

The Lippisch Letter



Experimental Aircraft Association Chapter 33

May 2002

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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Formation Flight to Sun-N-Fun 2002

by Jim Zangger

It all started as an idea while at Airventure 2001. Wouldn't it be fun if we could get as many Taylorcrafts to Sun-N-Fun as possible from the Midwest. There was a potential of eight Taylorcrafts from our area. Every time we saw each other we would discuss the possibilities but hadn't made any real commitment to doing it. Around January, 2002 we started getting serious and finding out who would be able to go. With a little coordination we found five people that would be willing to arrange their schedules around this trip. The people interested in this adventure were Elmer Marting from Monona, Iowa; Lee Bowden from Independence, Iowa; Joe Weber from Cuba City, Wisconsin; Raleigh Buckmaster from Decorah, Iowa; and me, Jim Zangger from Cedar Rapids, Iowa.



Photo by Jim Zangger

We began to plan in earnest. Research was done on formation flying as none of us had any real experience with it. We found a set of video tapes that were real good and a book from the T-34 formation group that had excellent information in it. We adapted this information from a close airshow formation type of flying to a little looser enroute style. We met once to view the tapes and review procedures and then met again to practice the procedures. We found that with the limited visibility in a Taylorcraft that a left-echelon would be the only practical enroute formation that would allow us to keep each other in sight. Any time we wanted to make a significant turn we would fall into trail to avoid any large power changes that the different arcs would require. We discovered that using this method we could actually be quite maneuverable. We flew normal traffic patterns and delayed our respective turns to base leg to allow appropriate spacing on final. Our enroute distance was usually between 200ft to 300ft, depending on the level of turbulence we were experiencing.

(Continued on page 2)

(Continued from page 1)

As our planning continued, there was interest expressed by other people wanting to go to the show also. Tom Mengis flew a 1941 Stinson 10A and Gary and Brett Willie flew in Brett's 1946 Cessna 140. These two airplanes were just a little faster than the Taylorcrafts so they flew ahead as our "weather scouts"! This worked out pretty well allowing them to land about ten minutes ahead of us. They were usually re-fueled by the time we got there which helped shorten the turn around times at each stop. We had full days planned and every minute counted so we could arrive at our destination before sunset!

In planning any long trip, weather is always a factor. We had discussed limits that we would adhere to, as far as ceilings, visibility, and wind conditions. We had also selected some alternate airports along our route to allow for unexpected crosswind conditions at our primary stops. As our departure day dawned we found that we were going to experience unlimited ceilings and visibility and even found a tail wind! We had agreed that we would fly individually to Galesburg, Illinois to form our group. Everyone showed up on time, we checked the weather for our first leg briefed the trip and departed on schedule. Our first stop as a flight was at Salem, Illinois. We had called ahead and the operator let us use two vehicles so we could go into town for lunch. McDonalds was our choice for convenience and speed and we were soon on our way to the next fuel stop at Hopkinsville, Kentucky. This is near Fort Campbell and there is restricted airspace we were able to avoid. Hopkinsville has a self serve fuel system and we had some difficulty getting the pump to work, but we all got fueled and were off to our next and final overnight destination of Scotsboro, Alabama. With an earlier call we found there would be hotel accommodations at reasonable rates but on our arrival we found they only had one or two rooms left. We talked with the FBO and they agreed to leave their facility open for us and we put our cots up in the office. We each had our own room, and there was cable TV with the weather channel and a VCR. We reviewed the Lakeland arrival video and watched the weather. It looked good for the next day as well.

