

May 2003

Experimental Aircraft Association Chapter 33

A monthly publication of the Dr. Alexander M. Lippisch Chapter of the Experimental Aircraft Association, Cedar Rapids, Iowa.

Editor: David Koelzer

EAA Chapter 33 Officers

President: Todd Millard
319-393-2284
todd@planetdiscover.com

Vice President: Alan Kritzman
319-378-9149
alkritzm@collins.rockwell.com

Secretary & Newsletter Editor:
David Koelzer
319-373-3257
david.koelzer@mchsi.com

Treasurer: Larry Wood
319-395-9348
Elwood140@aol.com

Flight Advisor:
Dave Lammers
319-377-1425

Technical Counselors:
Tom Olson
319-393-5531
Ron White
319-393-6484
Marv Hoppenworth
319-396-6283

Young Eagles:
John Anderson 319-362-6159
Connie White 319-393-5531

Board of Directors:
Terry Scherman
Tom Olson
John Sapp

www.eaa33.org

Your Flight in a Time Machine

By Kate Bernard

Come to Pioneer Airport on a sunny weekend, and chances are you'll see the Ford Tri-Motor outside. It's big, loud, and unconventional. It has three propellers, and a wheel on the tail. That will be enough to get you thinking. What's more, you'll wonder how that massive thing manages to take off and fly so slowly. It looks like something that belongs inside the museum. It is indeed a rare museum piece, one of the very few Tri-Motors left in the world. But even at over 70 years old, this bird is still flying, taking passengers on trips back in time.

The Tri-Motor commands your attention. It's the biggest and loudest thing that moves at Pioneer Airport. It looks big when it's parked next to the runway, but it looks even bigger when you see someone fueling it. It dwarfs whoever is standing on top of the wing with the fuel hose. The sight of the airplane is one thing, but the sound of it is another. When a pilot fires up its engines, curious onlookers gather near the rope by the grass. Minutes later, at full power, the plane gets louder and louder as it speeds down the runway. It passes in front of the hangars, and the deafening noise stops conversations. For a few seconds, you can hardly think. It makes you feel as if your head is vibrating. The noise subsides, but your eyes remain on the huge plane as it climbs away. About fifteen minutes later, it returns to land. You watch as it floats down.



Kate Bernard 1999

Seeing the passengers get out makes you wonder what it's like to fly in the Tri-Motor. If you've got the urge to take a ride, you can buy a ticket from the friendly volunteers at the Pioneer Airport office. The number on the bottom of your ticket is your flight number, and you wait for it to be called. Then you gather on the bleachers next to the runway. Your pilot greets the group and talks about the Tri-Motor's history.

A Pioneer Airport volunteer welcomes you into the cabin, where you choose one of the plainly cushioned brown seats. The pilot and the lucky copilot climb into the cockpit, which is a big step higher than the cabin floor. After everyone is buckled in, the volunteer wishes you a good flight and shuts the door. You're full of anticipation as the pilot starts the engines one by one, communicating with a volunteer outside. The pilot feeds the plane some throttle and it begins to roll across the grass to the end of the runway. The old trusty radial engines are so loud that you can't hear yourself talk. You can feel your seat vibrate with the hum of the propellers.

The pilot stops the plane at the end of the runway and holds the brakes. After a routine safety check, the Tri-Motor is ready for takeoff.

The takeoff is the most exciting part of the flight. You'll be surprised at how loud the engines roar when the pilot gives them full throttle. Immediately you are pushed back in your seat as the plane zooms forward. In seconds, the big plane lifts off after using only about 600 feet of runway.

Shortly after takeoff, the pilot moves the throttles back. The engines quiet down a bit. Your eyes are fixed on the ground below, where you can see Wittman Regional Airport, the city of Oshkosh, and Lake Winnebago. Every seat is a window seat, and the windows are huge!

A thousand feet above the ground, the pilot stops climbing. The Tri-Motor flies in a big circle. Somewhere during the flight, you're bound to look down and see that you are barely moving faster than the cars on Highway 41. That's because the Tri-Motor cruises at about 80 miles per hour. (If this were the 1930's, you wouldn't complain.) Your slow speed and low altitude give you a good sightseeing opportunity.

