



The Lippisch Letter

June 2004

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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Flight to the First Taylorcraft Annual Fly-In In LaGrange, Texas May 22,23, 2004

By Jim Zangger

It all started at a flight breakfast in Iowa where there were a number of Taylorcrafts present. As owners, we were discussing how much we enjoyed our planes and talked about flying together to future flight breakfasts in the area. One thing led to the next and we decided to fly to Sun-N-Fun 2002 as a formation flight. Two of us had been laid-off and the other two were retired, so it was easy enough to schedule. Prior to going to Sun-N-Fun, we practiced our formation flying skills while going to other flight breakfasts. We studied formation manuals and acknowledged that the Taylorcraft's visibility doesn't lend itself well to formation flying, but if we used a left echelon formation we would all be able to see the others. Of course we stayed pretty loose while enroute, but could tighten up the formation reasonably well for fly overs. We learned a lot and had a very enjoyable trip to Florida, while establishing life long friendships with each other. Our group consists of Lee Bowden (N39911 IIB), Elmer Marting (N96841 DEH), Joe Weber (N39233 private strip), and Jim Zangger (NC94953 CID).

Last year, three of us flew out to the Black Hills. Joe wasn't able to come along as he was gainfully employed again! Our first stop was



Greenfield, Iowa to visit the Aviation Museum where Bite Livingston's Taylorcraft is on display and used for Young Eagle rides. I'm sure most of you know that Bite (Adan) Livingston and his brother John were the largest Taylorcraft dealership west of the Mississippi. Also, John Livingston won races and set many world records in Waco's and Taylorcrafts? He is the John in "Jonathan Livingston Seagull" by Richard Bach. Interestingly enough, Elmer Marting owned two Taylorcrafts in the early 70's and wanted to sell one. He has a very interesting story about selling one of them to Bite Livingston (the one now at Greenfield), and how he didn't have a clue who Bite was. Elmer was concerned about his ability to fly a Taylorcraft, but soon learned that Bite was, indeed, a qualified Taylorcraft pilot!

Make a note that, Labor Day weekend, the Antique Airplane Association fly-in at Blakesburg, Iowa will be honoring the Livingston brothers and the theme airplanes will be Taylorcrafts and Wacos. It would be great if we could get as many Taylorcrafts as possible to this fly-in. It is a very enjoyable event and worth while attending.

From Greenfield, we continued to Minden, Nebraska to tour the Pioneer Village museum. We had an excellent adventure and thoroughly enjoyed the hospitality of the local folks. The museum is a tremendous collection of American technology during the early years and includes quite a number of aircraft. Well worth the stop.



We try to come up with one long trip a year and felt a trip to the Taylorcraft factory would be a very worthwhile occasion for this year. Joe was still working, and as much as Elmer wanted to come, he had conflicting events that prevented his attendance. Raleigh Buckmaster owned a very nice Taylorcraft that he recently traded for a Husky. He had intended to fly with us in the Husky but, as most of you know, the weather was not cooperating in Northeast Iowa this week. Raleigh has a grass strip on his farm but got too much rain the evening before our departure and the runway turned to mud. So, Lee and I came down together!



We were watching the weather very closely and had originally planned to leave Wednesday the 19th, but the weather just didn't cooperate. We weren't sure, based on the forecast that we would be able to leave Thursday morning either. Watching the weather channel, it looked like we would be flying in the solid red areas for severe thunderstorms, but when we checked with flight service, we found that our ceilings and visibilities were really pretty good, just a strong south wind to buck all the way to Texas. In fact, we thought Texas was repelling us!

We had the trip planned as a two day flight, with one fuel stop each day plus the overnight stop. We were able to depart a little early so our schedule wasn't impacted too much and we stopped at Siloam Springs, Arkansas the first night, almost half way. We had arranged with the FBO to sleep in the terminal building and use their crew car to get to a restaurant. We're traveling on a budget and the accommodations were really quite nice. We have always met very nice people on these trips and on this occasion, we were surprised in the morning by one of the local pilots bringing us some Egg McMuffins and juice for breakfast! We were appreciative of that.

