

The Lippisch Letter



March 2013

EAAer Sets Unofficial Distance Record

EAA National Office

March 5, 2013 - It's been quite a long week for Bill Harrelson, EAA 257277, of Fredericksburg, Virginia. Long-distance, that is.

On February 24, he flew nonstop in his modified Lancair IV (N-6ZQ) from Grissom Air Reserve Base, Indiana, to Honolulu, Hawaii, a 22.5-hour flight of about 4,000 nautical miles. On February 26, he flew from Honolulu to Guam - 17.6 hours, 3,000 nm. Then on March 1 (February 28 on this side of the international date line) he set an unofficial record for a nonstop flight - from Guam to Jacksonville, Florida - totaling 38 hours, 29 minutes aloft over a distance of 7,051 nm!

When verified, that will shatter the 26-year-old world record for distance flown in a Class C-1d airplane weighing between 1,500 and 3,000 kilograms. The previous record was set in 1987 by Australian Peter Wilkins, who flew 6,890.2 nm nonstop in a Piper PA-46 Malibu Mirage from Sydney, Australia, to Phoenix, Arizona. (continued on Page 2)



Bill Harrelson with his Lancair, prior to departing PGUM bound for Jacksonville, Florida.

Inside this issue:

Distance Record	1
Chapter Needs	2
Upcoming Meetings	3
Book Review	4
Aviation History	4
Airport Codes	5
Recent Meetings	9
Webinars	11
Calendar	12

President's Pen

by Denny Hodge



The long Iowa winter is coming to a close . . . we hope.

While this winter hasn't provided the brutal cold and endless snow that can be an Iowa winter, I find that the older I get, the less tolerant I become to winter . . . not just the weather, but the darkness and length. Winter can sometimes seem endless.

This weekend we celebrate

the change to Daylight Savings Time, which is the non-weather signal that the end of winter is near. Be sure to set your clocks ahead.

Now we can turn our attention to spring flying and getting "back in the saddle." If you've been grounded all winter, I strongly encourage you to engage your favorite flight instructor for a couple of

hours to ensure that you haven't lost those flying skills while sitting in front of the fireplace.

The March chapter meeting will feature a visit from the FSDO in Des Moines, with information on certification of your homebuilt. This will be a great meeting and strongly encourage your attendance if you are in the process of building.

Upcoming Events:

- Board Meeting – 3/14 6:30 PM (TBD)
- Regular Meeting – 03/28 7:30 PM (Public Safety Building Conference Room)
- Board Meeting – 4/11 6:30 PM (TBD)
- Spring Social – 04/25 6:30 PM (Ox Yoke Inn, Amana)

Chapter Needs (What you can do to help!)

By Denny Hodge

A strong and vibrant chapter depends on the participation of its members. Chapter 33 is no different. We have a variety of jobs that need to be filled. No training is necessary and most of the positions require a minimum of time and/or effort.

If you have an interest in any of these positions, contact any board member. Their contact information is listed later in this document.

Open Positions

Chapter Historian	Newsletter
Technology Committee	Membership
Program Committee	Education Committee
Young Eagles Ground Crew	Young Eagles Pilot
Nominations Committee	Social Committee
KidVenture Committee	Welcome Committee
Flying Activities Committee	Safety Committee

Your Chapter Needs You!

We are looking for a few good members to step into leadership positions on the board of directors for 2014 and 2015. If you would be interested in serving on the board, contact any board member.

EAAer sets unofficial distance record

EAA National Office (Continued from Page 1)

EAA spoke with Bill Monday as he was preparing to send the verifying data to the National Aeronautic Association. When confirmed, NAA will forward that info to the Fédération Aéronautique Internationale (FAI) for world record verification. "They told me I needed to fly 40 hours, so I thought I would do it all at once," joked Harrelson, who is also an airline pilot. His aircraft, which he spent eight years building "from the ground up with these kinds of flights in mind," is specially outfitted for the extra fuel required. He departed Guam with 361 gallons of fuel and landed with 6 gallons in Jacksonville.