The gentle giant rides the air so smoothly that you barely feel anything. It is like flying in a freight train. As the pilot banks to fly back to the airport, you're amazed at how maneuverable the bulky plane can be.

Much too soon, your 15-minute ride is drawing to a close. The pilot descends and lines up with the Pioneer Airport runway. The plane touches down with a soft "whump" in the grass. Slowly, the tail lowers, and you tilt back more and more until the tailwheel touches the ground. You forgot how much you were leaning back when the plane was on the ground earlier! Back at the parking spot, the engines are silenced. You unbuckle and exit the plane. Here's your chance to take photos of it.

Your flight in the Tri-Motor was unique and unforgettable. Now you know what it was like to fly in the "golden days of aviation," when airliners held nine or ten passengers, cruised at 80 miles per hour, and dragged their tails behind them. The Ford Tri-Motor offers a rare glimpse at what air travel was like before jumbo jets and inflight movies.

About the Author: Kate Bernard is junior at the University of Dubuque in Dubuque, Iowa. She is majoring in aviation and minoring in English with a writing emphasis. She is working to a bachelor's degree in Flight Operations and hopes to go on to earn a bachelor's in English. She is from Clintonville, Wisconsin and has been spending her past few summers volunteering at Pioneer Airport. She is a Young Eagles pilot and have flown three great kids. Other jobs have included working with avionics, aircraft maintenance, and aircraft dispatch. As a member of the school's flight team she competed in two NIFA Region V regional competitions (SAFECONS). She served as the team's secretary for the 2001-2002 school year and won medals in the message drop and ground trainer events. You can check out more of Kate's writings and view some of her photography at <http://www.airspeedalive.com/index.htm>

The Soldier

By Neal B. Long

It is the soldier, not the bleeding heart, who liberates nations from tyrants and butchers.

It is the soldier, not the politician, who has given us the privilege to vote.

It is the soldier, not the reporter, who has given us freedom of the press.

It is the soldier, not the pastor, priest, or rabbi, who has given us freedom of religion.

It is the soldier, not the demonstrator, who has given us the right to demonstrate.

It is the soldier, who salutes the flag and sometimes dies while serving under the flag, who allows the protesters to burn the flag.

God Bless The Soldier

Taxes, Registration and Such

By Steve Ciha

Every year those of us that own airplanes send a registration fee to the State of Iowa to register our airplanes. Additionally, we also are required to pay a 5% “use” tax on the cost of parts used to build our airplanes. I think that we also pay aviation fuel taxes, but don’t know if that is a state or federal tax. Now, most of us don’t mind paying our taxes when we get something for our dollars, but the state has decided to take our money and divert it to other non- aviation areas.

Since I just registered my RV-7 for the first time, I wrote out a large check to the State of Iowa. That got my Irish up, and I’m not even Irish. WMT radio has state legislators available to take phone calls about once a week, so I gave them a call and explained the fees and taxes that we all pay. I also explained that they were not funding aviation anymore. Neither legislator knew that we paid a registration fee and they also didn’t know that we paid use taxes. It is rather shocking to think that they didn’t know these things.

I suggested that they should consider offering legislation that would earmark aviation fees and taxes for airport improvements. They seemed to be somewhat receptive of the idea. Those of us that own and fly airplanes are a small group, and if we want this to happen we are going to have to become a squeaky wheel. It is my opinion that we are going to have to become politically active if we want to see our money spent on airport improvements.

It is too late to do anything about it this year. How would any of you feel about forming a committee to lobby the legislature for a change? With help from EAA we can get names and addresses of Iowa pilots and request their help in contacting their legislators to bring about this change. We could think about conducting an informational fly-in to the Des Moines airport or Ankeny if DSM is too scary. At this fly-in we could invite local TV news people for rides and explain our problem to them.. Newspapers also need to be contacted with press releases. I am sure that many of you will have additional ideas that would be helpful. I am not saying that this will be easy, but if we do nothing, then we can expect our airports to deteriorate to the point that they will not be safe to use anymore. Think about it

Airventure Cup Race

By Alan Kritzman

I, along with my son, are hoping to enter the Airventure Cup Race from Kitty Hawk to Oshkosh this summer. I know there are RVs that are much faster than mine but this will be a once in a life time event and hopefully a lot of fun. Thought it might also be fun to have several planes from the chapter entered.

