



The Lippisch Letter

March 2003

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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Young Eagles/Fly Iowa

By John Anderson

If you were at the last meeting, you heard that Fly Iowa 2003, to be held at CID on July 5th and 6th, includes a Young Eagles rally on the 5th. We have the opportunity to fly many kids that day as the event will get a lot of press across the state. To reiterate Tim's comments in the last news letter, we need to do our part to promote the interest and growth of aviation. Remembering back to my first ride provided by an early EAA member, I know that I fly because of that ride. As a kid, I loved airplanes and being my parents home was a quarter of a mile from the end of 09 at the old Hunters Airport, I got to watch approach and departure flying most every day. That first flight was the straw.

Please put both of those dates down on your calendar because I, as one of the volunteer coordinators, will be looking to our chapter for people power for both days. I know we have enough pilots and planes to do the YE program and would like to keep the event for our chapter alone if possible. Those of you who worked Fly Iowa 2001 know the other activities that we will be called to work on. We will also want Chapter 33 aircraft to display so get the buffer out. That includes the war birds and vintage.

You will find a list of our YE flights to date on the next page. It looks like we've done a pretty good job with the mission and I hope it gives us the incentive to really hit the program hard this year. Look for more info in future News Letters and meetings.



Last Name	First Name	MI	Total Flights	Last Flight
Anderson	John	T	68	8/2/2002
Banes	John	E	38	8/25/2001
Bell	Douglas	A	7	7/16/2000
Blackledge	Janet		5	4/13/2002
Brown	Barry		1	7/23/1995
Bunke	Rodney	G	4	6/26/2000
Busch	Tim		248	8/24/2002
Carter	Peter	M	3	8/28/1999
Ciha	Steve	L	18	8/24/2002
Downes	Gregory		98	8/24/2002
Duffe	Ron		4	8/24/2002
Eise	Jack		4	8/25/2001
Etherington	Timothy	J	22	6/25/2000
Fishbaugh	Justin	K	13	6/25/2000
Full	Jerome	F	9	8/24/1997
Giordano	John		6	9/11/1993
Graff	John		10	6/6/1998
Hall	Robert	T	1	8/30/1994
Harbit	Gary		2	5/7/1994
Hewett	Walter	H	25	5/3/1997
High	Philip	E	15	6/8/1996
Jacobs	Armin		149	6/8/2002
Kisthard	James	A	2	8/25/1996
Lammers	David	G	132	8/26/2001
Little	Paul	P	8	6/8/1996
Lorenz	Robert	T	37	8/25/2002
Maher	John		3	8/25/1996
Mascari	Richard		35	9/12/1999
Massell	Michael		17	10/30/1999
Millard	Todd		20	8/24/2002
Miller	Richard	N	8	8/25/1996
Navratil	Mark	E	2	6/16/2000
Neagle	Jim	R	13	6/19/1999
Ockenfels	John		206	8/25/2002
Ockenfels	Maurice	J	45	9/25/1999
Olson	Tom	C	33	11/16/2002
Phelps	Lawrence		14	8/20/1995
Phillip	Conn		5	8/24/1996
Rezabek	Steven		7	5/31/1999
Rich	Walter	M	24	4/29/2000
Rohr	Brian		2	8/7/2000
Root	Vearl	C	19	6/11/1994
Ruyle	John	B	11	9/12/1999
Schellin	Detlef	R	25	8/24/1997
Scherman	Terrance		37	8/24/2002
Senft	Otto		17	6/11/1994
Sharp	Gary	A	2	8/25/2001
Smith	Paul		4	6/20/1994
Swift	Timothy	G	33	9/7/2002
Thornton	DeKevin	M	45	9/24/1999
Vernon	Thomas		80	6/7/1997
Walker	John	A	12	8/25/2001
Whelchel	Leon		3	7/30/2000
White	John	G	7	10/29/1994
White	Ronald		20	8/24/2002
Yeoman	David	C	69	6/5/1999
Yeoman	David		18	6/6/1998
Zangger	James	R	34	7/29/2002
Zimmerman	Greg		63	8/25/2001

Dueling Hornets

To quote a certain Sub Captain from The Hunt for Red October, "The hard part about playing chicken is knowing when to flinch". Apparently, the Navy needs to add that training to more than just Sub Captain training. This is a testament to the guys we are sending out to fight these days. I like it.



