



The Lippisch Letter

April 2010

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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The AIR RACE CLASSIC will start in IOWA CITY in 2011
By Minnetta Gardinier (IOW)

It is official. The Iowa 99s have agreed to serve as the host organization for the start of the 2011 Air Race Classic. Racers will gather in Iowa City starting around Thursday, June 16, 2011 up through noon on Saturday, June 18, 2011. Over the next four days, they will enjoy a great Iowa welcome, attend seminars, meet with area youth and aviation partners, get their planes inspected and prepare for the race start. At 8:00 am on Tuesday, June 21, 2011, they will line up and take off on the start of the Air Race Classic. The race route and terminus site will be announced at a later date.

The Air Race Classic is an all women pilots air race that traces its roots back to the 1929 Santa Monica-to-Cleveland Air Race that included many early women aviators – e.g., Louise Thaden, Phoebe Omlie, Amelia Earhart, Bobbie Trout, and Pancho Barnes. Initially dubbed the “Powder Puff Derby” by humorist and aviation enthusiast Will Rogers, it evolved to become the All Women’s Transcontinental Air Race (AWTAR) and finally to become today’s Air Race Classic (ARC). Next year, when the racers converge on Iowa City, the Air Race Classic organization will celebrate its 35th anniversary.

The Iowa 99s will be reaching across Iowa to ask for partners and sponsors in this great undertaking to bring this national event to Iowa City. We want to showcase Iowa and Iowa aviation. Our target is to host at least 50 race teams in 2011, each including a pilot and co-pilot. Some teams will include a passenger, oftentimes a student pilot. Many teams will also have family or friends accompanying them to the start site to participate in some of the race start events over the weekend. We hope that area aviation pilots and enthusiasts will join with the Iowa 99s to make this adventure a huge success. We’d love to have the support of EAA Chapter 33 – perhaps sponsoring a hangar party down in Iowa City to meet the racers.

If you are interested in learning more, please contact Minnetta Gardinier, 2011 ARC Start Chair (m.gardinier@gmail.com).

If you’re interested in flying the 2010 Air Race Classic from Ft. Myers FL to Frederick MD, contact Minnetta too. It’s a memorable cross-country experience. To learn more about the Air Race Classic, visit their web site – <http://www.airraceclassic.org/>

Aluminum fairings for the RV 8A

By Steve Ciha

The current RV kits have done so much of the metal work that sometimes it seems that there isn't much left for a builder to really fabricate. It wasn't that way with the first kit that I had and there was really a lot of metal parts fabrication. I really enjoy making parts. One thing that Van still does not include in the kit is any fairing for the rudder cable where it exits the fuselage. This is a good opportunity to design a fairing, design a method to form the fairing, and then execute the work.

A good hardwood is all that is really needed for dies to form up the pair of fairings. The pictures are shown in the order of progression. A short piece of oak about 2 inches square is cut about 3 inches long and then drilled through the center of the block with a 7/16 drill bit. Mark a diagonal cut line from one side of the hole to the other and carefully cut the block with a band saw or whatever you have for a saw. I used 32 thousandths soft aluminum for my material, but something

lighter gauge would have formed easier I think. Take the whole sandwiched assembly to a vise and give it a good squeeze. The aluminum blank is then imprinted with the taper of the bolt from one side of the block to the other. Carefully trim the aluminum and use a hammer to bang out the distortions. The soft aluminum works pretty well. Use a file or some abrasive paper to remove minor dents from the hammer. To attach the fairing use a few well placed rivets or glue them on with pro seal or urethane caulking. Either will work well.