Our second day started early as we knew the winds were going to be strong all the way down. We started out fairly low but flight service indicated the winds might not be quite as strong if we could get to 6,000 ft. We climbed to 6,500 and our ground speed in the climb got down to 35mph at times! Once at 6,500 it came up to 70mph but the farther south we got the slower we went! We were flying over a broken layer and the ride was very smooth, but exceedingly slow. Now our speed had dropped occasionally to 45mph in cruise! We decided to descend again but needed to stop earlier at Paris, Texas rather than Sulpher Springs. We knew we would have one additional stop before LaGrange so stopped at Athens, Texas. We thought it was nice to add that International touch to our trip with the Paris and Athens stops!

We arrived at LaGrange just a little before 4:30 pm. We thought we would be there just after 1:30 so were slowed down by three hours. Never the less, it was a good flight and we arrived as the fourth and fifth Taylorcrafts for the fly-in. We had planned on camping with the planes, but Capt. Jon chauffeured us to a motel that most were staying. We really appreciated the shower!

Before going to the motel, we had the pleasure of meeting Harry Ingram, his wife Darlene, and daughter Rachelle. Harry then gave us a nice tour of the factory. I must admit, that based on previous owners attempts to start the factory again, I was only cautiously optimistic about this start up being successful. The only knowledge I had prior to this visit was information gathered on the internet from others that had visited. As owners, we are all very enthusiastic about the potential and after meeting Harry and his family, along with the capable employees he has on staff, I am very sure this venture will be a success. And if/when the Sport Pilot ruling goes into effect, Harry will be exceptionally busy as he is planning to re-introduce the BC12-D/F-19, which will fit nicely under this definition.

Harry and his staff are all very approachable, wanting to learn as much as they can from owners and operators of Taylorcrafts. They will be well represented at Airventure 2004 (Oshkosh to me!) and have an outdoor booth in front of one of the exhibition hangars. They will be bringing the first completed aircraft from the factory and are looking forward to the show.

There were thirteen Taylorcrafts in attendance on the airport, including Randy Henderson's clipped wing plane and the factory's 180hp tri-gear demonstrator. The weather was warm and windy but all had a great time. A very nice Texas style barbeque was served for lunch and dinner on Saturday and there was also a continental breakfast provided each day.

Everyone in attendance was equally enthusiastic about the future of Taylorcraft under Harry's leadership. A Taylorcraft Museum is being planned and a 1939 Taylor Young was donated at the fly-in. Robert Taylor (C.G.'s son) and Scott Taylor (Bob's son) were in attendance and showed some family movies of the Chummy's first flight. The Chummy was C.G.'s first design. Other notable Taylorcraft owners were Richard Smith who started work in the Taylorcraft factory in October of 1936. He said there were less than twelve employees at the time and the wages were \$10.00 a week! He was a foreman in primary assembly. Steve Robinson owns a Taylorcraft as well. Steve has had the fortune to be selected as an Astronaut with NASA and has already flown two or three missions. He was on the flight with John Glenn, who also learned to fly in a Taylorcraft. Steve's next mission was scheduled right after the one that was lost on re-entry. Had they sent the shuttle to recover the crew prior to re-entry, Steve would have been on that flight. He said they just didn't realize how much damage had been done to the shuttle, otherwise they could have safely returned the crew in a second shuttle, but would have still lost the first. He said the next scheduled mission is for March of 2005, if all goes as scheduled!



Randy Henderson was scheduled to fly his air show Sunday morning at 10:30 but many of the attendees had already left and Lee and I decided we needed to take advantage of our weather window as well. Mike Jones from Illinois was indefinite about his flight home as there was quite a bit of weather on his route. We invited him to fly with us and stayed on the west side of Missouri. This turned out to be a very good route and we made it to Ottumwa before sunset. Had we thought we would have come this far we might have left earlier and made it all the way home! We had a nice visit Monday morning at the Antique Airfield in Blakesburg, Iowa before flying our last leg.