Our planned first stop was Lanett, Alabama but there were going to be crosswinds on their only runway. We elected to use an alternate airport and went to Auburn-Opelika, Alabama. This is the home of Auburn University and there was quite a bit of student traffic. We were given prompt service and then proceeded to Cairo, Georgia. We were planning to buy fuel and go to lunch but on our arrival we found that the fuel he had ordered hadn't arrived yet and we couldn't get any gas! Thomasville, Georgia was only sixteen miles to the East so we went there. The operator was very helpful and we used their crew cars to go out for lunch. We asked what Thomasville was known for, thinking it was



Photo by Jim Zangger

(Continued on page 3)

(Continued from page 2)

the furniture capital of the south, but found out the Thomasville we were thinking about is in North Carolina! This Thomasville has plantations where groups can go for sport hunting. From Thomasville we were close enough to get to Lakeland but thought we should stop short to review the arrival procedure one more time, top off with fuel in case of arrival delays, and check on the status of the Lakeland airport. We stopped in Crystal River, Florida, which is about one hour north (by Taylorcraft) of Lakeland. Unfortunately, we found out about the fatal mid-air collision, which had closed the airport temporarily. It was now reopened but there was a backlog of inbound traffic. We were tired and thought we might have a better opportunity the next morning before the arrival rush began. We stayed overnight in Crystal River. We thought about putting up our tents by the planes but the FBO operator said he didn't want to know about it! If we would have done that he said that airport security would probably have paid us a visit during the night wanting to know just what we thought we were doing! We got a ride to a motel and took showers and watched the weather channel!

A Denny's restaurant was associated with the motel so we went over to eat. When we came in, we were not met by a hostess but two waitresses were just leaving. It probably took about ten minutes before we were seated. Our first order was to get a round of water for everyone. The waitress also took our drink orders. She then came back for our food orders and we asked again for some water. Would you believe that she brought out the food before any beverages were served? Five people got their food and the other two had to wait quite a little bit longer. Each time she came we asked for water! We finally all got our food and a little later she finally brought our drinks, but still no water! We asked again and then she brought out a pitcher of water with straws, but no glasses! We were starting to wonder a little about the quality of service! When we were ready to leave we hadn't gotten our receipts, so as we stood up she quickly had to write them up. I'll bet it took another twenty minutes to get us all checked out at the cash register as she didn't seem to have a grasp as to how it worked. Another waitress came over to help but she didn't seem much better. All in all it wasn't a good dining experience.



Photo by Jim Zangger

If that's not enough, about two or three in the morning one of the guys woke up with a bad case of dysentery. He was pretty well incapacitated but by the time we got to the airport he seemed to be stable. Before we were able to take off one of the other pilots had to delay his departure for the same reason! And

(Continued on page 4)

(Continued from page 3)

that afternoon at the show a third member of our group began to get ill. Is this coincidence or did we get some bad food?! Based on this experience I think we are all swearing off of Denny's for a while!

The last leg to Lakeland was quite uneventful with exceptionally smooth air and only one airplane on the arrival ahead of us. All of the arrival frequencies were loud and clear but there was some difficulty hearing and understanding the lady on the tower frequency. We all made it in good shape and our arrival was uneventful. Arriving Saturday morning instead of Friday didn't allow us to park in the assigned Antique/Classic area, as it had already filled up, but we were nearby. As other aircraft arrived they began having a series of mishaps. A Mooney landed gear up, two Extra 300's were landing in formation and the controller had one side step to the other runway where he proceeded to overrun a Navion and chewed off his tail. I think a couple of bi-planes may have ground looped also. With the mid-air from the previous day the show wasn't getting off to a good start. Fortunately, the rest of the show went pretty well with no further mishaps.

Saturday at 1:00pm we were to meet the rest of the Taylorcraft group and organize a plan for the week. We agreed to meet at the Antique/Classic building at 1:00pm everyday to discuss Taylorcraft topics. This year had the best showing of Taylorcrafts of most any other previous year. I think there were either 14 or 16 at the show. John Reagan from Fernandino Beach, Florida organized and hosted a very nice cookout in the campground. Thirty some people came for that and the food was excellent and the conversation was equally as good. The campground was a long way from our planes and the shuttle service stopped before we went back. Just like Oshkosh, you put a lot of miles on your shoes while there!

The afternoons were always quite windy but Sunday morning was a beautiful still morning and they launched thirty or forty hot-air balloons. I got some great pictures of them over the Taylorcraft. The days were spent walking through the exhibit booths, buying things that we just couldn't come home without! There was a good variety of food available, but at typical show prices! I read some figures on attendance saying they believed they were very close to last year at 640,000 people. I didn't find any numbers on aircraft but there were quite a few. Parked next to our group was a flight of five Ercoupes from the Atlanta area. They have been flying formation for about a year and we had an interesting conversation with them. Another Ercoupe behind them had a smoke system installed! It turns out they were from Galesburg, Illinois and they joined up with us on our return home.