There are more details at http://www.airventure.org/2003/events/airventure_cup/index.html
The applications have to be in by the end of May. Anyone else up for a long cross country?



Oshkosh Weekend Work Party

By Tom Olson

It is that time of year again. Anyone interested in joining the Chapter 33 pilgrimage to Oshkosh to help prepare for the big show are invited to call Tom Olson 319-393-5531 and discuss details or feel free to e-mail me at tolson@cedar-rapids.net or via the chapter news list.



In years past we have done a host of tasks from driving trucks, moving ticket booths, carpentry, shingling, and setting up snow fence. If you have a specific skill you would like to use they will do their best to arrange an appropriate task for you. We generally get a few airplanes together for the trip or could possibly travel via van. They will put us up in a bunkhouse and feed us. The visit typically includes a private tour through the EAA Museum and Pioneer Village on Saturday evening.

Possible weekends start on May 10 though July 13 excepting the weekend of fly Iowa, July 4,5,6 and June 21 (personal conflict). Thanks in advance for your participation.

Young Eagles Event & Vinton Open House

By Tim Busch

May 17 from 9am to 1pm is the Young Eagle event at Vinton. The same day, May 17 is the Open House at Vinton starting at 2:00pm.

The Vinton airport is announcing their new card-swipe fuel system will begin service, and there will be a new flight school there.



Fly Iowa 2003

By Todd Millard

Fly Iowa is fast approaching! The statewide fly-in for Iowa is coming to the Cedar Rapids airport on the weekend of July 5th and 6th. Just a quick update on the Chapter activities for the fly-in.

Young Eagles

The Young Eagles flights will be Saturday morning. We are expecting a large turnout, so a good number of both pilots and ground personnel will be needed. Contact John Anderson and Connie White to volunteer.

EAA Ford Tri Motor

The Chapter is sponsoring a visit by the EAA Ford Tri Motor for the weekend, plus Friday the 4th. A 15 minute ride will go for \$40. As with the Spirit of St. Louis and B-17 visits, we will need volunteers to help handling ticket sales, passenger boarding, and crowd control. Dave Koelzer is the Chairperson for this visit. Thanks Dave!



Photo by Todd Millard



Photo by Todd Millard

Kid's Stuff

The Chapter is planning on several educational and fun opportunities for kids at Fly Iowa. Located in the old Aegon hangar (between PSAir and the McLeod hangar), we will be assembling balsa airplanes for older kids, film canister rockets for younger kids, and paper airplane contests for all ages. As reaching out to inspire kids is a large part of the EAA mission, the Chapter Board has approved a \$500 budget for materials and John Sapp has graciously donated IMAX tickets for prizes. Volunteers will be needed for both Saturday and Sunday to help with these activities.

So mark it on your calendars and I hope you will be able to help with one or more of these activities. This is a tremendous opportunity for the Chapter to spread the sport flying message and turn kids on to flying.

Last Meeting - Pedal Planes Galore

By Todd Millard

Our annual Spring Banquet lived up to its name on a beautiful spring day. It was definitely a nice change from the snow storm last year that threatened to have us camping out at the Ranch Supper Club. There was a good turnout of about 70 members and guests. It was great to see several people from the Waterloo chapter there.

After a wonderful meal we all settled in to hear how Marv and Cathy Hoppenworth got started in the pedal plane business and the wonderful people they have met over the past 18 years. When Marv printed the first set of plans he thought that if they sold 200 they would cover their costs and he would be happy. Well 20,000 sets later they are still going strong. Thanks Marv for a wonderful presentation!



Photo by Todd Millard

Editors note: Marv wishes to thank everyone for the wonderful reception he received and as he celebrates his 75th birthday this year he hope to have many more years with his may EAA friends.

The lucky winners of the pedal plane plans donated as door prizes were Don Gurnett (Gee Bee) and Don Nelson of Waterloo (Bucker Jungmeister). We'll expect to see completion photos of these project in the newsletter when you get done.



Photo by Todd Millard

The surprise ending of the evening was the world premiere unveiling of the latest pedal plane model. Jim Zangger created a pedal plane version of his incredible Taylorcraft with Marv's guidance and Marv is going to create and sell the plans for it. The mini Taylorcraft looked fantastic down to such details as an exact copy of Jim's panel in it. Look for the plans to be out sometime next year (Marv has his plate extremely full, I thought you were supposed to slow down when you retired Marv!)

