

The Lippisch Letter



Experimental Aircraft Association Chapter 33

July 2002

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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SERTOMA, Spirit of St. Louis, and Young Eagles By Tim Busch

The members of Chapter 33 have a great opportunity to get a lot of free publicity for Sport Aviation and raise some money at the same time. Coinciding with the SERTOMA Flight Breakfast, August 25, will be a visit by the EAA's replica of the Spirit of St. Louis! Piloted by Dave Lammers, the Spirit will be in Iowa City Thursday night, August 22 through Monday morning, August 26. Dave will also be providing rides for \$100 apiece on Friday, Saturday, and Sunday afternoon, after the flight breakfast. The proceeds will be split between EAA (\$75/ride) and Chapter 33 (\$25/ride).

All day Friday and Saturday (8am-noon & 1pm-5pm), and Sunday afternoon (1pm-5pm), we will need ground volunteers to collect money, escort passengers to the plane, and ensure safety of the operation at Iowa City.

At the flight breakfast Sunday morning, we need volunteers to help staff the Spirit; answer questions and ensure that this important airplane is not damaged.

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The Spirit when it was here two years ago at PS Air

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Now, one airplane, granted, a very famous airplane, is a great thing. But Chapter 33 is also planning to do Young Eagles on Saturday, August 24, for the future pilots in the area. Let's plan on 1pm-6pm Saturday for the Young Eagle event. In order to make this a successful event, we will need volunteers. We will need the full complement of Young Eagle pilots and ground volunteers to provide an anticipated 200 Young Eagle rides throughout the day. We have many experienced "Young Eagles" by now, since we started in 1993. Hopefully many of you, your spouses, and families will put some time in to help promote aviation. After all the "Eagling", if we haven't worn everyone out, we can do a little barbeque and socializing. I'm sure we will all be starved by then. Maybe that would be a good time to show off our Oshkosh pictures and toys.

Of course, many of you will want to take Dave up on his flight in the Spirit. If you would like to be added to the list, please send me your name, phone number, day you would prefer to fly, and requested time. Of course we can't guarantee exact times, but since you will be among the first to get a ride, you will have the best opportunity. Chapter members should plan on Friday if possible to free up times for others who wish to get a ride during the weekend.

