

The Lippisch Letter



Experimental Aircraft Association Chapter 33

November 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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Luckiest B-17 Flyers

By Carl Carlson

When Jack Rezabek called to see if I could volunteer some time for the B-17 appearance we agreed to both of us working the Tuesday 3 to 6 shift. It was during our work time that Jack and Todd Millard stopped by the trailer and asked that I draw two slips for the ride to Waukegan. As you know the volunteer slots were numbered 1 thru 62 and we didn't know our numbers. Pat Williams' number had been drawn earlier and she gave her ride to Keith. Before I drew they told us what Pat had done and Mary joked that they really were setting her up to do the same if her number was drawn! I drew number 50 and Todd said, "that's Mary's number!" I couldn't believe it and was happy for her and told her she should go. Todd then had me draw a second number and I drew number 49. My immediate reaction was that my number was either 49 or 51, next to Mary's. When Jack announced that was my number I was completely flabbergasted as were the others. It was pure luck and I had never before felt so lucky. We joked about it and the odds of something like this happening and we all agreed it was just plain luck and good fortune for Mary and me. I even stopped on the way home and bought a lottery ticket but my luck didn't hold for that event!

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This is your crew. Your mission is to penetrate deep in to enemy held Illinois and destroy the Waukegan ball bearing works. Good luck! Photo by Todd Millard

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We were told to be at the airport on Thursday morning about 9:00 AM for the 1-1/2 hour trip to Waukegan. The weather had been so bad that all the sold-out local flights were done on Thursday morning so things were running late. By the time the pilots were ready to go it was about 12:30 PM. Keith, Alan, Mary and I were ready and eager. Pictures were taken, Todd loaned us a pair of his Bose headsets and we loaded up. We were instructed to strap in at any of the seats and as soon as we were in the air we could get up and move around. The headsets were really helpful as the B-17 is a very noisy plane, plus there were plenty of jacks around the aircraft that we could plug into to keep up the conversations between the pilots, towers, center, etc. One

