

The Lippisch Letter



Experimental Aircraft Association Chapter 33

February 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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What You are Missing on the Internet

By David Koelzer

As you may have read in last month's newsletter I have setup an email group for our chapter. The email group allows members to send an email to a single email address and then have that message forwarded to all the members of the group. "So what?" you may say, "Why would I want to send everybody and email.?" (man, you have got some attitude!) But any way, the members of EAA Chapter 33 are spread out over most of eastern Iowa and only maybe a third make it to any given meeting. I hate to think that two thirds of our chapter are missing out on our group activities and the comradery and mutual support that the chapter provides. I also hate to think I may be missing out on the experience and expertise of members that may not be able to make our monthly meetings. The email group will allow members to pose questions, make announcements, organize impromptu get-togethers, share experiences, offer advice, plan a coup, vent frustrations, or console the frustrated.

"That's all well and good for the computer nerds," you may say "but what about us old-timers that did not grow up using computers." (there's that attitude again!) You must know my mother because she had that same attitude for years. This year my siblings and I were able to get her on-line and I now receive so many emails from her I had to setup a special inbox just for her. She especially loves to send and receive emails to/from her grandchildren who are scattered all over the U.S.

"Well, I don't know the first thing about computers. Where would I get started?" (Now was that so hard?) If you have a son, daughter, niece, nephew, or grandchild then you have a computer expert. You will be amazed at how young they start using computers in schools these days. And can you think of a better way to spend time and bond with your youngster? You will get to learn a new skill that will open up a whole new world for you and your progeny will get the "quality time" with an adult that is so rare for children these days.

If you already use email then I invite you to take the time to logon and sign up at <http://groups.yahoo.com/group/eaachapter33>. If you don't use email, now is the perfect time to learn. Don't miss out on all that Chapter 33 has to offer.

Yahoo has recently taken over eGroup so you may find the site looks a little different but everything still works the same. Also the new email address for the group has changed to eaachapter33@yahoogroups.com. The old address will continue to work for a while but please update your address book and bookmarks so you don't miss out on anything.

On the next few pages are some of the email messages that have been sent via the group.

(Continued on page 2)

(Continued from page 1)

I have edited some of them for clarity and space:

FROM: Keith Williams

Hi, Gang,

David, I think you have done a real service to the Chapter by getting this egroup set up. Let's hope it catches on. Thank You!

Also, you have a pretty impressive site of your own. (<http://dkoelzer.murkworks.com/> Editor) I can tell that it didn't just jump onto the 'net one day all by itself; it must have taken a lot of work.

Pat and I are spending 3 months here in California, about 12 miles from beautiful Monterey. I've got a couple of picture albums up on the 'net but don't know how to make links in here so will spare that for now. I have another site almost ready to go of our trip out here. I'll give the full list when it is available, in case anyone wants to see what the ground looks like without snow on it!

EAA-wise, I did make contact with a local member who invited me to visit his Mustang II at the Salinas airport. He was putting a Light Speed ignition in it. It's been flying about 10 years and has been all over the country, I guess. When I was there, a car left a hangar a couple of doors down. My host said, "Do you know Sean Tucker?" Yes, of course. "That was him that just went by." "He's got a good enough job now that he doesn't need to crop-dust anymore."

That lead me to a joint meeting of an EAA chapter and the Salinas Pilots Association. Guest speaker: Wayne Handley ("just another local crop-duster") He spoke on the benefits of spin training, and sort of blamed the manufacturers for getting it deleted from the requirements for licensing of pilots.

For those who don't know, we are working (a little!) and living in a 5,000 acre county park. Decades ago, a plane went down in a remote part of the park. If someone can give me enough directions which will nearly guarantee that I can find it within a reasonable time of hiking, I'd like to search it out someday.

By the way, we are 1.3 miles from the main gate, and the only noise we hear is airplanes and wild turkeys!

This is probably way more than any of you wanted to know, but since we've missed at least the last two meetings I thought this would be a good way to keep in touch.

I'll post some web sites with pictures in a few days.

Regards, Keith Williams

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FROM: David Koelzer

Hi Guys,

I am working out the wiring diagram for my plane and I have a question. My Jabiru engine uses a transistorized magneto ignition. To turn off one of these mags you ground it to the airframe. Meaning to turn the mag on you open the switch and to turn it off you close the switch. All of the Sonexes I have seen use individual toggle switches to control the mags. I would like to use the standard keyed left/right/both/start switch. My question is, when you turn this type of ignition switch "ON" does it open the connection and turn it "off" by closing the switch?