That was far less fuel than anticipated - the result of being about four hours behind schedule due to stronger-than-forecasted headwinds and weaker-than-expected tailwinds. "I don't recall a winter flight across the U.S. where there was little or no tailwind," he said.

Key to N-6ZQ's marathon flight capabilities is a 13-gallon header tank, which feeds the custom

Barrett IO-550 engine. The header tank is fed by other tanks in the wing and additional auxiliary tanks as fuel is pumped to the header by three transfer pumps, each on its own electrical system.

All that fuel gave N-6ZQ a takeoff weight of 4,449 pounds. Average fuel burn worked out to a little more than 9 gallons per hour, ranging from 11 gph at his heaviest to 8 gph at lighter weights.

Harrelson plans to attend AirVenture Oshkosh this summer to let the aviation world see his record-setting Lancair IV.

Flight Facts

- Engine: Barrett IO-550 non-turbo, 10:1 pistons, oversized oil sump, GAMI injectors, mags
- The Lancair IV falls into Class C-1d in the Fédération Aéronautique Internationale classification system (landplane, internal combustion powered, 1,500 to 3,000 kilograms).
- Official takeoff weight: 4,449 pounds (2017.6 kilograms)
- Total fuel on board at engine start: 361 gallons
- Total fuel on board at engine shutdown: 6 gallons
- Fuel burned: 355 gallons
- Oil quantity on engine start: 14 quarts



FlightAware's flight track of Bill Harrelson's 7,049-nautical mile flight from Guam to Jacksonville.



N-6ZQ parked on the ramp at PGUM

Please Support our Fine Sponsors!



eMail: Info@IowaFlightTraining.com
phone: 319-373-3971

Upcoming Meetings

March 28 - 7:30 – 9:00 - Public Safety Building at the Eastern Iowa Airport

Rachel Keating and Josh Rohrer from the Des Moines FSDO

Rachel and Josh will discuss the following topics:

- Pilots Bill of Rights
- Remedial Training
- Accidents
- Preparation for first flight
 - EAA Flight Advisors
 - AC 90-109 Airmen Transition to Experimental or Unfamiliar Airplanes
 - What's a LODA
 - Training – Manufactures
 - Training - CFI's
 - Airport selection
 - Support team
 - Emergency readiness
 - Canceling the first flight

They have also offered to perform No Harm/No Foul ramp check for anyone that may be interested. Dave Miles has volunteered for one of them, and others are welcome to have their planes checked, as time permits before the meeting. Contact Chad Wilhelm for more information.

April 25th – 6:30 – Spring Social and Awards Banquet – Ox Yoke Inn, Main Amana

We'll hold our annual Spring Social at the Ox Yoke Inn in Main Amana. Stay tuned for more information on the speaker and details on the meal. Make sure to reserve the date on your calendar.

Chapter 33 Officers:

President:

Denny Hodge
319 373-3465
dennyhodge@mchsi.com

Vice President:

Minnetta Gardinier
319 351-8188
m.gardinier@gmail.com

Secretary:

David Miles
319-295-7413
david.miles@mchsi.com

Treasurer:

Denis Sailer
319-294-0084
rv9a@mchsi.com

Program Chair:

Chad Wilhelm
chadwilhelm74@yahoo.com

Social Chair

Randy Hartman
319-365-9775
randy@aoaircrafters.com

Membership Chair:

Dan Meyers

Newsletter Editor:

Denny Hodge
319-373-3465
N288RV@gmail.com

Flight Advisors:

Dave Lammers
319-377-1425

Technical Counselors:

Tom Olson
319-393-5531

Marv Hoppenworth

319-396-6283

Young Eagles:

John Anderson
319-310-7089

Connie White

319-393-6484

Tool Librarian:

Marv Hoppenworth

Unbroken – An Important Read for Younger Members

Armin Jacobs N26AJ Monticello, IA

I attended the February chapter meeting at Denis Sailer's home and realized that many of our members are under the age of 70. This younger group of members does not remember WWII.