Everyone arrived home safely and the planes ran well. I flew 1,787 statute miles burning 96 gallons of gas for a fuel burn of 3.9gph. Not bad! Our average ground speed southbound was 62mph and northbound was 93, with our first leg averaging 120 mph! It took 14:14 to get there and we returned in 9:30 for a trip total of 24:37. All in all, an excellent adventure with good friends, and the making of many new friends in the process.

Best of luck to Harry and the gang in LaGrange.



3rd Annual Willson Flight Breakfast

By Dave Wilson

Everyone is invited to attend a flight breakfast at Pickart/Wilson Airport Sunday, June 20 7:30-11:00 a.m. Breakfast is free for everyone so come hungry. The grass strip is 6 miles north of Keystone and 1 mile east of the blacktop. GPS coordinates: 42:05:28N 92:10:59W There is an east-west runway that is 2000' long and 50' wide. There is also a north-south runway that is 800' long and 100' wide. (Model airplane runway) The runway is located 5 miles west of the Fox 2421' ASL tower. There are power lines to the east and north and approach from the east brings you over the neighbors house. There are 2 silos on the farm and evergreens on the north and west side. Wind sock on the silo. Model airplanes will start flying at 12:00.

Driving directions: Take Hwy 30 west to Keystone corner. Turn right and head north to 64th street. Turn right and go east for 1 mile to 16th Ave. Turn right and it's the first farm house on the right. My address is: David Wilson, 6419 16th Ave., Garrison, IA 52229, 319 560-1708

Mountain Sailplane Flying

By Steve Ciha

May 2, 2004. Well, a couple of hours ago I took my first ride, and first hour of dual instruction in a Schweizer sailplane. I had wanted to try gliding for quite a while and the Heber airport in the Wasatch mountains is perhaps one of the finest places I could ever imagine to do this.

I had spoken to some people in the Midwest and their usual reply was, “a tow to 3000 AGL and a 15 minute ride and it is over.” At the Heber airport it is possible to stay up all day if you like. The owner provided a 10 minute description of what we were going to do and after pre-flighting the aircraft, a Cessna Pawnee with a big engine hooked onto us and started the tow. I had talked to the instructor briefly about the RV’s that I have built and flown. One peculiarity of an RV is that rudder is not needed to turn the airplane. The inherent design of the aileron system makes coordinated turns possible with little or no rudder. Not so with a sailplane. Every aileron input required a corresponding rudder input.

I had been forewarned that staying behind the tow plane is more difficult than it would seem. Once we were 1000 AGL the instructor gave me the opportunity to try it. The first thing you need to do is stay out of the Pawnee’s wake. That is easy enough. The sailplane with it’s long wing-span tries to climb quite rapidly at tow speeds, so the natural tow position is slightly above the path of the tow plane. After that the simplicity ends. Great concentration is needed to stay perfectly behind the tow plane. Just when you think you have it all figured out, the tow plane starts a turn of his own, and you have to follow. If we don’t turn, we run into a mountain. My attempts to stay in perfect trail with the tow plane were ugly. It was the only time during the flight that the instructor had to “take the plane” and I was kinda glad that he did. Our tractor designed, or pusher designed powered aircraft all have the propeller thrust in line with the longitudinal axis of the plane. We, as pilots get used to this and fly our airplanes appropriately. If you get out of position with a tow plane, the thrust line is no longer in line with the axis of the sailplane. Corrections that I made were usually too much and I would fly through the intended position, thereby providing Dave with much amusement and glee. It is possible to get so out of line with the tow plane that you can make the tow plane uncontrollable. Following a tow plane takes some getting used to. Dave said I would do much better on the next flight.

Meanwhile, up we go,



and every 100 feet of tow altitude costs me \$1.30, I think it was. So a tow would cost about \$40 for 3000 feet of altitude. About 2500 AGL the instructor pulled the red knob that releases the tow rope. The Pawnee is fitted with an automatic rope retraction device. The Pawnee breaks left and we break right. We immediately start looking for a "rising column of air." Since the instructor has 6000 hours of sailplane time, he has a pretty good idea of where to start looking. Soon we are making 30 degree banked turns to the right at 45 MPH and going up at 500 to 1000 feet per minute. At 12,000 feet MSL we stop. I asked Dave about altitudes and he describes some of his sailplane flights from Heber to the Grand Canyon and back. He uses oxygen and stays as high as conditions allow him to. I know that the Grand Canyon is a 8 hour drive and about 300 miles by air.