Reply FROM: Tim Busch

David,

The method you describe is standard in all magneto ignition systems: ground to stop, unground to run, so that is how standard aircraft ignition switches work. Of course, the failure mode is "on" so you won't have a dead engine when you're flying if a wire breaks. This causes a very dangerous condition on the ground when a person unknowingly turns a prop and the engine catches. This is why the standard method to shut down an engine is to remove the fuel supply. This reduces the likelihood that an engine with a broken P-lead will fire and remove someone's arm.

Tim

Reply FROM: Jim Zangger

Dave,

That's pretty typical for mags. Yes, the Off, L, R, Both, Start switch you mentioned would be open for ON and closed for OFF.

I read the reply from Tim and that is certainly the best method for most aircraft - there are, however, those of us that don't have a mixture control and can not shut the engine down using that method! We have to rely on the fact the mags will be grounded. I could always turn the fuel off and wait a few minutes for it to burn out!

Jim again!

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Reply FROM : Keith Williams

Dave,

I talked to Wayne Sweet tonight and asked why he was going away from the typical switch and to two toggle switches. The reason is pretty simple.

Unlike yours, his electronic ignition is controlled by switching the power source on and off, which is a different switch action than yours. Also, he feels the rotary ones are prone to failure.

He also pointed out that once a "bad guy" got into his airplane, they would be able to start it. Yours, with a key switch, they would not be able to.

Keith

Reply FROM: David Koelzer

Hi Jim,

You are not the only one without a mixture control. My Jabiru 3300 has a Bing pressure compensating carb which does not need a mixture control. So it looks like I will be shutting down via the mag switch. It would take a long time for the engine to burn all the fuel in the float bowl as well as the gasolator and lines if I was to shutdown using the fuel valve. Also I am not sure what that would do to my engine mounted fuel pump.

This eGroup of ours is working out great. Thanks guys

David Koelzer

Mark Anderson's Glasair project Photo by Todd Millard



Next Meeting

By Tom Olson

Our next meeting will be Friday evening Feb. 2nd in North Liberty at Hills Bank and Trust. Take the North Liberty exit off of I380 and head East approx. 2 miles or so to Hwy 965 and turn right. The Bank is a few blocks South of this intersection on the right (West) side of 965.

Doors will open at 7:00 with the meeting starting at 7:30. The evening's program will be a presentation of Microsoft's latest flight simulator and other aircraft simulation software by David Koelzer. David has created specific simulation models of a number of our favorite Experimental aircraft. Mark Anderson will be bringing a video projector so we can all take part in the action. Don't miss it!

Last Meeting

By Tom Olson

The last meeting was held at Ann and Mark Anderson's hanger in Iowa City. We were treated to a close look at their Glasair II project and a review of their experience in selecting and building the airplane. Mark has had to independently make / acquire a number of parts from the finishing kit since Stoddard Hamilton has gone out of business. It appears however, that they are doing very well indeed and we are all looking forward to the day when Ann and Mark can bring it to one of our fly-in meetings. They are both interested in the Glasair's ability to quickly take them to far off places. Sounds like a great idea to me as well after the last 2 months of winter.

We were also treated to a close look at Don Gurnett's SNJ4 in the adjoining hanger. This is a well maintained / preserved aircraft which had been in active service in South Africa until a few years ago when it was brought back to the United States. It has to be a great thrill to fly an aircraft such as this. Don has been busy working to improve its condition even further.

Thanks again to Ann and Mark for hosting our meeting and to whoever brought the treats.

Officer's Column

By Tom Olson

Your officers and board members held a second planning meeting this month to complete a tentative plan for this years activities. Here is what we have come up with, please check the most recent newsletter in case our plans change as the year develops.

Month	Location	Day	Meeting Subject
Feb	Bank	1 st Friday	PC based flight simulators
Mar	Bank	1 st Friday	Marv Hoppenworth, Aircraft Cables and Swages
Apr	TBD	1 st Saturday	Ladies Night, speaker TBD
May	TBD	1 st Friday	Visit to Bettina and David Koelzer's Sonex
June	Monticello	Sat. 6-2	Noon Pot luck and fly-in
	TBD	TBD	Young Eagle Rides
	Greenfield, Iowa	Sat 6-16	Fly out to Iowa Aviation Museum (near Des Moines)
Jul	Green Castle	Sat. 7-7	Hot dogs and fly-in at 4:00
		14/25	EAA Oshkosh Work Party
	TBD	TBD	Young Eagle Rides
Aug	Oshkosh	Saturday	Evening meal in the campground
Sept	Iowa City	Aug 25/26	Fly Iowa, young eagle rides, breakfast, air show Hanger Dance, B17?
Oct	TBD	1 st Friday	TBD visit to an aircraft project or workshop
Nov	Bank	1 st Friday	Election Night plus a TBD program
Dec	TBD	1 st Friday	Holiday Dinner and gift exchange

Editor's Rant

By David Koelzer

Since Chapter membership did not plummet precipitously after my first newsletter I can only assume that our members are extremely tolerant of misspellings and bad grammar. So I am happy you joined me once again as I continue to dangle my participles, torture my metaphors and commit other crimes against the humanities.

