

# The Lippisch Letter

EAA  
Chapter 33

September 2012

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## "Left Overs" Makes it to OSH

By Marv Hoppenworth

On July 11, 2012, I delivered the 75th Anniversary Piper J3 Cub to the EAA Museum. This is a unique aircraft. It was built up from left over parts. It has no pedigree, no title, no registration, no airworthiness certificate, and the engine will not run.

This has been an on-going project. A friend in Ohio, Don Helmick, offered me one of two J3 Cub fuselages that he had hanging in the ceiling of his hangar. I chose one and when I got home, it was bare bones tubing with gas tank mounting for a 9-gallon fuel tank. I sent the fuselage number to Clyde Smith, Jr. (The Cub Doctor) and he verified it was indeed a 40 HP J3 built in 1937. (The first year of the J3 Cub.)

Sometime later, I had a 1946 J3 Cub fuselage in my shop. I brought in the 1937 fuselage, repaired it, and added all the features to make it exactly like the 1946 model, a new birdcage, cowl formers and all. My goal was to make this as accurate a static display model of a 1946 J3 Cub as possible. (The last year of the Piper J3 Cub.)

Keystone Instruments of Lock Haven, PA was very helpful. With a little 'horse-trading', they were very kind to me and refaced my instruments and refurbished the compass. With a new instrument panel, we were like a new 1946. Even the compass correction card is dated 1946.

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Marv borrowed the N Number from his first J3 Cub

### Your Chapter Needs You!

We are looking for a few good members to step into leadership positions on the board of directors for 2013 and 2014. If you would be interested in serving on the board, call Denny Hodge or Randy Hartman.

## President's Pen

by Denny Hodge

Summer is coming to an end, school buses are back on the roads and the sound of marching bands can be heard in most communities on any given Friday night. These are also sure signs that the best part of the Iowa "flying season" is upon us and that the end of the flying season isn't far away. Chapter 33 will make the most of this "flying sweet spot" with a rush of Young Eagles events to wrap



up the year. See the full Calendar later in this newsletter.

With the end of this flying season will come the end of my second term as your president. I will be stepping

aside to allow our newer members to bring new ideas and energy to your leadership team. If you have ever considered serving on the chapter board of directors, there is no better time to get involved than NOW. Step up! Participate!

I will be taking over the Newsletter duties from Dave Miles, starting with this issue. A special THANK YOU to Dave for stepping up to take on the newsletter at the beginning of the 2012!

## Upcoming Events:

- Young Eagle Event and Family Cookout – 9/22 (Monticello)
- Board Meeting – 9/27 (Location TBD)
- Aviation Camp and Young Eagle Event – 10/06 (Washington)
- Young Eagle Event (tentative) – 10/20 or 10/27 (Maquoketa)



## Marion Young Eagles Event Huge Success

Pilots and support staff from Chapter 33 provided 86 Young Eagles with their first aviation flight experience on Saturday, August 18<sup>th</sup> at the Marion Airport.

In addition to the flying, Marv Hoppenworth brought a couple of Pedal Planes for the younger “aviator a tour of the project (RV-7A) currently underway in hangar 6 on the south end of the field.

Special thanks to the pilots and support staff who made this a

special day for so many youngsters.



The airport was pretty busy with 9 planes giving rides

You’ll find more pictures later in the newsletter.



Another first flight smile!

## “Left Overs” Makes it to Oshkosh (Continued)

*“There are parts from over 20 different Cubs in this project.”*

There are parts from over 20 different Cubs in this project. The cabin door came from a T-hangar in Oshkosh, WI courtesy of Norm Peterson. Years ago I had purchased several sets of damaged wings, trying to get 4 good spars to repair a wind damaged Cub. This left me with boxes of repairable ribs and ailerons. The Museum Cub wings contain straightened spars, spliced spars and many repaired ribs. New sheet metal and wingtip bows were added. Now the wings look like new 1946 Cub wings.