Flying many of our planes require slight movement of a control stick to get the needed response from the airplane. Not so with this trainer. To start with, the ailerons are 15 feet long. Slowest sink rate is 45 MPH so this is the speed we use to gain altitude. Best glide speed, or the speed that will provide the longest distance glide is 52 MPH. At these speeds, large control surface deflections are required to bank a plane with a 50 foot wingspan. Turns sometimes require full aileron. Once banked for the turn, much of the flying is done in a "cross controlled" configuration. As we fly from a rising air mass to a falling one the roll rate changes quickly. In our planes, all we feel is a bump as we transition these thermal areas.

I soon caught on to holding an attitude that gave an airspeed of 45. The mountain views were spectacular, and I gave the plane to Dave so that I could just stare in awe for a few minutes. At times there are a dozen sailplanes in the sky at one time. See and avoid becomes quite important as it is considered bad etiquette to hog the thermal.. If one plane is making right turns, the others are expected to follow suite. A "high performance" sailplane now is being towed aloft, and I get a birds eye view of the Pawnee breaking left at the disconnect. In short order, the sailplane is nearly at our altitude, and from above I see a sight that I will never forget, ever. A Golden Eagle, with what looks to be a six foot wingspan is in perfect trail formation with the sailplane. The eagle matches the turns of the sailplane perfectly, for a time, then flies on. Perhaps the eagle decided that he didn't want to eat fiberglass, or perhaps he decided that he had "run off" the other bird, or perhaps he was just sharing the warm rising air and could care less about what was in his way. Every one has moments in their life that they will remember, and for me this was one of them.

Energy management is everything in a sailplane, and it was now time to return to the airport. Dave told me early that he would allow me to fly the approach until I was in "trouble" We make maneuvering turns to get us down to pattern altitude, which I think was 1000 AGL on the downwind. With the RV I fly a one mile pattern. Depending on how the wind is blowing, sometimes I need the whole mile to make the turns to final. Approach speed for this plane is 55 MPH, and at this speed, a 90 degree turn from downwind to base happens slowly, but is actually in a much smaller radius than the RV would make. I must suppress my desire to start the turn to final too soon. Once on final, Dave managed the spoilers to give us our intended glide path with a touch down and roll out that would allow us ground speed to hit the first ramp to the taxiway. For the most part, my approach, if not picture perfect, was on center line. Dave never said, but I think he probably helped me a little with the last 10 feet of altitude.

So ended my first hour of sailplane instruction. I will do my utmost to see that it isn't my last. If you are a sailplane pilot, and ever in the Salt Lake City area, do not pass up the chance to fly from this airport. You will meet one of the nicest people ever to grace the skies. Dave is also an excellent instructor and has a true passion for his work. And you may just see a Golden Eagle flying formation with a sailplane.

Presidential Words

By Tim Busch

Hello and welcome to EAA Chapter 33! My name is Tim Busch and the chapter has elected me as president for 2004, so I am happy to welcome you to the chapter. Come on in, the water...no, wait, the AIR, is fine. We are sending out the June and July issues of the Lippisch letter to you to introduce you to EAA Chapter 33. The chapter covers a geographical area that covers a circle loosely bounded by Belle Plaine, to Vinton, to Monticello, to Tipton, to Washington, and back to Belle Plaine. This includes the Cedar Rapids and Iowa City areas.

The members of this chapter are as diverse as the National EAA organization. We have a wide variety of pilots, builders, and supporters of sport aviation. Within the chapter, we have expert builders and rebuilders with experience in wood, metal, and composite aircraft construction, engines and avionics. There are members with licenses from Student to Air Transport Pilot and Flight Instructor with experience in tail draggers, biplanes, seaplanes, helicopters, multi-engine aircraft, and gliders. What a great group these members are, and they are ready willing and able to talk flying with you and with each other, sharing their expertise so we all can learn.

