

The Lippisch Letter



Experimental Aircraft Association Chapter 33

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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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Sonex N36SX First Flight

By David Koelzer

On July 23, 2002 my Sonex and I slipped the surly bonds of earth and danced the skies on laughter-silvered wings. And maybe more importantly, made it back again safely to earth.

This was a long time in the making. I started my Sonex project three years ago. Had I known what I was getting myself into, I may have reconsidered. But now that the building is over I can look back at the bruises, scrapes, sore back, late nights in the garage, stacks of paper work and ever shrinking bank account with nostalgia and fondness. After all, once you have finished building one airplane that cures you of the homebuilding bug for ever, right? Except for maybe one of Graham Lee's Nieuport 11 replicas or a Stewart 51. That would be sweat!

Back to the Story. I had spent the summer assembling and making final adjustments to my Sonex. I had also spend a pile of money getting checked out in airplanes with conventional landing gear, which really aren't conventional any



The author (left) gets a hardy congratulations from John Anderson after a successful first flight. Photo by Keith Williams

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more. Just try and find one to rent and you will see they are rather unconventional these days and often so are the instructors that instruct in them. Fortunately, Green Castle repaired their Citabria this spring and Don Nelson showed me the ins and outs of dragging my tail. I was also fortunate to get to spend some time with Dave Lammers. He not only took me through the Flight Advisor Program but also gave me dual in his RV-6 taildragger.

The FAA came to inspect my plane on July 10 and could find only three minor items he wanted me to fix but still signed me off with the promise that I would fix them before I flew. I took care of those items and continued taxi tests. By this time I was getting pretty confident in my plane and confident in my ability to handle her. As Oshkosh was rolling around the weather was getting nice so I made plans to fly my little silver bullet. I invited a few chapter member to the airport to act as spotters to radio me from the ground if any thing important falls off my plane or if a vital fluid starts leaking. Larry Wood, Keith Williams, Terry Scherman and John Anderson show up to cheer me on. Larry took some video which we will be showing at the next meeting and Keith took the pictures you see here.

Before the flight, I called the tower and let them know what I was planning to do. They were happy to help me out and set aside a chunk of airspace just for me. When I was all set I stated up all 120 horses of my Jabiru engine and taxied out to the active. The tower cleared me for take off and cleared me to 4500' just south of the airport where I could maneuver until I was ready to come back. I acknowledged the towers instructions and slowly advanced the throttle. With so much horse power in such a light airframe I was careful not to jam in all the power at once only to let torque and P-factor end the flight before it had even

started. (of course, I was so excited that maybe the term should have been Pee-factor) Even with my slow application of power my Sonex leaped forward and after a short roll was breaking ground. It surprised me at first since I had not even add all the power yet. I shoved the rest of the throttle forward and started climbing as if I had rockets attached to my wing-tips.

As I was climbing out the tower asked if I had a transponder and when I acknowledge



Photo by Keith Williams

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“affirmative” he assigned me a transponder code so he could keep track of me. A few minutes after I had dialed in my code the tower asked if I had an altitude encoder. When I acknowledge “affirmative” again in my best professional pilot’s voice, he calmly asked me to turn the little transponder switch to the “ALT” position. How embarrassing, from then on all I could manage was a rookie pilot’s voice

For a while it was all I could to fly in circles, amazed that I was actually flying in a plane that I built myself. Proud and petrified at the same time. After a bit I remember that all successful flights must have take-offs and landings in roughly equal proportions. Right then my ratio was a bit lop-sided at 1:0. I began remembering some of the things Dave Lammers had tried to teach me and started doing some slow flight, getting used to the handling at different speeds, checking my airspeed indicator against the GPS speed. I explored where that stall was but never let the stall progress to far. I did a few Dutch rolls to get a feel for coordinating with the rudder. Tried out a few flap settings and flew a few mock approaches.