Airshows always seem to be about the same, but this year there was a new act by Bobby Younkin in a Lear 23. This was his first public performance and it was a very nice routine. Bob Hoover used to do one in a Sabreliner and this was similar. Jimmy Franklin was there again with his jet-powered Waco, but it's so noisy you have to stop talking when he is flying! Tuesday night they flew a night airshow. I had never seen one before and it was very interesting. Basically it was the typical routines while they were shooting fireworks from the wings! They also lit off the pyrotechnics on the ground after a warbird flew by. We could feel the heat from that one!

We had originally planned to leave Wednesday morning but the forecast seemed better for Thursday. There was going to be a lot of rain associated with a stationary front and we needed to choose our window of opportunity. When we checked the weather again Wednesday morning, it appeared that we had better leave central Florida as soon as possible so we had a quick breakfast, packed our gear and departed by 10:15am. On our return trip we stopped at Dawson, Georgia for fuel and a weather check. We soon found that a lot of people were stopping at Dawson as they were having difficulty getting any farther

(Continued on page 5)

(Continued from page 4)

North due to low ceilings and poor visibility. It didn't take long to decide we would stay overnight. As luck would have it, the motel had enough rooms for everyone. I think they sold 18 rooms just to stranded pilots. The shuttle driver could only get four people each trip and there must have been 35 people there. The rates were reasonable and we bunked two to a room. I hope I didn't snore too loud Elmer! We were able to get out the next day around noon and went West just South of Montgomery, before we could start North. Other folks tried going North from Dawson and had to return. We made Mount Vernon, Illinois the second night and were able to get all seven planes in a hangar at Mount Vernon as there was another front coming through with a lot of rain and thunderstorms. The weather wasn't nearly as cooperative on our return trip as it was going down. My folks told me that you can't get to Florida and back from the Midwest and it turns out they are right! We did have tail-winds again for the return so there was some small benefit. The next day we were planning on stopping at Galesburg and then depart our separate ways but the weather dictated we stop in Springfield, Illinois instead. With a brief wait there we all continued to our homes with a successful trip behind us.

Being at Sun-N-Fun was enjoyable and the shows and exhibitors were interesting as well, but the main purpose of our trip was not the destination, but rather the journey. The experiences we shared will be forever remembered. Memories to share with good friends that will last a lifetime!

Where should we go next?



Photo by Jim Zangger

THE REST OF THE STORY

By Marvin V. Hoppenworth

Since I wrote the story about the Littlest Warbird (my old Piper J3-65, alias IAH), there has been more information come to the surface. A gentleman by the name of Bill Stratton in San Antonio, TX, head of the Liaison Pilots Association, told me of a man in England named Collin M. Smith who has tracked all these Piper airplanes in Europe and their current history. This man sent back a note saying that in July 1944 this very plane was assigned to Army ground forces and it was initially in Italy. It moved northward during the war and ended up in the Belgium/Netherlands/France area before being returned to the USA Air Force.

We researched the biography of Gen. Vernon Sandrock, the man I bought the airplane from, and found he went through the Aviation Cadet program and graduated in March 1945. Lt. Sandrock spent a brief tour of duty in Germany and I assume he was the pilot during the end of the war. Sometime thereafter he brought the airplane back to the United States. He must have damaged it and stored it in his father's barn. That is where I got involved when we opened those barn doors in September of 1948.



Photo by Marv Hoppenworth

On an unrelated note, I have recently finished the design of a Wright Flyer 1903 Anniversary Model pedal plane to go along with the stable of other pedals planes from Aviation Products, Inc. <http://showcase.netins.net/web/pedalplane/> I have built six of these for the EAA Kid venture program in conjunction with the "Count down to Kitty Hawk" events. This picture shows my granddaughter in the "Pedal Flyer". The counter-rotating props even go "woopety-woopety" as they pedal. So far there are no plans for a kit or drawings because this project would be very labor intensive.

