

February 2010

Experimental Aircraft Association Chapter 33

A monthly publication of the Dr. Alexander M. Lippisch Chapter of the Experimental Aircraft Association, Cedar Rapids, Iowa.

Editor: David Koelzer

EAA Chapter 33 Officers

President: David Miles
585-703-2485
david.miles@mchsi.com

Vice President: Denny Hodge
319 373-3465
dennyhodge@mchsi.com

Secretary & Newsletter Editor:
David Koelzer
319-373-3257
david.koelzer@mchsi.com

Treasurer: Larry Wood
319-395-9348
elwood140@aol.com

Flight Advisors:
Dave Lammers 319-377-1425

Technical Counselors:
Tom Olson 319-393-5531
Ron White 319-393-6484
Marv Hoppenworth 396-6283

Young Eagles:
John Anderson 319-310-7089
Connie White 319-393-6484

Board of Directors:
Tom Olson
Randy Hartman
Tom Caruthers

www.eaa33.org

Iowa Aviation Museum, Greenfield Iowa

By Jim Meade

On Saturday, the 30th of January, 2010, I flew with Dave Pearson in his Apache from Cedar Rapids (CID) to the Greenfield, IA (GFZ) chili dinner. It was VFR both ways, a strong hour down and a bit longer returning as I took the chance to make three landings and get day current in the twin. GFZ has two concrete runways, 3600 and 2500 feet and gas was \$3.80 for 100LL.

This is the first time I've been to Greenfield. It is a surprisingly nice small aviation museum. Those familiar with it will agree and those who have yet to see it have something to look forward to. The next "do-in's" at Greenfield is a Hula fly-in on Saturday, 8 May. I don't know the reason for the Hawaiian theme, but it sounds like fun.

We had a choice of several kinds of chili plus some nice brownies for \$5, a bargain in today's economy.

Greenfield is home to the Iowa Aviation Museum. It features a nice collection of airplanes, some extremely rare, a Hall of Fame of Iowa



1941 Aetna-Timm Aerocraft



1928 Curtiss Robin

pilots and a nice library and gift shop. I'd have liked to have stayed longer at the library. I'm not sure if they loan books or not. I did buy a nice cap from which I immediately took the button off so it didn't hurt my head by pressure from the headset. Why do people sell caps about aviation that have buttons?

There were several gliders there that I'd never heard of. A couple of old Piper's were on the floor along with a Taylorcraft. There was a 7/8 scale Pietenpohl with the Model A engine. Two Gypsy Moths, a Pitt Special S1S and a Stearman rounded out

the airplanes you've probably heard of. In addition, there was a 1941 Aetna-Timm Aerocraft, the only one left in existence. It was a candidate to be a primary trainer in WWII. A 1931 Kari-Keen Coupe is one of only 32 built in Sioux City, Iowa. Outside are parked an A-7 Corsair II and an AH-1 Huey Cobra Gunship.

Pilots with an Iowa connection are honored with plaques, photos and biographies in the Hall of Fame room. If you know of a pilot who has contributed significantly to Iowa aviation, you can nominate them for membership. See the forms in the website.



1929 Stearman



1931 Kari Keen

<http://www.flyingmuseum.com/Opening.aspx>

I liked this little museum. The people were friendly. It was warm and clean. You could walk around and see the airplanes up close. I joined at \$25 a year because I think it is worthwhile. If you get the chance to stop, I recommend it for the museum and reasonable gas. If you are looking for someplace to fly on Saturday, 8 May, put KGFZ in your GPS and follow the magenta line.

Read Back - Naked in Da Nang

By Jim Meade

A US Air Force Forward Air Controller (FAC) recounts his year of calling air strikes in support of ground forces in northern Viet Nam in 1972. The book opens with a riveting account of using 2 F-4's to eliminate an enemy company which has pinned down a smaller ARVN (Army of the Republic of Viet Nam) force in the A Shau valley of I Corps. The precision of the FAC ballet of talking with nervous troops on the ground on FM frequencies and directing the fast movers on VHF shows the ultimate in multi-tasking. He is monitoring 2 other radios plus guard frequencies in his Cessna O-2 Skymaster, a militarized version of the twin in-line engine Cessna 337.

