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Experimental Aircraft Association Chapter 33

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First flight of LP-49 Glider N888LP

By James Meade

In the late 1960's, Walt Bybee, a retired Continental Airline captain, began assembling a Laister glider kit model LP-49. Walt built his glider in the Laister shop where the LP-49 was also a standard production glider. Several gliders were built by their owners at the Laister factory, inspected and signed off by Laister production engineers and registered with the FAA as standard aircraft.

For a variety of personal reasons, Walt never put the last few touches on N888LP so it was not registered even though it was essentially finished in the early 1970's. Finally, in his later years, Walt decided to finish and sell the machine. The old deal with the FAA to award a standard certificate for a kit built glider was no longer valid, so Walt had to reregister his glider as experimental. In May, 2008, I drove my Chevy S10 pickup to Hemet, CA, near LA, to see the glider I'd bought sight unseen.

The glider was issued an experimental airworthiness certificate and given operating limitations for the local area. When I bought it and brought it back to Iowa City, I had to apply for a new operating limitations document from the Des Moines FSDO. The paperwork was all done by July, but for various reasons I wasn't able to fly it till Saturday, September 6th.

The LP-49 is a single seat, 15 meter aircraft with a glide ratio of a little more than 30:1. It has a retractable main gear and fixed tail wheel plus a nose skid for good braking on grass. It features a rotating speed brake type device similar to a flap that provides remarkable sink without changing pitch forces. The Laister was a combination of metal and composite materials. It was designed to be a fast aircraft but shortly after it came out it was overtaken by fully composite models and never was the dominant glider that Jack Laister had designed it to be.



It was about 1530 on Saturday when I positioned N888LP on the end of runway 30 at Muscatine where our glider club meets and flies from. Before that, a team of glider club members had helped me rig it and double check the control surfaces in a positive control check. That is done with a person in the cockpit trying to move the control while another person holds the control surface and tries to prevent it from moving when the stick or rudder is both pushed and pulled. The glider passed all the tests and looked ready to go, but was it? Positioned on the runway, I first conducted several tow hook release tests with a helper pulling on the tow rope. Then we hooked a car to the glider and pulled it down the runway at about 45 mph. The glider came off in ground effect so I released tow and brought it back down for a landing. The glider flew and felt good and responded properly to controls. Technically, maybe this was the "first flight" but I don't feel so in my heart.

Next, it was time to see if Walt's glider was ready to fly. Tom Burns flew our 150 hp Piper Super Cruiser on tow and we took off straight out almost to the bluffs west of the Muscatine airport before turning south in a climb. The glider came off the ground well and was well-behaved on tow at about 65 mph. It was responsive but docile. As planned, Tom pulled me to 3,000 feet AGL where I released without incident and banked to the right as is common practice when a glider releases. The tow plane turned left per standard practice. I was on my own.

After leveling the wings I checked pitch forces. The elevator was very responsive but the plane was stable and easy to keep in trim. Next it was time for some gentle turns. The Laister handled them smoothly. The plane was in good rig and not only fun but easy to fly. Slow flight was followed by gentle stalls, both done with an eye on the ASI to see what speeds I wanted to fly on landing.

Although I tried to soar in a few weak thermals, the day did not have good lift and after 24 minutes the glider was low enough that a landing was warranted. I was plenty high, but didn't want to push things until I knew the flight characteristics better. I left the gear extended in the first flight. Although I'd swung the gear on the ground, I wanted no surprises until I'd experienced a landing with gear that I was sure were down and locked.

My first landing was too hot and I stayed in ground effect for a long time on runway 30. It was not a great landing because I wasn't used to the flight characteristics of this ship in ground effect, but although I could have logged a couple of touchdowns, I didn't break or bend anything. When all was said and done, I had a wide grin on my face. Walt Bybee had done a great job building the glider and it was a joy to fly.

It is not surprising that there were a couple of squawks on the first flight. I think the ASI indicates low, but will want to verify that before counting on it. The main wheel is rubbing on something so I will lift the glider up and make a good inspection of the gear to see what is causing the rubbing. All in all, I'm happy with my glider and expect to have many happy hours silently soaring the skies of eastern Iowa.

