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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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Lone Rock Breakfast Fly Out

By Steve Ciha

Through the use of email, several of us had cooked up an idea to fly to Lone Rock, Wisconsin for breakfast at the Piccadilly Lilly. We had planned to do it on Saturday, May 27. However the nice Saturday that the weather man had been predicting all week turned out to be a day that included thunderstorms and IFR weather in Wisconsin. Jud Brandt, Larry Wood, Tom Olson and myself met at the Northwest T hangers to talk it over. We decided to scrub that flight. Instead, we flew low, along Edgewood Road to the International House of Pancakes and did some verbal flying instead. The four of us decided to try it again on Memorial Day.

You just gotta love a little diner that is right on the airport. It sits right on the end of runway 27. This is 100 miles from Cedar Rapids and takes about 45 minutes to fly. I called them up on Saturday to verify that they would be open on Monday. Told them to expect a group of 8 around 9 o'clock Monday morning, weather permitting.

The weather did cooperate this time. We had a total of 5 airplanes that made the flight. Alan Kritzman and Mark Navrital left as one flight. Tim Swift, Tom Olson, and myself left as another flight. Alan brought along his spouse, and Mark his son. In our flight, Tim was solo. Tom had a friend from work and I had Larry Wood as my pas-



senger, so we had a total of 9 of us. I must remark that the State of Wisconsin is quite beautiful from the air. The geographical features don't allow the land to be parceled up quite like Iowa, and the land rolls and sways in ways that are not at all like what we see around here. At Lone Rock, the winds favored runway 27 so we were able to land and roll out right to the ramp where the diner is located. After parking, we had about 20 yards to walk.



The nice lady at the diner had a table reserved for us. She told Alan, "I couldn't remember if it was a group of 8 at 9 o'clock or a group of 9 at 8 o'clock." Anyway, we all went in and had a good breakfast, albeit a little slow in coming. Something about having to wait for the chickens to lay the eggs, I believe.

We all had a good time in conversation with one another. David Koelzer had intended to come with us, but a sudden illness had come upon him. He asked for some pictures, so I twisted the arms of all involved and asked them to form up in loose formation, while Larry took some pictures.

I would like to do it again sometime soon. Do you know of a restaurant that is right on an airport, or at least close walking distance? If so, let me know, or organize a little fly out on your own.



A Whirlwind Trip to Austinburg, Ohio

By Steve Ciha

Most of you know that I am currently flying the second RV aircraft that I have built. For some unknown reason, when I was choosing the engine for the second plane, I chose to install high compression pistons and an electronic ignition. In theory, this should enable the engine to put out a few more horses than the 180 that Lycoming said that it should. Whenever you modify a proven design sometimes things that you least expect come back to bite you.

Shortly after I had the engine sitting in my shop, Hartzell came out with a warning that their propeller, (which I had intended on using) was not capable of taking the added stress that the above mentioned engine modifications would impart to the propeller. Seems that a man in Australia flying the same modified engine and a Hartzell propeller had snapped a blade in flight and crashed his airplane. The modified engine was cited as one of the reasons for propeller failure.

I had learned about Whirlwind Propellers from Mark Navratil and so I started to investigate whether they would be capable of handling the modified engine. They assured me that their prop would handle anything my engine could dish out. They were almost ready to go into production with their Model 150, which was a three bladed constant speed propeller. Built from composite materials, it had a total weight of about 28 pounds, which was about 30 pounds lighter than the Hartzell. So I placed the order, and several months later a big plywood box arrived from San Diego with a very expensive propeller within it.

Normally I don't get involved with cutting edge technology, and there is a good reason not to. Lot's of times, there are still bugs to be worked out, and people who buy these products will end up paying for engineering re-design that will manifest itself as problems found in the field, by people such as myself who buy these products, and so it was now happening to me. I had noticed last summer that on warm days, one of the blades would leak a little grease once in awhile. Meanwhile, Whirlwind Propellers in San Diego had sold the aviation part of his business to Titan Aircraft in Austinburg Ohio. I had phoned up the people in Austinburg last fall and talked to them



about the problem. They told me that what was needed was to have a set of Teflon shims installed on the blades and this would fix the problem. I asked about the price to do this work and they told me that if I would fly the prop out to them, they would fix it for free. Now, "free" is a four letter word that I like. How many times do you ever get anything free for your airplane?

My plan was to finish my construction job in Loveland Colorado and reward myself with a nice cross country trip to the Northeast corner of Ohio. So Thursday, May 4th I was

in the airplane headed East, with a 30 knot tailwind, and groundspeeds of about 190 knots. I was cleared through the Class B Cleveland airspace direct to my destination. In 3.1 hours I was on the ground in Austinburg. I had made this drive before and know that it takes about 12 hours. These little planes are sweet.