Two F/A-18 Hornets from Top Gun were dog fighting, and made a head-on pass just a bit too close. One got home with part of the left wing and left vertical fin and rudder missing, while the other jet is missing everything forward of the cockpit pressure bulkhead - and is a flying convertible because the canopy is shattered too. These guys are pretty lucky. It shows just how rugged these aircraft are. It also shows how important it is to fly the plane first - you can always worry about missing control surfaces later.



Last Meeting - Glacier Girl

By Todd Millard

What's the best way to sum up listening to Mike Wilson share his flying experiences? If I have a tenth as many stories to tell as Mike does when I get to his age, I will have lived a full and exciting life. Mike has lived (and continues to live) an amazing life and is an amazing pilot. Here is a small sample of the stories he shared at the February Chapter meeting: taking off from a slush covered runway in a P-38 so loaded down with fuel and munitions that it was 6000 lbs over gross; leading a flight of P-51s across Texas so low that they had to lift up to clear the cows; and losing an elevator while 50 knots over redline in a P-39. But I am getting ahead of myself.

The February Chapter meeting was yet another fantastic meeting with crowd of 52 members turning out to hear Jim Zangger and Mike Wilson share their experiences working on the P-38 Glacier Girl project. Their presentation started off with a video that took us through the history of the flight of P-38s and a B-17 that ran out of fuel and landed on a glacier in Greenland in 1942. In the 1980's the first expeditions went looking for these planes expecting to find them buried under a small pilot of snow. Instead, the planes were found in over 280 feet of ice.

In 1992 a Tennessee businessman financed an expedition to retrieve the planes. The team melted an 4 ft by 12 ft down to the plane, disassembled the plane, and pulled it out piece by piece. Once the plane was back in Tennessee, what had been hoped to be short reassembly project turned into an arduous 10 year rebuilding project. Since 1994, Mike has been spending several weeks a year helping on the project. The final culmination was Glacier Girls first flight by Steve Hinton last October. Jim and Mike were both there for the big event and showed some home video footage of the event. After sharing their experiences and answering many questions, Mike began to regale us with his many adventures as a fighter pilot in WWII, as a motorcyclist and as an expert pilot and mechanic for Ryan PT-22 WWII trainers. Although we could have all stayed there for several more hours listening to Mike, unfortunately we had to break it up and head for home. Hopefully Mike will come back and share some more adventures with us.



I would like to thank Carl and Mary Carlson for bringing a cake for the group. For those that didn't hear the story at the meeting, I think God was working his mysterious hand that day. See, the day of the meeting I also moved to our new house. Knowing it would be a busy day, I had the food and drinks setting out by the truck ready to go. Around noon, I got a call from Carl saying that Mary was making a cake and wondered if I would like her to bring it to the meeting. I said that I already had enough food ready, but if they would like to bring some that would be great. While the move went smoothly, I was busy till the last minute getting the beds put together so the kids had a place to sleep that night. Rushing out the door a few minutes late, I threw stuff into the back of the truck and took off. About halfway to North Liberty it hit me that the food was still sitting right there in the garage where I wouldn't forget it. I was just about ready to freak out when I remembered the cake that Carl and Mary were bringing. Coincidence?

Next Meeting - Flying High & Tire Black Magic

By Todd Millard

I know, I know. Every month I write about the program for the next meeting and say we have a great meeting planned. But it's always true! We have had some fantastic meetings this past year or so and the March Chapter meeting is no exception. Tim Busch and Tom Olson have two great presentations planned. Last October Tim and a number of us from the Chapter went to Offutt AFB to learn about aerospace physiology and take a ride in their altitude chamber. Tim is boiling down the essentials from that class and will share it with us along with a short video of our chamber ride. Tom is brewing up another of his great technical presentations. This one is called "Aircraft Tire Maintenance and Other Aviation Black Magic". Should be another great program!

The meeting will be Saturday, March 8th at 9:30am at the Beems Auditorium in the Cedar Rapids Downtown Public Library. The Downtown Cedar Rapids Public Library is at 500 1st Ave SE. To get there, starting from I-380: Take the 5th Ave SW / Diagonal Dr exit (19A); Turn East onto Diagonal Dr SW Turn Left onto 1 st St SE Go 3 blocks and you can't miss it.



