

THE LIPPISCH LETTER

Experimental Aviation Association Chapter 33

Summer 2017

Imperial War Museum - Duxford

by John Chargo

Last summer, my wife and I decided that we wanted to travel to celebrate our one-year anniversary. As any good husband would do, I started with a Google search of "world's best aviation museums." While London technically became our mutually agreed upon destination, the *Imperial War Museum* outside Duxford, England helped make the decision.

"IWM's collections cover all aspects of twentieth and twenty-first century conflict involving Britain, the Commonwealth and other former empire countries. They were intended to record the 'toil and sacrifice' of every individual affected by war." From among 5 sites, we visited the museum that was once the Duxford Aerodrome, a WWI airfield operated by the Royal Air Force. During WWII, the airfield played a vital role in defending England during the Battle of Britain. Now the field houses a collection of over 200 aircraft in six large hangars.

When we arrived at the museum, the skies were overcast with threatening rain. Rain began almost as soon as we started viewing the outdoor collection along the airfield's active 4000 ft paved runway. Being forced indoors wasn't a bad thing.

The first hangar housed the largest collection of British aircraft that I've seen. The collection was tightly packed and overwhelming. I couldn't figure out what to focus on. Some aircraft were



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ARC 2017

by Minnetta Gardinier

Cardinal Cruisers is returning this year - Jeneanne Visser (EAA Chapter 135) is joining me again as my co-pilot. In 2015, we placed 12th of 50 teams. Will the sequel be better than the original?

In the Top Ten drawing, we drew the #9 position - Classic Racer 9 will taxi out in the first group to launch from Frederick MD.

It's a rare East to West route. Will we be dogged by headwinds?

Follow the race live with MAPProgress on the ARC web site - <http://www.airraceclassic.org/>



2017 Air Race Classic - Frederick MD to Santa Fe NM - 2 stops in Iowa!

Editor's Corner

by Minnetta Gardinier

As the summer solstice approaches, and we are near the longest day of the year, I hope that you are enjoying the warm weather. Take a break from the summer heat, settle into a comfortable chair in the air conditioning and enjoy the Summer issue of your Lippisch Newsletter. You will find articles and photos submitted by your friends in our EAA Chapter.

Remember that this is YOUR newsletter with YOUR stories - new and old. Please share your aviation-related tales. Share your photos too. The more news that I receive from members, the richer your newsletter becomes, and the more we learn about each other.

Flight experiences (new and old)...build stories (past, present, and future)...flight instruction...flight lessons...airplane purchases/sales...aviation technology...hangar flying...flight safety. The sky is the limit! Please share!

And don't forget - a picture IS worth 1,000 words...plus or minus...

A few guidelines:

- **Copyright:** I cannot reprint non-EAA material from other publications without the author's (or editor's) permission to republish their material.
- **Photographs:** high resolution, print-quality files required. JPG files preferred - at least 300 dpi (dots per inch) resolution. E.g. - a 4x6 inch photo at 300 dpi is ~1 Mb file size. When taking a photo with your camera or phone, settings need to be at HIGH quality.
- **Articles:** submit text as DOC files for ease of transferring to the newsletter. Avoid PDF files due to extra time required to convert these files, and artifacts are usually dragged along.

FALL DEADLINE - SEPTEMBER 30, 2017





ICE (In Case of Emergency)

From the Young Eagles Chapter Coordinators Newsletter

From February 2017 issue

In this case, "ICE" isn't something we have to scrape off our windshields in winter or keep off our wings in flight. Rather, ICE is short for in case of emergency. Young Eagles volunteers have compiled a great safety record over the past 25 years. However, no matter how careful we are, there are times when things don't go as planned.

First and foremost: Make sure first aid and qualified medical personnel are immediately notified of any injury and protect damaged property from any further damage.

If there is an occurrence at a Young Eagles event, please contact EAA Risk Management as soon as possible with the following information:

- Date, time, and location of the incident
- Names, addresses, and telephone contact numbers for all injured persons
- Names, addresses, and telephone contact numbers for all witnesses

In addition:

- Have someone take photographs immediately if possible
- Don't discuss the facts leading up to the occurrence at anytime with the news media
- Report the occurrence to a local FAA office or other government authority if applicable.

Our YE Coordinations John Anderson and Connie White are our lead contacts.