The control surfaces were repaired where needed. The trailing edge of the rudder was reinforced to ensure that the straight part stays straight. The inboard ribs of the stabilizers were reinforced with channel so that they will not bend over time. The landing gear tops were also made much stronger. The landing gear shock struts were made solid so they would never sag due to bad shock cords.

The lift struts, although they look good, are not airworthy. A

second hole was drilled in the top end so they will never finish up in a certified aircraft.

New control cables were fabricated. I developed a fixture to duplicate the ‘single squeeze’ that was popular on the 1946 Piper aircraft. It takes over 8 tons to do the ‘single squeeze’ on 1/8” nicropress sleeves.



Note the Piper ‘single squeeze’ on the cable. Brass safety wire was common in 1946.

Ceconite fabric with the nitrate and butyrate dope system was chosen to finish the aircraft. Clyde Smith, Jr. of Lock Haven, PA has written much about the restoration of Cubs and his information was very helpful. I had to build some special fixtures so that I could handle the fabric work and painting in my small shop by myself. Jim and Dondi Miller of Aircraft Technical Support, Inc. from

Orient, Ohio were very gracious and helpful in support of the fabric covering part of the project.

New sheet metal and cowling was ordered, from the instrument panel forward, because I wanted Univair quality for this project.

The engine, as I mentioned previously, does not run. My goal was to have it look just like a 1946 Continental A65-8. Every time I tried to get Continental Gray, I wound up sending back gold colored paint. So I took the data plate off the crankcase, polished that area, and took it to the paint store telling them “Match that”.



Yes . . . that is Continental Gray and the engine has Champion C-26 spark plugs.

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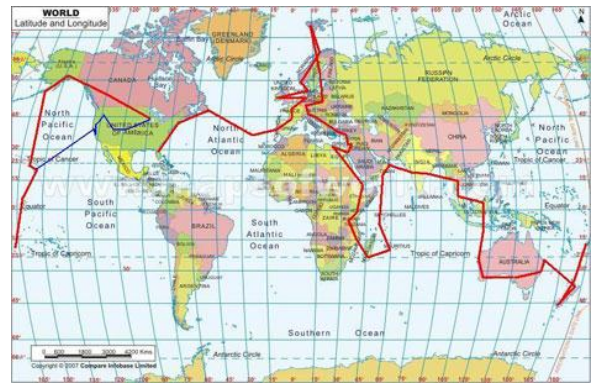
## August Meeting – CarolAnn Garratt, Earthrounder Extraordinaire for a Cure

by Minnetta Gardinier

CarolAnn Garratt first spoke at an EAA 33 chapter meeting in August 2010, and she talked about her second round-the-world flight that she completed in December 2008. Her mission was two-fold – 1) to raise money to find a cure for amyotrophic lateral sclerosis (ALS; Lou Gehrig’s Disease), and 2) to break the speed record for circumnavigating the Earth.

She shattered that record, flying with Carol Foy in her Mooney M20J, flying over twice as fast as the previous record holders from 1988 – an average speed of 115 mph (vs. 55 mph) – finishing the route in 8 stops over 8.5 days. So when I heard that she was stopping in Iowa City again, I thought how can she top that story?

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## “Left Overs” Makes it to Oshkosh (Continued from page 2)

Yes, the A65-8 now has Continental Gray paint where it should be gray and black where it should be black and unpainted where that is proper. I had a new-old-stock Continental data plate and when I stamped the numbers I also stamped “not airworthy” in the place for serial number.

Randy Hartman of Alpha & Omega Aircraft of Cedar Rapids, IA was very kind and let me assemble the Cub in his hangar, so I could rig it and fit the fairings. All new fairings were fabricated and fit. In the 1940’s, Piper had bolts fabricated with “Piper Cub” embossed on the head. There are 15 such bolts installed and visible on the Museum Cub.

The Cub was then broken down for delivery to Oshkosh, WI. Can you imagine a Chevy pickup

with an 8 ft. box hauling a pair of 18 ft. Cub wings? The fuselage followed a week later, to be mated again with its wings. This time a car-hauling trailer was used.