Spring Banquet (or The Event Formerly Known as Ladies Night)

By Todd Millard

It will soon be time for our annual chapter banquet where we all get together with our spouses or significant others. Plan on joining us on Saturday, April 12th at the Ranch Supper Club to celebrate another year of fun, flying and friends, and look forward to warmer weather and the adventures it brings. Our speaker this year will be one of our very own treasures, Marv Hoppenworth. Now while many of us have heard Marv give excellent presentations on mags, cables, and a wide variety of technical topics, have no fear, Marv has no intention of trying to turn our spouses into aircraft mechanics. Since 1985 Marv and his wife have been designing and selling plans for the most wonderful little pedal planes for kids. Since then they have sold more than 20,000 sets of plans and thrilled countless kids (and parents) throughout the world. Come listen to Marv share some interesting pedal plane stories and tales. More details to follow next month, but if you would like to RSVP now, you can email or call Todd (todd@planetdiscover.com or 393-2284).



Editor's Rant

By David Koelzer

When I first heard of the TSA plan to suspend pilot certificates based on security "concerns", I was out raged but at the same time I never expected the TSA to actually exercise such a blatantly unconstructive and self-serving grab for power. Boy was I ever wrong. The TSA ordered the FAA to suspend the pilot certificates of four Saudi Arabian Airlines pilots. The airline appealed the suspensions and two of the pilots were able to get their certificates back. Two others are still fighting.

I don't know whether to be happy that someone has successfully appealed a TSA decision or to be furious that the "evidence" TSA used to suspend a couple of pilots (in the process ruining their reputations and costing them who knows how much in legal fees) was apparently so weak that the TSA would roll over with just a little pressure from an airline. I can't imagine the "evidence" against the other two pilots is much stronger. After all they are not being put in jail or being deported so it seems that the "evidence" would not stand up to that judicial process but still these two pilots may lose their livelihoods over it.

In these cases the pilot's airline was willing to stick up for them and challenge TSA's decision. How many of us are confident that our employers would stick up for us and endure the legal fees and unwanted publicity involved in challenging the TSA? Or would our employers simply show us the door and ask us to let them know if we ever get our certificates back! Sure they may lose a valued employee but who wants to anger the TSA and risk possible retaliation and perhaps lose their own FAA issued certificates on your behalf. After all if the government considers you a security threat, what patriotic company would harbor such a person. And what insurance company would insure an organization who would employ known security threats? Maybe insurance companies have not taken notice of this yet but just wait until the next aviation accident happens where a "known security threat" is even peripherally involved. The law suits will start flying, insurance companies will take notice and that company will never be able to get insurance ever again.

And what of the self-employed CFIs, A&Ps, commercial pilots and recreational fliers? Could we scrap together enough funds so we could hire lawyer and fight to get back the certificates that we spent so many hours of studying, practicing and test taking to receive in the first place? Not to mention would we ever be able to insure our planes.

Fly Market

FOR SALE: Kitfox IX N67AH signed off but never flown. Geo Metro 3-cyl engine, Ivo 3-blade prop, custom built flat-bed trailer, tandem axle \$23,000 Call Al Heinitz 319-354-6433.

FOR SALE: Yaesu Aviator Heavy duty air band transceiver VXA-100 radio. Randy purchased this unit new at Oshkosh in July'99. He never was able to use it in flight, only played around with it at home. The purchase price was \$357.00. It also has the battery pack for re-charging. asking **\$175.00** for it. Please call Bernadette Hudson 377-7464

FOR SALE: All items used once at Oshkosh, except boat never used, stove about 6 times. All items less than half price each or \$100 for everything. Tom Harris 319-362-6323

2 man umbrella tent	\$40
air mattress	\$15
sleeping bag	\$15
2 burner butane camp stove	\$20
butane lantern	\$7
inflatable boat w/ oars	\$25

Help Us Reach Our Goal of 50%
Electronic Newsletter Readers
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eaachapter33-subscribe@yahogroups.com

Current Electronic Readers	36%
Needed to reach goal	14%
Paper newsletters	50%

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In The March 2003 Issue...

Young Eagles, Dueling Hornets

Chapter 33 Calendar

Mar 1 Lake Superior College Flight Students 2nd Annual Ski/Wheel Plane Fly In, Duluth Sky Harbor Airport (DYT).

Mar 8 9:30am Beem's Auditorium, Cedar Rapids Library, Tim Busch, Aerospace Physiology & Tom Olson, aircraft tires

April 2-8 Sun-n-Fun Lakeland Florida

April 12 Chili Fly-in, Fort Dodge IA

April 12 Spring Banquet, Ranch Supper Club, Marv Hoppenworth, Pedal Planes

April 27 Fly-In Breakfast and Kite Fly, Sac City IA

May 3 Pella Tulip Festival Flight Breakfast,

July 5 Young Eagles Rally, Cedar Rapids

July 6 FLY IOWA 2003, Cedar Rapids