Anyone who would like to get acquainted with soaring should come down to the Muscatine airport any weekend with nice weather. We're there from about noon to 5 or 6 PM. Introductory rides are very reasonable and we are always glad to have guests.

Although I'm not as experienced as many EAA members, I've had the good fortune to get a little stick time in many kinds of aircraft from biplanes to jets. This glider promises to give me a lot of pleasure and we all know that gliders are good for reinforcing smooth piloting and stick and rudder skills.

After I fly off the 10 hours required of an experimental glider before I can leave the 25 nm radius of Lone Tree, I hope to fly around the country and will keep you posted on my new discoveries as N888LP and I get better acquainted.

Jim Meade Update: About 20:15 on 6 October, 2008, a Cessna 150 being flown by EAA Chapter 33 member Jim Meade suffered a power loss. Jim was returning to Iowa City airport from a visit to Cedar Rapids. As a consequence of the power loss, the plane struck a tree on final to Runway 12 at Iowa City and crashed into the street below. Jim suffered some injuries from which he is recovering fully and quickly. The plane is a total loss. Fortunately, no other person or property was damaged. The NTSB and FAA are continuing to investigate the accident. Jim expresses his appreciation for the many good wishes he received from Chapter 33 members. Be safe out there.

When The Little Wheel is in Back

By David Pearson

Many pilots have experienced the challenges and rewards of operating an aircraft with the “little wheel in back”. But what if that tail wheel looks like a Cub “tundra tire” and the airplane has two engines!



I recently had the opportunity to earn a type rating in a Douglas DC-3 and it was the most rewarding fun I've had in an airplane in quite a while. From starting the twin-row P&W R-1830-92 radial engines to flying with the cockpit windows open, we all had a big grin on our face! There were 3 of us: Dan the CFI, Chuck a rocket designer and me. (In real life Dan is a Delta pilot and Chuck really is a rocket scientist.) The flying took place in Griffin, GA and was completed in 4 days.



This DC-3 rolled off the production line late in 1938. It went to Swiss Air and later returned to the U.S. where it flew in Ozark Airlines colors until 1974 and then converted to a freighter. It has accumulated over 55,000 accident free flight hours.

The DC-3 is a very easy airplane to fly and land, wheel landings only, please. When you want to turn, use of the rudder is mandatory. Banking only makes the airplane fly with one wing up and one wing down. Very stable on instrument approaches and the Garmin 430 was appreciated even if it wasn't factory standard equipment. No autopilot, but who would want to use it anyway? The airplane is actually more intimidating than difficult, typical weights for our training flights were around 21,000 pounds. You board from the left rear and walk uphill (it is a tail dragger) 32 feet to the cockpit.

Systems operation is marvelously uncomplicated, just tell the first officer to set the appropriate power, or raise the gear, or get the coffee. The controls are not boosted hydraulically or aerodynamically but control forces are moderate. The 'systems' are all hydraulic: gear, wing flaps, brakes, cowl flaps, windshield wipers. Landing, of course, is where it all comes together. Gear and $\frac{1}{4}$ flaps at 135 knots. Over the fence at 90 with full flaps and a little back pressure to slow the descent. At touchdown push forward smartly to pin the gear on the runway and slowly fly the tail to touchdown. Taxiing is quite easy as long as you remember that locking tail wheel! And we really did fly with the cockpit side windows open.



What a blast.

