

February 2005

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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Read Back Correct

Reviews and musings by Jim Meade, CFII

Stranger to the Ground Richard Bach, Dell Publishing, 1963 ISBN 0-440-20658-8. I read this book years ago, along with most of the other books Bach wrote, but got a copy for Christmas and enjoyed reading it again. In his later books, notably Jonathan Livingston Seagull, Bach gets a little too spiritual for me, and his lives and wives crowd us in the cockpit. I just want to read about flying and he wants to get mystical. But in *Stranger to the Ground*, we meet Bach when he is a young pilot and a young writer. Yes, he tries to express the special feelings that all we pilots share, but most of the short, fast-paced book is an exhilarating story of a solo courier VFR night flight in a Republic F-84F Thunderstreak from Wethersfield, England to Chaumont, France, by way of Wiesbaden, Germany. Along the way he tries to evade a massive thunderstorm complex that he eventually encounters, almost fatally. The book includes maps, graphics of the cockpit layout, the flight plan and a glossary.

Those of us who fly VFR in old airplanes can appreciate his navigation by TACAN and NDB. His clunky old radios eventually fail so he doesn't get vital weather updates. He cruises at "95 percent RPM and 540 degrees tailpipe temperature, and 265 knots indicated air-speed" which translates into 465 knots TAS. Then he penetrates the



Republic F-84F "Thunderstreak"
USAF Museum Photo Archives

storm that he tried to evade. All of us who have been in more turbulence and ice than we bargained for can relate to his lack of control as the storm covers his airplane with ice and hurls it around the sky. Then, “the air is instantly smooth and soft as layered smoke. Altimeter 3 thousand feet airspeed one-ninety knots vertical speed four thousand feet per minute down attitude indicator steep right bank heading indicator one seven zero degrees tachometer eighty-three percent rpm full throttle. Level the white wings.” Then he gets a restart and as he climbs to 32,000 feet he finally thinks that he should have dropped his tanks. The description of a GCA (Ground Control Radar) approach to Chaumont as he gets his radios back and it’s a safe conclusion to an eventful flight.

Stranger to the Ground is Bach at his best in my opinion. It touches the hidden fighter pilot spirit in all of us. It’s short, fast-paced, filled with flying lore and action that we can all relate to. Highly recommended.

Tow Bar, Do-it-Yourself

By David Wilson



Here is an idea for a tow bar that you can build yourself and fairly cheaply depending on where you get the materials. We were looking for a better way of moving the Horizon 2 in and out of the machine shed and came up with this simple solution. I was at one of those truck load tool sales out at Hawkeye Downs when I spotted a trailer dolly for \$20. It comes with a ball and pneumatic tires and is used to move trailers around with. I had an idea for the design but left the construction to my father-in-law.

The completed project works very well. We slip the tow bar under the tail wheel and lock it in with the pin. One person can easily move the plane in and out of the machine shed now. If you decide to build your own tow bar you might try to find one at Menards, Ebay, or maybe the next truckload tool sale.



SpaceShip One

By Mark Navratil

A couple months ago we hired a new employee here at Collins, Mike Maquire. He sits in the office next door to mine. Come to find out he was the engineer responsible for the whole camera system on SpaceShipOne (inside the cockpit and up on the tail) and also the RF downlink to the mission control room so that the controllers could monitor everything in real time.

He was contracted by Scaled Composites to do the work. He got to sit in the control room for all the glide tests and the first rocket-powered flight test. If you've seen the "Black Sky" series aired recently on the Discovery channel you've seen lots of footage from his camera system and he also appears in the control room several times. Cool stuff! He has some interesting stories about Burt Rutan and the guys who work there at Scaled.

Mike's the guy on the right in this picture....



EAA's Aviation Services

EAA members are one call, email or letter away from a wide range of technical aviation services available from the Aviation Services Department at EAA. First and foremost, the Aviation Services Team is responsible for answering member technical inquiries relating to pilot and aircraft issues. This one-on-one consulting covers everything from “How do I register my homebuilt?” to “What’s involved in the A&P exam” to “How do I convert my ultralight for the new sport pilot rule?” and more.



Experienced pilots, aircraft owners, homebuilders, ultralighters and sport pilot specialists staff the department. Their personal and professional experience enable them to field just about any technical aviation question that comes their way. And if they can't answer your question right away, they'll do the research needed to help guide you to the right resource or solution. EAA's in-house library is an additional resource the Aviation Services team counts on for information and the library is also available to members visiting the Oshkosh headquarters offices.

