

The Lippisch Letter



Experimental Aircraft Association Chapter 33

June 2001

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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Sun 'n Fun as a Student

By Vern Jackson

Prologue By Keith Williams: *Well, we're back amongst you now, so hope to see all our friends at the next chapter meeting. Here's a "trip report" by a friend and former coworker, Vern Jackson. Vern retired from Collins a bit over a year ago and is getting close to receiving his Private under the tutelage of Bryan Hawkins. Like everyone else, his progress was slowed by the winter weather. First, I was intrigued by a student making a "dual cross country" to Lakeland from CR! Not every student can claim that! Second, I found Vern's impressions of Sun 'n Fun and assessment of the industry interesting. (Most recently, Vern was Director of Boeing Programs (or some such) so has viewed the industry from a slightly different perspective than most of us.) Thanks, Vern, for giving permission to share this with Chapter 33 members!*

I thought you all might be interested in the journey that Bryan Hawkins and I made in his Cessna 182. 1,150 miles represents quite a distance (around 8 hours) for a light plane but the weather was excellent going down and all the time we were there. I flew all the way to Lakeland with stops at Vandalia IL. and Gadsden

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AL. to have lunch, take a break etc. It was interesting to see how sharp the "line" between Spring and Summer is right around Kentucky. On the south side, all the leaves are out and the temperature were in the 70's and 80's. In Illinois, the leaves aren't out and the temperature is still less than Summertime.

The most interesting part of the trip to me is the process that the EAA uses to rapidly accommodate the arrival and departure of several hundred airplanes. Bryan had been part of it before at Oshkosh, but it was a new experience for me. Fundamentally, they use special approach and departure procedures that are based upon the airplanes just listening while the controller does all the talking. They route you into the area based upon landmarks like major lakes etc, and you simply get into a traffic que with all the other airplanes that are visible. Once you get close



to the airport, they give you specific commands based upon the type and color of your airplane. These are very rapid and usually directed toward getting someone to speed up or close up to handle the crowds as fast a possible. The directions on the ground are equally fast since they have to efficiently get you quickly off the runway and into some sort of parking space. Once parked, they have an excellent shuttle service that will take you just about anywhere on the field including on field Rent-A-Car.

The Show itself is very large with over 200K a day crowds that are now approaching Oshkosh, but the

shuttles let you travel to any exhibit sector without any real trouble. The kit builder exhibits are the ones that interest me most because they are making so much progress in both performance and ease of construction. I guess that Cessna and Piper etc just cannot compete with free labor! In any case there is a growing roster of high performance and almost affordable lightplanes. On the trip back, we had to stop at Chattanooga due to a weather front, but it was a convenient break anyway when you are on a retirement schedule.



News from Headquarters

"Operation: Protect Our Planes."

New Presence on AirVenture Flightline At AirVenture Oshkosh 2001, a new group of volunteers will remind visitors to abide by the established safety rules on the flightline. Operation: Protect Our Planes (P.O.P.).

When venturing onto the AirVenture flightline, visitors should be aware of EAA's established safety rules designed for their protection and that of airplane owners and their aircraft. A new volunteer effort, Operation P.O.P. (Protect Our Planes), was created this year to help heighten awareness of these rules:

- No smoking on the flightline or in the vicinity of any aircraft. (Smoking is also not allowed inside any public building/structure on the convention grounds.)
- No food or drink within 10 feet of any aircraft.
- No coolers are allowed on convention grounds (except campers with permits).
- No handling/touching of aircraft except with owner/crew present.

EAA created Operation P.O.P. in response to last year's AirVenture survey that showed smoking and food/beverages near flightline aircraft as a concern of aircraft owners. Hundreds of green-vested Opera-

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tion P.O.P. volunteers will be highly visible along the flightline and other areas, politely reminding attendees to observe EAA etiquette. Operation P.O.P is the largest group effort ever created address this issue. EAA also has added additional signage and garbage receptacles strategically placed on the flight line.

"EAA members are known for their generous spirits - sharing their knowledge of homebuilding, giving a youngster a Young Eagle ride, displaying their aircraft at AirVenture," said Operation P.O.P. chairman Noel Marshall. "When members bring their flying works of art to share with others, we need to respect their generosity. If a visitor were attending a classic car show, they wouldn't dream of touching or picnicking around someone's prized possession.

Our presence is to remind attendees to afford our generous members the same courtesies." Smoking and airplane fuel are a volatile mix. Hot ash can also seriously damage aircraft surfaces. Likewise, food and beverages create potential damaging situations for aircraft as well as refuse concerns. "We want our members to keep bringing their unique flying machines and feel comfortable that they will get the respect they deserve," Marshall said. "By our presence, we want attendees to 'think green and keep the grounds clean.'"

