

The Lippisch Letter



Experimental Aircraft Association Chapter 33

October 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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Aluminum Overcast Comes to Eastern Iowa

By Todd Millard

As you all hopefully know by now, the EAA B-17 Aluminum Overcast will be arriving here Monday, Oct. 8th for a 3 day visit. Preparations are going well, but we need more volunteers to help for the visit. With the added security concerns as a result of the Sept. 11th tragedy, it is vital that we have a good complement of volunteers for the entire visit to ensure the safety and security of the crowds.

Jack Rezabek is working hard to recruit and organize the volunteers. We need volunteers for Tuesday (10/9) through Thursday (10/11). We have broken the days into 3 shifts: 9am-noon, noon-3pm, and 3pm-6pm. Six volunteers are needed for each shift to handle security and safety, sell merchandise and tours, and handle ground tour admissions (2-6pm) or flight experiences (10am-2pm). We really need your help to support this Chapter fundraiser. Please call Jack at 362-4384 to sign-up for a slot.

As an incentive to volunteer, we will be giving away 4 rides in the B-17 on its flight to Waukegan, Illinois (near Chicago) Thursday the 11th. The B-17 will be

(Continued on page 2)



(Continued from page 1)

leaving Cedar Rapids around 2:30pm and should be about an hour and a half flight. Todd Millard and Ron White (unless he wins) will fly the winners back from Waukegan. Everyone who volunteers will get one entry per slot they volunteer for, although they may only win once. We will be drawing 2 entries from the "hat" on Monday when the plane arrives. The other two entries will be drawn on Tuesday and Wednesday at the end of the day. So it is to your advantage to give Jack a call and sign up early.

Dave Yeoman Sr. is doing a great job handling the public relations and marketing. Our marketing plan focuses on posting flyers and advertising on the radio. Thanks to all who volunteered to post flyers at the last meeting. Special thanks to Ron and Connie White for delivering flyers to 8 area airports, Armin Jacobs for posting 8 flyers in Monticello, and Tom Olson for posting 8 flyers at Rockwell and other locations. If you have any locations that you would like to post flyers to, give Todd a call at 393-2284 and I will get you the flyers. While the Chapter didn't have to purchase any radio advertising for the previous B-17 visit, as this visit is in the fall when there are more activities going on and everyone is busier, we felt that buying some radio time would be a good investment. At the last Chapter meeting the Chapter voted to spend up to \$500 on radio advertising. Since then Dave has worked out a deal with EAA where they will kick in \$600, so the plan is now to spend around \$750 on radio advertising of which the Chapter will only have to pay \$150. As we get closer to the visit, Dave will also be working to get as much media coverage of the event as possible. Thanks to Dave as well for volunteering to let the B-17 crew use his minivan during their visit.



Photo by Todd Millard

Ron and Connie White is the point persons for flight experiences and is working with EAA to coordinate and schedule the flights. There is a special deal on flights for EAA members. If EAA members book six seats on a flight, the seventh seat is provided free. Essentially if we can get a group of seven members together and split the savings, the price of each person's flight will be reduced from \$325 to \$278. We already have two people signed up and are looking for five others. If you are interested or have any questions, call Ron or Connie at 393-6484.

So everything is coming together thanks to the hard work of Jack, Dave, Ron, and Connie. We still need your help for this event to be successful, so please pitch in and help if able.

VFR Freedom

by Jim Zangger

I think it is fair to say that we are mostly still in shock from the events of September 11. It is doubly tragic to anyone involved in aviation to know that aircraft were used as the weapons of destruction. As a result, our government immediately grounded "all" aircraft and more than likely averted any further disasters that day. That seemed to be the appropriate response as events were unfolding. Since that time it has had a very damaging effect on aviation as the process of reintroducing aircraft to the national airspace system has been agonizingly slow. We have all been patient knowing it was in the interest of national defense. It is with exceptional pleasure that we are now able to return to the sky with most of the freedoms we have enjoyed in the past. I was concerned that we might need to file VFR flight plans and have transponders. The few restrictions that exist will, no doubt, be removed at some point in the future. I took advantage of my freedom this past Friday and would like to share a little of it with you.