Photo by Keith Williams

When I could not delay it any farther, I call the tower and asked for an approach for landing. The tower cleared me to land on runway 09. The approach was looking good and the huge 8000'x150' runway stretching out before me was reassuring. I came in over the runway but I ended up flaring a little to high and dropped in with a thump. The gear soaked it beautifully and I was able to turn off at the first taxiway using just a few hundred feet of the 8000 foot runway. Now that my takeoff to landing ratio was closer to 1:1 I quickly taxied back to the hangar before I did something that might upset that ratio. Back at the hangar I was welcomed and congratulated with many pats on the back and hand shakes. It took me a few minutes to get back my “land legs” and pull myself out of the cockpit but once my feet were back on solid ground the first thing I thought was “When can I get back up there?”

AirVenture Scrapbook

Jill Fishbaugh has been told many times to straighten up and fly right. So she figures, what better place to do just that than the simulated Wright Flyer!



Photo by Tim Busch



Photo by Todd Millard

Todd Millard carries the flag for our Chapter in the 50 Chapters, 50 States, 50 years Parade

Tim Busch seizes his chance to shake hands with aviation legend Bob Hoover



Photo by Tim Busch



Photo by Tim Busch

Not to be out done by Jill, Justin Fishbaugh tries out his hand(s) on the Flyer simulator to see if he has the Wright Stuff

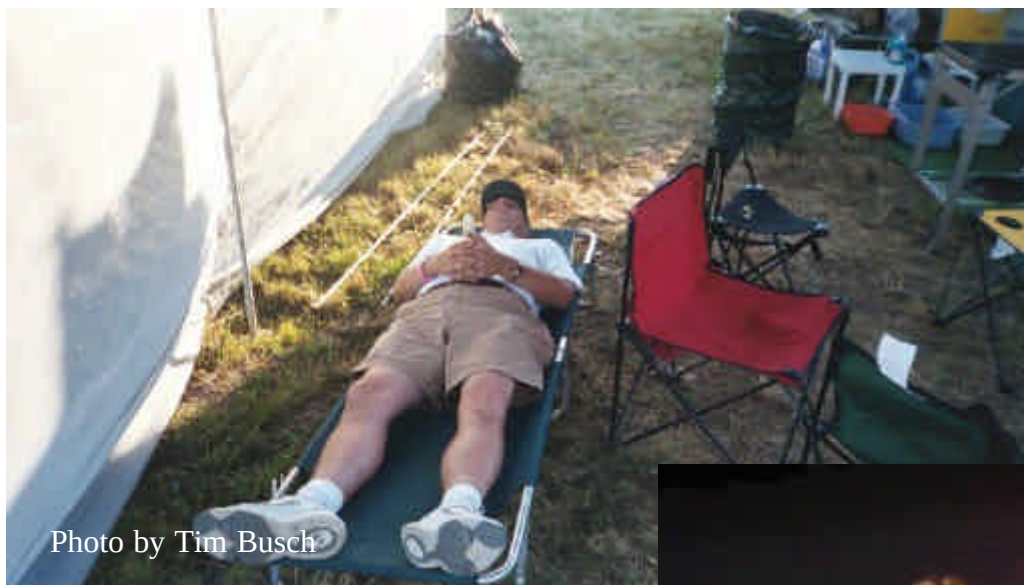


Photo by Tim Busch

Mark Anderson dozes and dreams of Mustangs and Corsairs and Bearcats. Oh my!

So Marv, how did you manage to bring such a lovely young lady to the Major Achievement Awards Ceremony? That seems like a major achievement of its own.



Photo by Todd Millard



Photo by Tim Busch

Tim Busch gets an autograph from Charles Lindbergh's grandson Eric Lindbergh

A Thank You to Chapter 33

By Marv Hoppenworth

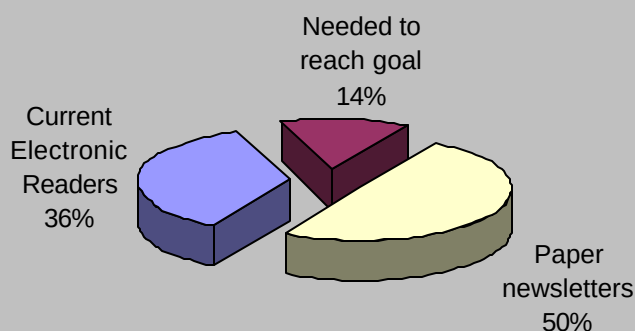
As most of you know, I was the recipient of one of the achievement awards at AirVenture 2002. Thank you for the nomination and a special thanks to all the Chapter members who clapped their hands till they were red. Yes, I heard you, everyone of you. Truly, the EAA is the nicest bunch of people one could want to be a part of. It has been an enjoyable 46 years. Thanks again to all of you.