My first airplane was a Cub. It was a Piper L4-H that I purchased from the pilot, Lt. Vernon Sandrock, who was flying it at the end of WWII. He brought the airplane back with him when he returned to the United States and had it certified as a Piper J3-65 in Lock Haven, PA. I purchased this aircraft from him in 1948 in a damaged condition, repaired and recovered it and on January 2nd, 1949, I was the proud owner of a near new Piper J3 Cub. I have borrowed the registration number, NC9245H from that Cub for this Museum Cub. Web site and post it.

This has been a challenging and gratifying experience. I hope everyone who sees this Cub will notice what the 1946 Piper J3-65 Cubs were like.

Marvin V. Hoppenworth EAA  
2519 Life  
EAA Tech Counselor #11



This fixture permitted rotation of the tail surfaces all-at-once to any angle for brushing or spraying, while still allowing storage vertically to save space.



EAA Chapter 33 Helpers (from left) Chad Wilhelm, Denis Sailer and Dave Miles



A fixture was developed to permit Marv to rotate the wing by



The finished J3 Cub on Display at Oshkosh

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### Successful Young Eagles Event at Marion – August 18, 2012



## The 2012 American Barnstormers Tour stops for lunch at IOW

by Minnetta Gardinier

The American Barnstormers Tour is a group of friends and pilots committed to recreating “The Golden Age of Aviation” and sharing it with people across the Midwest and Great Plains states. The concept was born at Antique Airfield with the first biennial tour in 2006, and this summer the planes returned home to Blakesburg, IA (IA27) as their headliner group at the annual Labor Day weekend fly-in event.

Three Barnstormer aircraft landed at Iowa City Municipal Airport (IOW) on August 28th and joined the Tuesday night aviation movie night crowd for an informal BBQ and showing of The Great Waldo Pepper. Believe it or not, one of the Barnstormer pilots had never seen this movie. EAA 33’s own Gary Lust and his wife Sharon are among the core group of Barnstormers, and they returned to IOW in their 1929 Travel Air 4000. Mark and Sheila Lightsey landed in their beautiful red 1936 Monocoupe 90A. Bruce McElhoe tied down his 1929 Travel Air 4D. They enjoyed a couple days of relaxing in Iowa City, unwinding from 3 weeks of barnstorming around the Midwest.

The rest of the Barnstormers Tour group was packing in yet one more impromptu stop at Clinton IA. The tour had already barnstormed their way through Fargo ND, Brainerd MN, Eau Claire WI, Manitowoc WI, and DeKalb IL. They landed in Iowa City on August 31st to gather for a quick lunch before launching together for their special appearance at Antique Airfield. It was a very special treat to watch all of these aircraft from that golden age of aviation fire up their engines and form a taxi line to take off from runway 25 on a beautiful, sunny day. Even on such short notice, many interested people from the community and the local news media were there to capture the images.

When I made my first trip to Antique Airfield on Saturday September 2nd, I found all of the American Barnstormers Tour group front and center at Antique Airfield – a 1928 Travel Air 6000, three 1929 Travel Air 4000s, three WACOs (1929, 1930), a 1931 Stinson, two Fairchilds (1931, 1935), a 1941 New Standard, the 1936 Monocoupe (my personal favorite), and a Bleriot monoplane. They were in good company with a rich assortment of 100+ antique aircraft from across the country. My IQ on these aircraft increased considerable, and I look forward to another trip to IA27. I am hooked.

The next American Barnstormers Tour will not happen until 2014. Perhaps EAA Chapter 33 might consider hosting a stop on the next tour? Imagine 12-20 antique aircraft in our area flying rides for 3 days in our skies. What a sight it would be, eh?



