



The Lippisch Letter

October 2003

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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2003 EAA Major Achievement Award Nomination Letter

All of the Officers and Member of EAA Chapter 33 would like to congratulate Dave Lammers on for receiving the 2003 EAA Major Achievement Award. Below is the letter sent to the EAA by our chapter nominating Dave. As I am sure you will agree from reading this letter the award is well deserved.

Dear Sirs:

Please accept our Chapter 33 nomination for David Lammers for the 2003 EAA Major Achievement Award. David has been an active Chapter 33 member for close to 40 years. He has been a regular technical presenter at Chapter meetings and since 1998 has been our sole Flight Advisor. In the 1970's David built a Pitts S-1 and more recently he built and currently flies an RV-6. A past Vice President and Board Member of the IAC, Dave flew his Pitts to win the Intermediate class in



1996. Working with the EAA Aviation Foundation at Pioneer Airport has consumed much of David's time in the last few years. He volunteers as a pilot for all of the EAA's Pioneer Airport planes and is a member of the EAA's Flight Operations Standards Panel. His current project is acting as the flight instructor for the Learning to Fly TV series that EAA Television is producing for the Discovery Wings Channel.

Listed below are some of the highlights of David's long love of aviation:

Promoting Aviation / Teaching

- Exposing the public to the joy of flight through flying Pioneer Airport planes
 - Flew the EAA Spirit of St. Louis for the National Geographic video The Lone Eagle
 - Developing handbook for Spirit of St. Louis, making it easier and more practical for visits
- Acting as flight instructor for Learning to Fly TV series on Discovery Wings
- Flight Instructor since 1965
 - 100% first time pass rate
 - Specialty is now instrument courses
- Owned and operated Flight Proficiency, Inc. flight training school specializing in aerobatic, unusual attitudes, and tailwheel training.
- Directed FAA funded Avoiding Spins video

Volunteering

- Member of Chapter 33 since 1965
 - Has given numerous technical presentations to the Chapter through the years
- EAA Flight Advisor since 1997
 - Acted as Flight Advisor to a dozen pilots and 5-6 airplanes
 - Has made first flights and flight testing in four aircraft
- Long-time member of IAC
 - Past Vice President of IAC
 - Past Board Member of IAC
 - Volunteers at IAC Tent during AirVenture every year
- Pilot for EAA Aviation Foundation
 - Volunteers Pioneer Airport during AirVenture every year
 - Donates countless hours throughout the year



Professionalism / Excellence

- EAA Flight Operations Standards Panel
- Check pilot for EAA's Pioneer Airport
- FAA Accident Prevention Counselor
- 1996 IAC Intermediate Aerobatic Champion
- Retired Vice President with Rockwell-Collins avionics business
- Standardization CFI for EAA Air Academy CFI's
- Won 1998 EAA President's Award
- NAFI Master CFI
- FAA Gold Seal CFI
- Built 2 aircraft: Pitts S-1 in 70's and RV-6 in 90's

As you can see from this long list, he has served the EAA and our chapter very well for almost 40 years. He currently works almost tirelessly promoting aviation and the EAA throughout the pilot community and the general public. It is hard imagine some being more active in promoting and participating in sport aviation. Please accept our nomination for David Lammers.

Flying and Fun at The Vinton Flight School

By Tim Busch

I needed to do a little promoting for the new flight school in Vinton. Take one golf cart, one airplane empennage (recognize Terry Scherman's KR-2?), add a lovely copilot and two rent-a-kids and voila! It's a parade float! This was used in Vinton and Atkins. Even the candy handouts looked like airplanes!



This is my 172 before the big make over.

The same plane after! Next step, a new panel



Last Meeting - Cook-out and Simulator Tour

By Todd Millard

Planes, friends, and food, it doesn't get any better than that. That sums up the Iowa City cookout at our September 6th meeting. The weather was perfect. The member turnout was great. Mark Anderson's burgers were grilled to perfection.

After a wonderful time socializing and eating some great food, we strolled over to a nearby hangar where Dr. Thomas Schnell is creating the new Operator Performance Laboratory (OPL). Working with Rockwell Collins and NASA, OPL has been actively researching synthetic vision and crew resource management.

After a discussion of their direction, Dr. Schnell invited anyone interested to take a shot at flying their 737 simulator with synthetic vision. While the simulator does not have full motion, you could have sworn the plane was moving inside the cockpit. The advances that are coming with synthetic vision and integrated flight displays are incredible and will definitely make flying in weather and difficult conditions much easier and safer. Thanks to Dr. Schnell and his whole group for coming out on a Saturday night and sharing their facilities.



Photo by David Koelzer



Photo by David Koelzer

Thanks to Mark Anderson and the Fishbaughs for letting the Chapter use their grills. A special thanks to David Leedom for arranging the visit to OPL. Also, welcome to three new members. Please welcome Jay and Mary Honeck to our Chapter. Jay and Mary own the Alexis Park Inn next to the Iowa City Airport. Since they purchased the hotel, they have remodeled it in an aviation theme and are catering to pilots. They are both pilots and share the flying chores in their Piper Dakota. Please also welcome Richard Searce to our Chapter. Richard flies a Cessna 172 and was a big help flying Young Eagles at Fly Iowa. Please take the time to introduce yourselves to our new members when you see them.