I read a book this winter that I think is a must read for the younger generation. Its title is "Unbroken", written by Laura Hillenbrand and is on the list of best sellers.

This is a story about a young fellow of Italian born parents living on the East Coast. He was

in trouble from day one. So much so that the family moved to California and a different environment for this trouble maker.

He stole anything he could get his hands on.

He grew up and running was his life changer. He went to college at UCLA and made the United States Olympic team for the 1936 games which were held in Berlin. He did not win any medals which is a story in itself but he did meet Adolph Hitler during his rise to power in Germany.

When WWII started Louie Zamperini entered the Air Force. He did not make it as a pilot but did become a Bombardier on B-24's and was sent to the Pacific Theater of operations.

He survives a crash landing in the Pacific and spends many days on a life raft floating before landing on an island controlled by the Japanese.

I will stop here because this is what survival is all about. I believe his toughness as a kid is what brings him through the war. To me this is a must read book.

This Month in Aviation

100 Years ago in History

15 March – The United States Army forms the 1st Aero Squadron under Capt Charles Chandler at Texas City to scout for Mexican incursions along the border

75 Years Ago in History

March 1 – A Transcontinental & Western Air Douglas DC-2 flying from San Francisco, California, to Winslow, Arizona, crashes in Yosemite National Park in Madera County, California, during bad weather, killing all nine people on board. Despite an extensive search, the aircraft's wreckage is not found until June 12.

50 Years Ago in History

April 13 - United States Marine Corps UH-34 Seahorse transport helicopters based at Da Nang, South Vietnam, airlift 435 South Vietnamese troops to attack a suspected Viet Cong stronghold in mountains along the Thu Bồn River. For the first time, Marine Corps helicopters receive attack helicopter escort in the form of United States Army UH-1B gunships

April 27 - The U.S. Marine Corps loses its first aircraft to enemy action in Vietnam, a UH-34D transport helicopter shot down by Viet Cong ground fire near Do Xa, South Vietnam

25 Years Ago in History

March 17 – Avianca Flight 410, a Boeing 727-21, crashes near Cúcuta, Colombia, killing all 143 people on board.

Don't be a Spectator
Your participation is essential to
the survival of our chapter!

Origin of the 3 Letter Airport Codes

by Rick Seaney, [www. FareCompare.com](http://www.FareCompare.com) (compliments of the Chapter 75 Newsletter)

Most of you fliers out there are familiar with JFK, LAX and DFW -- the airport codes for New York's Kennedy, Los Angeles International and Dallas-Ft. Worth. But how many of you have flown to SUX?

Yes, SUX - the airport code for Sioux City, Iowa. Luckily, residents there have a sense of humor; in-stead of bemoaning their unfortunate appellation, they celebrate it: the airport's website sells souvenirs in-cluding t-shirts and caps emblazoned with the bold SUX logo.

It could be worse. It appears a kindergartner might have had a hand in picking some of these airport codes: Russia's Bolshoye Savino Airport is stuck with the unlovely designation PEE, while Brazil's Poco De Caldas Airport has to live with POO. Then there's Rotorua, New Zealand ROT while Louisiana's Barksdale Air Force Base is just plain BAD.

Ever wonder how these codes came into being and what they mean? I'm going to tell you, plus I'll give more examples of truly weird ones. Like FAT and GRR.

First things first: FAT is the airport code for Fresno, Calif. (and from what I understand, the locals aren't crazy about it); and while GRR may sound like an anger management therapy center, it's actually the code for Gerald R. Ford International Airport in Grand Rapids, Mich.

Where do these codes come from?

The assignment of these codes is administered by the Montreal-

based International Air Transport Association (IATA) and the codes cover locations (mainly airports) around the globe.