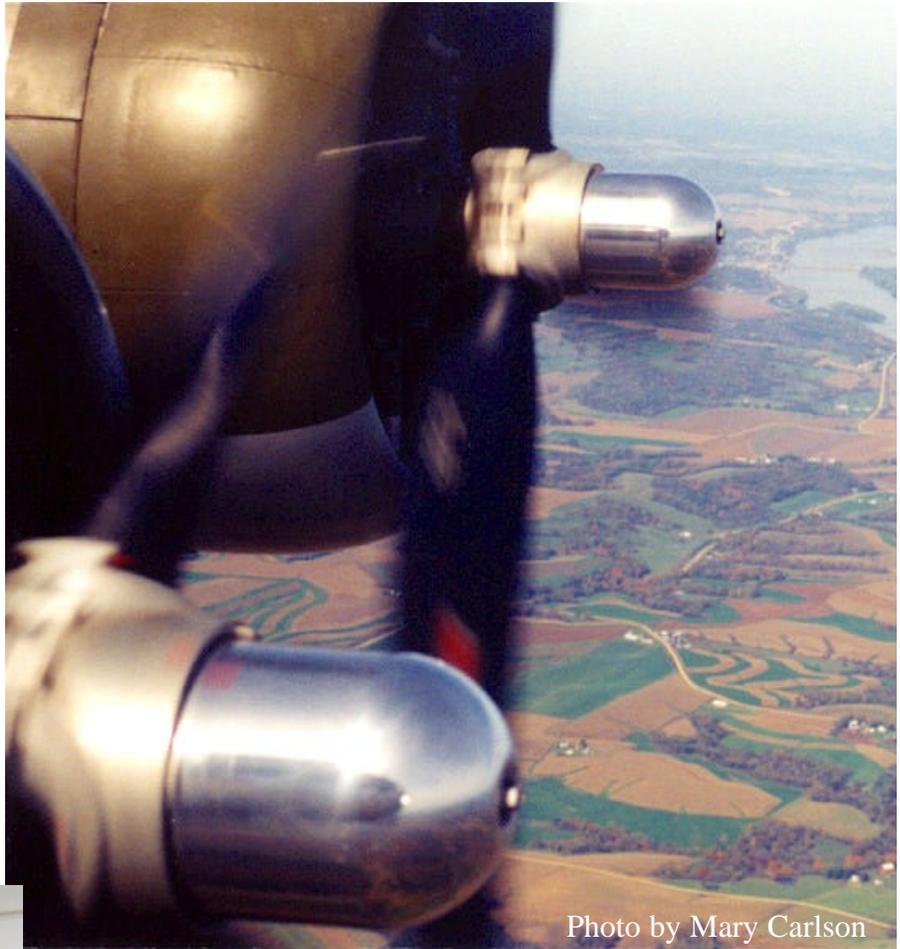


Photo by Mary Carlson



Hal Weekly, Last flight of B-17 at 80 years. Photo by David Koelzer

of our pilots, Hal Weekly, announced to the C.R. tower on take-off that this was his last flight, he was hanging it up after flying for 58 years. He was in the co-pilot's seat and as we crossed the Mississippi River the other pilot had him switch to the pilot's seat so he could land in Waukegan and that would be his final landing. It was a touching and symbolic gesture, one that all of us pilots will face one day.

On the flight in we had complete freedom to move about the plane, except going back in the tail section. The four of us did plenty of exploring, in the cargo area, radio room, cockpit area, bombardier's area in the nose, walking thru the bombay area, and pretending to shoot the machine guns. It was great and the freedom we had to continually move about was very much appreciated. I think each of us went to the various areas several times. The visibility from the plane and a CAVU day made the trip even more enjoyable. The noise level of the four powerful P & W engines with no insulation was unbelievable (even worse than my Taylorcraft). Thanks again Todd for the use of the headsets! All of us had the opportunity to

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Keith scanning for ME-109s

Photo by Mary Carlson

Mary and the others to be in with all the instrumentation on board. I hadn't flown in a Rutan designed plane before so I relished the opportunity and Ron was kind enough to give me some stick time to enjoy the qualities of the design and his efforts in building a wonderful airplane. Thanks to both Todd and Ron for picking us up and a wonderful flight back to CR.

Needless to say Mary and I were very appreciative of this opportunity to fly in the B-17. While the circumstances of both of our numbers being drawn was pure luck, our feelings are sincere. It was a wonderful aviation experience for us, another one we can put in our memory bank and share with friends and family many times. Our pictures and video of the trip will remind us of our good fortune. We are grateful to EAA for having the "Aluminum Overcast" for citizens across the USA to experience and to Chapter 33 for providing us with this wonderful opportunity in Cedar Rapids.

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use our imaginations to think about the thousands of crew members who flew their missions in the B-17. I'm sure the romanticized feelings we were having were quite different than those in WWII flying real missions and facing the enemy head-on.

After a wonderful 1-1/2 hour flight, landing and arrival at Waukegan, Todd Millard and Ron White were waiting with their planes to bring the four of us back to CID. Keith, Alan and Mary flew back with Todd in his new, fully equipped Skylane and I flew with Ron in his LongEZ. That was another great experience for us. Todd's plane was a joy for



Looking out the business end Photo by Todd Millard

B-17 Visit by the Numbers

by Todd Millard

Despite blustery October weather, the B-17 visit was a success thanks to the efforts of the many volunteers and PS Air. We sold five full flights (35 people) and gave ground tours to more than 450 people. The Chapter's portion of the revenues should be about \$1,500. Take out the radio advertising and porta-potti expenses and the final total should be about \$1,200. We will know the final total when the check arrives next month.

We were all on edge Monday before the plane arrived. Early radio ads and posters had generated a lot of calls to Ron White, but only 3 people had booked on flights as of Monday morning. The B-17 arrived about 3pm on a gusty, windy afternoon. Though too windy for the planned media flight, Dave Yeoman's PR campaign went perfectly resulting in coverage by all three TV stations, the Gazette, and a number of radio stations. By early Tuesday morning it was obvious that the publicity was working as two Tuesday flights had filled up and we were working on Wednesday and Thursday flights.

By the time I arrived at the airport for my flight (it was so cool, but that is another tale), Jack Rezabek already had things under control and the other volunteers were hard at work. The two morning flights went off without a hitch and we were able to start the ground tours around noon. Ground traffic was light, but steady the whole afternoon with about 125 people taking ground tours.