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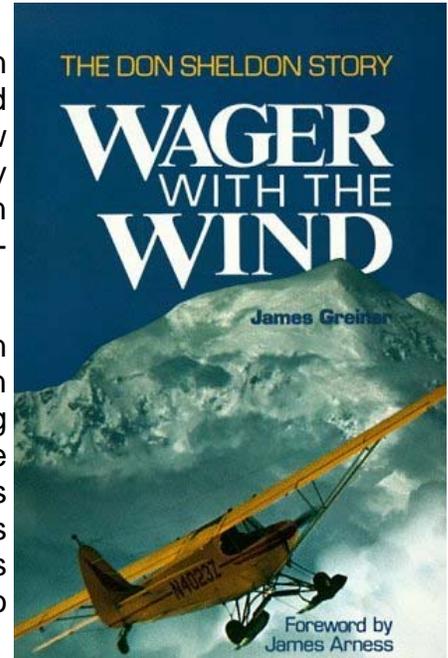
Read Back - The Don Sheldon Story; Wager With the Wind

By James Meade

Those familiar with Alaskan aviation will already know of Don Sheldon, a bush pilot's bush pilot. Beginning after World War II and up till his untimely death from cancer in 1975, Don Sheldon wrote many of the pages of the book of wilderness and mountain flying. He is especially famous for pioneering glacier landings, several of which figured prominently in his well publicized rescues on Mt. McKinley, Denali.

This book was written by James Greiner in 1974, while Sheldon was still alive, and published by Rand McNally. There is a foreword by the actor James Arness and a postscript which contains a few notes on Sheldon's passing. A number of photos add considerably to the book by showing the terrain and conditions in which Sheldon flew. There are also pictures of him, his family and business associates.

The early part of the book chronicles how Sheldon come to be in Alaska and got involved in aviation. Much of the middle section deals with his struggles to build a small company and make a living in the harsh reality of Alaskan bush flying. The latter part of the book draws heavily on Sheldon's involvement with mountaineers intent on climbing the many faces of Mt. McKinley. Although he is best known for his exploits in harrowing rescue operations, he was also heavily involved in flying people and gear in for those who came to climb North America's tallest mountain.



Those of us who sometimes whimsically dream of flying in Alaska can dream our dreams in the pages of this readable and very interesting book. It's not a heavy book, you can relax and enjoy it by the fire this winter, but it's a nice read about a very personable man who was obviously a superb aviator.

Don Sheldon was famous in his day and if you read his book you'll see why his exploits continue to resound in the halls of Alaskan aviation and indeed in any back country flying forums to this day. I recommend it as an interesting and readable biography of a prominent figure in aviation history.

EAA Chapter Leaders Academy

by Dave Miles

The weekend of October 10-12, I flew my Skyhawk up to Oshkosh to attend the 5th EAA Chapter Leaders Academy. I spent the weekend with 16 other Chapter Leaders and dedicated staff from EAA national. It was a wonderful time to both learn from and socialize with the EAA staff and other chapter members. There were quite a few states represented with chapter attendees from Illinois, Colorado, Iowa, Connecticut, Michigan, Wisconsin, and Texas. Jeff Seaborn from EAA Chapter 1410 flew all the way down from Alberta, Canada.

After check-in, Friday night included a welcome from Tom Poberezny followed by dinner and introductions at the Air Academy Lodge. The introductions included us having write down what our last book read was and what is in our CD/tape player, oddest job and most interesting aviation story. Then the person to our right had to stand-up and read it. It was a fun way of getting to know your fellow members. After a little socializing (and some beer and wine), we headed to our dormitory-style rooms to get some sleep for the full Saturday schedule ahead.

Saturday it was breakfast at 7:15am (One thing to note, you will not go hungry at one of these events). At 7:45 we hopped in the EAA bus to take us across the field to the Buehler Leadership Center. We got a bus tour of the AirVenture grounds which is undergoing extensive improvements for next year's AirVenture and beyond. There are literally mounds of dirt everywhere. I did not note all of the details but the Fly Market is moving more centrally.

There is also improvements being done to the vendor area and they are also working on new roads for the tram to help better separate the vehicle and foot traffic. This is all part of a multi-year AirVenture site improvement.