While rolling out on the private runway at Austinburg I went right by what first appeared to be a P-51 Mustang. When I looked closer I could see that it was a scale model replica. It was polished aluminum with the black and white invasion stripes painted on the wings. Boy did it look nice. At first I thought that it was a Stewart S-51 but I found out later it was a Titan Aircraft T-51. About a ¾ scale design. Well, I didn't come to look and other planes so I parked mine and Greg Anderson, the propeller technician, and I proceeded to pull the prop off of my plane, we then load it up and drove it to the factory.

What I found at Titan Aircraft was most interesting to me, and I hope to you also as you read this. Here in the Northeast tip of Ohio was a factory of about 60 people putting out a really nice looking scale model P-51 and also an ultra light (I believe) Tornado. Business was good. I met the owner, John Williams and he spent a couple hours talking to me and showing me around his factory. It looked to me that much of the part count was built right in house, as I could see sheet metal bending brakes, a fuselage welding station, and multiple assembly points. John told me that in New Zealand alone, he has sold 30 of these kits. We talked some about his acquisition of Whirlwind Propellers and he told me that one of the reasons that he now owned the business was that he wanted these propellers for his Mustangs. A four bladed constant speed prop that was scale matched to fit a Mustang is not an easy thing to come by and the people in San Diego could not make them fast enough for him, so he bought the business. John has about 3 people dedicated to the propeller side of the business. As I moseyed over to the propeller area I could see that there are truly some good craftsmen evolved in building up propellers. Several of them had custom paint jobs that were very nice. One of them was a Whirlwind 151, 3 blade composite prop with an American Flag paint job. Boy was I lusting after that one. Looked like the shades of red and blue would match up with my paint pretty well.

Meanwhile, Greg is disassembling my propeller and this is where things start to unravel a little. After looking over the parts, Greg told me that one of the blades was starting to work in the ferrule a little. In time, it would become loose and have to be replaced. He presented me with several options. One was to stick in 3 new 150 model blades, for no cost whatsoever. He then showed me the difference in the ferrule size of the newer model 151 blades and told me that they would sell me a set of these blades for \$1500 that would essentially get me a new propeller with second gen-



eration engineering. What to do? What to do? After thinking about it I decided that it only made sense to install a set of upgraded blades, and so I told them so. I checked into the local Sleep Inn and started thinking about things. One thought that ran through my mind was that custom flag painted propeller. It had 151 blades on it. "Wonder what that would cost?" as I drifted off to sleep. I will ask them in the morning, I told myself.

The people working at Titan Aircraft are hard

working people, and by the time I woke up the next morning, Greg had the prop half put back together. When I got to the factory, I asked Greg, "say, just for curiosity sake, what would it have cost to have installed the American Flag blades instead of the gray ones that I now have?" Greg ruined my day right there. He told me, "Oh, we would have let you have them for the same price. We have to paint blades anyway, and the difference in cost is not that much." Lesson learned, **DON'T PROCRASTINATE WHEN YOU WANT SOMETHING**. I still think about that propeller often. I will probably print off the picture and stick it on the shop wall for a reminder.

Well, the trip home was against the same tailwinds, which were now headwinds. With a solid broken layer at about 5000 feet I made the whole trip in four hours at altitudes just beneath the cloud bases, getting appropriately bounced around in my plane. The top end speeds of this prop are suppose to be about 5 miles faster, and it seemed like it was so, as I droned along at 2400 rpm and 21 inches of manifold pressure against the northwest headwinds I was seeing 135 to 140 knots of ground speed. "Not bad" I thought to myself. "Wonder how fast that American Flag propeller would go?" I see another airplane starting this fall, and maybe I will find out.



Read Back – The Killing Zone

By Jim Meade

The Killing Zone is the name given by Dr. Paul A. Craig for the period of time for general aviation pilots between 50 and 300 hours when so many fatal accidents occur. As an educator and flight instructor, he calls on flight instructors to be the first line of defense against these accidents. His book is written to show the accidents that happen and how pilots and CFIs can act to reduce the disproportionate number of fatal accidents among inexperienced pilots.

The key to his presentation is selected use of NTSB accident reports to illustrate dangers experienced by the neophyte pilot. In keeping with the theme of the book, most of the reports are of fatalities, but he also includes a number of “never again” survivor reports which show us how we can get into some of these dangerous situations.