Barnstormers group (L-R): John Tiffany, Mark Lightsey, Bruce McElhoe, Sheila Lightsey, Sharon & Gary Lust



Bruce McElhoe’s 1929 Travel Air 4D



Gary & Sharon Lust’s 1929 Travel Air 4000



Mark & Sheila Lightsey’s 1936 Monocoupe 90A

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## Earthrounder Extraordinaire for a Cure (Continued from page 3)

Well I learned a new term – earthrounders. It's a term to describe an elite pilot group that has circled the globe in a light aircraft weighing less than 7000 lb. CarolAnn has accomplished this feat not once, not twice, but THREE times now! She remains committed to raising awareness about ALS and money to find a cure for this devastating neurological disease. To date, she has raised over \$300,000, and ALL of the money that she collects from her book and video sales is donated to the ALS Therapy Development Institute (Boston MA). She completed her 3rd round-the-world just six months ago in March 2012. We gathered at the Iowa City Municipal Airport for a potluck BBQ and shared some hangar talk on Tuesday evening July 31st. Since it was just a couple days after the 2012 EAA AirVenture extravaganza, enthusiasm was high as many folks were re-entering from overdosing on aviation at Oshkosh. After about an hour, we dimmed the lights to see and hear about CarolAnn's latest tour. This adventure was designed to simply enjoy the flight without a schedule really. No records to break. She chose the route to visit places that she wanted to visit. She chose her co-pilots

from among folks who had helped her logistically on the previous Dash for a Cure, friends, and past mentors – all of whom wanted to spend some time in the right seat of CarolAnn's Mooney and to capture this international flying experience in their logbook.

As compared to 2008, this flight meandered around the globe – up the eastern U.S. coast, zigzagging all around Europe, down the eastern coast of Africa after traversing Turkey and the Middle East, around Madagascar, across India and through Southeast Asia and Malaysia, long and slow flights through and around Australia and New Zealand, ending with the Pacific Ocean crossing to Hawaii, and finally home to the United States flying across the southern tier states. She launched from her home near Gainesville FL on April 20, 2011 and spent the next 11 months exploring and spending time with old and new friends along the way. She and her co-pilots took time to sightsee and learn about the cultures and communities that they visited. While in France, she learned of a very poor orphanage in Madagascar, and she offered to deliver some valuable basic school supplies to them. When she overflew the orphanage,



she discovered that the children had all lined up in formation on the playground to spell out her name – CAROL. It's hard to imagine all of the stories and memories that CarolAnn has collected on this trip and her others. She finally returned to her home base on March 12, 2012.

So what's her next adventure? Right now, she's just decompressing from this last journey. She's now traveling around to share her stories with pilots and the ALS community, continuing to raise money and awareness for the cure. Her dedication to this mission is inspiring, and EAA Chapter 33 contributed over \$200 to her mission.



You can learn more about Carol Ann Garratt's mission by visiting her web site:

<http://alsworldflight.als.net/>

You can purchase her three books (On Silver Wings I, II, and III) and DVD (DASH DVD II) online:

<http://alsworldflight.als.net/Media.aspx>

You can learn about Earthrounders at:

<http://www.earthrounders.com>

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## Calendar

- 9/22/2012 – Monticello Airport  
Young Eagles Rally and Family  
Cookout
- 9/27/2012 - Chapter 33 Board Meeting  
Location TBD
- 10/6/2012 - Washington Airport  
Aviation Camp and Young Eagles  
Rally
- 10/20/2012 – Maquoketa Airport  
Young Eagles Rally  
(Date may be 10/27)
- 10/25/2012 – Board Meeting  
Location TBD
- 10/25/2012 – Regular Meeting  
Location TBD

Welcome to Chapter 33, a local chapter of the Experimental Aircraft Association (EAA) located in East Central Iowa. We are a group of around 115 sport aviation enthusiasts who get together to share our love of flying and airplanes.

Guests are always welcome at our monthly meetings. Check the Calendar on this page for the date and time of the next meeting.

If you have pictures, stories, stuff for sale, or whatever, that you would like to submit for our monthly newsletter, email it to Denny Hodge any time and he'll squeeze it into the next available issue. You'll find his email address on page 6.