People volunteer in EAA's Young Eagles program for a variety of reasons. Some see it as a chance to payback the kindness of those who inspired them to pursue flying. Others enjoy the opportunity to share their interest in aviation with young people. Many simply enjoy flying.

The most visible volunteers in the Young Eagles program are the pilots. More than 40,000 men and women worldwide have freely given of their time and talents to share the joy and excitement of aviation with young people.

Young Eagles Report

Total Young Eagles flown (since 1992): 2,032,554

Stats current as of
06/06/2017.

2017 YOUNG EAGLE DATES

Sat Apr 22	C17	9am - noon
Sat Jun 10	IOW	9am - noon *** called early due to hi winds
Tue Jun 17	IOW	9am - noon
Tue Jun 27	VTI	5pm - 8pm
Sat Jul 15	CID	8am - noon
Sat Aug 5	OTM	9am - noon *** FLY IOWA (IAPG aviation camp)
Late Sep or early Oct	AWG	8:30 - noon

Build Project: Marv's "Pedal Eagle"

by Mike Jimenez

Marv has donated one of his original "Christen Eagle" pedal planes to Chapter 33! We're so grateful for his continued generosity to the Chapter, and once completed, this will add a whole new dimension of excitement to our already-successful Young Eagles Rallies! For those unfamiliar with the Pedal Eagle, an example is pictured here.

The plane is currently disassembled in Marv's shop in NW Cedar Rapids. It is in need of some repair, restoration and reassembly. Marv has offered use of his shop, tools, supplies, and expertise for anyone who may be interested in helping with the restoration process.

My thought is to assemble a group of maybe four volunteers, and we can coordinate a schedule that works for Marv, Cathy, and all others involved. This would likely be a once-or-twice a week commitment, in the evening hours or perhaps weekends, whatever works best. I'm happy to participate at least in the beginning, as well as head up some of the coordination efforts, but I'd like to get some others from the chapter involved in this too!

If you have any interest in participating, please email me directly at mikeyj350@gmail.com, and let me know your thoughts! It may also be helpful to let me know what days and times will work best for you, so that way we can come up with an initial work plan for this project.



A Little Known but Great Homebuilder Supplier

by Dave Lammers

When building an aircraft and going "off-script" from what the plans that the supplier suggests, probably one of the more difficult things is finding not a good, but rather a great, source for whichever part, widget or tool you need. A recommendation from another builder is always helpful. With that in mind, and just finishing a major rebuild of my RV-10 fuel system, I can without hesitation recommend Tom Swearingen of TS FLIGHTLINES for any of your custom fuel, air, or oil hoses.

The quality of their products is superb. Tom's responsiveness is immediate and professional. His delivery time is within several days, and his prices are fair. If you need custom hoses, he can be reached at tsflightlines@gmail.com.

<https://www.tsflightlines.com/>



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Imperial War Museum - Duxford (cont.)

familiar – Concorde, Vulcan, Lancaster, de Havilland Comet, and Spitfire. Many others were foreign to me. Some were rare sole-survivors, like the Handley Page Victor that is currently being conserved. The Concorde, a pre-production aircraft used for flight testing, was open to visitors. It was the first Concorde I've been able to enter. What a remarkable aircraft.

The next hangar that we visited housed several vintage planes under restoration. If I lived near Duxford I'd volunteer to sweep floors or something just to be a part of such fascinating work. Connected to it was a collection of flight-worthy warbirds owned by the Flying Legends. The fourth hangar included more unique aircraft on display, including a Fairey Gannet.

The fifth hangar that we visited was a tribute to the Battle of Britain. Spitfires and Hurricanes were on display. A Messerschmitt Bf 109 that was part of the battle was on display. Half was restored as if it were new. The other half was left to tell a more interesting story. The Bf 109 wreckage had been pulled out of a field in England during the war. It was shipped to the US and toured our country raising funds for the war effort. Those who donated were given the chance to scratch their names into the metal. Those names remain. Along with the aircraft collection, there were several artifacts describing the sacrifices of those who served. As Churchill said, "*Never in the field of human conflict was so much owed by so many to so few.*"



John enjoying a little stick time with the Tiger Moth.

