lunch. Unfortunately, he was committed to another activity and then had to leave for a Town Meeting. We did get an excellent tour of the facility along with a gift bag and a follow up letter from Phil expressing his disappointment for not being able to have lunch with us!



Thank you Phil! We did have a good lunch in the airport restaurant and then continued on to Winchester, Virginia and Parkersburg, West Virginia for our last overnight stop. This leg was the only one where deviations were necessary for weather. Ceilings were reasonably high in the remnants of Dennis, but this was in the area of the highest mountains and we elected to climb to 8,500ft and deviated northwest until clear of the hills. Once back down to our normal cruise altitude we were able to fly direct to Parkersburg

where Lee believed we could stay with relatives. Unfortunately, it wasn't prearranged and they had just left town on vacation so this was the only night we stayed in a motel.

Our last day only required one fuel stop in Winamac, Indiana. We stayed in formation until crossing the Mississippi River and then continued on to our home airports. Mission accomplished!

Trip statistics are: distance flown of 2711 statute miles in 34:33 flight time and 36.3 tach time. 145 gallons were consumed at an average price of \$3.05 burning 4 gph and 78mph average groundspeed.

We are fortunate to live in this great country where we can exercise our freedom to fly. This was a trip to remember, and what better airplane to do it in?



Who Are these guys?

Lee Bowden, is a recently retired high school teacher after a forty one year career. Lee has owned N39911 since 1960 and flew it to attend college classes on many days. This is the second restoration since his ownership, the first one was needed for airworthiness, and the second to meet Lee's exacting requirements. N39911 has won a Bronze Lindy at Oshkosh as well as Best Taylorcraft. At Alliance, Lee won two awards, one for longest ownership and the other for furthest distance to the fly-in. Lee has landed in 35 of the 48 states and after his fall trip to California his total will be 39.

Jim has landed in 40 of the 48 states now and is looking forward to the last 8. NC94953 was purchased in late 1994 from a gentleman that had owned it since 1968. Amazingly, this is the first restoration as it still had original factory fabric and the engine had never been majored. NC94953 has won Best Taylorcraft at OSH and Bronze Lindy's as well. Jim grew up in an aviation family having his first ride in a Taylorcraft at five weeks of age, and has flown professionally the last thirty five years.

Read Back - Flight Discipline

By Jim Meade

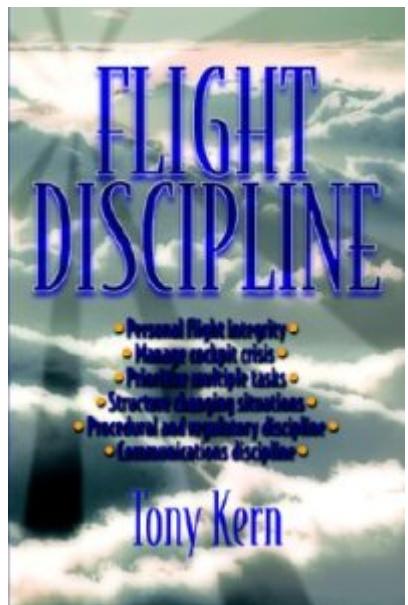
LTC (Ret) Tony Kern, Ph.D., was an instructor in military history at the U.S. Air Force Academy and instructor pilot for the B1 bomber. As a result of his experience in those two fields, he wrote a trilogy of books on the human factors of airmanship. *Flight Discipline* is intended to be a personal improvement manual or academic text.

The first of three parts is supports the contention that lack of flight discipline is a serious problem and contributes directly to aviation accidents and incidents. It relies heavily on in-depth analysis of accident reports and is interesting if gruesome reading. The author says there are three types of flight discipline failures; regulatory, procedural and organizational policy.

Part two dissects flight discipline and discusses hazardous attitudes, personality factors and peer pressure and how to recognize and address them. Many of the case studies and the character attributes discussed are familiar to aviators, which makes their study even more useful.

Practical issues of flight discipline are the theme of the third part of the book. There are chapters on the importance of mentoring and flight instruction, communication discipline, interaction with the increasing automation we find in even smaller aircraft, and the discipline involved in situational awareness. He also addresses the kind of conditions that are known to interfere with discipline, flight planning, how to handle mission or situation changes in flight, and concludes this section with three examples of flight discipline in action.