The Saturday sessions included an introduction to the EAA staff with EAA status and future plans. We had brainstorming and break-out sessions on quite a number of topics beginning with who makes up a chapter. For the Chapters in

Attendance: Average number of members 66, About 35% come to the meetings, 38% Craftsman, 35% Recreational Flyers, 28% Enthusiasts & New Participant). We also had discussions and break-out sessions on Chapter Speakers Bureau, Insurance for homebuilders, Recruitment Ideas (both locally and nationally), Government Relations and Advocacy, Fund-raising ideas for Chapters, Chapter Do's and Do Nots, Public Relations and Dealing with the Media and New Resources (a lot of new Web content) among others. There is also a relatively new type of membership specifically for kids 17 and under called Student Membership which costs \$10. We each got a free sample one to take back and this is something I would like to start promoting in conjunction with our Young Eagles Rallies. There is quite a bit of stuff inside the kit as well as a card to activate membership which gives the student access to the member- only website, e-newsletter and other learning opportunities.

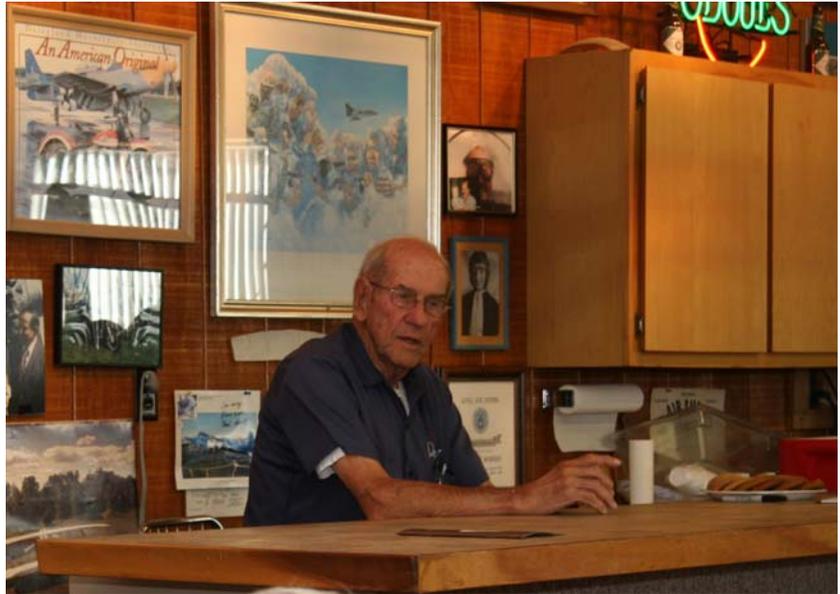
We had lunch with Paul Poberezny at the Aeroplane Factory. Paul was very interested in our ideas for how we can attract and retain membership in EAA. It was mentioned a high percentage of EAA members are also AOPA members but not vise-versa. There are around 167,000 EAA members total and over 400,000 AOPA members. The number of active pilots in the US has also declined in recent decades (and is aging). There is however, a lot of opportunity to recruit more people from General Aviation.

One idea that Paul seemed to like is the idea of giving away 6 months worth of membership in EAA national when someone joins a local chapter. This idea was popular with the members because it gives new chapter members an opportunity to experience what EAA national membership has to offer first before buying and also



relieves the chapter of the uncomfortable task of having to ask for chapter dues and then hit them up again for money to join EAA national as well (a potential turn-off to new members). We all got signed EAA AirVenture Museum Guidebooks from Paul.

The staff at EAA gave us a pleasant (and unexpected) surprise gift on Saturday: We got to all go up in the Ford Tri-Motor which was not part of the agenda and we were the first Leadership Academy to get a ride. We had dinner after that and then got an after-hours tour of the AirVenture Museum from staff member Adam Smith. After that a little more socializing back at the lodge (beer and wine provided).



Sunday, it was breakfast again at 7:15 followed by more break-out sessions and then wrap-up/evaluations. We had lunch around noon and then we said our good-bys and headed out. The Academy is time well spent and your only cost is getting there and back (there is no charge for the lodging or food and drink). It's a fun way to learn from and interact with EAA staff and other chapters.

I would highly recommend both chapter leaders and members attend an upcoming session if they can. Upcoming dates are Jan. 23 - 25, 2009, Feb. 27 - Mar. 1, 2009, March 27 - 29, 2009 Sept. 18 - 20, 2009, Oct. 16 - 18, 2009. For reservations or more information contact: chapters@eaa.org.