The sixth hangar was the American Air Museum. It housed dozens of American warbirds, including an SR-71, U-2, A-10, F-15, F-100, F-111, B-17, B-24, B-25, and B-52. The hangar was packed to the gills.

As we left the American Air Museum hangar, the overcast parted, and the sun came out. A Spitfire took off and wowed the crowd. A Tiger Moth came out to the flight line. Near the flight line was a shack with a banner advertising airplane rides. I had previously been told that no rides would be given due to the weather. With the sun peeking out, I asked again. They pointed out that more rain was coming soon, but thought they'd be able to squeeze in a Tiger Moth ride. I couldn't have been more excited.

Before takeoff, the pilot asked if I had flown in a small plane before. I replied that I was a private pilot with a small number of C172 hours and a recent tailwheel endorsement in my logbook. His response floored me, "This will be different. I'll get us in the air, and then it'll be your plane." Flying the Tiger Moth was unlike anything I've experienced before. Cold air with the open cockpit; loud; terrible forward visibility. Light, twitchy elevator with heavy, sluggish ailerons. Just as I felt like I was getting the feel for coordinated turns, we started seeing rain on the horizon and thought it wise to get back on the ground. By the time I went to bed that night, my face hurt from the grin that stayed through the evening.

The rest of the London trip was great. Fantastic museums, good food, good beer, and good times. While many memories were made, the experience at Imperial War Museum Duxford is an experience I won't soon forget. I highly recommend the trip.

Never Again...AGAIN!

by Steve Rezabek

As I sit here and write this article, I keep wondering which of the many options running through my mind for a title I should choose. It could be called: "Bingo!" Or, "Whew, That was Close!" Or even, "There I Was!" I suspect many of us have landed after flying and said, "Never Again!" Well, this is my "Never Again" moment... again.

It was a gorgeous day for a flight breakfast in Belle Plaine last year, and I needed to go somewhere and fuel up anyway. So, my father and I, along with my wingman, Dave Yeoman, decided to fly over in formation so I could take some in-flight pictures of Dave's beautiful new Cessna 195. A quick check of my gauges confirmed that I had about a full hour of fuel onboard. This should be plenty, I thought, considering Belle Plaine is just west of the airport and a very short flight - about 10 minutes by my recollection. That would have been true, except for a number of unusual factors that came into play.

The C195 has a radial engine, and given the somewhat cooler temperatures that morning, it took about 7 minutes to get the oil warmed up to an acceptable operating temperature before leaving the ramp. My Stinson's Franklin engine would probably appreciate it if I was so disciplined, but I fired it up and got myself all prepared and taxied over to the side and waited for Dave to take the lead. While it seemed like just a few extra minutes at the time, they turned out to be valuable minutes as I sat waiting with the engine running. The winds were out of the south, and we were both flying taildraggers, so runway 13 became the obvious choice, which added another

few minutes of taxiing from the East T's before heading on that "short flight." You're probably starting to see a pattern here...

We departed Runway 13 and then flew straight out a few miles before the tower passed us off to departure, and we were turned on course. The C195 is about 30 mph faster than my Stinson, and even though he had throttled back, I was pushing hard to stay in position. But everything was still OK, I thought, because, after all, Belle Plaine is just a short flight...

An important point to note is that in a taildragger, the fuel gauges do not read true until the tail is up, and you are in level flight....at which point I realized I had less fuel onboard than I had originally thought. As we flew on, our attention quickly turned from our photo mission to become focused on the two fuel gauges that were showing less than a quarter-tank each. The plan was for Dave to land first, and then I would follow him in. But the lower the fuel level got, the more uncomfortable I became. By about 5 miles out, my pucker meter was pegged, so I decided to go in first and to not fly a full pattern but instead to enter directly into a left base for runway 18. As we approached, there were three airplanes on the runway that were back taxiing to the ramp. By this point I had already made up my mind that going around was not an option, and I was going to tell them to move out of the way if necessary. As it worked out, that was not the case - I was the only one on base and timing worked out perfectly.

I flew a tight pattern to stay close to the airport and to avoid town as much as possible - just in case. Ultimately, the landing was uneventful, and we taxied to parking,

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Steve Rezabek's Stinson at Blakesburg

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Never Again...AGAIN! (cont.)

glad to have arrived safely.

