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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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A Visit With Two Texas Craftsmen, Part II

By Keith Williams (see part one in the March 2009 issue)

I stopped at the hangar of Prescott Products, introduced myself, and met Tom Prescott. I told him that I had remembered the Prescott Pusher from “way back” and thought that he was in Wichita at the time. He commented that he was working for Learjet in ICT at the time and the plane was introduced in 1985. Eighty-five kits were produced, with maybe a dozen or so ever taking to the air.

He said the main design challenge was getting the loads from the high-mounted horizontal stabilizer transferred to the frame. The answer, he explained, was to use two-inch square tubular steel for the frame. This was better than round tubes because the angles at the joints could be precisely calculate by the computer, thus eliminating the “fish mouth” cuts necessary when welding up a frame using round tubes.

“I still have not seen a design more beautiful than this,” Tom said as he stepped back and looked at his baby from the side.

He's working on an interesting project, which I'll briefly describe---or describe as I understand it, I should say.

Currently, the weather service periodically launches balloons to gather wx data. And this in 2009! Anyway, a company based in Colorado thinks there is a better way. Their way: put weather-gathering instruments in regional airliners and collect the data almost real-time. Regionals go “up and down” frequently and cover



many more airports than the major airlines. Therefore, they can get wx data at a multitude of altitudes at many different locations much more accurately and quickly than they can by relying on the balloons.

But regional airlines don't fly every place. One place they don't fly is off the west coast of the US. Enter the two Prescott Pushers. Prescott Products is installing the weather-gathering package in two Prescott Pushers and is outfitting them to fly missions off the coast. Someone even mentioned that one is being outfitted to be usable as an RPV (Remote Piloted Vehicle).

Tom was a gracious and interesting host. During the time I worked at Collins, he worked for Sikorsky, Gulfstream, Lear, and probably a few others. He filled me in with some of the history of the business which happened during my tenure but of which I was unaware.

We had an interesting discussion on the difficulty and high cost of getting a new aircraft certificated. We both had seen several examples of upstart companies whose estimates of such costs were almost laughable, even to novices like me. The Foxjet and the bizjet intended to be built in Ames come to mind as great examples of such projects.

Time was moving on, I should be headed for home, and Tom had work to do. I mounted The Big White Horse and cautiously headed out the driveway to the highway. So far, so good. I made the right turn and headed toward our trailer, roughly 150 miles away. Steering seemed normal. I accelerated to warp speed and still no problem. I made it home with no more events. Once again, an ugly event turned out OK. And I've had no problem since. As Dave Yeoman said, "You sure were lucky to have been near an airport when that happened!" He sure was right.