A lot of these codes are no brainers: LGA stands for LaGuardia in New York, HOU is for Houston's Hobby Airport and SLC is for Salt Lake City.

History of Airport Codes

But what about, say, LAX -- where did that "X" come from? It goes back to the early days of passenger air travel when airports simply used the same two letter codes that the National Weather Service used for cities, never dreaming they'd ever need more letters for more combinations. When they did, some airports simply added an "X" to their name, and that's why you have LAX or PHX for Phoenix.

But how to explain Chicago O'Hare's ORD? For that I turned to the Sky God -- pilot Dave English. A few years back, he wrote an excellent explanation piece for the Airline Pilots Association journal that tells the story of a now defunct community just west of Chicago called Orchard Place. In the 1940's, it became the site of a military (and later, commercial) airport called Orchard Field, which was renamed for WW II ace Edward Henry "Butch" O'Hare, in 1949. However, nobody bothered to change the original "Orchard" code designation of ORD.

Ever wonder why Orlando has the code of MCO? Hint: before it

was the gateway to theme parks, it was McCoy Air Force Base.

History buffs might have been able to solve those little mysteries eventually, but try explaining these two Tennessee puzzlers: Nashville's airport code of BNA and Knoxville's TYS designation.

The "B" in BNA stands for Berry -- Col. Harry Berry, to be precise, who headed the state's Works Progress Administration during the Depression when the air-port was built. The facility was named for the colonel in 1937. The "NA" in BNA simply stands for Nashville.

As for the Knoxville airport, it was built on land donated by a wealthy resident name Bettie Tyson. She asked that the new facility be named for her only son Charlie, who was killed in action during WWI when his plane went down off the English coast. Even though Lt. Tyson died more than ninety years ago, his name lives on at TYS.

But if you really want to see a lot of great airport codes, head to Alaska. The word transportation pretty much means flying for a lot of folks there, since the state itself notes that 82 percent of Alaska's communities are not served by roads. Mind-boggling, huh?

So they fly. And while Alaska has big airports like Ted Stevens International in Anchorage (ANC), the state's Department of Transportation & Public Facilities

The Origins of 3 Letter Airport Codes (Continued)

also owns 253 rural airports -- many of them one-runway affairs with landing strips made of dirt or gravel. And great code names.

Like EEK, a fitting code for the little community of Eek in western Alaska. Then there's WOW for Willow, GNU for Goodnews Bay and UNK for Unalakleet Airport.

Now let's look at tiny Chicken, Alaska (according to its folksy website, the population is "usually between 17 and 37, depending on who you ask.") You might expect its graveled-runway to proudly boast the CHK code,

but alas, Chickasha Municipal Airport in Okla. was already using that one, so Chicken settled for CKX (remember those "X's"). And forget FWL; Farewell, Alaska already had dibs on that.

Back to the lower 48 and another mystery: why is Cincinnati called CVG and not CIN? Well for one thing, CIN belongs to the municipal airport in Carroll, Iowa. For another, Cincinnati's airport is not actually in Cincinnati, or in Ohio, for that matter; it's across the river near Covington, Ky. Get it? Covington = CVG (I can hear the groans now).

I could go on and on, listing my favorites, like Harbour (Eolie Island) Airport in Italy (ZIP) or the airport near Dumai, Indonesia (DUM) not to mention HIP (Headingly, Australia) and HOT (Hot Springs, Ark.) or Norway's Bodo Airport (BOO) or...well, as noted, I could go on.

Fair warning; if I ever ask you to play a friendly game of "guess-the-airport-code", better put your hand on your wallet. I'm pretty good, or, you might say I'm AOK (airport code for Karpathos, Greece)

Important Links

EAA National	http://eaa.org/
EAA Chapter 33	http://eaa33.org/
Current copy of the Experimenter (Online)	http://experimenter.epubxp.com/i/113663

Have a favorite link, or app to share. Send it to me and I'll add it to our list.