Earlier this summer I discovered that I had landed at quite a few of the eastern Iowa airports. Very few of the airports in the western half of the state had the pleasure of feeling my tires on their runways! It turns out there are 120 public use and 108 private airports in our state. I figured, what better way to use a small airplane than to visit as many airports in our state as possible. I began my quest on May 20 when I intended to fly to the Webster City flight breakfast. The forecast was questionable that day but Cedar Rapids was good. I decided to go as far as I could and actually made it within 5 miles of Webster City when I ran into a fog bank that was impenetrable. On the way home I stopped at 7 airports, 4 of which I had never been before. June 23 was my next push and I added 14 more airports. This flight took me to

(Continued on page 4)



Jim Zangger in his Taylorcraft Photo by Todd Millard

Vernon Sudbeck's farm strip just west of Hartington, Nebraska. Vernon also flies a Taylorcraft and is in the process of rebuilding another Taylorcraft. His runway is 1200' long with a good slope to it. I landed uphill into the wind with no difficulty and put my plane in one of his hangers. The next morning he and I flew to Pender, Nebraska for their flight breakfast. We took off downhill, downwind (pretty stiff breeze) and enjoyed the food at Pender. On my return to CID I added another 13 airports to my collection. July 4th was my biggest day having landed at 23 airports, 21 of which were new.

In order to land at that many airports in an airplane as slow as mine I decided that I wouldn't be able to spend much time at each airport. I didn't want to just do touch and go's but came to a full stop, taxied back and took off. Usually this didn't take much more than 2 or 3 minutes at each location. I don't have any proof that I was there other than the notation in my logbook, but I wasn't intending on setting any records, just enjoying my plane!

Monona, Iowa had a flight breakfast scheduled for August 19 but the weather in CID was so poor we didn't get a very early start. In fact a group of us decided to have pancakes in CID thinking we weren't going anywhere. By the time we got back to the airport the weather had improved enough to go. I added two additional airports that day with the exception of West Union. It was closed due to lighting construction. Each weekend I would try and land at a couple of additional airports but they were getting farther away each time! I went to Blakesburg this year and when I got there I told the Taylors that, due to power loss, I had to land at two different fields. I then explained that when I pulled the throttle back I lost power (idle)

(Continued on page 5)



Photo by Jim Zangger

and landed at Fairfield and Bloomfield! On the way home from Blakesburg I landed at Burlington and then on to Galesburg, Illinois (didn't count) for the Stearman fly-in. John Ockenfells was there and offered me a ride while he and Brian Aukus, from Ames, practiced formation flying in their Stearmans.

My last flight in the Taylorcraft BTA (Before Terrorist Attack) was to the DBQ flight breakfast. As some of you can attest to, the weather was less than good. Actually it wasn't bad going over but the ceilings and visibility lowered for the return trip.



Rainy day in Dubuque Photo by David Koelzer

Then, of course, came the grounding of all flights. I was 15 airports short of completing my goal so when they allowed VFR flights again I was ecstatic! Friday the 21st started out with a little fog and my departure was delayed by an hour. I had not landed at any of the airports along the southern tier of counties west of us. I calculated the flight time would be 7.2 hours with 12.2 hours of daylight.