Have you ever flown a Stearman? How about an RV-6? Or a Glasair? Skybolt? Ultralights? There are many, many different types of aircraft within Chapter 33. If you ever thought about flying one of these fine aircraft, our members are willing to share the experience. All you have to do is join and become a part of this fun group. We meet monthly in different locations, sometimes visiting a members' project or at a flying event. This year, we have tried to mix things up a bit by experiencing different types of flying. We have seen Radio Controlled aircraft, a project visit, and a presentation by a chapter member who is steering the future of avionics. We even had a cardboard airplane contest, ala Junkyard Wars. The creations flew, sort of, and everyone had a great time. The year is still young, and we will see more variety before the year is out.

The chapter has been a great supporter of the EAA's Young Eagles program ever since it began in 1993 and we're proud to have been a significant contributor to reaching the goal of providing airplane rides to one million kids by the 100th anniversary of the Wright Brother's first flight, December 17, 2003. Along the way, thousands of eastern Iowa kids got a chance to fly, and chapter members received the satisfaction of having spread the experience of aviation to another generation. EAA isn't stopping at a million, by the way, and Chapter 33 is still right there with them.

So come on, join us! You don't have to be a builder. You don't even need to be a pilot. But don't be surprised if we turn you into one or both eventually. We're kind of infectious that way. Feel free to come to one of our meetings, or call or email one of the chapter leaders listed on page one of the newsletter. We would be happy to hear from you.



Door Prize Winner - Alexis Park Inn & Suites

By Jim Zangger

My wife and I recently enjoyed the benefits of our winning the February meetings door prize! A night with the Honecks at their Alexis Park Inn and Suites in the "Pan Am" suite. This is one of the suites we toured during the February meeting and it has a nice double wide juczuzzi and a king size soft side water bed, in addition to a full kitchen. They have a wireless Internet connection available in all the rooms and lobby but we had difficulty getting on line in the room. Jay said there are sporadic problems with it, but what a nice feature when it works!



It was drizzling and raining out so we appreciated the amenities that much more. When we woke up the next morning we had a very nice continental breakfast delivered to our door.

We were surprised to find that Tom Harris had donated quite a few articles including two fuselage sides for a wood project he had, and also a number of instruments on display in the lobby. The gentleman in the lobby with his laptop, had flown over from England and was staying a few days, enjoying the sights. Although he is a pilot and owns a Beagle (the plane, not the dog), he came over commercially! The Honecks were entertaining him quite well.

Jay mentioned plans for future aviation themed rooms, and of course, I suggested a Taylorcraft room! Now I've got to come up with some memorabilia to make it authentic!

My wife and I would certainly recommend a stay at the motel for anyone looking for a unique place to spend a weekend outing.



Last Meeting - First Annual Cardboard Airplane Contest

By Todd Millard

On a blustery May 1st, the First Annual Cardboard Airplane Contest was held at Jones Parkview Pavilion in Cedar Rapids. Braving the less than ideal weather, 9 teams took on the challenge of building an airplane out of cardboard in one hour. After a brief review of the rules (there weren't very many), the teams were off in a flurry of construction.

John Sapp was able to acquire a nice stock of very large sheets of cardboard (6 1/2 ft x 4 ft) which allowed some pretty large planes to be built. Two of the planes had 6 1/2 ft wingspans and there was even some talk of attempting to put two of the sheets together for a 13 ft wing, but unfortunately there wasn't enough time and doubts about how to launch it (although I'm sure I could have figured out a way if I had gotten it built!). One hour isn't very much time and all too soon the glue guns had to be put down and the final tape applied. After a short period for test flights and balancing, it was time to see how the planes would fly. The contest consisted of two flights: the first flight for distance and the second flight for time. The total score was calculate by: $\text{distance(ft)} + (20 \times \text{time(sec)})$.