Low ceilings kept all flights on hold Wednesday morning until eventually the flights were postponed until Thursday morning. Traffic for ground tours was much heavier Wednesday afternoon, despite a cold

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Todd Millard by the plane he helped bring to Cedar Rapids



Photo by Todd Millard



Tom Olson helping visitors aboard Photo by Todd Millard

wind that put a chill through everyone. Most of the afternoon there was a line almost to the B-17's wingtip. By the end of the day well over 225 people went through the plane.

By Thursday morning the weather had improved and the final three morning flights went off without a hitch. Finally it was time for the four lucky volunteers who won rides on the B-17 as it flew to its next stop in Waukegon, IL. On Monday we drew Pat Williams' name from the hat. She graciously let Keith take her spot. On Tuesday in an obviously rigged drawing, Carl Carlson first drew

his wife Mary's name out of the hat. Then after jokingly debating over which one would get to go, he drew his name to end the debate with shocked celebration. In the final drawing on Wednesday Alan Kritzman's name was drawn.

Ron and I took off before the B-17 to ensure that we got to Waukegon before the B-17. Ron flew his Long-EZ slowly so that I could keep up in my Skylane. From the smiles on their faces when they got off the B-17, it was obvious that all 4 enjoyed their flight. The uneventful trip home brought a close to a busy week.

The visit was a success thanks to the tremendous support from all of the volunteers that helped the whole visit go incredibly smooth. Ron, Dave, and Jack did a tremendous



Ron & Connie White manning the booth Photo by Todd Millard

job of organizing and their areas. Jack was the first one there and the last to leave every day. A great turnout of volunteers for all of the time slots helped us have a safe and uneventful visit. Many of you even "sacrificed" yourself and took time off work to come out and help. Your help was greatly appreciated. I hope you enjoyed soaking in the B-17's presence and hearing the countless stories from the people visiting the plane. A huge thanks also goes to the whole staff at PS Air. They were very generous to allow us to use their facility and incredibly patient and cooperative during the whole visit.



Jack Rezabek, Steve Chia & Terry Scherman helping visitors exit Photo by Todd Millard

Fifty-eight years of Fun

by Keith Williams

I don't know what the financial results of the B-17 visit are, but considering the short days, the mid-week visit, and the inclement weather, I think the visit should be considered a resounding success. One of the reasons it was successful was because of all the hard work the visit coordinator, Todd Millard, and his crew put in. For sure, I know that Jack Rezabeck made sure that there was always a good crew of volunteers on hand, and Dave Yeoman made sure that everyone who could possibly be interested was aware of the visit through his publicity efforts. And then there was Todd, who just stood around and smiled a lot, saying "the guys are taking care of it." (That's a sure sign of a good manager!) To these folks, the Chapter owes a special Thank You.



Photo by Keith Williams

Todd and Ron White served even after the B-17 left: they flew their planes to Waukegan to retrieve the four lucky winners of rides on the departing flight of Aluminum Overcast, namely Mary and Carl Carson, Allen Kritzman, and Pat Williams --- who graciously passed her "winnings" on to Keith. Carl got his first ride in an "easy" and the rest of us got to enjoy a ride in one of the best equipped --- and certainly newest --- Skylanes around! So, the ride up and the ride back were enjoyable! Thanks, Guys!

The flight to Waukegan was to be Hal Weekly's last flight in the B-17. When we got there, I asked how long he'd been flying them. "Fifty-eight years," was his answer. That's a long time to be having that much fun!



Photo by Keith Williams

Flying to Breakfast

by David Koelzer

One of the many pleasures of summertime in Iowa is Fly-in breakfasts. There is nothing quite like waking up early, brushing the dew off your wings and going in search of pancakes. The aroma of 100LL as you sip the day's first cup of coffee tells you that this won't be an ordinary day.

I got to share one of these extraordinary days when Dave Yeoman Sr. accepted my desperate pleas for a ride to the Elkader Fly-in Breakfast. Dave has his own airstrip north of Cedar Rapids right next to the beautiful house he built for his equally beautiful wife. I showed up early Sunday morning wondering if we would be able to takeoff because of a very thick fog. We began pulling Dave's 1954 Cessna 172 out of the hangar and began getting it ready for a day of flying. About then Dave's son, also named Dave arrives with his daughter. Fortunately, her name was not Dave. Three Daves were enough.