New Colors for My Lancair

Photos by Randy Hartman



Last Meeting - RV-8A project Visit

Steve Ciha invited us to his workshop for our October meeting. He has an RV-8A under construction. We drooled over the quality of his workmanship and got to catch up with other members. Steve also had put together a slide show with pictures from various aviation museums he has visited during his travels all over the country. It is amazing how many historic aircraft are left in museums at now abandon airbases around the country.



Steve also showed us a couple of new tools he came up with to aid in RV construction. One a pocket electronic scale he uses to measure the parts for Pro-seal, epoxy and such. Also a tire bead breaker he built himself to help change aircraft tires. Many thanks to Steve for having us over and showing off his project.

Next Meeting – RV-9A project Visit

Dave Gribble will host our November meeting at his house on Saturday morning, November 8th 9am – 11am. The address is 9540 Darrell Drive, Cedar Rapids, IA 52411. Take Blair's Ferry Rd. west. Go 4 miles past Edgewood Road and you will see a residential area on your right. Turn right on Deer Valley Drive. Take your first right on Required Rd, then your first left on Darrel Drive. We are the 3rd house from the end on the right side. <http://maps.google.com/>



We are meeting in Dave's heated garage, please bring your own chairs. We will be providing coffee, muffins and other breakfast-type food. Dave is building an RV-9A. The wings and tail are complete, and the aft skins are attached to the fuselage.

Young Eagles & Cookout

By Connie White

On October 4th Chapter 33 held its rescheduled Annual Fall Young Eagles Event and Chapter Meeting/Cookout at the Marion Airport (C17). It turned out to be our best Fall YE event ever. There was 71 kids flown in just over 3 hours. This could not have been done without the great support of the ground crew and the 2 and 4 place airplanes & pilots, so would like to say a huge THANK YOU to all that helped. The Chapter would like to thank Jan and Perry Walton for the use of the Marion Airport and the grill for the cookout. Denny Hodge took a huge number of pictures during the event. A few are included here but you can see many more by following this link:

<http://picasaweb.google.com/N288RV/EAAChapter332008YoungEagles#>



Chapter Christmas Banquet

John Anderson has once again reserved the Coe Collage Alumni Hall for our Holiday Banquet. Mark your calendar for Dec. 17th. Max Dirks has arranged for KCRG-TV9 Meteorologist Josh Baynes to speak for us. Josh earned his B.S. in Meteorology at Iowa State University in May 2001 and while at ISU he worked at KCCI-TV in Des Moines, IA as a meteorology intern. He is a member of both the American Meteorological Society and the National Weather Association and has been awarded Seals of Approval from both organizations for excellence in broadcast meteorology. In addition to being a meteorologist, Josh is a pilot and a member of Green Castle Aero Club.



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



FOR SALE BUSHBY MUSTANG II KITPLANE, Folding wings, completely unassembled, 25 gallon fuel tank, can accommodate an engine up to 210 hp. \$9000 Aviation tools pertinent to this kit are available and can be purchased separately. More specific information can be obtained through the Bev Streba bevstreba@cox.net 402-493-2198

FOR SALE One tenth share in a 1975 Piper Arrow. Cloud 9 Flying Club. Full IFR. Hangared at CID. Asking \$6,000 or best offer. Includes 12 hours flight time. Moved, must sell. Keith Johnson (217) 483-7929.

Chapter 33 Calendar

Nov 8 9am-11am Chapter meeting & project visit. Dave Gribble's RV-9a

Nov 1,15 EAA Chapter 563, Fly-in Breakfast, pancakes, sausage, coffee, juice - first and third Saturdays all year long. Mt. Hawley Airport (3MY), EAA hangar, Peoria, IL

Nov 7,14,21,28 Friday Lunch at Iola, sumptuous noon lunch is served at Central County Airport (68C), Wisconsin every Friday, year round, in their clubhouse/hangar. See the website for this week's menu.<http://netnet.net/~wjknjan/lmenu.html>



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