I planned a two hour stop in Corning, Iowa to visit Chad Willie. He is currently building a full scale Sopwith Tri-plane and I wanted to see the project. He also recently purchased the Waco 10 that John Tiffany used to own. It is based at Corning and he has just completed an overhaul on the OX-5. When completed, this will be the third Sopwith Tri-plane that Chad has built. He is also building a Quickie and has built a few Pietenpols along the way. He is a very talented individual. His primary business is

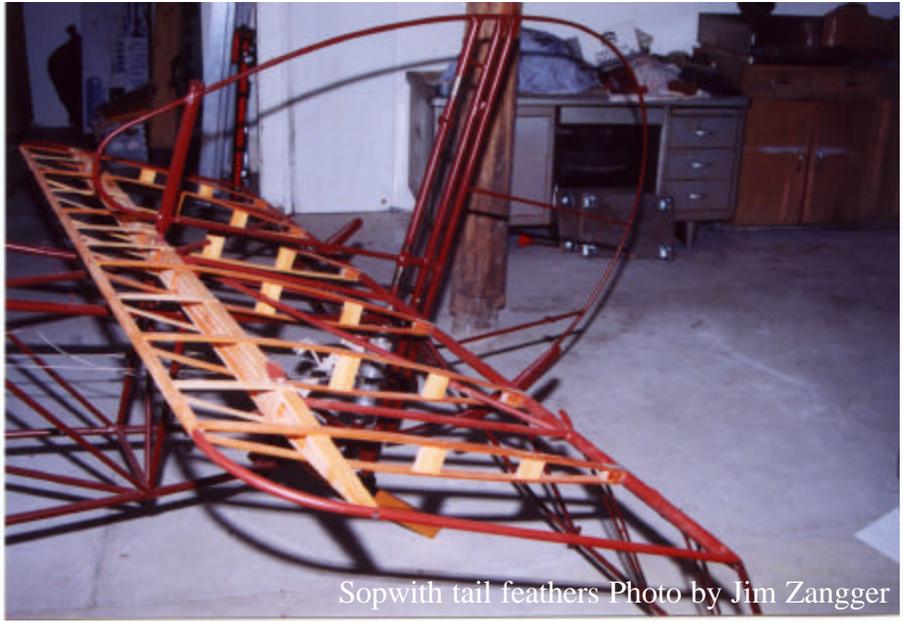
building custom wood propellers by the name of St. Croix. He built the propeller that is being used on the Avro Avion, flown by Dr. Carlen Mendieta on the recreation of Amelia Earhart's August 1928 flight across America, sponsored by Greg Herrick of Historic Aviation. They are half way through with the trip now, having been grounded in Hobb's, New Mexico during the attack. They have a web site that shows their current location and gives a little history of the flight. It is "www.ameliaflight.com".

Due to some early morning fog in CID I wasn't able to take off until an hour after sunrise. My planned two hour stop in Corning was a little longer (enjoyably) and now I was starting to think seriously about

(Continued on page 6)

the sunset in CID at 1907. I still needed to go west and landed in Council Bluffs for gas. I had only a few more airports to land at on the way home and wound up with a little tailwind in the process. I landed at CID at 1850 having added 14 more airports. West Union is the sole remaining public use airport and I plan to do that next Sunday after the flight breakfast at Elkader.

After landing at West Union I will have landed at all 120 of the public use airports in Iowa as well as 25 of the private airports. This was never intended to set any kind of a record, just a way of enjoying the Taylorcraft and the freedoms we all can enjoy. After the past few weeks it was an exceptional delight to be able to accomplish such a feat! I can't think of another country I would rather live in. I'm PROUD TO BE AN AMERICAN.



Sopwith tail feathers Photo by Jim Zangger



Chad Willie & his second Sopwith Triplane replica Photo by Jim Zangger

1300 Hours

by Dave Yeomen Sr.

Back in 1960 I joined Mercury Flying Club, a local group of 6 or 8 students assembled around a 1946 Luscombe 8A, and eventually a '53 Piper Tripacer. My flight training was in that venerable Luscombe and I spent 170 enjoyable hours in its left seat.

Since that time I've "moved on", with hours in a Commander 112, my Cessna 172, my Flaglor Scooter, and there's even a B-17 entry in my log, accumulating almost 1300 hours. My activity in recent years has resulted in low annual flight times and crossing that 1300 hour threshold was proving a difficult task.