This is a book that is chock full of useful information, so much so that sometimes you feel you're drinking from a fire hose. If taken in chunks it's manageable. The author advocates such a level of flight discipline and professionalism that one wonders if it is humanely possible for the average pleasure pilot to meet his goals. The measurement shouldn't be what we fail to do but how much we gain from reading this well-researched human factors study. *Flight Discipline*, published in 1998 by McGraw-Hill, at less than \$20 from Amazon.com.



Presidential Words

By Tim Busch

What a summer! As always, it was good to see everyone at Oshkosh. We didn't spend the whole week there, but got an eyeful in a few days. Burt Rutan continues to amaze the world with his creations. Space Ship One (Government Zero) was prominent at Oshkosh. We can't wait to see what comes out of Mojave next. I just read that NASA wants to go back to the moon for over \$100B. I know Burt has a plan to go also, and I will bet it won't cost one tenth of NASA's price. Bet on Burt!

A week after Oshkosh, we vacationed in Alaska, where aviation is a large part of the culture.

Rather than take a cruise or a tour, we rented an RV and saw the interior. Aside from the great fishing and recreational activities we enjoyed during our visit, the one ‘touristy’ activity was a flight around Mt. McKinley in a deHavilland Beaver. It was amazing that one small airport in a non-town like Talkeetna could support so many FBOs, but tourism is a big part of the local economy. Seeing McKinley by air is the only way to do it. It was awesome and humbling to see the scale of the terrain and miles of glaciers, and the pilots are worth whatever they are getting paid.

Two weeks after Alaska, I was sent to Minneapolis for two weeks, courtesy of my employer. In spite of having to delay the training of several students, I did manage to find aviation nearby. Believe it or not, there is a small mom-and-pop store in the Mall Of America that has a handful of home made multi-axis simulators! I paid them for half an hour of flight time and played F-18 jock along with two other guys who dropped in. Our flight of three dropped bombs, tried dog fighting, and landed on a carrier, day and night. I can see how simulators could be addictive. What a perfect introduction to aviation for the general public. Malls all over the country should have this type of store, along with information on how to get connected with local flight schools. Is anyone up for writing a business plan? There could be a nationwide franchise of simulator stores. If you’re interested, let me know. I want to be involved.

I've spent a lot of time since Airventure 2004 thinking about the Lancair IVP I was privileged to fly. They have made a big splash in Sport Aviation, and more recently in General Aviation as a manufacturer. I got checked out in a Lancair 300 at PS Air a couple weeks ago so I could give dual in it. PS Air actually has placed one in the rental fleet. For \$225 per hour, you too can rent a Lancair in Cedar Rapids. I learned a lot about the slick bird during my checkout. The wheels are permanently down, but that doesn't seem to hurt it much. Fully fueled, it has 8 ½ hours of range and can cruise at 190kts. The interior is all leather of course, and you fly with side stick controls, which are completely natural. I know that control wheels were invented to mimic cars, but sticks are far more natural than wheels, and a side stick opens up the panel and relaxes your “driving” arm.

I was warned that the transition to flying the Lancair 300 would be easy, which it was, but the systems would take some time to learn. That is certainly the truth. The newer Lancairs, the 350 and 400, have all glass panels, but the 300 has steam gauges with Avidyne glass for charts, weather, and mapping, and a coupled autopilot. With some study of the manuals, you can make the Lancair really dance. It can fly an entire cross country and IFR approach with a little programming. The 350 and 400 are a little more intuitive, but even the 300 seemed pretty easy to figure out.

Basic maneuvering was easy to transition. Stalls are an interesting event. With the big cuff on the leading edge in front of the ailerons, the ailerons are fully effective during any stall. Beyond a certain angle of attack, the rudder travel is automatically limited, so it isn't possible to kick it into a spin. Once we were hard stalled and floating down like a leaf, Matt, my checkpilot, pointed out that we were falling more slowly than a Cirrus with the parachute popped! I was wondering why I hadn't heard that before in the aviation media. We headed back to the airport to do a few takeoffs and landings. The Lancair felt very comfortable, like I had been flying it for years. After a few touch and goes, we decided to do some IFR approaches, some with and some without the autopilot in control. For IFR currency, I did them all under the hood, and was amazed at how much the workload was improved by the tools at hand. All the charts are in the glass displays, so you just pick the right approach, and tell the autopilot to follow it. If you need weather data, you can overlay it on the screen, courtesy of satellite download from XM! It even tells you how old the data is when displayed.