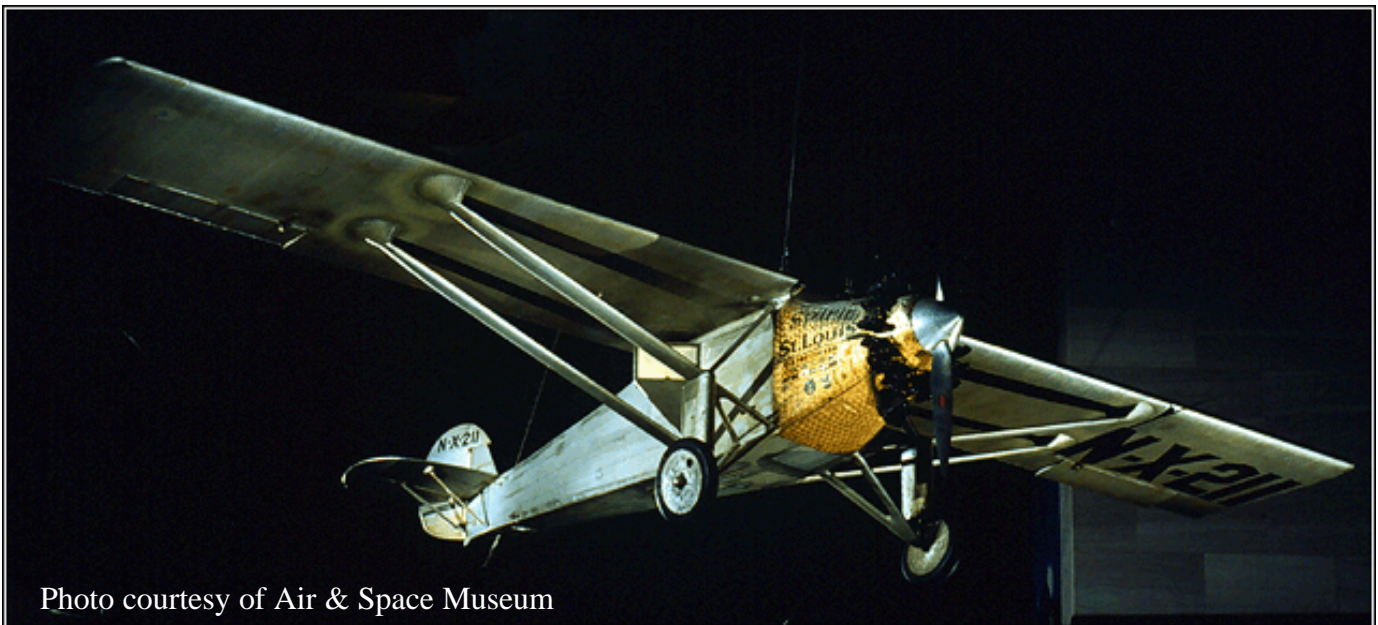


Photo courtesy of Air & Space Museum

If you wish to register to ride in the Spirit, help with the Spirit rides or with the Spirit static display at the flight breakfast, or volunteer for Young Eagles, please contact me as soon as possible. We need help! Email is the best way to reach me, but you can also leave a message on my machine. Here is the contact information:

Tim Busch

t.busch@www.mebbs.com or tjbusch@rockwellcollins.com or 319-396-3220 home

Thanks in advance for your help and mark your calendars for August 25th and come join the fun.

Soaring: Sport Aviation For Purists

By Tim Busch

Remember me? I'm the newsletter editor that fell off the edge of the world when I started school a couple years ago. Well, the pain is over (I'm sure it was worth it) and I have climbed back onto the world again. Flying never stopped (except for 911) during that time, but it sure slowed down a lot. I am ramping back up to getting my "altitude" adjusted on a much more regular basis.

I will admit that years ago, riding around in an engineless airplane didn't appeal much to me. It seemed like you couldn't really go anywhere, and the odds of landing in a cornfield seemed pretty high. Recently though, I became curious. I spent some time surfing the web. I found that there are two soaring clubs in Iowa: one in Muscatine and one in Ames. I hear Chapter 33's own Don Gurnett is one of Iowa's glider experts. I learned that the price of flying gliders was pretty reasonable compared to feeding gasoline to an engine, which explains why it is so popular in Europe; their gas prices are much higher than ours.

So one Friday, I took the day off, just to enjoy the weather and have a fun day with a friend. When she asked what we should do with the day, it suddenly occurred to me that flying to Muscatine to check out the gliders might be a fun date. There is even a restaurant right across the highway from the airport. "What a great plan!" I thought. So we headed for the airport and preflighted the Arrow for the quick trip to MUT.

I announced to Unicom that we were nearing Muscatine when someone on the ground mentioned that there were gliders in the area. He wasn't kidding. We passed by the glider going the other direction. I did a normal pattern to runway 30 and the glider followed me. By the time we taxied back and climbed out, he was getting set for another aerotow. Aerotow is one method of getting gliders in the air; pulling the glider behind another plane. In this case, it was a 150hp Piper Super Cruiser. Over by the hangars, a beautiful red and white glider sat in the grass with three people checking it out. We decided to have a look as well. Immediately, Tom Schnell introduced himself. I noted that the glider had Civil Air Patrol painted on the fuselage and asked when the CAP got a glider, since they never had one before. Tom said



Photo by Tim Busch

they just got it the week before and it was brand new! It still had that new glider smell.

I just couldn't help but ask what one had to do to use that shiny new glider. Tom said I had to be a CAP member. The grin he got back told him that I hadn't let my membership lapse. He asked to see my card and told me we should get started right away. So, we got a lesson in ground handling of sailplanes and I got two rides, as the first "passenger", in the back of a brand new Blanik Super L-23. Funny, as powered plane pilots, we avoid turbulence and birds. Tom said gliders LIVE for turbulence, because that's where all the good lift is, and anywhere birds were soaring must be a good spot, since they were the experts. Flying formation with birds is fairly common. There were no good thermals, so the rides were pretty short, but that didn't matter, I was hooked.

The aerotow is an interesting experience. With a strictly choreographed sequence of events between tow pilot, ground crew and glider that reminding me of a Navy catapult launch, we took off, much slower than the catapult though. We started off in a "high tow" position, above the tow plane's wake. Steve showed me how to "box the wake", dropping into and under the tow plane's wake, then sliding outside one wing, up above the wake, across the tow plane's wing, then down again, and back to center. Dropping the towline was fairly abrupt. It was suddenly very quiet, with just a little wind noise as we slowed to our best L/D airspeed, around 40mph. The tow plane banked left and descended for the airport as we banked right.