The book, published in 2004 by Zenith Press, was written by LTC (Ret) Mike Jackson and Tara Dixon-Engel. It is 302 pages long and includes a number of color photos and a glossary for those not familiar with Viet Nam era or USAF pilot jargon.

Jackson has written a book that is a series of vignettes of his 366 day tour (it was leap year) in Viet Nam and the events that led up to his military service. He doesn't say much of what came after Viet Nam, although he mentions that he flew B-52's for a while and retired in 1991 at the rank of Lieutenant Colonel. After the Air Force, he was Executive Director of the National Aviation Hall of Fame and served in other positions related to military and veterans affairs. In his Hall of Fame capacity, he had occasion to meet many prominent aviators such as Scott Crossfield, James Lovell, Gene Cernan, Wally Schirra and Frank Borman, who wrote the preface.

I liked the action sections of the book best. Jackson has a nice touch for describing the chaotic world of aerial combat. The many things a FAC must know, coordinate or do at once are mind-boggling. Aviators will relate to writing coordinates, bomb loads, frequencies and other information on the plexiglass canopy with grease pencil. He was zealous about folding and storing maps precisely so he could get at them while flying and talking on the radio, looking out for ground fire, retaining situational awareness and guiding the attack planes in to the fight. On another flight, he found himself under a B-52 bomb drop, called Arc Light and says the best way to handle it is to fly parallel to the bomber stream. He is awarded the Distinguished Flying Cross at the conclusion of his tour of duty.

All of us who have served in a combat zone know that one is not fighting all the time. There are periods of boredom, training, leave (Rest and Recreation, called R&R) in or out of country and just killing time. For many of us parts of the book are "been there, done that". Jackson write of episodes, some funny, some sad and many crazy that soldiers get into when not on duty in a war zone. One time, he went along on a helicopter flight in a light observation helicopter (LOH, called



NAKED IN DA NANG

A FORWARD AIR CONTROLLER IN VIETNAM



loach). Up above were two Huey Cobra gunships. The loach was trying to see the enemy or draw fire by sneaking and peaking at ground level and Jackson tells of the 18-19 year old pilot flying under triple canopy cover into a jungle tree tunnel so that they had to back the helicopter out. The pilot asked how much room there was on the left and when told 6 feet said he'd slide that way a little as it was a bit tighter on the right. Jackson decided that no matter how nervous he felt being shot at in his push me-pull you O-2, it was nothing like being up a blind alley in the jungle in a helicopter.

Jackson married his college sweetheart before leaving for Viet Nam and is still married to her. He writes poignantly of meeting her for R&R in Hawaii. Perhaps his marriage is one reason there are some words with dashes in the book but no curse words spelled out and while he acknowledges the existence of certain sources of temptation around the base he proclaims to have not indulged in any of them. I guess I'm old fashioned, but I like the way he handles this. He doesn't need to brag about anything and he doesn't need to explicitly use bad language to let you know it was around.

Jackson gets a Bronze Star for battle injuries in Viet Nam. Not bad enough to preclude him having a career but bad enough that he is now on 100% disability. I'm not sure how you work that and he doesn't explain it. His discussions of some of the mayhem of war are accurate and clear but he doesn't dwell on it.

I liked the book. It's not some masterpiece, but it makes a nice, relaxing book to read. For war vets, it's like a chat with an old buddy. For those who haven't been to war, it shows the humanness that pervades it without giving any false illusions that war is some glorious endeavor. At the level of the FAC and the grunt he served, war is brutish and sordid.

This is a book to read if it comes your way. I wouldn't chase it down too hard but am glad I went through it. Some parts I skimmed and some I reread. Besides the combat action, which he describes very convincingly, I enjoyed his discussion of the O-2 Skymaster. I've flown the civilian version and can relate a little to what it may have been like to fly it at 2,000 feet AGL with people shooting at you.

Last Meeting

EAA chapter 33 held a meeting on Saturday, January 23rd from 10am-noon in Hangar 51 at Cedar Rapids Airport (courtesy of Randy Hartman of Alpha Omega Aircrafters). It was a well-attended meeting and Marv Hoppenworth (EAA chapter 33 founding member and lifetime member). Marv donated several tools to the Chapter including a cylinder compression checker and a mag timer. Marv also gave a demonstration of the tools. Larry Wood, our chapter treasurer, also collected dues.