Congratulating Marv on this Major Achievement Award are from left to right: Mark Anderson, Justin Fishbaugh, Ann Anderson, Tim Busch, Jill Fishbaugh, Greg Downes, Marv Hoppenworth, Rosemary Zimmerman, and Greg Zimmerman Photo by Tim Busch

An added note. We crossed the 20,000 mark for Pedal Plane drawings sold at Oshkosh this year. A man by the name of Richard Emory from Bridgeton, MO bought a set of Mustang plans and did not know we were watching him close. When he wrote his name and address on the sales slip we, 'Blew the Whistle', and informed him that the wheels and hardware kit, the steel kit, the decal set and the aluminum kit would be sent to him free. That really put a smile on his face. Think of the fun we were having. We could not have asked for a nicer retirement project. I guess we are the EAA in miniature.

**Help Us Reach Our Goal of 50%
Electronic Newsletter Readers**
To join, send an email to
eaachapter33-subscribe@yahoogroups.com



Last Meeting - Flying the Spirit

By Todd Millard

We had a large turnout of about 40 members for the July Chapter meeting on the Spirit of St. Louis. After viewing the excellent EAA video “Flying the Spirit”, Dave Lammers captivated everyone with his insights on the challenges of flying the Spirit, the tremendous positive impact Lindbergh’s flight had on the perception of aviation, the history of the EAA’s replica and the differences between the replica and the original plane. Dave has been flying the EAA’s Spirit replica for a number of years and it sure sounds like it is a handful to fly. Built with a too small tail and now flown very lightly loaded, the plane requires constant attention.

An additional treat was viewing Dr. Chris Ogren’s collection of Lindbergh books and material. Dr Ogren is a University of Iowa College of Education faculty member, historian, and avid Lindbergh fan. It was definitely an enjoyable and educational meeting



Photo by David Koelzer



Dave Lammers in the cockpit of the EAA's Spirit of St. Louis replica.

Next Meeting - Glassair Evening

By Keith Williams & Todd Millard

Be sure to join your Chapter 33 friends for a Glassair evening! The September Chapter meeting will be Saturday, September 7th at the Iowa City Airport. The plan is to gather around 5 pm for some hangar flying, socializing, and ride-sharing at the Rezabek/Millard hangar (in the new hangars nearest the runways across from the large JetAir hangar, if someone isn't) followed by a potluck cookout around 6 pm. Afterwards we'll go next door to visit the Glassair III project which Jill and Justin Fishbaugh have been working so diligently on. With its IO-540 and retractable gear, this promises to be one goin' machine! But next door there's another Glassair which is already goin'! We'll move down one more hangar and see Mark Anderson's Glassair Super II FT. If prompted, he just might share the test program and the fun he's having with it with us! We'll try to wrap up before dark for those flying in.



Photo by Todd Millard

The Chapter will supply the meat to BBQ for the cookout, so just bring a dish to share, your table service, and whatever you'd like to drink. If you have an extra chair or two, please bring those along too. As always, families and friends are very welcome.

Remember, Saturday, September 7, be at the Iowa City airport for a Glassair evening!

Annual Officer Elections

By Todd Millard

Last summer we agreed to a new set of Chapter Bylaws that have changed our election process. With these new bylaws the Secretary and Treasurer are elected on even years to a 2 year term while the President and Vice President are elected on odd numbered years to a 2 year term (yes, you have to put up with me for another year). In addition, the Chapter Board Members who are not Chapter officers are elected on an annual basis. Therefore this fall we will be electing the Secretary, Treasurer, and 3 Board Members.