Dave Yeoman Jr. pulled his Cessna 140 out of the hangar and got it ready to accompany us to Elkader. By then the fog had burnt off enough to begin our adventure. We takeoff and head north, enjoying the view of trees just beginning to change color. As we neared Elkader we noticed a fog bank still hanging over the Volga river just south of the airport. Hoping the fog would stay in the river valley we pressed on to find our runway. Dave's GPS guided us right over where the airport should be and over the radio we heard "Plane over Elkader, runway visibility is obscured due to fog. Recommend you divert to alternate airport." As Dave acknowledges, we look down and are just able to spot the runway. Dave circles and decides to try an approach. In the pattern we have a good view of the end runway but as we descend on final we hit a fog bank and lose sight of the runway. Just as Dave adds power to climb out, we break through and spot the runway again. Dave lands and as we taxi down the runway we again hit a fog bank but have no trouble finding our parking spot.

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Photo by David Koelzer

By the time we get out two airplanes roar overhead on a missed approach. On their next approach they were able to land as the fog began to clear up. We then watched as many more planes come in. We counted 4 C140s and 6 Taylorcrafts.

Grass strips seem to draw tail-draggers like pretty blondes are drawn to dying millionaires. But grass strips can have a mean streak as well. As we watched a Beachcraft Musketeer comes in hot and lands long. As our own toes curl around imaginary toe-brakes, we see the Musketeer sliding on the wet grass. The pilot knowing that the runway ends in a sharp drop off down into the river valley, turns hard and is able to come to a stop on the side of the runway. Luckily the plane is fine and the only damage is a bruised ego and a couple of overturned runway cones.



Photo by David Koelzer

Having had enough excitement we, amble in to receive our pancake reward. Our flight back was uneventful and a little sad, knowing that this would be the last fly-in breakfast of the year. But there is always next year and I hope to have a shiny new Sonex completed by then so I can fly myself to claim my own pancake prize.



Photo by David Koelzer

Last Meeting

By Tom Olson

Our last meeting was an engine workshop at John Banes' shop in Fairfax Iowa. Mark Navratil, Steve Ciha, Terry Scherman, Ron White, and yours truly brought failed engine parts and related our tales of woe and what we learned with the chapter. Mark has a run out O-360 to overhaul for his RV-8. Steve has another O-360 that was working fine in his RV 6A until a Main Bearing locating pin failed and backed out into the Bearing journal on the crankshaft. Terry brought one of the cylinders



from his LongEze's O-290 that developed ringed wear patterns in the side wall. Ron brought a disassembled master solenoid that had recently failed after a mere 2000 or so hours on his LongEze. The overall message is, if you are working on your engine or want to learn about such things, we have a wealth of knowledge in the chapter. Be sure to come to our meetings and take advantage of this and share your knowledge with the rest of us. John also showed us his latest project,

a Genesis light plane from Slip Stream Industries. The Genesis looks like it could be the ultimate summertime fun machine for local area flying. Look for John flying low and slow over your neighborhood next year. Special thanks go to John for setting up his shop for us, to his wife Francine for the fine treats (and reminding John to clean up the shop), and to the folks who drug their engine parts and stories to the meeting to share with us.