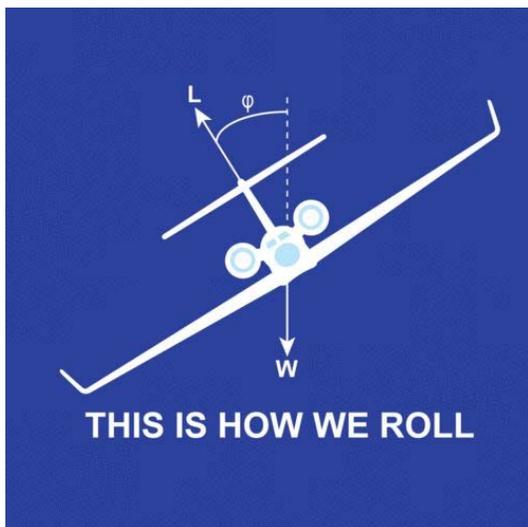
When I fueled up prior to departure, I began to realize just how close to running out of fuel I had come. I took on 36.8 gallons of fuel out of a 40-gallon capacity. Now, you're probably asking how many of those 40 gallons are usable. I can tell you for sure, at least 36.8 gallons, and according to my operator's manual, not a whole lot more—if any.

Now, let's look at some of the contributing factors:

- Extra warm up time on the ramp
- Extra time taxiing to runway 13
- Extra time from departing to transition to on-course heading
- Pushing hard to stay as fast as possible in formation
- Underestimating the distance to Belle Plaine - it's not *"just west of the airport and a short flight."* It's about 20 minutes in the air, and that's flying direct and not on an extended heading from runway 13.

Besides paying the higher price to take on fuel at CID, I should have abandoned the idea of a formation flight and departed when I was ready. I should have throttled back and leaned the engine appropriately and enjoyed the flight. Had I done these things, I would have landed with a 30-minute reserve on board. Instead, I now know the stress of flying with "Bingo fuel..." and can honestly say, "Whew that was close..." for "There I was..." trying to avoid "the loudest noise in the cockpit."

Fortunately, I am here to tell you, NEVER AGAIN... again, for that is not the first time I have said it, and I learned a(nother) good lesson (or 6) on that fine beautiful morning on that short flight to Belle Plaine.



My 9-11

by Dave Lammers

Fifty-five years ago on September 11th, a younger version of myself took off in a PA-11, and it changed my life forever. This event happened at an airport that is now a suburban street in Bettendorf, Iowa. At the time, it was called Agonair Field, and the sole proprietor and CFI was a WWII "Master Navigator" (the one in the lead bomber) and Iowa Aviation Hall of Fame inductee, Bob Parmele. So, each 9-11 it is mandatory that I celebrate with a flight.

Last year, my aircraft was down for a major mod, so I used my son's Citabria for the obligatory 3 take-offs and landings. But the celebration has become much more than about me and my solo. It is now an opportunity to reflect upon all the sacrifices by so many unnamed people that have given me the opportunity to freely take to the skies. Name another country where you can go out to the airport, and without permission, simply go for a ride on a magic carpet. In what other country can you build one of these magic carpets in your garage, have it looked at once, and then be given the right to fly it, based solely on your signature that it is *"found in a condition for safe operation"*? I have a lot to be thankful for on 9-11 each year.

Join me in the skies this Fall on 9-11.



My Museum

by Marv Hoppenworth (circa 1964)

My Museum! I say it proudly as a member of the Experimental Aircraft Association. I have a right to call it My Museum. Myself and the other 20,000 members have that right. We have much to thank the leadership of EAA for. I feel that very few of the members realize the amount of personal effort that has been spent by the people in the headquarters area. It has all been done for us, the membership and, hopefully, for the future membership, your children and mine.

Paul and his associates, and we must include their wives, have done a splendid job to organize, direct the construction, and handle all the little menial tasks that make the job complete. In the two times I have visited the museum site, I have noticed one thing is clear; our money is in good hands. They spend it wisely with full consideration to the association and its members.