A nominating committee of 3 regular members is responsible for canvassing the Chapter for officer candidates. The committee will ask the existing officers if they would like to run for re-election and also seek out members may be interested in an elected position. The committee will present the nominations at the October meeting and open nominations will also be accepted at that time. Elections will take place at the November meeting, but an absentee process will be devised for those who can't make the meeting.

So to kick off the process, I have asked the following members to form the Nominating Committee.

Steve Redman (373-2876 / srredman@rockwellcollins.com)
 Jack Rezabek (362-4384 / rezabek.john@mcleodusa.net)
 Keith Williams (395-7405 / kawilli2@aol.com)

If you are interested in participating in the leadership of the Chapter (it is a great way to meet a lot of people and help the Chapter grow stronger), please contact one of the committee members.

Editor's Rant

By David Koelzer

As you may have read in other parts of this newsletter, I have joined the ranks of the home-building immortals. I have build and flown my own airplane! (did you hear the trumpets in the background?) The other immortals already know what that feeling is like and to the mire mortals I say "You won't be disappointed." Sure building your own plane is hard work. It will take several years of late nights, weekends and vacation days. Your arms will be sore from sniping tin. Your fingers will always be sticky from resin. Your back will ach from stooping over constantly. All your clothes will be in tatters and covered in all sorts of stains no detergent will be able to remove. Your workshop will smell of chemicals created by the world's foremost evil scientists. Some say "Building your own plane is like continually hitting your hand with a hammer. It feels so good when you stop!" But this is what we tell other people to so that we can keep the pleasures of home-built airplanes all to ourselves. Otherwise our airports and airways would be full of people bursting with pride and having as much fun as we are having.

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

Fly Market

FOR SALE: RV-6a, N912TC, Lycoming O&VO-360 CS prop. Please call Steve Ciha 319-438-1204

FOR SALE, one-half interest in a 1940 Taylorcraft, BC-65, N29624. This is the half-interest that was owned by John Giordano and Susan would very much like to get it sold and is asking \$7500. Please call Carl Carson at 366-4545 if interested or you would like more information. I generally do most of my flying during the week so weekends are quite available. The airplane is hangared at McBride Airport. The specifics on the engine and airframe are: TT airframe 2415.6 hrs.; TTE 1683.9; SMOH 103 hrs. The T-craft was recovered in 1991, the last annual was in Nov 2001. Call me if you have questions or an interest at 366-4545, oldtcraft@yahoo.com.

WANTED: Continental O-200 engine—firewall forward.. John Moffit 563-432-7711

FOR SALE: Yaesu Aviator Heavy duty air band transceiver VXA-100 radio. Randy purchased this unit new at Oshkosh in July'99. He never was able to use it in flight, only played around with it at home. The purchase price was \$357.00. It also has the battery pack for recharging. asking \$280.00 for it. Please call Bernadette Hudson 377-7464

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.



EAA's Spirit of St. Louis replica arrives at the Iowa City Airport
Photo by Todd Millard



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In The September 2002 Issue...

Sonex First Flight, AirVenture Scrapbook, Marv's Major Achievement

Chapter 33 Calendar

Sept. 7, 5pm: Meeting, cookout, and Glassair(s) Project Visit at the Iowa City Airport.

Sept 7, Fly-In Breakfast Airshow Hanger Dance Burlington, IA

Sept 7, Airfest 2002 Fairfield, IA

Sept. 8, Flight Breakfast, Dubuque

Sept 13-15, Mid States Fly-In Osceola

Sept 15, Fly-In Breakfast Decorah, IA

Sept 28, Flight Soup Supper & Hanger Dance Washington, IA

Sept 29, Pancake Breakfast Elkader, IA

Oct. 4, Chapter meeting. Location TBD. Team of Ron White, John Ruyle, and John Dane.

With all the recent talk about stale air in airliners, Airbus should rethink the mottos they paint on their planes



The better to keep in touch with chapter members.

Join the Chapter 33 email group:

<http://groups.yahoo.com/group/eaachapter33/>