Join and participate in Chapter 33's email group. Keep current with Chapter events, share your experiences or your expertise, offer advice, ask technical questions, vent frustrations, receive the newsletter in color online, organize a fly-out and much more

To join, send an email to
eaachapter33-subscribe@yahoo.com
 or on the web
<http://groups.yahoo.com/group/eaachapter33/join>



Photo by Marv Hoppenworth

Last Meeting

By Todd Millard

The April Chapter meeting on April 5th was our first project visit of the year. David Hansen was kind enough to host the meeting and show off his almost complete Fisher Classic. The Classic is a wood and fabric open cockpit biplane powered by a Rotax 582 two cycle engine. David's workmanship is excellent and he will have a great plane when he is finished. With 25 members attending, David's workshop was cozy, but everyone enjoyed seeing David's project and enjoyed his hospitality (and cookies). Thanks David!

Terry Scherman gave an excellent talk on the basics of formation flying. Formation flying can be a lot of fun, but to do it safely requires some planning and communication.



Jack Rezabek received his achievement award for the first flight of his Kolb Firestar on November 12th of last year.

It's time to start preparing for this year's Oshkosh convention. Chapter "Weekend Work Parties" will start the weekend of May 4th and 5th and run through July 13th and 14th (excluding Memorial Day and Independence Day weekends). David Hansen, Marty Eganhouse, and David Koelzer are interested in representing our Chapter. If anyone else is interested, contact Todd Millard. We will be finalizing plans and selecting a date in the next week or two. If you weren't there, you missed a great meeting!

Next Meeting - Round Engine Roundup

By Todd Millard

For our May Chapter meeting, John Ockenfels, Mark Navratil, and David Griffiths are cooking up an especially tasty selection. They are pulling together a variety of different radial engined planes for our viewing pleasure and will be discussing the basics of radial engines. The meeting will be held on Saturday, May 11th at 9 am in Jet Air's large hangar (the new one) at the Iowa City airport. We are trying some different times and days for the meetings this year. Think of this as a small Saturday morning fly-in with coffee and donuts instead of a pancake breakfast. I encourage all of you to drive in, fly in, or whatever your mode of transportation. Hang around for an afternoon of ride sharing and fellowship.

Young Eagles & Sea Cadets

By John Anderson



After a very foggy start to the day, the Good Lord granted us some sunny skies and fairly smooth air. John Banes, Todd Millard, Janet Blackledge, Ron White, Terry Scherman, Steve Chia and Tom Olson teamed up to

take nineteen enthusiastic young people on their first ride in a real aircraft with Dave Leedom and John Anderson keeping the young cadets organized on the ground. Janet also gave about an hours worth of ground school before we headed for the planes. We had two RV's, two Long Ez's, two store bought Cessna's and one Glasair. Justin and Mark, please get those planes in the air so that they are other Glasair's in the pack.

These kids were members of the Navel Sea Scouts which are sponsored by the US Navy. Much to our surprise, a current Navy jet trainer was setting in front of PS Air and we thought they may have brought the plane up for our Young Eagles. They didn't and I never did find out the story behind it. It was something to look at anyway.

Look for plans to fly more kids during our June meeting at Monticello.

Paul Christen

Designated Airworthiness Representative

Paul Christen, with over thirty years of experience with general aviation, corporate, and air transport aircraft, was recently appointed by the FAA as a Manufacturing Designated Airworthiness Representative (DAR) with authority to issue Experimental Airworthiness Certificates for Amateur Built, as well as other airworthiness and FAA Inspection functions for Eastern Iowa.

Paul may be contacted at (319) 846-2721 or pschrist@solli.inav.net.
Box 205, Walford IA. 52351

David Lammers

Master Certified Flight Instructor



The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of David G Lammers, an independent flight instructor of Marion, IA, long time member & Flight Advisor of EAA Chapter 33. Recently, Dave

was designated a Master CFI (Certificated Flight Instructor) by NAFI, his professional aviation organization.