Want to be an Operation P.O.P. volunteer? Approximately 300 Operation P.O.P. volunteers working in four-hour shifts are needed to help safeguard the flightline, internal security points and gates. Mandatory daily briefings will be held at Theatre in the Woods, 7:30 a.m. for the morning crew and 10:30 a.m. for the afternoon crew. Operation P.O.P. is a great volunteer activity for the whole EAA family ages 14 and up. Those interested in joining should contact chairman Noel Marshall at rnb01@northnet.net. Also, if your EAA Chapter is interested in joining Operation P.O.P., please contact Brenda Anderson at bander-son@eaa.org. To learn more about becoming a volunteer at AirVenture, visit the AirVenture website at: <http://www.airventure.org/2001/news/pop.html>

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FAA Administrator Signs off on Sport Pilot/Light Plane Proposal

EAA has learned that FAA Administrator Jane Garvey officially approved the Sport Pilot/Light Sport Airplane proposal and that final preparations are being made for its delivery to the U.S. Department of Transportation.

"It's been signed by the Administrator," said Sport Pilot Project Manager Sue Gardner on May 22. She added that final preparations are being made before it is delivered to the DOT.

Once received, the DOT will have up to 60 days to review Sport Pilot/Light Sport Airplane before forwarding it to the Office of Management and Budget, which also has up to 60 days for review. EAA is in close contact with agency officials and will post the latest developments as they occur here at <http://www.eaa.org>.

EAA recently announced plans for a new Sport Pilot Center at EAA AirVenture Oshkosh 2001, July 24-30. The exhibit will be located across from the FAA building and provide the latest information on pilot certification, qualifying aircraft and flight training requirements. To learn more about Sport Pilot/Light Sport Airplane, visit EAA's Sport Pilot News on the web. <http://www.eaa.org/benefits/sportaviation/sportpilot/index.html>

Builders Workshops (contact EAA Sportair at 800-967-5746)

JUNE 01-03, 2001, GRIFFIN, GA

Topics: RV Assembly and Velocity Assembly

JUNE 08-10, 2001, GRIFFIN, GA

Topics: Level 2 TIG Welding

JUNE 09-10, 2001, NORTHHAMPTON, NH

Topics: Fabric Covering

JUNE 23-24, 2001, FREDERICK, MD

Topics: Fabric Covering, Composite Construction, Sheet Metal Basics, Electrical Systems and Avionics, Engine Installation, Gas Welding, "What's involved in kit building?", and Introduction to Aircraft Building

JULY 06-08, 2001, CORONA, CA

Topics: RV Assembly

JULY 13-15, 2001, GRIFFIN, GA

Topics: TIG Welding

AUGUST 10-12, 2001, CORONA, CA

Topics: RV Assembly

AUGUST 17-19, 2001, OSHKOSH, WI

Topics: RV Assembly

AUGUST 24-26, 2001, GRIFFIN, GA

Topics: TIG Welding

AUGUST 25-26, 2001, ARLINGTON, WA

Topics: Fabric Covering, Composite Construction, Introduction to Aircraft Building, Sheet Metal

Last Meeting

By Tom Olson

The last meeting was our first outside meeting of the season. As usual the FAA FSS at Fort Dodge correctly predicted the weather. Even though I drove into and out of the drizzle a couple of times on the way there, it DID NOT rain on us all evening. The meeting was held at David and Bettina Koelzer's home to see their Sonex project. Dave rolled the Sonex out onto the driveway so we could all get a good look at it. They are getting close to the final stretch as the engine is hung and instrument installation is underway. This will be a very nice airplane. David has installed a shiny new Jabiru engine and the metal work is first rate and equally shiny. Be sure to look for Dave and Bettina at the fly-in meetings next summer and maybe even this Fall. If you missed the meeting be sure to check out David's Sonex Website at <http://dkoelzer.murkworks.com/>. If you see it, I think you will agree that it is the premier Sonex website in the world. (Editor: Stop, you're embarrassing me.)



Next Meeting

By Tom Olson

The June meeting will be held on Saturday June 2nd at the Monticello airport. Note that we are mixing up the schedule from previous years. This year we are looking forward to having a nice cool day to gather at this fine airport and enjoy the afternoon. As in the past this meeting will be a potluck lunch with the chapter providing drinks and hamburgers/hotdogs. It will start at noon. We will have a short business meeting and ride share after the lunch. Please join us for an afternoon of fun and fellowship. Please note that Monticello now has their new paved runway 15/33 finished. See you there.

Oshkosh Work Party

By Steve Ciha

The annual Chapter 33 Oshkosh weekend work party is scheduled for June 15-17. We will be departing about 6 or 7 PM on Friday and returning shortly after noon on Sunday. So far, Jack Rezabeck, Tom Olson, David Koelzer, and Steve Ciha are signed up but we still have room in the bunkhouse for more hard working hands.