Next Meeting - Breakfast & Spot Landing Contest

By Todd Millard

This month we are going to try something new. The May Chapter meeting will be a breakfast meeting at the Monticello Airport (MXO) on Saturday, May 3rd at 9:00 am. The program this time is simply get together, have a little fun, eat some donuts, do a little hangar flying, and ride sharing. Oh yea, for all of you competitive types we will also have a little spot landing contest. The winner will receive a pair of IMAX tickets, but more importantly, they will have earned bragging rights as the best in the Chapter.

We will meet at the Monticello FBO for donuts and coffee (and juice) at 9am. About 9:30 we will have a quick briefing for the spot landing contest. Then the contest will begin. Each pilot will make three landings flying a normal pattern. Power will be reduced abeam the landing point and continually reduced until landing. Points will be awarded based on how close you land to the spot.

(see Rules and Scoring)

So whether you are flying or driving, come on up to Monticello and join in the fun. Thanks to Max for coordinating with the Monticello Airport and John Sapp for supplying the IMAX tickets.



Photo by Todd Millard

Spot Landing Contest Rules and Scoring

Landings are to be conducted with a continual reduction of power from abeam the target point on the runway, which the pilot is seeking to land at. Outlined below are the guidelines and rules for this event:

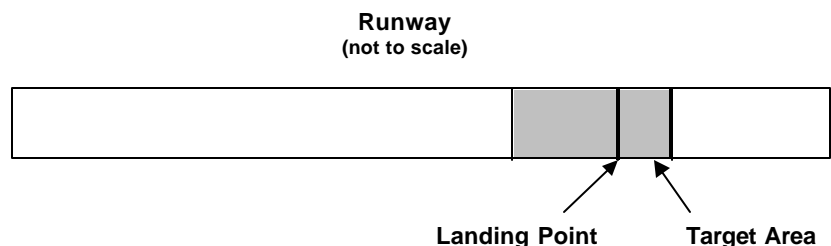
Rules

- Each pilot will make three landings.
- A normal rectangular flight pattern at normal pattern altitude shall be flown with an up-wind, crosswind, down-wind base leg and final approach. The down-wind leg shall be parallel to the runway in which the pilot intends to land and as close and as practical.
- Abeam the intended landing target point on the runway, the pilot will reduce the power. The airplane must utilize a normal gliding speed throughout the pattern from the point of power reduction. No power may be added once power has been reduced from abeam the intended landing target point, unless it is necessary to add power to avoid undershooting the runway. The pilot may not be lower than 100 feet a.g.l. when turning final approach to the runway.
- Proper spacing in the pattern must be maintained at all times. If proper spacing cannot be maintained, any pilot overtaking an airplane ahead of him/her must execute a go-around. Pilots are required to adjust spacing on the take-off and down-wind legs of the pattern to avoid overtaking any pilots operating ahead of them.
- Flaps may be used in a normal manner on airplanes which are so equipped. Flaps may be added at any point in the pattern but may not be added at any altitude below 100 feet a.g.l.. Further, flaps may not be retracted at any time once they have been applied, until after the pilot has completed the landing.
- All landings are required to be "full stop" landings. Pilots will taxi back to the proper take-off position and begin the pattern again to complete their second and third attempt.

NOTE: ANY ACTION DEEMED BY THE JUDGES TO BE CARELESS OR RECKLESS WILL BE GROUNDS FOR DISQUALIFICATION.

Scoring Procedures

The target landing area is 300 feet in length. (See figure below.) The target landing point is a line 100 feet from the beginning of the target landing area. Pilots receive 1 point for each foot they land, either short or long from the target landing point. If a pilot lands his/her airplane outside the target landing area, they receive the maximum 300 points for that landing attempt. If during a landing attempt the airplane bounces, the point where the final landing occurs will be the point where the landing points are applied.



Editor's Rant

By David Koelzer

It is the dead of night a few day after the first booms began dropping in Operation Iraqi Freedom. Most residents are at home leaving the city center eerily quiet. Under the cover of darkness the mayor leads a band of saboteurs on a mission to destroy a vital part the city's infrastructure. As the police stand guard and block any protests from city residents, the tracks of heavy equipment clatter down the now cleared streets. Past silent monuments, quiet museums and now empty restaurants goes the mayor and his gang of thugs. They soon reach their destination and without warning they begin to destroy the city's airport. Gouging deep ruts into the runway and piling the debris on top, the mayor hopes to ensure that this airport can never again be used to bring aid into the city or fly out the sick or wounded.