Read Back - Wingless Eagle

By James Meade

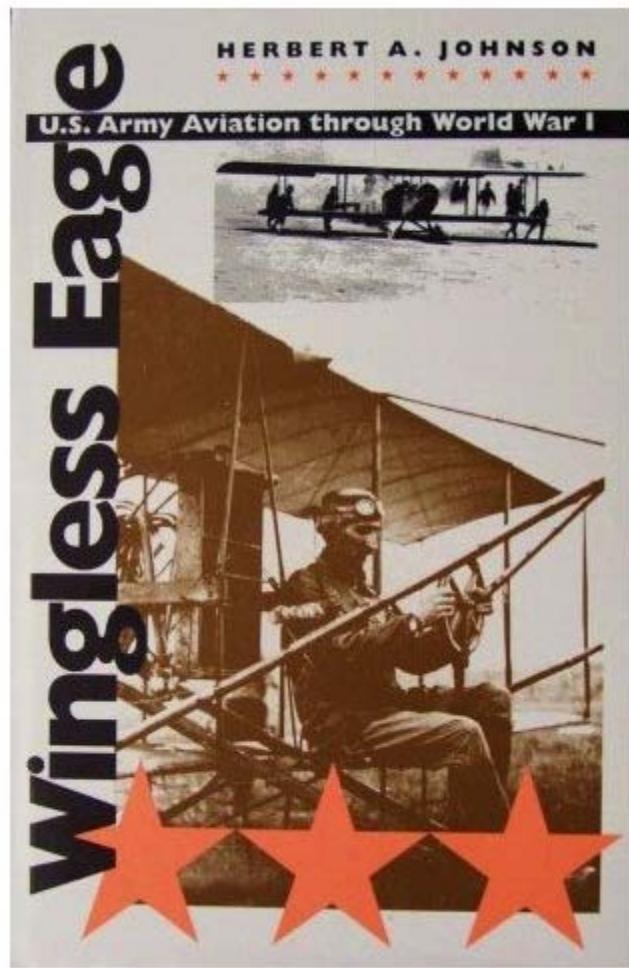
The airplane was invented in America but the United States had to use foreign airplanes to fly in World War I. Did you ever wonder why? Herbert A. Johnson wrote a book explaining why and it will make you mad or at least disgusted to read it. Johnson says there were several reasons for the problems. Among them are government underfunding, intraservice rivalry over control of the military aviation program and a civilian aeronautical constituency that used political means to gain their own ends. The Wright brothers patent litigation hindered aviation development and virtually assured that at the start of World War I, the U.S. had obsolete aircraft and no manufacturing capability.

Johnson is a professor of Constitutional Law at the University of South Carolina and is retired from the U.S. Air Force Reserve. He started his research as part of a Reserve assignment as a Mobilization Designee at several high level Air Force headquarters. That may provide some insight into where he comes from in the project, but it doesn't seem to invalidate any of his conclusions in the book that was published in 2001 by The University of North Carolina Press, Chapel Hill and London.

The U.S. military was not slow to appreciate the potential of aviation. There was interest in both lighter and heavier than air craft. There was a history of using balloons for reconnaissance and artillery adjustment from the Civil War and Spanish American War. The Navy continued interest in various lighter than air craft but the Army elected to go with the airplane. In the Army, the "technical" service was the Signal Corps. The airplane was not originally seen in the U.S. as a fighting machine, but rather to be used for reconnaissance or flying messages back and forth. The faction of the Signal Corps that gained control of the airplane consisted of a group of Young Turks, according to Johnson. In the end, there was conflict between the young officers and the old generals.

Most of us know that the Wright brothers fought tenaciously to defend their patents. Johnson points out that the disputes, especially with Glenn Curtiss, over the control elements of an airplane, sapped everyone's resources and energy. In addition, Orville Wright put a damper on engineering changes that the Army wanted. In the end, Wright won the battle but lost the war on patents and ended up selling out to a syndicate. But, the damage had been done.

One of the more fascinating aspects of Wingless Eagle is the extensive discussion of the impact of civilian interest groups. The Aero Club of America was an offshoot of the Automobile Club of America. It was a group of people of money and influence who had access to men in positions of power in industry and government. Votes in Congress



were directly influenced by the wishes of such airplane fans. At the same time, they organized numerous contests and events designed to interest and inform the public. Many Army aviators were members of the Aero Club. In a word, they meddled.