Photos by Todd Millard

Next Meeting

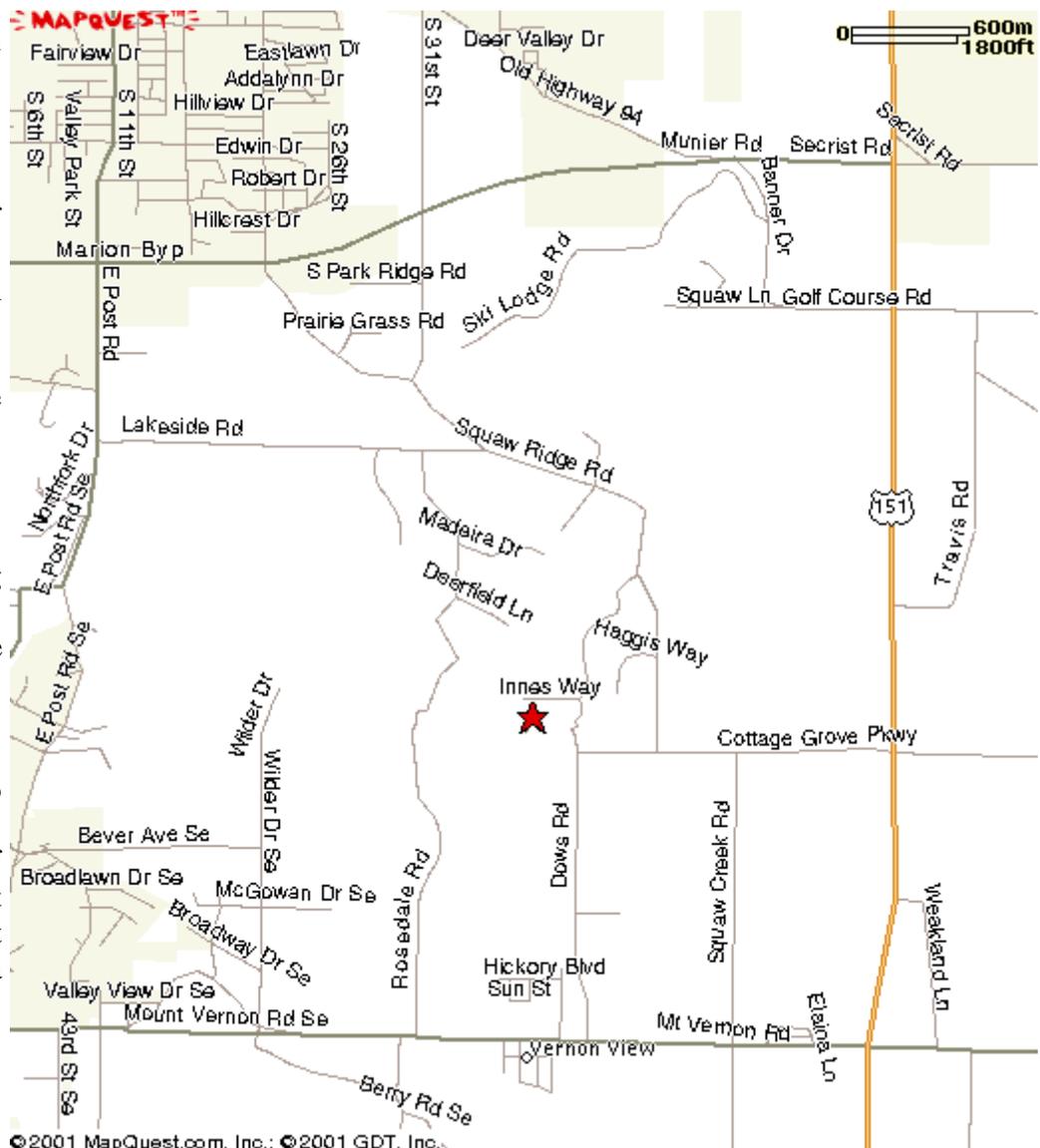
By Tom Olson

Our next meeting will be Friday November 2 at the normal starting time of 7:30 (sorry about the early start last month). This meeting is election night and will be held at Gary and Pat Sharp's residence located at 345 Innes Way in SE Cedar Rapids.

From East Post road about ½ mile south of the Marion Bypass take Lakeside Road to the East. Stay on Lakeside until it turns into Squaw Ridge Road. Continue Southeasterly Turn left onto Abbotsford road about 3 to 4 miles east of East Post Rd. After about 1 mile turn left onto Innes Way. Gary and Pat are about a block from the turn, Only house on Innes last time I was there.

From the South you can take Dows to the North road off Mt. Vernon to Abbotsford. From the East you can take Cottage Grove Parkway off Hwy 13 West to Abbotsford. The Deer in that part of town think they own the place so keep a watchful eye out.

Gary will show us his latest project, an RV-7A, the tail and wing kits will be out for display. From what I have seen and heard you better leave your checkbook home or you may be firing an order off to Van's for your own kit from the intoxication of it all. It seems you just unpack this kit and it assembles itself into a Grand Champion AirVenture Award Winner.



