

June 2007

Experimental Aircraft Association Chapter 33

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

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Unique Aircraft Visits McBride Airport

By Dave Lammers

Some of us were coming of age in the fabulous fifties and idolized folks like the Cole brothers, Bevo Howard and of course, Harold Krier. Their airshows were inspiring ballets of beauty on a summer afternoon against a backdrop of green grass peppered with yellow, and a blue sky peppered with white. These graceful aerobatic shows took place in a mere couple of thousand feet of show-line and less than a thousand feet of altitude. They consisted of the basics: loops, rolls, cuban-eights but were smattered with plenty of wif-ferdills and clover-leafs. These later figures have given way to more and more tumbles (yawn) performed across a mile or more of show-line and lots of thousands of feet of altitude in overpowered multi-hundreds of thousand dollar aircraft which don't relate to the average pilot.

In contrast, the aerobatic shows of the fifties were mostly performed with aircraft you could rent at your local FBO for seven bucks an hour (wet) plus three for the instructor. Of course the ones in the shows were highly modified, often with clipped wings, and engines beefed all the way to 90 horsepower—some even had fancy fuel injection and inverted oil systems. These mods were crafted not with



the aid of powerful computers, but rather with the aeronautical intuition of people who dreamed, who had a passion and a commitment to flying—not for the money—but for the love of it.

I was one of those who watched these shows in awe, and knew that I just had to fly. The inspiration of these masters of aerobatics led me to want to learn aerobatics, and yes, to someday even instruct aerobatics, and maybe even enter competitive aerobatics.



Well, this weekend, a pristine example of one of these beautiful aircraft spent a couple of days and nights (thanks to Carl Carson) appearing right at home on the grass of McBride field.

If aircraft are judged on a scale of one to ten, this one is a 15! It is an exact replica of one of Harold Krier's original clipped J-3 cubs. The workmanship is incredible! It was painstakingly created by Harold's nephew, Marc. It carries one of the two original Krier N-numbers. Typical of the era, the tail feathers and underside of the wing sport checkerboard patterns, while the top of the wing



is in the obligatory red sunburst outlined with blue pin stripping. This air machine is just plain gorgeous!

Marc constructed this aircraft in memory of his uncle who tragically died doing what he loved. Harold was part of the Michigan airshow group that included names like Bill Sweet and Bill Barber. He wrote the first book I read on aerobatics. I read it from cover to cover, several times, before I even soloed.

So what brought this airplane to McBride you ask?



My son Pete's best childhood, high school, and college friend, and eventually each other's best man, Gregg Deimer, hung out at our house adjacent to McBride so much that I consider him as almost an adopted son. But it was while hanging out here, thumbing rides with Pete when he



could, that Gregg got the itch to fly. His mom tells me it started at age 8 with a ride in our (then) Piper PA-16 Clipper. Gregg is now 32, and has the job to end all jobs for web designers. He is a web designer for EAA.

Gregg and EAA museum director, Adam Smith, jointly own this beautiful Clipped Cub.

Gregg flew down from OSH to take his mom for a ride. Gregg has been flying since high school, but his mom hadn't had a ride. She just couldn't bring herself to it before. You see, Gregg is courageously battling cancer. It started with melanoma in the leg—a first operation. Then it progressed to the limp system—another operation. Then to the brain—another operation. Again to the brain—another operation—just two weeks ago! Gregg enjoys the privileges of LSA. Self-certify that you are fit to fly, have a driver's license and go enjoy. Gregg feels great, has a great attitude—and is an excellent pilot.

While Gregg was here, I was honored to give him some aerobatic dual in this pretty airplane. We started with aerobatic chandelles and lazy eights (not wimpy PTS ones), then on to falling leaves, aileron and barrel rolls. It was a great way to spend a Sunday morning!

By the way, his once reluctant mom had a blast, and wants to go again! We all pray that together they can—many times for many more years.



Sun'n'Fun 2007

Mark Navratil

I've been going to Oshkosh every year since 1995 but I have never made it down to Sun'n'Fun. Now that my airplane is flying I've been thinking about going, but some big work assignments at my day job made it look like it would not happen this year. The day after the show started I got some schedule relief at work and it suddenly occurred to me that I could take a couple days off. So I checked the weather and the forecast was showing several days of nice wx all the way to Florida and back. I quickly began flight planning, read the NOTAM, and twisted Tom Olson's arm into flying down with me. I told Skyler he could come too if he promised not to whine about the long flight. He agreed and asked if we would see any alligators. I tried to explain that we're going to see lots of airplanes at Sun'n'Fun but no alligators.