Lining up into the wind each team launched their plane and the distance was measured to where the plane stopped. The Dave Koelzer / Larry Wood team were leading after the first round with an excellent flight of 82 feet. Hot on their heels were the teams of Ron White / John Sapp and Todd / Keegan Millard. For the second flight the planes were timed from launch until the plane touched



the ground. The team of Ron White and John Sapp won this round with a nice flight of 4.2 seconds. The teams of Todd / Keegan Millard and Alan / Max Kritzman were close behind.

While the computer back at contest central was calculating the final scores, everyone had a good time socializing and doing a little hangar flying. Okay, not everyone. Max and Keegan were intent on flying and crashing their planes. When the final results were in, Ron White and John Sapp were crowned as the 2004 Chapter 33 Cardboard Airplane Champions!

Everyone there had a fun time and agreed we should hold the contest again next year. A few changes were suggested. One hour was too short to make an interesting design so the build time will be extended to two hours. Also a second prebuilt class will be added so teams can work on planes before the contest. Special thanks to John Sapp for finding acquiring the great cardboard and Connie White for serving as our scorekeeper. Looking forward to next year!



Young Eagles - Fly Iowa 2004

By Connie White

June 5th and 6th is Fly Iowa 2004, in Washington and we are going to fly Young Eagles both days. Fly Iowa this year will be commemorating the 60th Anniversary of the D-Day invasion to liberate Europe and the organizers are expecting a big turn out. We still need volunteers to fly and work on the ground for both days from 9AM to 1PM. PLEASE call me at 319-393-6484 or e-mail me at longez38ar@juno.com Any help on either day would be greatly appreciated.

Also PILOTS be advised there is a special NOTAM for this year's event. They will have a temporary control tower and a special arrival/departure procedures. So check out the below internet link for the procedure.

http://www.flyiowa2004.com/pdf/AWG_FLY_IOWA_04_LTA.pdf

Next meeting – Vinton Fly Market / Swap Meet

By Tim Busch

Mark your calendars: The next Chapter 33 meeting will be held at Vinton Veteran's Memorial Airport on Saturday, June 12th at 10:00 am. Our original intent was to have a talk by Jay Speckeen of Paradise Skydives. However, for a number of reasons, Jay and Paradise will be unavailable at that time. Jay would be happy to do a presentation on skydiving at a future meeting. I hope that talk will include some stories from his recent trip to Nepal to retrieve Pilatus Porter parts. (What pilots won't go through to keep their airplanes running!)

Part two was to have been some glider demonstrations, but since the tow plane is down for some serious maintenance, it appears we may not be quite ready by then. (What is that saying about best-laid plans?) If the wind cooperates, we may have the chance to get it out of the hangar and assemble it for some show and tell. If I'm really lucky, we might be running by then, but Murphy knows me all too well. We may be able convince Leon Welchel to pull out his perfectly restored and flying De Havilland Tiger Moth for viewing.

Instead, we had discussed having a Chapter 33 Fly Market/Swap Meet. This is a good time for it (pre-Oshkosh), and Vinton is a nice open location for the event. So, go dig into the basement and/or garage and get your excess airplane parts & plans, avionics, tools, accessories, etc. and fly or drive them to Vinton. If it's for aircraft and you don't want it or need it, bring it along! We'll start at 10:00 am and have a noon cookout of burgers and brats.

Directions for drivers: The Vinton airport is 3 miles north of the town of Vinton on highway 150. The easiest way to get there from Cedar Rapids or Iowa City is to go north on Interstate 380 and take the Urbana exit, then follow highway 150 west until it curves south. The airport is immediately after the curve on the west side of the road. If you have any questions, feel free to give me a call or email.

P.S. – While typing this notice, I was interrupted by the beautiful sound of a radial engine. You just can't focus on a computer when you hear a radial. Better yet, it was a Stearman out north of Marion practicing aerobatics. Go Steve! I'm jealous!

Editor's Rant

By David Koelzer

As I write this, I like many of you, are getting ready for the Memorial Day weekend. This three day weekend marks the traditional beginning of summer. Of course, Memorial Day was not established to kick off the vacation season. It is the day which our country sets aside to honor the sacrifice of those who gave everything, even their very lives, to establish and protect this great country of ours.