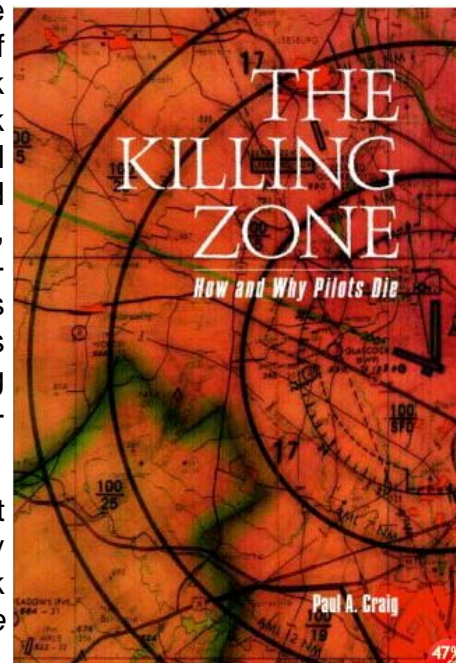
He points out that student pilots are very safe. They are flying in an organized program with a relatively experienced pilot with them or supervising. Pilots who have acquired the experience of flying more than about 300 hours also have gained some wisdom from applying their flying skills and decision making ability to real life weather and flight situations. The fledgling aviator who is trying out his or her new wings is the one who so often reaches for more than they can grasp.

Craig organizes the book into 16 chapters based on the most common kinds of mistakes. The most common problems are addressed first. They are continued VFR into IMC, maneuvering flight, takeoff and landings. Other chapters address runway incursions, midair collisions, fuel management and the effects of health or drugs on the body. Night flying and ice get chapters as well. Finally, he concludes by writing about advanced flight training scenarios, pilot personality and airmanship.

Pilots aren't always the guilty party. In several stories, a controller or other person was involved and the reader can see how confusion or poor communication led to disaster.

I think this book is best read by the persons in the killing zone. As such, it would make a good gift for a new pilot. We've all read NTSB accident reports and they are sometimes a bit dry. Craig's commentary is written at the level of the beginning pilot, in my opinion. Some of the tone of the book seemed a little dry or preachy sometimes. It's hard to write a book telling people what to do when the readers know that in the real world things don't always happen exactly like they are supposed to. It's like say, “you never go over the speed limit, right?” Well, most of us are guilty of some speeding sometime or other. Mistakes in the air often have more serious consequences than errors on the ground. One pilot's abbreviated checklist may be another's fatal neglect. You'll have to make up your own mind whether Craig picked an important audience and got it right, or turns off some pilots by being a bit preachy.

I wouldn't hesitate to recommend this as a book for a new pilot. It includes many scenarios and the thorough reader will see many things that relate to his or her own flying. For older pilots, this book may be interesting or might not exactly hit your interest zone. *The Killing Zone*, McGraw-Hill, 2001 ISBN 0-07-136.269-X



B-17 Aluminum Overcast & Young Eagles

We are planning one of the biggest events we have ever attempted as a Chapter. On June 27 & 28 Tuesday & Wednesday our Chapter will be hosting the EAA's B-17 "Aluminum Overcast" and flying Young Eagles. EAA HQ has been arranging press flights for local reporters and B-17 veterans. This event will be in conjunction with the annual "Freedom Festival" activities. We are arranging static displays of other WWII planes like the SNJ & Stearman as well as many homebuilts. With all this publicity we are expecting a major turn out. We will need everyone to help make this event a success. So your calendar and come out to the PSair ramp and help with this event.

Ground tours of the B-17 will be from 9am to 6pm and Young eagle flights will be 4pm to 7pm. As always we need ground crew as well as pilots so please contact Connie White, 319-393-6484 or longez38ar@juno.com or David Koelzer, 319-310-3641, david.koelzer@mchsi.com



Zangger Vintage Airpark Fly-in

By Jim Zangger

For anyone wishing to fly to Zangger Vintage Airpark! July 8th we're having the 17th annual Fly-In Supper serving a BBQ beef sandwich, baked beans, potato salad, bag of chips, lemonade or coffee and a brownie; soft drinks and bottled water will be available as well. The dinner will start serving at 1700 and is free to the registered pilot - \$6.00 to others. Flying activities include a Poker Run at 1300 with Young Eagle rides from 1400-1700 sponsored by Chapter 289, Tea, South Dakota. Sioux Valley Hospital will bring their Life Flight helicopter for display from 1630-1730. An RC airshow from 1700-1800 and hot air balloon tethered rides after supper until dusk. A chance to win a free hot air balloon ride (free flight) will be offered as well.