We decided to make an early departure from CID on Thurs morning to try and arrive at Lakeland before the field closed for the afternoon airshow. We planned a 6 am takeoff with two fuel stops and figured it would be up to the winds to determine whether we made it in time or not. Leaving Cedar Rapids there was a 2500' overcast and the winds were not looking good initially. However after the fuel stop in Centralia, IL the clouds had broken up and we climbed up to 9,500' where we began picking up very strong tailwinds resulting in ground speeds of 195 to 215 kts. We were planning another fuel stop in Moultrie, GA but in the end I figured I could skip the stop and fly all the way to Lakeland with 1.5 hrs reserve. Tom elected to make the fuel stop as his -6A has 4 gal less fuel capacity and also burns a bit more than my -8A (my airplane has a bit less drag and dual electronic ignition, resulting in a measured 0.8 gal/hr fuel savings compared to Tom's -6A). Both of us arrived with only a few other aircraft in the pattern and were able to land uneventfully. The strong tailwinds had done their job well and we were on the ground an hour before the airshow started.

We pitched Tom's big tent next to my airplane in the Homebuilt Camping area. Porta-potties were



close by and clean. Showers were a bit of a walk but nicer than the ones at OSH. The volunteers were very friendly and helpful and they had an open tent nearby stocked with an unlimited supply of free cold drinks and snacks. The skies were blue and the temps were around 80 degrees....very pleasant. We watched the afternoon airshow on Thurs and on Friday we walked around to see the sights. Sun'n'Fun is not as big as Oshkosh but is still a pretty good sized show with more than you can see in a day. You can also tell you're in Florida....there are many trees on the grounds with the characteristic hanging mosses and even a nature trail with signs describing the local flora and fauna.



Several of the restaurants have Caribbean or Hawaiian themes complete with palm trees and amphibious aircraft parked out front. Overall I would say the food and atmosphere and weather were all a bit nicer than Oshkosh, although the level of organization is not quite as good. One example is that the Sun'n'Fun website said you could enter your airplane to be judged up until noon on Friday, but when we arrived on Thurs all the volunteers said that judging had ended on Wednesday. In the end they got things straight (the website was right) but there seemed to be a lack of communication between the show organizers and the volunteers. The tram service was also erratic, often requiring you to wait much longer than it took to walk. The museum on the grounds (the Florida Air Museum) is very small and simple with nowhere near the quality or variety of aircraft seen at the EAA Oshkosh museum.

Having a 5 ½ year-old with you changes the agenda a bit from what you might otherwise look at. Tom spent some time going through the exhibit buildings but I did not even go into them. We looked at a variety of airplanes outside, walked through the KC-135 and DC-3, and then headed to the Kids Zone. Skyler enjoyed playing with the full motion simulator there but the biggest highlight



was the baby alligator petting zoo. He came all the way from Iowa to see gators and he was not disappointed!

Friday evening we attended a great steak cookout at the Homebuilt Camping tent and then watched the night airshow. This was the first time I've seen a night airshow and it was really cool. The Aeroshell T-6 team flew first—in formation, with their strobes on, at night! I don't know how you could hold position off Lead with those wingtip strobes flashing and have any sort of depth perception to be able to keep your position but they did a great job. There were other acts featuring a glider, an acrobatic aircraft (not sure what kind because, well, you

couldn't see the airplane!), and a helicopter, all of them with an assortment of sparklers, lights and fireworks. The show ended with a pretty good fireworks display.

Saturday Tom decided to head home, and we decided to leave as well. We had seen most of the things Skyler was interested in and the weather outlook for Sunday afternoon called for thunderstorms in Iowa, so we packed up and departed about 10 am. We had to wait about 15 minutes to take off as there was a lot of arriving traffic. Once out of the Lakeland area we headed north towards Moultrie, GA for our first fuel stop. Great place to stop with good fuel prices and free soup and cookies made by the FBO grandma herself. Next leg was to Litchfield, IL. The weather was good but we had mild headwinds of 6-12 kts...we tried various altitudes up to 10,500' trying to decide which was the best combination of efficiency vs. winds, turbulence, etc. In the end it seemed that the lower altitudes were the best compromise, and the last leg of the trip we picked up some tailwinds putting us into Cedar Rapids around 4:30 pm. Skyler did very well the entire trip, took several naps and entertained himself in the back seat by taking self portraits with the digital camera. We arrived home tired but happy.

On Sunday I got a call from the Chief Judge at Sun'n'Fun notifying me that N2D had won an award for "Outstanding Aircraft." A few days later we received a nice plaque in the mail and it's now sitting next to the bronze Lindy from Oshkosh. Nice way to conclude a fun adventure!



Last Meeting - Monticello

If you were looking for THE perfect day in May and you were not in Monticello on the 12th then you missed it. Not only was the weather perfect but the ramp was full of fantastic homebuilt and factory planes. The hangar, on the other hand, was full of burgers, brats, chips, salsa, salads, cakes, cookies, and plenty of 33'ers making sure none of it went to waste. Armin & Betty Jacobs once again put on a fantastic event and more than made up for last years rainy skies, Thanks again.