As you have seen in the Lippisch Letter, an award winning Luscombe 8A NC71660, owned by the late Randy Hudson was recently advertised for sale. Assisting with the showing and demonstration of the airplane gave me an opportunity for me reacquainted with that model aircraft. I'd forgotten how much fun it was to chug along with the window open, watching the world go by at 90 mph. This particular 8A has fabric covered wings, making it lighter and more sprightly than our original Luscombe. And for you uninitiated, tail draggers are a LOT of fun!

With taxi service from Ron white and Gary Sharp, I flew the airplane to Airventure 2001 where a deal was struck. After the round trip to OSH, while filling in my log, I realized that the 1300 hour barrier had been achieved during the return trip, probably somewhere around Dubuque. It seems appropriate that it occurred in the 8A while having fun.



August Meeting

By Tom Olson

We have two meetings to report on since our last newsletter. In August we met Saturday evening after the Fly Iowa Young Eagles event. The Young Eagles event was a rousing success flying over 90 kids despite two weather delays. Everyone was also treated to the practice air show performances for the A10 and the Extra 300. It just doesn't get any better than that. Special thanks go to all those who were there to help and for the use of the terminal building and ramp. Special thanks also go to all the chapter members that brought planes to



Photo by Todd Millard

the Fly Iowa Show on Sunday, helped out with parking airplanes, staffing the Chapter 33 concession stand, and staffing the Rib Building activity. Overall, this years fly Iowa event provided many excellent opportunities for young people to get aquatinted with Aviation and Chapter 33 can be proud for helping out.

Photo by David Koelzer

Our meeting was held at Jack Rezebeck's hanger where we were treated to a presentation of Jacks latest masterpiece his Kolb Firestar. Great job Jack! We are looking forward to next years fly-ins when you can fly in with the Kolb. We also held a formal vote on our new chapter by-laws and they were adopted unanimously. The Chapter leadership thanks you for your support.



Photo by Todd Millard

September Meeting

By Tom Olson



Photo by Todd Millard

Our last meeting was held at the Kritzman's residence where we were treated to a close up look at Alan's nearly completed RV8. Allan has a freshly rebuilt O-320 and new Sensenich Prop to keep his project airborne once he gets it signed off. This airplane is another fine example of chapter workmanship. Special thanks go to Alan and to Lynn for hosting our meeting and especially to Lynn for the fine treats and for use of her half of the garage.

We also were able to view the last two editions of the chapter views video tapes from headquarters. The first provided information on the chapter election process and airplane engine maintenance while the second covered many of the business aspects of running an EAA chapter. If you missed the meeting but would like to see either of these please contact Tom Olson 393-5531. The second tape



Photo by Todd Millard

is highly advisable viewing for anyone aspiring to assist with chapter leadership in the future.



Photo by Todd Millard

Many Chapter members got together to see "The Magic of Flight" at Cedar Rapids' new IMAX theater. The footage was spectacular and seeing it on the giant dome screen and hearing/feeling it in surround sound really puts you right there in tight formation with the Blue Angles. If you go see this movie, remember to wear your G-suit and if you are not a seasoned aerobatic pilot you might also want to bring a Dramamine.

Next Meeting

By Tom Olson

Our next meeting will be an engine workshop at John Banes' shop in Fairfax Iowa. The meeting will be held Friday evening on October 5 with doors open at 6:30 and the meeting starting at 7:00. Please bring your engine parts and tales of woe to share with the chapter. Our chapter experts will be there to answer any engine related questions you may have. John's shop is located just on the outside of the left turn you make as you drive into Fairfax on highway 149 from the Northeast. Make a right turn off the highway onto 98 West Cemetery Road. His shop is basically right there at the corner facing the highway with a couple of large overhead doors. Look for a small EAA sign propped up along the highway. If you have one, please remember to bring a lawn chair to setup inside the shop. John will also be able to show us his latest project, a Genesis from Slip Stream Industries.

Upcoming Events

By Tom Olson

Please reserve the evening of Friday November 2. This meeting is election night and will be held at Gary and Pat Sharp's residence where we will be able to see Gary's new RV7 kit.