The Aviation Services Department supplies a great deal of the technical information found on the Members Only portion of EAA's website at www.eaa.org. The Homebuilders Headquarters section on the site provides a wealth of information on building, maintaining and flying an experimental amateur built aircraft. A significant amount of the content on EAA's Sport Pilot website page is also developed by the Aviation Services team.



Two of the most popular “hands on” offerings from the Aviation Services Department are the Technical Counselor and Flight Advisor programs. There's a network of over 1,000 EAA members across the US who are registered EAA Technical Counselors that will come to your homebuilding location to provide in-progress inspection of your project. The Flight Advisor program has several hundred EAA members who will provide advice and assistance on taking that first flight in your new homebuilt aircraft.



FAA Medical assistance is one of the individual offerings also available from the department. If a member needs assistance receiving a special issuance from the FAA, Aviation Services personnel will track the application all the through the process until approval to ensure that nothing derails your application. In addition, we have a network of doctors that are AMEs and EAA members who volunteer their services to help other members retain or regain their medical.

For more information on your EAA Technical Services offerings please call 1-800 –EAA-INFO. They're ready for your questions!

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Membership Application

Dues are \$15/year, \$25 for 2 years, or \$35 for 3 years.

Payable January 1st each year

Please send your completed application and check to:

EAA Chapter 33, c/o Larry Wood. 140 Northwood Dr., Hiawatha, IA 52233

Name: _____

EAA #: _____ expires: _____

Young Eagles #: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: Day: _____ Evening: _____

Email Address: _____

Newsletter: _____ Electronic (via email) _____ Printed (via mail)

Copilot.s Name: _____

Pilot Ratings: _____

Aircraft Owned & Flying:

Aircraft Under Construction/Restoration:

or Check your Membership Status online:

<http://www.eaa33.org/members/index.php>

Fold here

Place Stamp Here

EAA Chapter 33
c/o Larry Wood
140 Northwood Dr.
Hiawatha, IA 52233

Fold here

Presidential Words

By Tim Busch

Let's get plane crazy! What? We're already plane crazy, you say? (At least your spouse thinks so.) What can we do to get more activity and interest in Chapter 33? Do you have any ideas? Do a little brainstorming and let me know what you think is possible.

How about one meeting a year advertised as open to the public, where John Q. gets a chance to rub elbows and talk to some real pilots and homebuilders? I remember a very long time ago, having recently moved to Cedar Rapids, there was an all-day seminar at Kirkwood Community College. It was about flying, homebuilding, and all kinds of great aviation stuff. I remember going, and building a practice fiberglass piece that proved to me that I was actually capable of building a fiberglass airplane. I still have that piece of fiberglass. There were other workshops too where folks could get their hands dirty making real airplane parts, practice welding, etc. Do you think we could do something like that again? If someone supplied all the materials for an aircraft project, would someone step forward to lead the building, ala Oshkosh style? (This is not an idle thought. There is a project or two available if someone is willing to tackle it.)

Who would the audience be? Chapter 33; all the Iowa EAA Chapters; area pilots; the general public? What are your thoughts? Could we do it, or something like it, again? Is there a volunteer that would step forward and lead such an effort? Are YOU the person we need? (No hiding behind that chair over there. We can see you.)

During all the recent festivities surrounding the 100th anniversary of flight, I was thinking about how long it had been and how far the world has come since then. Technology has advanced exponentially since then. It's pretty amazing when you think of it. Then I realized that out of the total 100 years, I have been flying for 25 years, or 25% of the total time man has been flying. It's been fun



watching the advances in airframes, engines, and avionics during that time, although I would sure like to see some of the drastic cost savings that happened in electronics applied to aircraft. It's simple economics really. We need more numbers. More pilots will create more markets and more competition, and soon that 400 mph cross-country cruiser won't seem so out of reach financially. EAA has laid a great deal of the ground work necessary for growth in sport aviation and general aviation, but it will require all of us to take advantage of it. What will *you* do to help?

Last Meeting

By Tim Busch

Well, we started January off with a bang. We had the best of intentions, but the weather had other ideas. After the entire eastern half of the state called off January 12th due to a forecasted ice storm, we made a command decision and called off the meeting. Naturally, mother nature got the last laugh and did absolutely nothing while Iowans everywhere watched out the window waiting. Sometimes flying is like that too. It's often best to take the conservative plan when dealing with the weather, knowing we'll live to fly another day.