Greenfield Flyout

By Tom Olson

Saturday June 23rd has been planned to be a chapter fly out event to Greenfield Iowa. We will be visiting the Iowa Aviation Museum. The Iowa Aviation Preservation Center Museum opened in May, 1990. It is one of only two airplane museums in the state and the only place that focuses on Iowa aviation history. Marv Hoppenworth plans to drive out and will arrange for us to be shuttled into town to have lunch if desired. Please monitor our Chapter 33 mail list for updates/details as we get closer to departure or Call Tom Olson at 393-5531. Our tentative plans are to leave the local area at around 11:00 AM, arriving at Greenfield shortly before noon if you plan to go to lunch. If you want to skip lunch plan to arrive about 1:00 when the museum opens and join the tour. We will then look through the museum, departure will be at your individual discretion.

Please feel free to checkout their website at <http://showcase.netins.net/web/jmaas/iapa/>.

Editor's Rant

By David Koelzer

As you may have read else where in this newsletter the Sport Pilots License (SPL) is now officially a maybe and it is about time. I am sure we all know someone who has lost their medical and can no longer "slip the surly bonds". Some of those medial conditions do justify grounding a pilot but other seem arbitrary and intrusive. We also may know of people who would like to learn to fly but are put off by the expense. Most of these people are not particularly interested in flying for business or interested in going on to get an instrument rating. They just want to fly for the sheer exhilaration and challenge of learning to fly.

The SPL was a hot topic at the Sun-n-Fun Sonex booth. Many would be (or once were) pilots were eager to know if the Sonex would qualify under the SPL (it will with a climb prop). While the Sonex and many other planes will be available to Sport Pilots, little has been said about the other major impediment to flight: insurance! Lets hope the insurance companies don't price Sport Pilots out of the market. Of course, I am sure that the EAA will be in there fighting for us all the way.

FOR SELL: Bernadett Hudson is selling her late husband's 1946 Luscombe 8A. It is currently hangared at Cedar Rapids Airport. This plane is a three time Oshkosh Award winner, all the original logs, and has always been hangared. It has had a recent annual. TTAF 1867, SMOH 980, top 381. Asking \$18,500. All inquiries should be directed to Phil Conn, 319-393-8543, pj_conn@juno.com

Fly Market

FOR SALE: Completed RV-8/8A Empennage w/ Electric Trim, \$950 O.B.O.

Contact Mark Navratil for details.
Day (319) 295-9390
Eve/Wkd 393-4234
czechsix@juno.com

FOR SALE: 25% Share of 1941 Stearman Biplane NC64712 (the Red one) 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 hanger next to this one. 220hp Lycoming, full electrical system, radio, Loran, smoke system. Well maintained, always hangared and flown regularly. \$17,500.

CONTACT: John Ockenfels
319-351-3461 evenings or
319 351 2848 daytime
e-mail johnockenfels@citycarton.com
or johnockenfels@hotmail.com

FOR SALE: 1940 Taylorcraft For our new members who don't already know, one of dear friends and past chapter presidents, John Giordano, died in an accident last year. John owned 1/2 share in a very nice 1940 BC65 Taylorcraft. Susan Giordano is still looking for someone to take over John's share in this aircraft, please help her get the word out to the local flying public.

Carl Carson (366-4545) is the other partner and recently called to remind me that now would be a good time for someone to contact him and see the aircraft before the spring flying season begins. This aircraft has been in Carl's family for all but 4 years since it was new. The engine was given a major in 99 and the prop was replaced the year before that. It was recovered in 1991 and is hangared in a T hanger at McBride Airport. This aircraft has to be one of the most economical ways to get airborne anywhere in the area. Please give Carl a call if you are interested.

Green Castle Cello Concert

Charles Wendt will be performing a cello concert out at Green Castle Aero Club on Saturday, June 9th at 7:30pm at the main hangar.

This is a fund raiser for the Pilot Scholarship Fund there. There is a \$20 charge at the door, popcorn, drinks will be sold. People are encouraged to bring there own garden/deck chairs. In case of rain we'll move into the hangar. Charles will play his 285 year old cello to Saint-Saens, Schumann, Joplin and other's pieces.





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In The June 2001 Issue...

Sun-n-Fun as a Student

Chapter 33 Calendar

June 2, 12:00 PM Monticello Air-
port, Potluck lunch and RideShare

June 9, 7:30PM Cello Concert,
Green Castle Aero Club.

June 10, 12 PM Chapter 307
ChickenQ, LaCrosse, WI

June 15-17 Oshkosh Work Party

June 24, 9 AM Chapter 1281 fly-
out to Owatonna!

June 23, leave 11 AM, tour 1 PM
Greenfield, Iowa Fly-out to Iowa
Aviation Museum

July 1, Osceola, Sesquicentennial
fly-in.

July 24-30 Airventure 2001 Fly-
in, Oshkosh.



This is what happens when you wash your
Ercoupe in hot water