We've all heard of the court martial of Billy Mitchell, but he wasn't the first officer to run afoul of the establishment. Colonel Lewis Goodier was court-martialed for getting involved in an interservice dispute over training methods and means. The trial highlighted the differences of opinion in how train, organize and manage Army aviation.

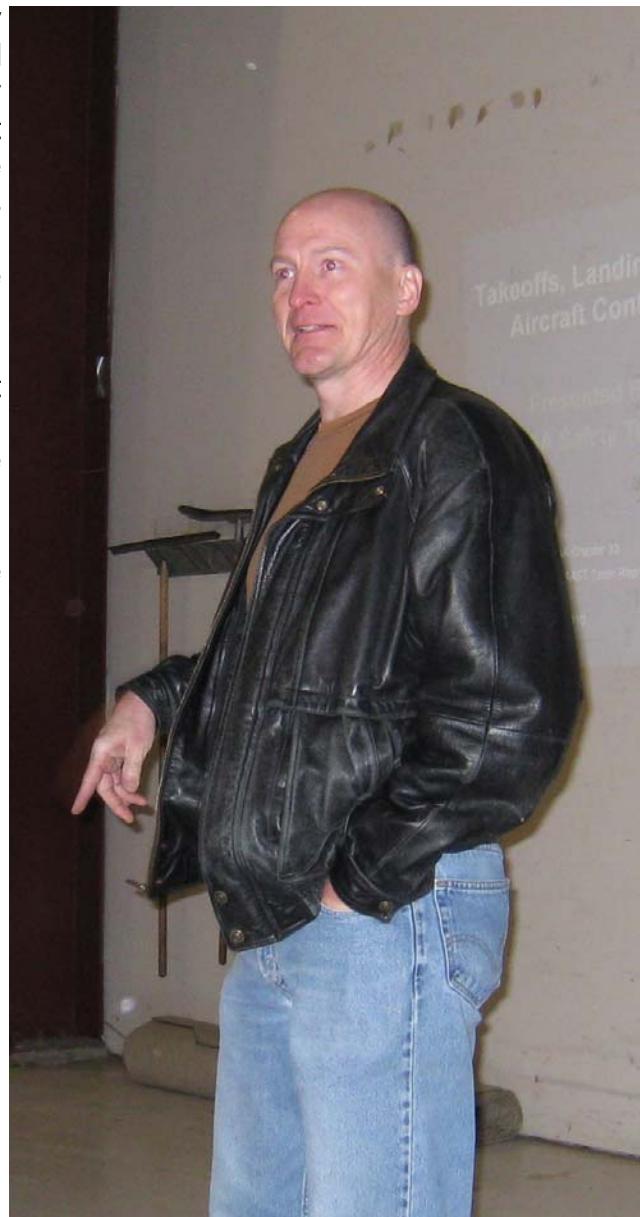
This book is a history written by a lawyer and it reads like it. If you're serious about the sad story of early military aviation in America, I recommend it. If you want a quick, easy read by the fire this is not the book for you.

Last Meeting

Our own Tim Busch presented a FFAST Team Safety Seminar - Spring Tune-Up: Landings. Tim discussed some of the common mistakes pilots will make early in the flying season and how important it is to get some dual occasionally to sharpen up our skills. He displayed some very exciting videos of average pilots landing at flight breakfast. We got to rate the landing for ourselves and then hear the official scoring of the landings.

Tim threatened.. I mean suggested we hold an event some time where we can video tape our own landing and play them back to be rated (or berated as the case maybe).

The meeting at PSair's big hangar was open to the flying public and it was fun to meet a lot of new faces. Many thanks to Tim Bush and PSair for presenting and hosting this event.