This event is in conjunction with Larchwood Days activities which include a cruise around town on Friday evening and the infamous "burnout" from 1800 to 1900. Saturday morning will be a pancake breakfast in town followed by a parade through town, food vendors in city park and a car show. Primitive camping is available on the airport grounds (we furnish the grass and outhouse!)
Airport Information: 7IA2 (ICAO: n/a) ZANGGER AIRPORT - LARCHWOOD, IOWA USA,
Latitude: 43° 27' 4.91" North; Longitude: 96° 24' 21.13" West, Elevation: 1476'

Pervious Meeting

It was a little rainy and cold for our May meeting at the Iowa City airport but we had a great turn out, never the less. Mark Anderson provides us with some welcome burgers & franks while he showed off his very slick Glassair. Next we got to take a look at Jack & Jerry's CH601XL which they recently got flying. We also got a peek at Julie & Justin Fishbaugh's Glas-sair III as well as Bryan Floods RV-9A under construction.

We all had a good time and it was a great chance for the Iowa City and Cedar Rapids member to get reacquainted. We'll have to plan more Iowa City meeting.



Next Meeting - Flight Designs CTSW at MXO

By Armin Jacobs

Jerry and David Naylor of nearby Scotch Grove have taken delivery of their new Light Sport Airplane. It is a Flight Designs CTSW. Dave Naylor explains "CTSW" stands for Composite Technology Short Wing. The Naylor's will be happy to show the plane to Chapter 33 members on June 10th at the Monticello noon meeting. Hamburgers by Max and Jake.

A little history about Jerry Naylor. He received his pilots license in 1946. He holds Instrument, Commercial, and Multi engine ratings. He has owned 12 airplanes. Jerry is semi retired from the Naylor Seed Company . His son David runs the business at the present time. Jerry has been active in the Shriners organization since 1976. He volunteers his Piper twin engine plane to take pa-

tients to various Shriners hospitals . Minneapolis for Orthopedic needs, Cincinnati for burn victims, and Galveston for specialty services. I have known the Naylor family for 65 years and they are full of vitality with a passion for living. Looking forward to seeing everyone at Monticello.



Fly Market

FOR SALE Veteran crossover exhaust system. Stainless steel with very low time. Fits LYC. O-320 or IO-360 with narrow cowls. 1/2 price call Jack Rezabek at 319-362-4384

FOR SALE I have the empennage and wing kits for an RV-8/RV-8A. The empennage comes with electric trim. The wing kit is standard, but it is missing a few parts. There are some unformed aluminum pieces missing (used to create brackets, etc.) and the top skin of the left flap was dented and is now being used for scrap aluminum. I have not completed any work on the empennage kit, but the guy I bought it from did a little work - put the vertical stab spar together I think. For the wing kit, the left wing spar, ribs, and skins have been drilled together. I have them taken apart to prime the ribs and drill holes for wiring. Both flaps have been drilled and clecoed, with the exception of the top skin of the left flap. I have started drilling the holes attaching the stiffeners to the ailerons. Asking \$1400 for the empennage and \$4500 for the wing kit, or best offer. Scott Loewen 319-364-5018 loewen@sierralima.com

FOR RENT Eastern Iowa Airport, Hanger 51 is now (starting April 1st) being rented by AlphaOmega Aircrafters. It is a 60 x 60 hanger in the first row of hangers over by the National Guard Armory- East Tees. I have one Cessna 414 renting some space and have room for one or two homebuilt types remaining. The going rate is \$87.50 per month per airplane. Anyone still needing some space let me know and we'll make arrangements to get you in.

FOR RENT Half of East T Hangar 37 is available for rent. My Sonex takes up only one corner with plenty of space left. If you have a high wing, then we won't even need to move planes to get in and out. \$60/month David Koelzer david.koelzer@mchsi.com 319-310-3641

Chapter 33 Calendar

June 10 12pm Chapter Meeting,
Flight Designs CTSW, Monticello
Airport

June 17 6:30pm Hangar Concert,
The Iowa Accordion Club and
Charles Wendt's cello, Green Castle
Aero Club (IA24)

June 18 7:30am Pickart/Wilson
Flight Breakfast

June 27-28 B-17 Aluminum Over-
cast rides and tours and Young Ea-
gles, Eastern Iowa Airport, PSair
ramp

July 2 Fly In Breakfast, Airplane and
Helicopter Rides, Marion, Iowa

July 8 Flight breakfast, Zangger
Vintage Airpark(7IA2) Larchwood IA



Gulfstream G-5 Jet ... \$36 million

Newly paved ramp ... \$245,000

Airport landing fee ... \$150

The look on insurance adjuster's face ... priceless!

In The June 2006 Issue...

Lone Rock Breakfast Fly Out, A Whirlwind Trip, Read Back – The Killing Zone



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