The location of the museum has been contested by a few, and I would like to stop the 'rattling in the bushes' right here! If anyone spent one-fourth of the time that Paul has spent on the museum, they would know they are busy. As for the location of headquarters, no one squawked when Paul had it in his basement for eleven years. Just show me another family that would stand up

under this sort of strain. It seems only fitting that the location should be close to those who do the work. Also, the location is on the southern side of Hales Corners. An easy reach from Chicago, and all roads lead to Chicago. It is also within one-half mile of Hales Corners Airport, which is beneficial for us Sport Aviators, as it requires no radio. There are plans for a limited camping area adjacent to the museum. So in general, this was an excellent choice of location, and we thank him for his foresight.

When you come to the museum, you can expect to see an assortment of aircraft of the jet fighter type parked out back. Here are aircraft your kids can look over and handle all they like. In one corner of the outside parking area, is a BT13 donated by that Ford driver, Captain John Louck.

In the front of the museum, there are two offices for the officers and staff. Next to that is a large workroom which contains Leo Kohn's deck, files, work tables and scores of shelves on which are neatly stock copies of Sport Aviation and its manuals.

In the middle section of this building is the present exhibition area. Here you will find what is probably the most treasured museum pieces that may be collected. Steve Wittman donated his Bonzo - the first aircraft to hit the 400 mile per hour mark. Then as you go down the line,

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Before the Museum - Paul Poberezny in 1955, checking files in EAA's first headquarters located in the basement of the Poberezny's home in Hales Corners, Wisconsin.



(Continued from page 8)

My Museum (cont.)

there are various home-built aircraft in their full form, all assembled. In another corner, we find the Stitts Sky Baby - the smallest aircraft in the world. This was donated by Ray Stitts. We thank these people for their faith in Our Museum.

At the rear is a Photo Lab and the usual little boys and little girls rooms. Also, there is a nice shop, equipped with one 20-foot door leading to the display area and one 20-foot door leading to the outside. In this shop, you will find benches, air compressor, band saw, power sander, and table saw. All items used to make the fixture for displaying our treasures.

Out behind is a 24x28-foot garage that houses a small tractor, 2 lawn mowers, lawn spreader, wheel barrow, rakes and a pickup truck.

So, to anyone who doubts what I have just stated, I make this suggestion, take a trip to Hales Corners and see for yourself. Also, for those who do not doubt me, I still say take a trip to Hales Corners. See Your Museum. You will enjoy it with deep pride and will be back again and again to watch it grow. Each time being a bit more proud to be a member of the Experimental Aircraft Association.

Fast forward...53 years...

Have you visited Your Museum recently?

AirVenture ~ Oshkosh, WI ~ July 24-30, 2017



**EAA AIRVENTURE
OSHKOSH
2017**



A Gentleman's Gentleman - Bob Hoover

by Dave Lammers

As chairman of the *International Aerobatics Hall of Fame* Selection Committee for 13 years, I had the privilege of hosting our honored inductees at the annual induction ceremony in OSH every November. In 2009, our honoree was R.A. "Bob" Hoover. Many of you are familiar with his incredible aerobatic skills exhibited annually at the EAA convention in OSH. His energy management skills were simply, quoting my grandkids, "Awesome!" We are unlikely to see someone of his talent again in our lifetime. However, his aerobatic skills were eclipsed by his skills as a human being. He was a class act. Dining with him in an intimate table setting, I was able to see a person whose manners and mannerisms were from another era. An era when people showed great respect for those in their company. He was extraordinarily polite and a pure delight. He made all those at the table feel like it was them and not him who was being honored. Being "up close and personal" to hear his story of stealing a German aircraft then being chased by Dutch farmers with pitchforks was a treat.

He is missed but not forgotten.

January 24, 1922 - October 25, 2016



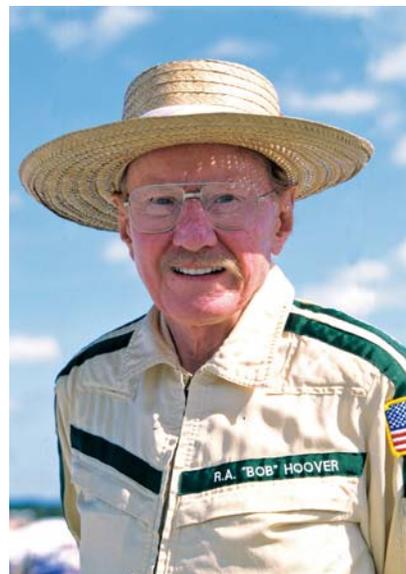
Bob Hoover began serving as an 18-yr-old Tennessee Air National Guardsman (Smithsonian National Air & Space Museum)

Iowa Flight Events

It's time to get out and visit our Iowa airports.
Here is listing of flight breakfasts and fly-out events...
Take a flight! Take an EAA 33 passenger!