2013 NATIONAL BIPLANE FLY-IN



Drag your tail on our GRASS RUNWAYS

Thursday, May 30 - Sunday, June 2



3JC

**Freeman Field
Junction City, KS**

GRASS RUNWAYS + NO CROSSWINDS
= Tail Dragger Heaven

**Aircraft and Pilots
of all shapes & sizes WELCOME!**

CAMP WITH YOUR AIRCRAFT - SHOWERS ON THE FIELD

Free Shuttle Van for visiting pilots available during the National Biplane Fly In.

www.nationalbiplaneflyin.com

THURSDAY 5:00 pm - Hamburger cook out at EAA Hangar for all Vendors, Pilots and Guests.

FRIDAY 11:30 am - Fly out Lunch & Museum Tours hosted by Abilene Aviation Wing of EAA 1364.

5:30 pm - Brats Picnic for Vendors, Pilots and Guests at Millennium Bank Hangar.

6:30 pm - Presentation: "Everything You Always Wanted to Know About Flying Formation"

SATURDAY 7:00 am - Pancake Feed. Aircraft Judging begins.

11:00 am - Formation Contest Briefing. 12:00 to 1:00 pm - Formation Flights Judging

2:00 pm - Ice Cream Social Fly Out to Jim & Debby Clarks Prairie Cottage Airport - 8KS8

5:30 pm - Awards Presentation in Millennium Bank Hangar

6:30 pm - haywagon shuttles down grass runway to historic Rathert Stadium for dinner and Junction City Brigade Baseball game. Free tickets for Pilots and Crew.

SUNDAY 7:00 am - Continental Breakfast & Coffee for departing Pilots and Crews.



EAA Chapter 431 - Brodhead, Wis.
presents
AeroElectric Seminar
April 13-14, 2013

EAA Chapter 431 will host a weekend **AeroElectric Connection** seminar which will cover design, fabrication, troubleshooting and maintenance of homebuilt aircraft electrical systems. The AeroElectric Connection seminars are conducted by **Mr. Bob Nuckolls**, engineer, teacher, author and publisher of Electrical Systems Information Texts for Amateur Airplane Builders.

The seminar will be held in the EAA Chapter 431 building at **Brodhead Airport (C37)**.

The fee for the weekend seminar is **\$150** per person. EAA Chapter 431 has underwritten \$35 of the normal \$185 seminar fee as an incentive to area homebuilders.

Schedule For Saturday, April 13:

8:30 - 11:30 morning session:

- Parts Selection
- Failure Mode Effects Analysis
- DC Power Fundamentals
- Batteries
- Engine Driven Power Sources
- Voltage Regulators
- Grounding
- Over Voltage Protection
- Electrical System Instrumentation

Saturday Schedule cont.

12:30-5:00 Afternoon Session

- Wire Selection and Installation
- Wire Termination and Connectors
- Circuit Protection
- Switches Relays and Contactors
- Lighting and Lighting Controls
- Antennas and Feedlines
- Engine Instrumentation

Schedule For Sunday, April 14:

8:00-12:00 morning session:

- Noise - Antagonist, propagation paths and victims
- Tools, Wiring Techniques and Parts Selection
- Hands-on demonstrations of useful crimp tools and soldering techniques.

Registration will be capped at 25 participants.

To register or for more information, visit:

www.eaa431.org

Information about area lodging is available on our website as well.



February Meeting – Aviation Weather

Jan Walton

On January 24th, Chapter 33 assembled at the Marion Public Library to hear Jan Walton's presentation on flying weather. The presentation was well received and generated considerable discussion and some great questions and was certified for WINGS credit.

Thanks to Jan for giving her time to enlighten the chapter.