We finished by asking for a holding pattern off the end of runway 9. Given that it was Iowa football game day and things were a little busy, the tower wasn't too happy with the idea of a little airplane circling off the end of their runway and told us we would have to climb to 4500 feet to do it for traffic avoidance. We happily agreed and on our last missed approach at 200 feet AGL, climbed directly to the hold with two or three miles to spare. I don't know if the tower was impressed, but I was. We were climbing at better than 1800fpm.

The bigger question of course, is how the manufactured Lancair compares to the IVP that I flew a year ago at Oshkosh. Surprisingly, it was very similar in flight characteristics. Of course the IVP is faster, but it also doesn't have the fancy aerodynamic "fixes" that make the manufactured Lancair so tame to fly. I wouldn't refuse either if I had the chance to own one. If you want to spend a few hours in it, give me a call and I will get you checked out.

Happy Flying!

Czech-Six Moves to the Airport

Mark Navratil loaded up his RV-8A and moved it to the Cedar Rapids airport for final assembly. Jim Meade provided the truck & trailer and several other Chapter members assisted with muscle power. Mark now shares a hangar with Tom Meeker's Mustang II.



Maxwell/Rezabek Zodiac First Flight

This week the Zenith Zodiac CH 601 built by Jerry Maxwell and Jack Rezabek made its first flight. So far Jerry has made two flights and reports that it flies just like the factory demonstrator and the Jabiru 3300 produces almost too much power. Jack & Jerry expect many more flights to follow.

Officer Elections

By Tim Busch

It's that time of year to start thinking about electing new officers. In 2002 we went to a split rotation where in even years we elect a Treasurer and Secretary/Newsletter editor. In odd years we elect the President and Vice President. The Board members who are not officers are elected on an annual basis. So this November we will be electing a President, Vice President, and 3 Board Members.

A nominating committee of 3 regular members will be responsible for canvassing the Chapter for officer and board candidates. The committee will present the nominations in the November newsletter with the election taking place at the November meeting. Open nominations will also be accepted at that time. Those who wish to vote, but are unable to attend the meeting can contact the Secretary with their absentee ballot (no hanging chads please).

If you are interested in being on the nominating committee or running for an office, (it is a great way to meet a lot of people and help the Chapter grow stronger), please give me a call or email. Thanks!

Last Meeting

By Tim Busch

The September meeting was held at the Swisher Bank. Attendance was excellent! The number of homebuilts either completed or under construction within the chapter is very impressive. After a little confusion about the reservation due to yours truly, we settled in for a presentation by Terry Scherman on the life and times of his Long-EZ. It was interesting to see how much experimenting can go into a home built aircraft so many years after it was "complete". Thanks Terry!



Next Meeting - The Crazy Czech Pilot

Snooks Bouska will present "The Crazy Czech Pilot". A goofy, loony collection of near death flying experiences accumulated during his flying career. The Crazy Czech is a highly self decorated aviator who occasionally crossed the line of sensibility to achieve his flying goals. This presentation includes the far eastern art of origami to emphasize his daredevil tales.

The meeting will be Wednesday Oct 12th at 7:00 pm. Site will be the Marion Airport, Hangar 7, located on the SE corner of the new T's. Menu is undecided, but grill seems to be working so a really cheap bunch of stuff will be available for consumption. Dave Leedom is in charge of security for the event, Marv Hoppenworth will work cue cards.

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Chapter 33 Calendar

Oct 1 Annual Billy Robinson Open House / Fly-In Breakfast, Grinnell, Iowa Municipal Airport

Oct 1 Iowa Aviation Hall of Fame Banquet & Open House Honoring Iowa's sons and daughters, Event speaker Paul Berge, Adair County Fair Grounds, Greenfield, Iowa

Oct 8 8AM Poker Run 2005, 3PM Destination: Boone Municipal Airport, Organized by: Des Moines FSDO

Oct 12 7PM Chapter Meeting Snooks Bouska will present "The Crazy Czech Pilot". Marion Airport, Hangar 7.

Oct 20-22 NIFA Region 5 SAFECON Hosted by University of Dubuque Dubuque, Iowa Regional Airport

Nov 2-3 Iowa Aviation Conference Sheraton Hotel, University Park, Des Moines, IA

Dec 10 Chapter Christmas Party & gift exchange, location TBD