The first thing I had to do was to refresh my "happy feet" dance I learned while tail dragging. There is a lot of adverse yaw in a glider and it takes a lot of rudder to stay coordinated. Otherwise, it felt just like any other airplane, except for the big noisy thing on the front (or back, for you canard guys). I can now verify that the graceful look gliders have from the ground is even better from the cockpit. On one flight, I got a chance to spin the Blanik. It was a very tame event, compared to other planes I have spun. I can see some glider aerobatics in my future.

Landings in a glider are definitely different than the powered plane, especially tail draggers. The difference between powered planes and gliding is that you never land fully stalled, since the glider sits on the ground in a fairly flat attitude, so you have to fly it on, similar to wheel landing in a tail dragger, so you won't smack the tail on the runway. It took me a few times to unlearn all those good, full stall landing habits I had beaten into me.

I made seven flights that day. On the sixth flight, on takeoff, at 200 feet AGL and the runway behind us, Steve dropped the rope from the tow plane, simulating a tow rope break. Now, in a powered plane, 200 feet and no engine could be a real emergency if there is no runway left. But sailplanes are MADE to stay up. They put big fancy spoilers on them to make them come down. So, we made a gentle circle, came back the runway, and landed, right where we started. Pretty cool, I thought. I don't think I have to worry too much about landing in the corn after all!

The final flight was solo. What a rush! It's almost like your first solo, all over again! The tow plane took me up to 1500 AGL and Steve said I could play around for a bit before coming back to land. It was getting pretty late and any thermals that existed had completely died by then, so the flight was fairly short. I set up a normal pattern, popped the spoilers (What a great name! They spoil your fun by making you come back down!), and returned to the airport and actually made a pretty nice landing to call it a day.

Gliding is a great way to teach you energy management and it exercises your gray matter in new ways. I highly recommend you give it a try. If you're already a powered plane pilot, the transition is just 10 flights for the private, and 20 flights for the commercial. I'm thinking there may be a new glider instructor in the area available soon. Call me in a month or so.

Marv Hoppenworth Wins EAA Major Achievement Award

By Todd Millard

I have the great pleasure of announcing that Marv Hoppenworth will be presented the 2002 EAA Major Achievement Award at AirVenture this year. The Major Achievement Award recognizes members for their personal commitment to the EAA and recreational aviation as a whole. Marv has made an impressive number of contributions to the Chapter and aviation over the years as seen in his nomination letter below. The award will be presented at the Theater in the Woods on Wednesday, July 24th at 7:35 pm, so if you are at AirVenture stop by and help honor Marv. Congratulations!

Last year Chapter 33 was fortunate to have, our nominee, Dave Yeoman Sr. as one of only 13 EAA Major Achievement Award winners. While we have many chapter members deserving of the EAA Major Achievement Award, we are limited to only one nomination a year. It is going to take our Chapter many years to nominate them all. Below is our letter nominating Marv.

Dear Sirs:

Please accept our Chapter 33 nomination for Marvin Hoppenworth for the 2002 EAA Major Achievement Award. Marv is the sole remaining founder of our Chapter who is still active. Over the past 50 plus years, he has made to numerous contributions to the EAA, Chapter 33 and aviation as a whole. Here are some of the highlights of his long association with the EAA and aviation:

- An EAA member since 1956. His EAA # is 2519.
- The 4th person to sign up as an EAA lifetime member.
- Founding member of Chapter 33 and our only remaining active founding member.
- EAA Regional Representative for a 5 state area from 1962 - 1965.
- Helped organize and form the Chapter 227 in Waterloo and Chapter 214 in Fort Dodge.
- Formed the Emergency Repair Tent for the EAA convention in the early 1960s with Marshal Turner.
- Was in the first group of Tech Counselors (his Tech Counselor number is 11).
- As a dedicated Tech Counselor, he has inspected and assisted with dozens of airplanes from as far away as Fort Dodge and Muscatine, Iowa.
- Has served as Program Chair and Chapter President over the years.
- Was a Classic Airplane Judge at Oshkosh from 1980-1990.

(Continued on page 8)



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- Taught welding at Oshkosh in the Metalworking Workshops.
- Made countless technical presentations to Chapter 33 and in Oshkosh forums.
- Gave airplane rides to many kids at Chapter events long before the Young Eagles program.
- Designed and provided the Pedal Planes for kids near the main Oshkosh flight line entrance.
- Designed and provided the Pedal Planes for Kids' Venture.
- Designed and built six Wright Flyer Pedal Planes for the EAA to commemorate the 100th anniversary of flight.
- A distinguished career as a certified A&P since the 1947 (actually an A&E in those days).
- Taught A&P classes at Hawkeye Technical Institute in Waterloo from 1968 - 1974.
- Retired as Chief mechanic at Rockwell Collins Flight Operations Department in 1984.
- Performed maintenance for the local Civil Air Patrol squadron.
- Received the Charlie Taylor Award from the FAA for over 50 years as an A&P.
- Restored countless airplanes over the years for himself and others.
- Currently restoring 2 Piper Cubs. One for another individual and one for the EAA Museum in Oshkosh.
- A private pilot since 1948.
- Has designed, built, and provided kits for Pedal Planes since 1985 thrilling kids throughout the world.