- Tue Jun 20 IIB - Independence grill-out
- Jun 20-23 41st Annual Air Race Classic (FDK-SAF)
DEH - Stop #3, Decorah IA
SPW - Stop #5, Spencer IA
www.airraceclassic.org (for details)
- Sun Jun 25 C17 - Marion Flight Breakfast
- Sun Jul 2 EGQ - Emmetsburg Flight Breakfast
- Tue Jul 4 AIO - Atlantic Flight Breakfast
EST - Estherville Flight Breakfast
- Sun Jul 9 CCY - Charles City Flight Breakfast
- Sun Jul 16 FXY - Forest City Flight Breakfast
- Thu Jul 20 C17 - Marion, FAAS Team Meeting
- Jul 24-30 OSH - EAA AirVenture
- Jul 26-28 CWI - Clinton, Cessna 150/152 Fly-In
- Jul 28-Aug 5 National Balloon Classic, Indianola
- Sun Aug 6 OK7 - Humboldt Fly-In
MXO - Monticello Flight Breakfast
CJJ - Cresco Flight Breakfast
- Aug 11-13 SPW - Doug Yost Aerobatic Challenge
- Sat Aug 12 C17 - Marion Pilot Social
- Tue Aug 15 IIB - Independence grill-out
- Sat Aug 19 IA23 - Abel Island Fly-In, Potluck, BBQ
- Sun Aug 20 IOW - Optimist Flight Breakfast
- Sun Aug 20 GBG - Iowa 99s Women Pilots Flyout
- Aug 26-27 OTM - FLY IOWA 2017

For details: <http://www.iowadot.gov/aviation/calendarevents.html>



EAA 33 Leadership 2017

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Web	Mike Jimenez	web@eaa33.org
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Upcoming EAA Webinars

6/21/17	12 pm CDT	UNINSURED – Flying Naked!	Bob Mackey, Falcon Insurance Agency
6/27/17	12 pm CDT	Chapter Chat: Flying Clubs & Chapters 101	Eric Cernjar and David Leiting
6/28/17	7 pm CDT	Tailwheel Flying Techniques (qualifies for FAA Wings credit)	Glen Oliphant
7/5/17	8 pm CDT	Borescope Ascendancy (qualifies for FAA WINGS & AMT credit)	Mike Busch
7/11/17	7 pm CDT	So You Want to Become a Pilot?	Joe Norris
7/12/17	7 pm CDT	Gauges to Glass: Transitioning to 21st Century Avionics (qualifies for FAA WINGS credit)	Prof. H. Paul Shuch
9/13/17	7 p.m. CDT	ADS-B Revisited: The 2020 Odyssey Continues (qualifies for FAA WINGS & AMT credit)	Prof. H. Paul Shuch

Registration is required, and space is limited.

EAA gratefully acknowledges the support of Aircraft Spruce & Specialty Co. for their generous sponsorship of EAA webinars.

<https://www.eaa.org/en/eaa/aviation-education-and-resources/aviation-videos-and-aviation-photos/eaa-webinars>

2017 Calendar

Our meetings are scheduled for the **4th week of each month**
Thursdays - Board meetings, 6 pm; General meeting, 7 pm
OR Saturdays - as published

January – No meeting

February – Chapter elections, planning meeting

March 18 (Sat) – CID, Chapter Meeting

April 22 (Sat) – C17, Young Eagles

April 27 (Thu) - Project Visit, Mike Jimenez' RV-10 Build

May 25 (Thu) – FAASTeam presentation

June 10 (Sat) - IOW, Young Eagles

June 23-25 (Fri-Sun) – CID, B-17 Aluminum Overcast Tour Stop

June 27 - VTI, Young Eagles

July 15 (Sat) – CID, Young Eagles & Pulling for Honor

August 5 (Sat) – OTM, Young Eagles

November – Fall Social (location TBA)

December – No meeting

Check the EAA web calendar - <http://www.eaa33.org/ea33/event-created>

Aviation enthusiasts promoting and supporting recreational flying

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