I am also glad to see recent articles in "Sport Aviation" that are highlighting affordable flying. While it is fun to read about millionaires who hire small armies of workers to "homebuild" grand champion Lancairs or Thunder Mustangs, most of us will never have that kind of cash to spend on what should rightfully be a hobby and not "a way of life".

I am building a Sonex which was designed by John Monnett. John is very much in the old school of homebuilding. I am sure if John were to advertise the Sonex he would do it in "Popular Mechanics" rather than in "Fortune" magazine. He feels that the Sonex is a "Reality Check" for sport aviation. A plane that can be built entirely from scratch if you want and even if you purchase some of the premade part kits, still be able to do it for less than the price of a new car. And I am talking Chevy here not Lexus.

John has sold over 300 sets of plans now so he has certainly

tapped into a group that wants to build and to fly but still wants to be able to afford the nicer things in life like food and clothing.

Lets hope other companies see the wisdom of catering to cheapskates like me.

Fly Market

FOR SALE: 1947 Stinson 108-1, four place taildragger, nice. New fabric on wings in 98, new paint on entire aircraft 98, new prop in 99, new Slick mags in 99, shoulder harness and wing tip strobes, IFR certified, 2900 TTAF, 700 SMOH. \$23,500 or looking for two persons for a partnership. Hangared at CID west T's. Walter Rich 319-364-3733

FOR SALE: Genesis Aircraft kit. Fuselage frame, tailbooms, lift struts, landing gear, nose gear, wheels, tires, instrument panel, seats/seatcovers, all flight control cables and hardware. Wing frames, upper and lower ribs, complete sailcloth set, (used, but still very airworthy) but may also be built with a "STITZ" covering. Elevator, stabilizer, rudder and vertical stabilizer frames. Fiberglass firewall, bellypan, nosecone, lexan windscreen, hydraulic brakes, and 2 electric trim motors for pitch and lateral trim. The only things needed to complete this kit are your choice of fiberglass sidepanels, engine, and instruments. All these parts would retail for over \$11,000. I'm asking \$6000. Brian Jensen (319)652-6517 or jensenavi@aol.com



Get 'em Flying!

By John Anderson

We are working with the Lone Tree School on a Young Eagles Flight after the first of the year. The principal has requested some sort of program for an aviation section and it appears we would be able to fly up to 32 students.

We plan to provide about an hour of ground school for the class at the Iowa City airport and follow with the flight program for those with parental authorization. Please make note of this as I will be contacting pilots as soon as we can set some possible dates. We are thinking of a nice winter day as they can be flexible.

Wanted: Content

Our motto here at the Chapter 33 editorial staff is "All the News that fits, we print." And yet filling six pages with chapter goings on is sometimes a challenge. So I want to invite everyone to put pen to paper or finger to keyboard, write up those project updates, amusing anecdotes (or amusing antidotes if you spell as badly as I do), flying experiences, indignant tirades, desperate pleas, or shameless self promotions and send them to me.

David.Koelzer@home.com or
2930 Baker Street, Marion, IA 52302

EAA Chapter 33 Application & Questionnaire

Name: _____

EAA #: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: _____ Evening Phone: _____

Email Address: _____

Copilot's Name: _____

Pilot Ratings: _____

Aircraft Owned & Flying:

Aircraft Under Construction: _____

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**Dues are \$15/year. Make check payable to:
EAA Chapter 33, c/o Terry Scherman; 1203 16 St SW; Cedar Rapids, IA 52404**





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In The February 2001 Issue...

What you are missing on the Internet

2001 Dues are Due!

It's Time! Your 2001 Chapter dues are now due! Check your mailing label for your dues status. Please fill out the application form on page 5 and send it to Terry Scherman as soon as possible to keep your membership in good standing.

Chapter 33 Calendar

February 2, 7:00 pm
Hills Bank, David Koelzer PC Flight Simulators.

March 2, 6:00 PM
Hills Bank Marv Hoppenworth, Aircraft Cables and Swages



The cockpit of Don Gurnett's SNJ4
Photo by Todd Millard