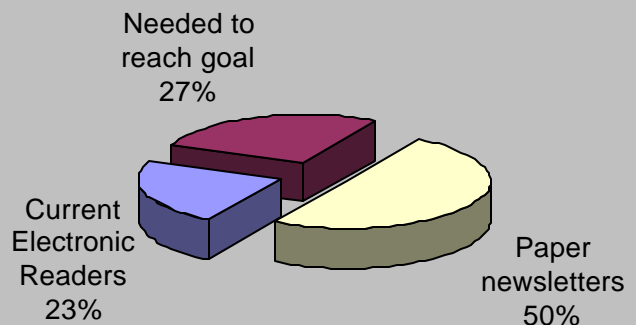
As you can see from this long list, he has served the EAA and our chapter very well for over 40 years. He has assisted dozens of builders in safely completing their planes. He has served as an invaluable technical resource to hundreds more.

Marv has also provided an extremely valuable service to sport aviation through his Pedal Plane plans and kits for youngsters. This has undoubtedly captured the imagination of literally thousands of kids and will keep them interested in aviation for years to come.

Please accept our nomination for Major Achievement Award for Marv Hoppenworth.

Todd Millard
 President
 Chapter 33

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 To join, send an email to
eaachapter33-subscribe@yahoogroups.com



Last Meeting - Monticello

By Todd Millard

Early on June 8th, Chapter 33 descended upon the Monticello Airport for our June Chapter meeting and Young Eagles event. We had a great turnout with 10 members flying their planes in for the 8:30 am kickoff. A slow start with Young Eagles gave plenty of time for some hangar flying before things started picking up. We ended up flying about 20 Young Eagles with around 8 of those being campers from Camp Courageous. The Camp Courageous campers and staff were extremely appreciative and enjoyed the experience. Thanks to all the members who brought their planes out and John Anderson and Armin Jacobs for setting up the event.

Around noon, after the Young Eagles and a few ride shares, we all got down to the serious business of having a cookout lunch. It was great to see David Leedom and Marty Eganhouse bring their families and kids to the cookout. Aviation should be a family affair, so remember spouses and kids are always welcome at all our Chapter events. The only business covered at the meeting, besides eating, was a status report from Tim Busch and Carl Carson on the Spirit of St. Louis visit in August. Don't miss this rare chance to fly a replica of the plane Charles Lindbergh flew and reenact those childhood fantasies of being alone over the Atlantic on that long flight. Thanks again to Armin for also providing the grill, tables, and chairs for the cookout!

Marion Fly-in

By Todd Millard

The weather was perfect for the June 30th Marion Fly-In this year. Okay, it was pretty hot, but at least it wasn't raining. Despite the heat, there was a good turnout for the fly-in and a fair number of people visited our Chapter tent to see the planes and fuselage project on display. While we only signed up one new member, the whole purpose was really to promote awareness of the Chapter and sport aviation in general and on that I think we were very successful. With a Stearman, Long-EZ, Glassair, and Quad Cities Challenger on display, as well as a fuselage project, we covered a wide range of sport aviation.

Thanks to Steve Redman, Terry Scherman, Gunther Frank, and John Anderson for flying their airplanes in for display very early on a Sunday morning. Thanks also to Steve Ciha for trucking in his RV-7A fuselage he is building. The fuselage generated a lot of discussion and attention from everyone. Finally thanks to all of the volunteers who braved the heat to man the tent: Larry Wood, Terry Scherman, John Anderson, Gunther Frank, David Koelzer, Keith and Pat Williams, Carl Carson, and Jack Rezabek.



Photo by Todd Millard

Next Meeting - Spirit of St. Louis

By Jill and Justin Fishbaugh

Our July Chapter meeting will be Friday evening, July 12, 2002, 7:00 PM at the North Liberty Hills Bank. We will be celebrating the 75th Anniversary of Charles Lindbergh's Transatlantic Flight and getting fired up for the August Chapter 33 visit of the EAA's Spirit of St. Louis replica.