Next Meeting – Attempt Number Two

By Tim Busch

Our next meeting will be held February 9th at 7:00 pm in the Swisher Trust and Savings Bank meeting room, located at 59 Rose Ave, Swisher. The program for the evening will be a presentation on Civil Air Patrol by Leo Bertling. The Iowa CAP operates eight aircraft in the state: 5 C172s, 2 C182s, and a glider. Many of the aircraft are brand new. Leo will discuss CAP's role in Iowa Aviation, search and rescue activities, the cadet youth program, and how you can contribute and benefit (think lower flying costs than you can find anywhere!) from CAP.

2005 Meeting Plans

By Tim Busch

Let's try the meeting plan one more time, since the weather put a kink in the last plan. As I stated last month, we're giving the membership a bigger hand in planning the meeting agendas this year. Your mission as a mission planning team is to plan one meeting. Your team is not required to do the presentation (although you may if you wish), but organize a topic, speaker, project, etc. Here is the revised schedule for 2005, along with the presentation teams:

February 9:	Bertling: CAP
March 9:	Banes, Beck, Scotter
April 9:	Anderson, Flood, Honeck
May 11:	Spring Banquet, Planned by Directors
June 8:	Gurnett, Ogren, Sponcil, Carothers
July 13:	Williams, Child, Moffit
August:	No Meeting
September 14:	Zanger, Rezabek, Loewen
October 12:	Carson, Scherman, Markley
November 9:	Hoppenworth, Leedom, Bouska
December 10:	Christmas Party
January 2006:	Olson, Determan, Sean (Lucky team gets a year to plan!)

In order to connect you with your team, please email me at t.busch@mebbs.com and I will send you contact information. If you aren't a network-happy computer person yet, just give me a call at 319-373-3971 and I will be happy to help connect you. We're looking forward to creative ideas from your teams. If anyone is interested in leading a club construction project, building a wood aircraft, please contact me for more information.



Editor's Rant

By David Koelzer

Well guys we are starting a new year and as always happens at this time of year we all need to send in our dues for 2005. On page five of this newsletter you will find an application and questionnaire. Please take few minutes to fill it out and send it in with your check. We really do look at those questionnaires and we all always looking for ways to improve the chapter and its activities. So let us know what you don't like, or do like, or would like to see more of, or less of, or if you have an idea for a meeting program which you would like to see.

I also want to extend an invitation to all you guys who don't come to meetings; choose one meeting this year and come to it and say "Hi" to some of the guys and gals. I think you will be surprised what a friendly and helpful bunch we are. On the pervious page you will find a list of events for the next year. Pick out one (or more) and mark it on your calendar. I'll see you there!

Fly Market

HANGAR FOR RENT: I currently have two hangars at the Vinton Airport but only have one airplane right now. Hoping to have my second one complete in the spring. So I am offering up the second one for the winter if anyone needs it. I travel a lot for work so if you are interested please call my cell phone. Dave Culbertson 319-350-7105

FOR SALE: Gas welding and cutting outfit: Torches, tanks, cart, extra hoses, rod for steel or aluminum; make offer. We are moving and can't take this with us. I also have a quantity of tooling plastic which I will give away free to the first taker. Tom Harris 362-6323 tom-anee-harris@juno.com

FOR SALE: 74x48 Wood prop (Cont), Exhaust w/ Heetmuf 65-100 HP Cont, Exhaust for Rotax 503-582, Cessna Parts, Battery box w/solenoid, Fenderpants for 120-170, Hood latch-New, Custom instrument panel for 140, Fenderpants for 150-182 for Piper pazz, Wing parts, Instrument panel, Control wheels, Master switch, Seats, Intercom w/2 Head sets, V.W. engine w/carb, Mag, Prop and Prop-Hub, Wing & Tail covers w/formers for U.V., 600X6 Wheels & Brakes. Contact John Banes 319-846-2033 banesc@inav.net





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In The February 2005 Issue...

Read Back Correct, Tow-bar, SpaceShipOne, EAA Services

Chapter 33 Calendar

Feb 6 11AM Chili / Soup Fly-in
 8-Ball Aviation Club, Free to all
 Fly-ins, Harlan, Iowa Municipal
 Airport

Feb 9 7:00pm Chapter meeting,
 Civil Air Patrol by Leo Bertling
 Swisher Trust and Savings
 Bank .

April 2 Chili Fly-In, Fort Dodge,
 Iowa Regional Airport

April 12-18 Sun-n-Fun, Lake-
 land, Florida

April 24 15th Fly-in/ Drive-in
 Breakfast Hosted by: The Uni-
 versity of Dubuque Flight Team,
 Dubuque, Iowa Regional Airport



Budget cuts hit the Blue Angles the hardest