Next Meeting – Washington Fly-in & YE's

Sunday, June 3rd will see us at the Washington Fly-in breakfast. The breakfast starts at 7:00am. We will start flying Young Eagles from 9:00am to 12:00pm. As always Connie and John need pilots as well as ground crew to help the kids and parents fill out the forms, guide them to the planes, collect the kids again after the flights and print out the certificates. Not to mention direct the planes on the ramp. It is a lot of work but it is a lot of fun as well. If you can help out, please contact Connie White, rewhite691@msn.com (new email address) or 319-393-6484 or John Anderson joanderson@unitedfiregroup.com 319-362-6159

Zangger Vintage Airpark Fly-In Supper

By Jim Zangger

July 14, 2007 Fly-In Supper BBQ Pork Sandwich and sides \$6.00 serving 1700-1900. Pilot Poker Run starts at 1400 with flour bombing contest following. Sanford Health Helicopter on display from 1630. RC model flying during supper and Hot Air Balloons after. Balloon ride raffle. All proceeds go to the Lyon County Historical Society for their building fund. Event is in coordination with Larchwood Days. Friday night activities include a burnout on main street and a parade Saturday morning. Car show in the park after lunch on Saturday and pig wrestling at 1400 (if you're not in the Poker Run!) Anyone wishing to come Friday night can stay in our house or corncrib loft or pitch a tent. (bring a sleeping bag and your own tiedowns)

Zangger Vintage Airpark (7IA2). 43° 27' 04.91" North 96° 24' 21.13" West, Elevation: 1476'
Max. Runway Length: 3500' (12/30 Sod) 2300' (17/35 Asphalt)

Fly Market

FOR SALE 1986 Star-Lite, 447 Rotax engine, 161 hours flown. It flies great but my age is keeping me out of the sky. Always hangared, 80 to 120 MPH cruise speed, 147MPH flat-out. Contact Cleo Dodson, 319-629-4964, cldsad@msn.com

FOR SALE P-38 Lightning ultralight for sale. Dan Knoll at 848-4406 for details.

FOR SALE LANCAIR IV-PT KIT 70% complete, \$160K. Walter 601D, wings closed out, wings and gear installed, Fuselage mostly complete, partially primed/painted. Dukes cabin pressure controller, VSI, Alt, AS, Bendix/King VOR/LOC, Garmin GTX330, GNS530, GNS430, GMA340, Avia propeller, step and wing fairings complete, windows installed, pressure door installed, strobes, speed brakes installed, most of the body work is complete. Firewall-forward remains to be done along with some interior build. Contact Alpha Omega Aircrafters owner Randy Hartman randy@aoaircrafters.com (319) 362-9055 for full evaluation or Graig Cone (319) 533-1036.



Chapter 33 Calendar

June 3 Fly-in Breakfast, Washington Municipal Airport (AWG) Young Eagles 9am-12pm

June 1-3 20th Anniversary Quad City Air Show, Davenport Airport (DVN)

June 4 3:30- 4:30pm Congressional Aviation Town Hall Meeting, Ankeny Regional Airport, (Exec 1 Aviation) **Jerry Costello** (Chair, US House Aviation Subcommittee) **Leonard Boswell** (Member, US House Aviation Subcommittee) **Bruce Braley** (Member, US House Aviation Subcommittee) AOPA event to follow Meet and Greet at 4:30 p.m. Fly-Ins encouraged!

June 6 7pm Presentation: Flying the SR-71 Blackbird, Retired USAF Colonel Harlon Hain, Council Bluffs Municipal Airport

June 7 FAA Pilot Safety Seminar, Ottumwa Industrial Airport, An Introduction to the New WINGS Pilot Proficiency Program Indian Hills Community College Aviation Department, Ottumwa, IA

June 7—Aug 30 Thursdays in Pella, Pella Municipal Airport /Downtown Pella Every Thursday through August 30 Music, entertainment, food 6pm to 9:00pm Transportation to/from airport

Jun 16 5pm Benefit Concert, Green Castle Airport (IA24) 5pm Food & drinks, 7pm. – Concert

June 17 Optimists' Fly-In Breakfast Fathers' Day, Fly-In pilots FREE, Maquoketa Municipal Airport

June 22-24 Balloons in June, Clinton Municipal Airport

June 30 9am-5pm FLY IOWA 2007, Des Moines International Airport South Cargo Ramp, Celebrating 75 Years at Des Moines International Airport

July 14 5-7pm Fly-in Dinner BBQ Larchwood, IA (Zangger Vintage Airpark) Poker Run starting at 1:00 p.m.

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