Next Meeting

Now that spring is warming up nicely we will hold out first Project visit of the year. Friday April 9th 6:30pm-8:30pm John Anderson will show off his nearly completed Rans Coyote. Location: Cedar Rapids Airport Hangar 51 (East T-Hangers off of 18th Street SW) Ramp space available for those who would like to fly in. Pizza and drinks will be provided

Spring Banquet

May 04, Tuesday 6:30pm-9pm Location: Cedar Rapids room at the Marriott, 1200 Collins Rd NE Cedar Rapids, IA 52402 The cost will be \$20.00, please RSVP to david.miles@mchsi.com by April 28th. MENU: Sauteed Breast of Chicken (Marsala sauce Sour Cream and Chive Mashers), House Salad: Mixed Seasonal Greens topped with Grape Tomatoes, Julienne Carrots, Peeled Cucumber & Julienne Yellow Squash with Choice Ranch & Raspberry Vinaigrette Dressings, Squash Carrots Zucchini, Assorted Breads & Butter, NY Style Cheesecake / Strawberry Topping Coffee, Tea or Milk

Speaker: Author and WWII veteran Norman Rudi of Ames Iowa, Norman has authored four books describing the military experiences of twenty World War II veterans. Most of these veterans ended up living in the central Iowa area and include airmen, soldiers, sailors, and marines. Norman experienced the military first hand as a WWII veteran serving as a paratrooper in the 11th Airborne Division in the Occupation of Japan, after the fighting ceased and before the Korean conflict. A native of Glidden IA and a graduate of the University of Oklahoma in Architecture, Rudi taught in the Department of Architecture at Iowa State University for five years and half-time for seven years. He opened an architectural office in Ames IA in 1966 and retired from that firm in 1994. Norman is in the middle of a fifth book and has a sixth book underway. He continues to interview World War Two veterans to get their stories, because he believes these stories should be preserved for future generations

Membership Renewal Due

It is that time again. Dues are \$15/year, \$25 for 2 years, or \$35 for 3 years. Add \$10/year for paper newsletter (electronic newsletter delivery is free)

You can check your dues status on our Chapter website in the Members section. You need to login to see your status. Click the "Sign In" link at the top of the members page. Or use this link <http://www.eaa33.org/members/index.php?logIn=1>. Enter your last name and your EAA#, click "Login" then you can go to your name in the member list and check out your membership status at the bottom of your individual page. Don't worry only you can see your status If your membership is paid only thru 2009 then Please send your completed application for 2010 and check to: EAA Chapter 33, c/o Larry Wood, 140 Northwood Dr., Hiawatha, IA 52233. If you have any questions about your status you can contact Larry Wood 319-395-9348 or elwood140@aol.com

Fly Market

FOR FREE Shop Window Fan , free to a good home. It is 22" X 30", has a two speed fan that is reversible . It is ideal for a home workshop or paint booth. I also have a H frame assembly I used to build my RV-9A. Same price as the fan. Armin Jacobs, Monticello,

Chapter 33 Calendar

Apr 9 6:30pm-8:30pm Chapter Meeting: Project Visit: John Anderson Coyote Location: Cedar Rapids Airport Hangar 51 (East T-Hangers off of 18th Street SW pizza and drinks will be provided

Apr 10 Fly-in / Drive-in Breakfast, Ames Municipal Airport

Apr 10 11am-2pm Annual Chili Fly-In/Drive-In, Fort Dodge Regional Airport

Apr 11 Fly-in Breakfast Dubuque Regional Airport

Apr 21-22 Iowa Aviation Conference, Sheraton West Des Moines Hotel, West Des Moines, Iowa
For more information, visit iawings.com

May 4 6:30pm-9pm Spring Banquet Location: Cedar Rapids room at the Marriott, 1200 Collins Rd NE Cedar Rapids, IA 52402 Speaker: Author and WWII veteran Norman Rudi



How things can turn ugly at a Young Eagles event.

In The April 2010 Issue...

The AIR RACE CLASSIC 2010, Aluminum fairings, Read Back - Wingless Eagle

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