To help put this achievement in its proper perspective, there are approximately 81,000 CFIs in the United States. Fewer than three hundred of them have achieved that distinction thus far. The last seven national Flight Instructors of the Year were Master CFIs while Dave is Iowa's first aviation educator to earn this prestigious "Master" title.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by candidates through a rigorous process of continuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words *summa cum laude* emblazoned on an instructor's certificate. These Masters truly represent the crème de la crème of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Dave will be invited, during EAA's AirVenture in Oshkosh.

Editor's Rant

By David Koelzer

This month a light plane struck a building in Milan, Italy and within moments of the news breaking the Dow Jones Index dropped 160 points and a leader in the Italian Senate, publicly proclaimed it was "almost certainly" a terrorist attack. A year ago a small plane crashing would have gone almost unnoticed and certainly would have had no impact on financial markets. But the world is different today. Even six months after 9/11 people are still jumpy and for many people airplanes do not represent transportation or recreation devices but rather weapons of mass destruction. We pilots have always been a tiny minority of the population and when the majority starts feeling threatened, the rights and freedoms of the minorities might not be right or free for long. But what can we as pilots do to change people attitudes? First we have to keep our own noses very clean. Not only do we need to do no wrong but also make sure that we don't even appear to do wrong. We need to always check the NOTAMs and stay well clear of any new restricted areas. Second we all need to support aviation organizations like EAA, AOPA and others who are out there fighting for us pilots every day. The cost of membership to these groups is less than a tank full of 100LL. If it weren't for these groups some day we might not have runways, airspace and airplanes to put that 100LL to good use.

Fly Market

FOR SALE: Senior Aero Sport PJ-260 aerobatic biplane project for sale. Call Mike Townsley 430 B Ave, Walford, IA 52351 319-846-2724 or email miket@southslope.net for info. Asking \$4250.00

FOR SALE: 25% Share of 1941 Stearman Biplane NC64712 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.

Project Updates: Mark Navratil's RV-8A & Steve Redman's Stearman



Kathleen, Skyler and Mark Navratil

It has been exactly one year since the project profile of Mark Navratil's RV-8A. In that year he has made great strides and his dream is taking shape. At that time he had the wings and empennage complete and the basic fuselage shell underway. The engine was still in pieces under a work bench. Since then he has almost finished the fuselage and the engine will be back from the engine overhaul shop soon. I'll let the pictures do the talking. The plane looks great and Mark is doing a fantastic job.

The silver rumble you may have heard over Cedar Rapids is Steve Redman and his silver Stearman. After a complete rebuild, the big radial is back on the Stearman's nose and once again boring holes through Eastern Iowa skies.

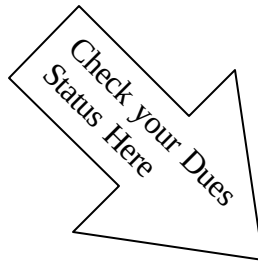
Let's hear about your projects. Send your updates to david.koelzer@mchsi.com



Photo by Todd Millard



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In The May 2002 Issue...

Taylorcrafts to Sun-n-Fun, Littlest Warbird Update, Master CFI, DAR

Chapter 33 Calendar

May 11, 9am Iowa City Airport, Jet Air hangar, Round Engine Roundup.

June 1-2: EAA Family Flight & Balloon Festival EAA Aviation Center - Wittman Field Oshkosh, Wisconsin

June 2, 7-11am: Flight Breakfast Pilots Association, Washington, Iowa

June 8th: Meeting in Monticello, team of Thomas Meeker, Al Wagner & Armin Jacobs. Young Eagles & Cookout

July 13th: Meeting at Green Castle with a team of Gunther Frank, David Culbertson, and Justin Fishbaugh

June 23, 7:30-11am Flight Breakfast, David & Teresa Wilson's airstrip near Garrison, IA

Mystery Plane



This unidentified plane was recently spotted trying to sneak behind the West-T's at the Cedar Rapids Airport. If you can correctly identify this plane you will win a free subscription to Chapter 33's email group. Collect your prize on the web: <http://groups.yahoo.com/group/eaachapter33/>