This years Memorial Day will be extra special since the National World War II Memorial will be dedicated on the Mall between the Lincoln Memorial and the Washington Monument. It is a fitting tribute to that great generation who fought to rid the world of fascist aggressors and liberate millions of people. We all owe much to that generation and we owe much to those Soldiers, Sailors, Airmen and Marines who will never make it back home to enjoy the blessings of liberty for which they gave their lives. We should never forget their sacrifice, their bravery, their perseverance, their selflessness or their devotion to duty. We should honor their memory and ensure that the ideals for which they fought will always guide our nation.

Fly Market

FOR SALE: I'm getting out of flying - have a large collection of tools and equipment for sale. If interested in any of the following items, please call Jim Bacher ph. 319-362-4693. 1. Garmin GPS 92. 2. Sporty's Electronic E6B calc 3. Icom IC 4. Regency Flight Scan 5. Uvex Ralleye goggles 6. Fuel transfer system. 7. Sensenich Prop. Mod. # 82RS-72 8. Touch Up paint spray gun 9. Pressure pot paint spray system 10. Safety wire tool. 11. AN hardware, various sizes 12. Tubing Flaring tool 13. Hand operated vacuum pump 14. Various plate nuts. 15. (2) Nav Computers - old style metal slide/rotary units. (1) Mil style CPU-26A/P and (1) Jeppesen CSG-2P Slide Graphic Computer. 16. Monerai Sailplane kit/project. Aprox. 75% complete, with engine package. Plans and all parts to finish it. 17. Woodstock sailplane project. Spars done up to closure; wing ribs cut out; formers cut out. Some metal parts done. 18. (2) Cylinder base wrenches . 9/16" and 5/8". 19. Set of fiberglass wheel covers for 500 or 600 size wheels. 20. Some old instruments. One each Cub Style Tach and Altimeter (non-sensitive). 21. New Wag Aero Cylinder Head Temp gauge with wires. 22. Piper Cub rudder post tail wheel arm 23. New Piper Cub Carb Heat box 24. Differential Cylinder Pressure Tester 25. Directional Gyro. Vacuum type 26. Set of Dzus tools, for size A5 Dzus 27. Some 4130 steel tubing and sheet, short lengths.

FOR SALE: 1/4 Share of 1981 Piper Warrior II (PA28-161), hangered at Cedar Rapids airport, 2509 TT, 272 SMOH, IFR. Contact Tom at 895-6989 or 368-0232.

FOR SALE: Metal project; Moving, so best offer by end of month. Tom Harris (319)362-6323 or tom-annee-harris@juno.com

FOR SALE: Zenair 701 project. Fuselage on gear. Geometro engine with turbo and Ravin redrive Call Bruce Wutzke 319-377-2010





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In The June 2004 Issue...

Taylorcraft Fly-in, Mountain Sailplane Flying, Door Prize Alexis Park

Chapter 33 Calendar

June 46 Fly Iowa 2004, Young Eagles, Commemorating the 60th Anniversary of D-Day Attendees are encouraged to dress in 1940's style clothing or military uniforms. Washington, IA

June 6 54th Annual Breakfast, Audubon, IA & Optimists Club Breakfast, Denison, IA & Flight Breakfast, Red Oak, IA

JUNE 11-13 Sport Aviation Association Annual Fly-in Frasca Field – C16 Urbana, IL

June 12 10am Chapter Meeting, Fly Market/Swap Meet, Vinton Airport

June 12 Breakfast & Airshow ,Webster City, IA

June 13 Breakfast & Airshow Spencer, IA

June 19 Poker Run Monona, IA

June 20 Flight Breakfast, Dave Wilson's strip near Keystone IA & Flight Breakfast, Maquoketa, IA & Flight Breakfast, Harlan, IA

June 24 or 25 (date pending) Fly a Teacher at Cedar Rapids

June 26–27 Quad City Airshow, Davenport IA

June 27 Flight Breakfast, Marion IA

The Funnies

by Wayne Flury



"One good thing about the internet and builder's discussion groups; you find out that there are plenty of people dumber than you"