**Tom Prescott
and one of his planes**

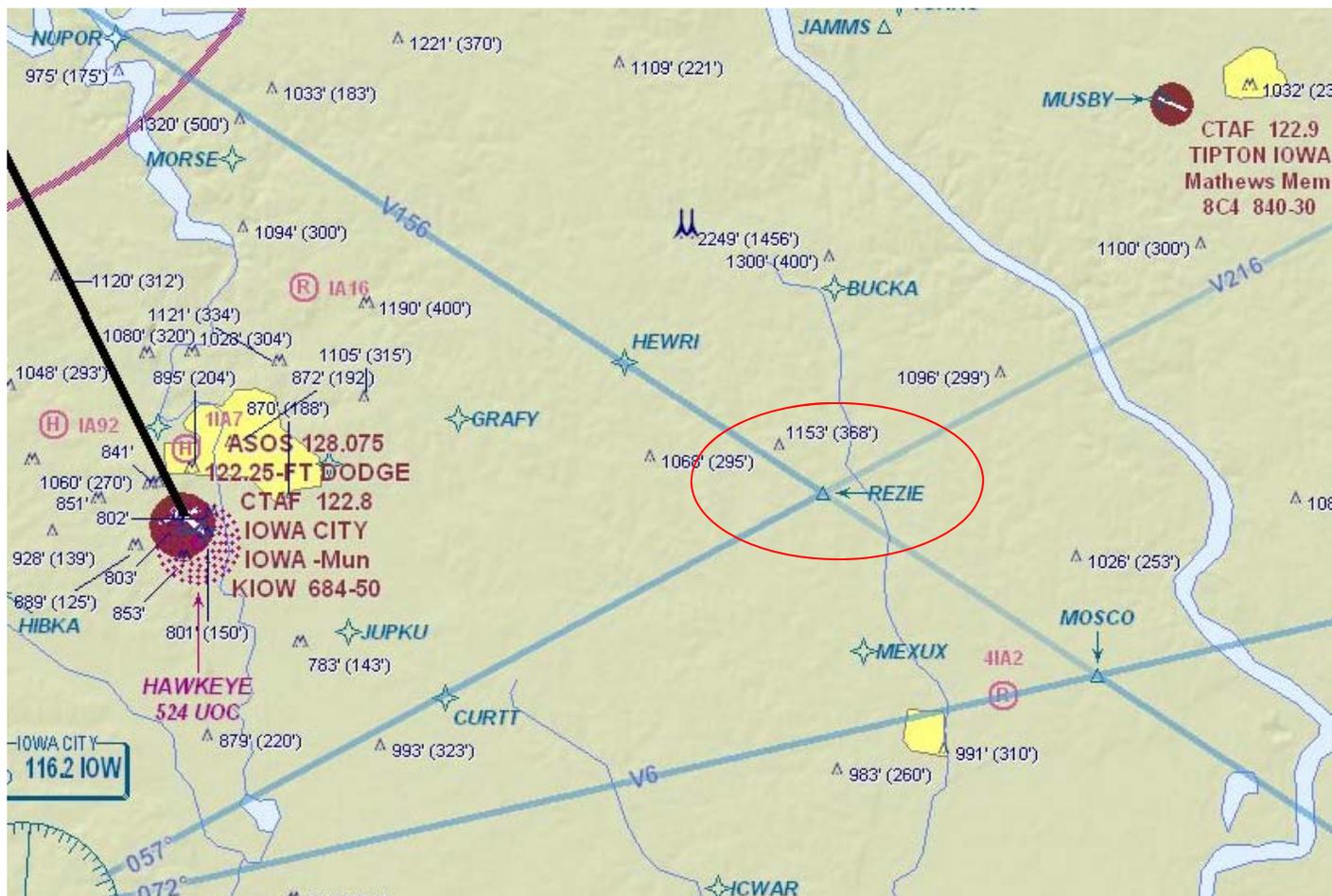
Some Things Are Just Meant To Be

by Steve Rezabek

Many of you know that Jack and Maryann Rezabek have a pretty amazing son for his accomplishments in Aerospace Engineering. Not only was Rick Rezabek the Chief Engineer on the X-35 Joint Strike Fighter Program for Lockheed Martin over the course of its entire development, but he was also promoted to Program Manager when the design elements were finished. Few of you know that he is an all around good guy who is always appreciative of family and a huge fan of general aviation as owner of a rare Stinson SR-9F Reliant and co-owner of a not-so-rare Stinson 108-2 Voyager parked in my hangar at CID.

Recently Rick found a Victor Airway intersection that did not have a five letter designation and was unnamed. It just so happened to be about 15 miles east / south east of the Iowa City VOR and close to his home town, Cedar Rapids. So, he spent the time to call the FAA and track down the right person with the proper channels to change that. It happened to be a System Support Specialist – NISC at FAA ATO CSA Service Center / System Support Group, AJO-2C2. So, on Feb 28, 2008 Rick received an e-mail that the proper paperwork has been filed and “Due to a high volume of work at flight procedures, it will be some time before it gets published.”

When the new Chicago Sectionals come out in May 09, you will see that the intersection of V156 and V216 is officially named **REZIE**. It is published, and a true tribute to my father, family, and family name....for a very long time to come.



Last Meeting - Iowa Children's Museum

Deb Dunkhase gave us a tour of the entire Museum and finished off at the new "Take Flight!" exhibit. While not completely finished yet, it is well on its way to being a spectacular and exciting place. The flight simulators, air traffic control tower, hot air balloon, pedal planes, remote control flight simulators, Bernoulli's Wind Table, a Cessna 150, Pig Parachutes all make me wish I was 8 years old again (all thought my wife often tells me to grow up, so maybe there's a hope for me).

There is still plenty of work to do so Deb welcomes any and all volunteers.



Next Meeting – Movie Night

Jay Honeck has invited us to have our April meeting at the Alexis Park Inn and Suites. It will be on Friday 17th at 7:00pm. Jay has volunteered to provide snacks/refreshments. We will be watching an aviation movie, Jay has a collection of over 200 titles so lets hear some suggestions. Doors will open at 6:00pm for flight sim time on one of the new **Penguin** simulator which are slated to go into the ICM **Take Flight!** Exhibit. See you there.



Spring Banquet

Mark your calendar for our Spring Banquet, May 8th, 6:00pm-9:00pm, at the Cedar Rapids Marriott, 1200 Collins Rd, NE Cedar Rapids, IA. Our guest speaker will be our own Greg Zimmerman.

The Chicken Dinner will cost \$20 per person. As always we request everyone who wants to attend the event, please RSVP in advance so we can get an accurate head count to the caterer. If you plan to attend, please contact Dave Miles at david.miles@mchsi.com

Fly Market

FOR SALE: My 1958 172. I have owned the airplane for 30+ years. I am changing to Sport Pilot so can't use the 172 anymore. Airplane is based north of Cedar Rapids, Iowa at my private strip. The airplane is low time and clean. All logs available. Fresh annual on 6/30/08 shows compression to be: (77, 78, 78,77,77, 78)/80. Autogas STC, Cleveland brakes, new Gill battery 2006, mufflers rebuilt 2005, new intake hoses 2005. Airtex interior, good paint.

TTAE 2620 SMOH 823
Radios are basic. New ICOM A200.

Dave Yeoman 319-377-4188



Chapter 33 Calendar

April 17 7pm Chapter Meeting, Aviation Movie and flight sim, Alexis Park Inn

April 30 7pm Safety Seminar "A Battle Plan for the Inadvertent Spin" Presented by: Rich Stowell (2006 CFI of the Year) Pella Municipal Airport

May 9 Tulip Time Flight Breakfast, Pilots in Command FREE, Shuttle available to Tulip Festival May 7, 8 & 9 Pella Airport

June 28 9am-3pm Friends of '8 Charlie 4' Open House and Fly-In at the Mathews Memorial Airport (8C4), Tipton. Just a plain ole fashion open house/fly-in. Lions club food stand where PIC's eat free, static displays, Jr. Pilot Center, National Guard stuff, old time music, a few demonstrations and fly-bys, etc.



"Earl, either we both lose some weight real fast or we'll only be able to carry about 2 gallons of fuel when we take off."

In The April 2009 Issue...

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