Many thanks to Randy for hosting the meeting and to Marv for presenting.



Next Meeting

February 19 Friday, 7pm - 9pm. Aviation Movie Night at the Inn Alexis Park Inn and Suites 1165 S. Riverside Drive, Iowa City Arrive at 6:00PM for some Kiwi flight sim time. Snacks and Refreshments will be provided courtesy of Alexis Park Inn and Suites

March Meeting

March 13 Saturday, 10am - noon Chapter Meeting: FAASTeam Safety Seminar presented by Tim Busch Topic: Landings Location: TBD - probably as PS Air at Cedar Rapids

Chapter Elections

I forgot to report this in a earlier newsletter but at our November Meeting we held elections for President and Vice president. Denny Hodge was nominated for vice president. His nomination was seconded and he was unanimously approved by a show of hands. Congratulations Denny. We did not have any volunteers to replace Dave Miles as president though. We have a lead on a possible successor who may be able to take over later this year, but the field is still wide open. So any other nominations are still welcome.

Membership Renewal Due

It is that time again. Dues are \$15/year, \$25 for 2 years, or \$35 for 3 years. Add \$10/year for paper newsletter (electronic newsletter delivery is free)

You can check your dues status on our Chapter website in the Members section. You need to login to see your status. Click the "Sign In" link at the top of the members page. Or use this link <http://www.eaa33.org/members/index.php?login=1>. Enter your last name and your EAA#, click "Login" then you can go to your name in the member list and check out your membership status at the bottom of your individual page. Don't worry only you can see your status. Also take a minute to check your address, phone# and email address and update them if needed.

If your membership is paid only thru 2009 then Please send your completed application for 2008 and check to: EAA Chapter 33, c/o Larry Wood, 140 Northwood Dr., Hiawatha, IA 52233. If you have any questions about your status you can contact Larry Wood 319-395-9348 or elwood140@aol.com

Chapter 33 Calendar

Feb 19 7-9pm. Aviation Movie Night at the Inn Alexis Park Inn and Suites 1165 S. Riverside Drive, Iowa City Arrive at 6:00PM for some Kiwi flight sim time.

Feb 19-20 Annual Midwest Aviation Maintenance Symposium and Trade Show, Airport Holiday Inn, Des Moines, Iowa

Mar 9 7-9pm AOPA Safety Seminar "10 Things Other Pilots Do Wrong" Clarion Hotel and Convention Center 525 33rd Ave SW Cedar Rapids, IA 52404

Mar 9 7-9am Iowa Airports Breakfast on the Hill, State Capitol Building, Des Moines, Iowa. All IPAA members invited

Apr 11 Fly-in Breakfast Dubuque Regional Airport

Apr 21-22 Iowa Aviation Conference, Sheraton West Des Moines Hotel, West Des Moines, Iowa For more information, visit iawings.com

PILOT RULES

The PILOT always makes *The Rules*.

The Rules are subject to change at any time without prior notification

No CO-PILOT can possibly know all *The Rules*.

If the PILOT suspects the CO-PILOT knows all *The Rules* he must immediately change some or all of *The Rules*.

The PILOT is never wrong.

If the PILOT is wrong, it is due to a misunderstanding which was a direct result of something the CO-PILOT did or said wrong.

The CO-PILOT must apologize immediately for causing said misunderstanding.

The PILOT may change his mind at any time.

The CO-PILOT must never change his mind without the express written consent of the PILOT.

The PILOT has every right to be angry or upset at any time.

The CO-PILOT must remain calm at all times unless the PILOT wants him to be angry and/or upset.

The CO-PILOT is expected to mind read at all times.

The PILOT is ready when he is ready.

The CO-PILOT must be ready at all times.

Any attempt to document *The Rules* could result in bodily harm.

The CO-PILOT who doesn't abide by *The Rules* is grounded.

In The February 2010 Issue...

Iowa Aviation Museum, Read Back - Naked in Da Nang



Experimental Aircraft Association
Alexander M. Lippisch Chapter 33
c/o David Koelzer
2930 Baker Street
Marion, IA 52302
david.koelzer@mchsi.com