Next Meeting - Project Visit - Murphy Rebel

By Todd Millard

Before the weather turns too cold, it's the time of year we try to squeeze in a few visits to see projects our members are working on. For our October meeting, John Stieglmeyer and Steve Hendryx graciously invited the Chapter up to Mt. Auburn to see the projects they are building. The meeting is on Friday, October 3rd at 7pm in Steve's shop (see directions below).

Steve is in the early stages of building a Murphy Rebel. The Rebel is an all-aluminum, side by side, high wing, tail dragger with STOL capability. John is midway through building an RV-7A quick build kit. He is at the point of closing his wings up. John has purchased a Subaru firewall forward kit his RV. While the engine hasn't arrived yet, John will share more on this engine. In addition, John attended the SportAir RV Workshop down in Georgia and will share his experiences. The SportAir workshop is an intensive 7 day introduction to building an RV.

To get to Mt. Auburn, go north on I-380 to exit 49. Go west (left) through Brandon. On the west side of Brandon the road jogs south for about 2 blocks and then heads west again. Follow the road for about 8 miles into Mt. Auburn. Steve's shop is on the south side of town on highway D65. It is a white building with a concrete drive in front that can be used for parking. You may also park in the grass. It used to be a gas station/convenience store and later an auto body shop. Now the building houses Steve's projects and his porta-potty business (guess finding a restroom won't be a problem). It should be another great meeting that you won't want to miss.



Fram Sure Drain for Lycoming

By Steve Willhoite

I bought the Sure Drain SD-1 (1/2-20 thread) for \$12.95 at Advance Auto and then drilled/tapped a 1/2 inch NPT (male) x 1/8 NPT (female) brass adapter out to 1/2-20. Finally, I soldered a brass washer to the top of the brass knurled knob on the Sure Drain so I could drill/safety it all onto the engine. Note that the knurled cap can actually fall off and no oil leaves the engine. At oil change time simply push the pin in the hose adapter to drain the oil through the hose and into a catch bucket.



Editor's Rant

By David Koelzer

We live in a society that strives to be color blind. In the past century we have made great strides in making that color blind society a reality. From the Emancipation Proclamation to the Civil Rights movement to the advancement of Politically Correct speech, we have endeavored to ensure that all people would not be judged by their color but rather by the sincerity of their convictions and the quality of their character. The TSA, however, may change all that. Their new plan is to segregate people by color and then use that classification to determine who can travel freely in these United States. Red people will not be allowed to fly at all. Yellow people will need further "screening" before they are allowed to fly, if they are allowed to fly. To fly unmolested you will need to be green!??? Not I am not talking about Indians, Asians and um...frogs. I am talking about the TSA's new CAPPS II program which will use your name, birth date, address, home phone number, credit card number, frequent flier number, itinerary and other voodoo which only the TSA knows about to classify you as green, yellow or red. This will all happen each and every time you make an airline reservation. But fear not, for all this personal, private information will be safely guarded by TSA's crack staff of security analysts. Or course, now that the TSA has fired over 3000 security personnel because those employees lied about criminal conviction on their application, I am sure your information will be safe. On the off hand chance that you are mistakenly tagged as red, you will have the chance to appeal your case to who? Yes the TSA the same people who tagged you as red in the first place. On appeal the TSA will again look at the secret information on you (no you won't get to see the secret information. It wouldn't be secret then would it.) and be happy to publicly admit that the agency has once again made a grievous mistake unduly denying you a basic human right opening themselves up to expensive litigation or they may just leave you with this "scarlet letter" and cover up their gross incompetence. Either way we will all sleep safer at night.

Fly Market

For Sale: Boat trailer converted for hauling taildragger type airplane. \$500, like new. Al Heinitz, 319-354-6433.

FOR SALE: **Bendix/King KX99** hand-held transceiver, 720 com, 200 Nav and 7 weather channels \$250. **Flightcom headset** Nighthawk Model 4DLX \$60. **Strong Enterprises Parachute** Para-cushion Chair model 305 Covers the back of the body from the shoulders to just above the knees. Diameter of canopy 26'. Has been repacked only by Strong Enterprises. \$425 flown a total of 40 hours. Paul L Jones, 3430 Emerson Ave NE, Cedar Rapids, IA 52411, 319-393-6777





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Major Achievement Award, Fun at the Vinton Flight School., Fram Sure Drain

Chapter 33 Calendar

Oct 3 7PM Meeting, Project Visit, John Stiegelmeyer and Steve Hendryx Murphy Rebel , Mt. Auburn

Oct 5 Fly-in Breakfast Decorah, IA

Oct 5 EAA Chapter 509 Pancake Feed Chippewa Valley Regional, WI (EAU)

Oct 5 Chapter 1229 Pancake Breakfast, Fleming Field, South St. Paul, MN

Oct 13 Fly-In/Car Show Rock County Airport, Janesville WI (JVL).

Oct 16-17 Iowa Aviation Conference West Des Moines Marriott, West Des Moines, IA

Dec 12 Iowa Aviation Promotion Group Board Meeting, Exec 1, Ankeny Airport, Ankeny, IA



**The End of an Era.
British Airway's Concorde in formation
with the RAF Red Arrow Display team.**