But this is not Saddam International Airport and this is not the mayor of Baghdad and this is not some backward third world dictatorship. I am describing, Chicago's Mayor Daley and his unprecedented destruction of Meigs Field, one of America's most scenic urban airports. In the early morning hours on March 31st, Daley, without warning, ordered the destruction of Meigs Field despite his pledge to keep the airport open at least to the year 2025.

This destruction was not undertaken after an open and public debate. the FAA had no knowledge of what was going to happen. The controllers in the tower did not know what was going on until bull dozers began digging up the runway. And the pilots of the 15 airplanes stranded on the field certainly had no warning or opportunity to fly out before the runway was demolished. They were stuck for several days until they were directed to take-off using a taxiway as a make shift runway.

Daley's stated reason was the security threat that General Aviation planes posed flying into Meigs Field. Of course, the Office of Homeland Security knew nothing of threat to Chicago and airplanes have been flying into that airport for decades and not one of them has "threatened" anyone. But now if a terrorist incident does befall downtown Chicago they will not have an airport to air-lift out the wounded or bring in needed equipment and supplies. Now to evacuate people and bring in emergency workers, Downtown will have to rely on the highway system which even on normal days is nearly grid locked. Imagine what those roads will look like after a terrorist attack!

This had nothing to do with security. This was a good old fashion, plain and simple land grab. On a square foot for square foot basis, general aviation airports do not generate the kind of cash that lake side condos can. Airports are big land users and as cities and suburbs grow, airport land is increasing lusted after. Who wants to have a few pilots in noisy airplanes flying in and out of low revenue generating airports when you could have another shiny new mall hosting thousand of consumers dying to empty their pockets for the latest in stone washed denim jeans?

If we pilots hope to continue flying our planes, we need to start working furiously to protect the few remaining airports that we have. Because one they are gone, they are gone forever.

Fly Market

For Sale: Boat trailer converted for hauling taildragger type airplane. \$500, like new. Al Heinitz, 319-354-6433.

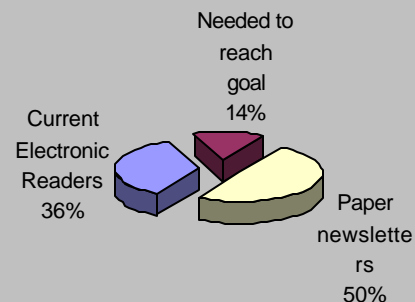
FREE: Back issues of *Sport Aviation*. Prefer these go for youth or educational purposes. Most issues back to 1970. Also lots of *Vintage Airplane* and *Sport Aerobatics*. Dave Lammers 319-377-1425

FOR SALE: Yaesu Aviator Heavy duty air band transceiver VXA-100 radio. The purchase price was \$357.00. It also has the battery pack for recharging. asking **\$175.00** for it. Please call Bernadette Hudson 377-7464

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

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

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Experimental Aircraft Association
Alexander M. Lippisch Chapter 33
c/o David Koelzer
2930 Baker Street
Marion, IA 52302
david.koelzer@mchsi.com

In The May 2003 Issue...

Ford Tri-Motor, The Soldier, Taxes, Airventure Cup, Work Party, Fly Iowa

Chapter 33 Calendar

May 3 9am Chapter Meeting, Breakfast & Spot Landing contest, Monticello Airport

May 3 Pella Tulip Festival Flight Breakfast,

May 4 Flight Breakfast Charles City, IA

May 18 Flight Breakfast, Cherokee, IA

May 17 YE & Open House, Vinton, IA

May 18 Flight Breakfast Spring Green, WI (LNR)

June 6-8 Quad City Airshow, Davenport

June 13 7pm Chapter Meeting, Don Gurnett and Steve Redman, Hills Bank, North Liberty

July 5 Young Eagles Rally, Cedar Rapids

July 6 FLY IOWA 2003, Cedar Rapids

Funny Pranks to Play on Combat Engineers While They Clear Unexploded Ordinance!