February Meeting – Project Visit

Denis Sailer's RV-9A

On February 28th, a good crowd of about 25 members and guests gathered at Denis Sailer's house to see the progress on his RV-9A. Denis gave an overview of his progress followed by discussion and Q&A. Thanks to Denis and his wife for their hospitality, cookies and refreshments..





Spring Webinars – all FREE!

EAA Webinars (Supported by Aircraft Spruce & Specialty Co.)

Date	Time	Title	Presenter(s)
3/06/13	8 p.m. CST	Five Secrets of Cost-Effective Maintenance FAA AMT & Wings Credit	Mike Busch
<i>Maintenance guru Mike Busch offers five simple rules for obtaining the best possible maintenance at the least possible cost, maximizing safety and dispatch reliability while minimizing downtime and hassle.</i>			
3/13/13	7 p.m. CDT	Ford Tri-Motor 101	Cody Welch
<i>Tri-Motor pilot Cody Welch discusses the history of these famous airplanes, where they are now, and a description of the construction and systems as well as the history of EAA's Fords and what it's like to fly the Tri-Motor.</i>			
3/20/13	7 p.m. CDT	Rotax 912 Engine Maintenance and Inspection Tips	Dean Vogel
<i>Dean Vogel from Lockwood Aviation discusses Rotax 4-stroke engines. Lockwood is the leader in maintenance and repair of Rotax engines. He will share maintenance and inspection tips to help owners care for their Rotax 4-stroke engine.</i>			
3/27/13	7 p.m. CDT	Flying FIFI: The History and Operation of the Only Flying B-29	Kim Pardon, David Oliver, Steve Buss
<i>Join the Commemorative Air Force's Kim Pardon, David Oliver and Steve Buss as they discuss the history and operation of FIFI, the world's last airworthy B-29 "Superfortress." From the desert scrap yard to the star of air shows, FIFI is a living piece of history with its own unique flight characteristics.</i>			
4/03/13	8 p.m. CDT	Leaning Basics FAA AMT & Wings Credit	Mike Busch
<i>Leaning without fear, the Embry-Riddle experience, a minimal leaning checklist, why full-rich is too rich, how mixture affects power and key engine parameters, how mixture affects the combustion event, leaning made simple, frequently-asked questions.</i>			
4/24/13	7 p.m. CDT	All About the Sonerai: An Affordable Homebuilt Aircraft	Fred Keip
<i>Fred Keip, Sonerai owner/builder/pilot, retired editor of the Sonerai Newsletter, and member of the EAA Homebuilt Aircraft Council, discusses the complete line of Sonerai airplanes: VW-powered sport airplanes designed by Homebuilders Hall of Fame member John Monnett, the father of the Sonex line of airplanes.</i>			

EAA offers a regular series of webinars to its members. These live multimedia presentations are informative and interactive, allowing the presenter to use slides and audio, while audience members can ask questions, chat, or be polled for their opinion.

Registration is required, and space is limited. Click the title of any of the presentations to register.

Some EAA Webinars qualify for credit in the FAA's WINGS or AMT awards program. See the FAA Safety site for details and to register.

Register at <http://www.eaa.org/webinars/>

Calendar

- 03/14/2013 – Board Meeting – 6:30 PM
Location - Public Safety Bldg
- 03/27/2013 – Chart Challenge Live Free Safety
Seminar - 7:00-9:00pm, Clarion
Hotel and Conv. Center
- 03/28/2013 – Chapter 33 Regular Meeting
Location - Public Safety Bldg
7:30 – 9:00
- 04/25/2013 – Spring Social & Awards Banquet
6:30 PM - Ox Yoke Inn, Main Amana
- 04/13/2013 – AeroElectric seminar put on by Mr.
Bob Nuckolls on April 13-14 (See
attached flyer)
- 05/30/2013 – 2013 National Bi-Plane Fl-in.
Freeman Field, Junction City, KS
(See attached flyer)
- 06/14/2013 – Taylorcraft Fly-In – June 14 – 16.
More details to follow

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.