Christmas Dinner

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Please reserve the evening of Friday December 7 (Location TBD) for our annual holiday dinner and gift exchange. It is not too early to start looking for just the right gift.

Editor's Rant

By David Koelzer

Like many 33'ers I helped out with the B-17 visit. I spent my day helping give tours through this living museum. As fascinating as this plane was, even more fascinating were the people that came to see it. Cub Scouts wide-eyed and in awe of this monstrous thing bristling with deadly guns. Granddaughters putting forms to the stories told by grandfathers. A lady who once bucked rivets in a Seattle Boeing plant, came to inspect her handy work. One gentleman remarked that this plane was in much better shape than the last one he flew in. He was not referring to the last time the Aluminum Overcast was in Cedar Rapids. He was referring to his experiences over fifty years ago. Not being a very tall man, I asked if he was a gunner and he pointed to a gadget about the size of a beach ball on the belly of the plane and said "That was my seat for the flights" He had flown 17 missions in that ball. At 21, his pilot was the "old man" of the crew. They had force landed in Sweden one time and bail out over France another. Flack had hit the #3 engine and from his position he knew they were in trouble. So before they lost hydraulic pressure, he rotated the ball around so he could crawl into the fuselage, grab his chute and followed the others out the door. Hearing these kinds of stories I gained a new appreciation of the sacrifice and determination that Americans have always shown in the face of despots, tyrants and evil doers of all kinds. I am proud that we brought the B-17 to Cedar Rapids. I am sure everyone who visited came away with a new sense of the precious gift that our forefathers have given us in these United States of America.

Fly Market

AVGAS DISCOUNT: Shannon, the manager at Bell Plaine Air Service has made it known that he will give a 24 cent a gallon discount on 100 low lead to EAA chapter 33 members. You will need to call him at 319-444-2466 and get set up in the computer to qualify. Or drop in on a Saturday, there is usually somebody around. With discount, their price is 2.25/gal. - Steve Ciha

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. John Ockenfels 319-351-3461 evenings or 319 351 2848 daytime.

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 call Carl Carson (366-4545) if you are interested.



Photo by David Koelzer



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In The November 2001 Issue...

Aluminum Overcast visit, Elkader Breakfast

Chapter 33 Calendar

November 2 7:00 pm Chapter meeting,
Gary and Pat Sharp's residence, Election
Night & RV7 kit visit

November 8-10 AOPA Expo 2001, Fort
Lauderdale, FL

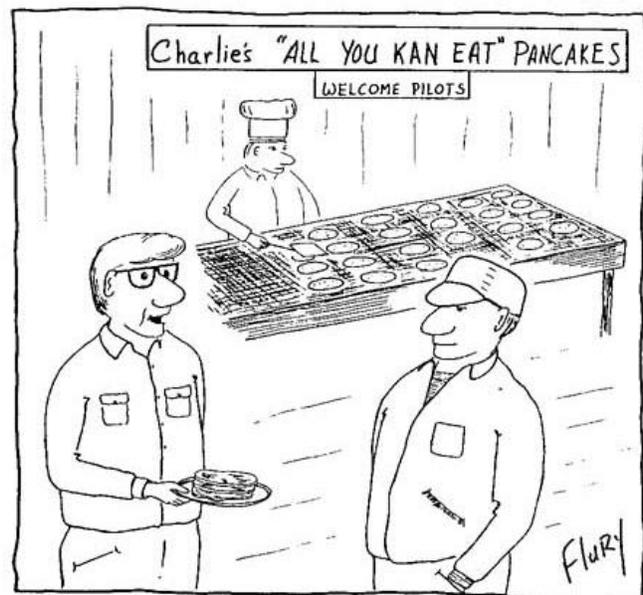
November 21 FAA Safety Seminar, Deni-
son, IA Municipal Airport

December 7 11th Annual Iowa Space Grant
Conference Marshalltown, IA

December 7 6:30 pm Holiday dinner and
gift exchange.

The Funnies

by Wayne Flury



"Oh no, I never actually eat any of his pancakes, I just collect them to use as patches for the roof of my hangar and filler material for the potholes in the taxiway."