Program will include showing a video, either Dave Lammers' National Geographic or the EAA's "Flying the Spirit." Our own Dave Lammers--EAA's Spirit pilot, will present the videos and give a few words about flying the Spirit, making the video, and share some of his Lindbergh memorabilia. We also plan to have Dr. Chris Ogren, a University of Iowa College of Education faculty member, historian, and Lindbergh fan bring some of her collection of Lindbergh books and materials.

Tim Busch & Carl Carson will also be filling us in on the visit of EAA's Spirit of St. Louis replica at the SERTOMA Flight Breakfast, August 25th. This will be a great opportunity to expose the public to a exciting piece of aviation history. This is a major event for our chapter and we will be needing everyone's help. There will also be the opportunity for pilots and non-pilots alike to fly the Spirit (will a little help from Dave Lammers). You won't want to miss this opportunity to add a unique entry into your log book.



Chapter Happenings at AirVenture

By Todd Millard

Tuesday, July 23rd at 2pm, 1st Fly-In Tent/Area

Celebrating the first chapter in each of the 50 states. Chapter 33 will be celebrated as the first chapter in Iowa.

Wednesday, July 24th at 7:35 pm, Theater in the Woods

Marv Hoppenworth will receive the EAA Major Achievement Award

Sunday, July 28th at 11:00am, Memorial Wall

Formal induction ceremony for Red Miner to the EAA Memorial Wall.

Editor's Rant

By David Koelzer

As I put together this month's newsletter, I am once again impressed with the quality, vitality, history and resourcefulness of our wonderful Chapter 33. Believe me it was not easy for the Board and Officers to select just one person from our Chapter to nominate for the EAA's Major Achievement award but I am sure you will agree that Marv is a shining example of our Chapter members. But it does not stop there. Our Chapter soon will be hosting a visit from EAA's Spirit of St. Louis and it will be piloted by no less than our very own Dave Lammers. The Spirit's busy tour schedual will take it to may huge events in major metropolitan areas but our Chapter member have arranged this very intimate visit where people will not only get the chance view it up close but also to jump in a go for a ride in it! How cool is that? I trade email with many Sonex builders around the country and sometimes mention an article from our newsletter which I think they might like. It is always gratifying to when I hear back from them saying how impressed they are with how active our Chapter is. They lament that their own chapters don't have nearly the quantity and variety of activities and this is from large chapters in big metro areas. I think we can all be very proud of our Chapter and our Chapter Members.

FOR SALE: Senior Aero Sport PJ-260 aerobatic biplane project for sale. Call Mike Townsley 430 B Ave, Walford, IA 52351 319-846-2724 or email miket@southslope.net for info. Asking \$4250.00

Fly Market

FOR SALE: RV-6a, N912TC, Lycoming O&VO-360 CS prop. Please call Steve Ciha 319-438-1204

FOR SALE, one-half interest in a 1940 Taylorcraft, BC-65, N29624. This is the half-interest that was owned by John Giordano and Susan would very much like to get it sold and is asking \$7500. Please call Carl Carson at 366-4545 if interested or you would like more information. I generally do most of my flying during the week so weekends are quite available. The airplane is hangared at McBride Airport. The specifics on the engine and airframe are: TT airframe 2415.6 hrs.; TTE 1683.9; SMOH 103 hrs. The T-craft was recovered in 1991, the last annual was in Nov 2001. Call me if you have questions or an interest at 366-4545, oldtcraft@yahoo.com.

WANTED: Continental O-200 engine—firewall forward.. John Moffit 563-432-7711

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 recharging. asking \$280.00 for it. Please call Bernadette Hudson 377-7464

FOR SALE: 25% Share of 1941 Stearman Biplane NC64712 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.



Mike & Margaret Wilson with their PT-22 at Sun-n-Fun
Photo by Jim Zangger



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In The July 2002 Issue...

SERTOMA, Spirit of St. Louis, Soaring, Marv Major Achievement

Chapter 33 Calendar

July 12, 7pm: Meeting at Hills Bank, North Liberty. Spirit of St. Louis presented by Dave Lammers

July 23-29: Aventure, Oshkosh WI.

July 20: Annual International L-Bird Conv. Keokuk, IA Municipal Airport

August 23-25: EAA's Spirit of St. Louis visit, Iowa City Airport.

August 25 7am: SERTOMA Flight Breakfast, Iowa City Airport

Sept. 7: Meeting in Iowa City with a team of Mark Anderson, Keith Williams, and Carl Carson.

Flying by Moon Light



The better to keep in touch with chapter members.

Join the Chapter 33 email group:

<http://groups.yahoo.com/group/eaachapter33/>