Please reserve the evening of Friday December 7 (location TBD) for our annual holiday dinner and gift exchange. It is not too early to start looking for just the right gift. Anyone with an idea of what restaurant or plan for where to have a potluck please tell us at the October meeting or call Tom Olson at 393-



Major Achievement Award

By Dave Yeoman Sr.

I'd like to thank the members of Chapter 33 and, in particular, President Tom Olson for nominating me for an EAA Major Achievement Award. The nomination resulted in an award which was presented on the stage at the Theater in the Woods during Airventure 2001.

I joined EAA in 1964, not realizing how involved I would become. This giant family has been a major focus for not just myself, but my own family. These various involvements were all outlined in the award nomination.

EAA Chapter 33 Email list

For the last 9 months our Chapter has had an email list which members have used to keep in touch with each other, organize promptly get together, keep informed about Chapter events and sharing ideas and opinions. If you have access to email you will want to be part of this group. You can join by pointing your web browser to <http://groups.yahoo.com/group/eachapter33/join> or if you have problems just send an email to david.koelzer@home.com

Editor's Rant

By David Koelzer

I usually look forward to writing this column, pretentiously spouting off about something or other that seems important at the time. But this rant is coming a little harder than usual. Perhaps that is because I know that the world is never going to be the same again. Of course we all know that things are constantly changing but knowing that had never before snuck up behind you and socked you right in the gut as it did to me the morning I watched a plane full of people plunge into a building filled with even more people. Who can be the same after something like that? Who can pass by a fireman and not think about the kind of man that could run into a burning building to save perfect strangers? Who could look at our Soldiers, Sailors, Airmen and Marines and not want to shake their hand for being there when we need them most? Who can look at our Flag lined streets and not choke up a little? America will never be the same. It WILL be even better.

Fly Market

AVGAS DISCOUNT: Shannon, the manager at Bell Plaine Air Service has made it known that he will give a 24 cent a gallon discount on 100 low lead to EAA chapter 33 members. You will need to call him at 319-444-2466 and get set up in the computer to qualify. Or drop in on a Saturday, there is usually somebody around. With discount, their price is 2.25/gal. - Steve Ciha

FOR SALE: 25% Share of 1941 Stearman Biplane NC64712 (the Red one) Based in Iowa City. The owner is selling his share because he purchased the major share of a newly restored Stearman that is now kept in the hangar next to this one. 220hp Lycoming, full electrical system, radio, Loran, smoke system. Well maintained, always hangared and flown regularly. \$17,500. John Ockenfels 319-351-3461 evenings or 319 351 2848 daytime.

FOR SALE: 1940 Taylorcraft For our new members who don't already know, one of our dear friends and past chapter presidents, John Giordano, died in an accident last year. John owned 1/2 share in a very nice 1940 BC65 Taylorcraft. Susan Giordano is still looking for someone to take over John's share in this aircraft, please help her get the word out to the local flying public. This aircraft has been in Carl's family for all but 4 years since it was new. The engine was given a major overhaul in 1999 and the prop was replaced the year before that. It was recovered in 1991 and is hangared in a T hangar at McBride Airport. This aircraft has to be one of the most economical ways to get airborne anywhere in the area. Please call Carl Carson (366-4545) if you are interested.



Moreover the LORD thy God will send the hornet among them, until they that are left, and hide themselves from thee, be destroyed. Deuteronomy 7:20



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In The October 2001 Issue...

Aluminum Overcast, VFR Freedom, 1300 hour Luscombe

Chapter 33 Calendar

Sept. 30 6am Chapter 368 is sponsoring the Elkader (I-27) Fly-in breakfast

October 5 6:30 pm Chapter meeting John Banes' shop in Fairfax Iowa Genesis UL

October 8-11 "Aluminum Overcast" EAA B-17 visits Cedar Rapids (CID)

November 2 6:30 pm Chapter meeting Gary and Pat Sharp's residence, RV7 kit

December 7 6:30 pm Holiday dinner and gift exchange.

