

The Lippisch Letter



Experimental Aircraft Association Chapter 33

June 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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A Short N-number Tale

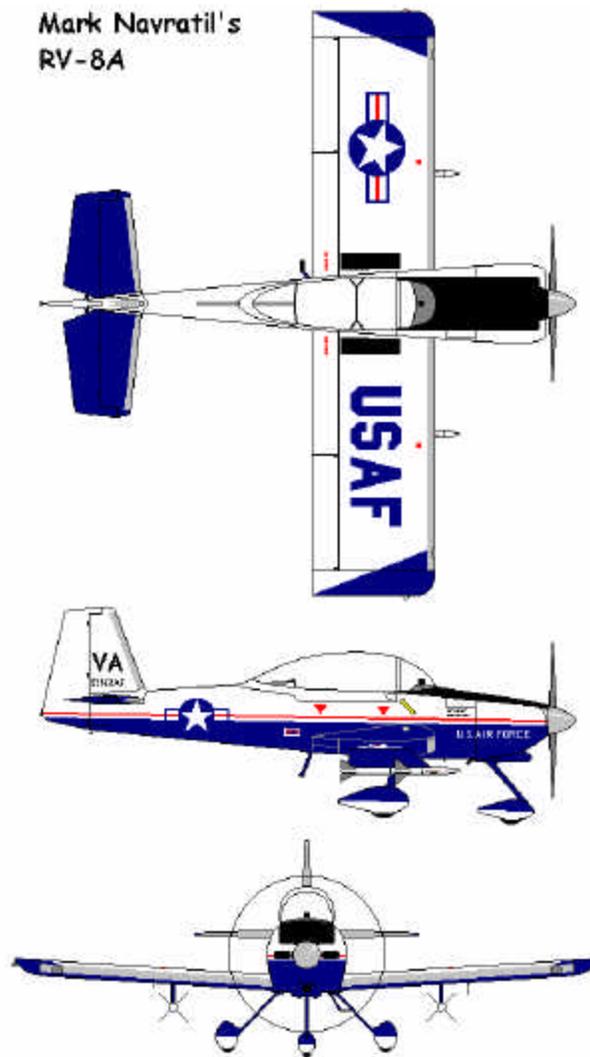
by Mark Navratil

Ever since I decided to paint my RV-8A using the military scheme from the USAF's new primary trainer, the T-6A Texan II, I have been on a quest for a very short N-number. I didn't want to mess up the appearance of the military look with a big long N-number down the side of the fuselage or tail. The T-6A, like most military aircraft, has various identifying markings on the tail. One of the markings is a 3-digit number unique to each aircraft. I want to use this location for my

N-number, and it just so happens that the shortest N-number allowed by the regs is three characters long, including the N prefix. Actually, to be completely accurate, N1 through N9 are valid two-character N-numbers but the FAA permanently owns them, along with the entire numeric series up through N99. So if my math is correct, this leaves only 216 alpha-numeric combinations for three-character N-numbers that are available to non-bureaucrats like myself. As you might imagine, they are all either reserved or assigned to an aircraft, and it's not easy to find someone willing to give up their coveted short N-number.

I decided it was worth a try, so I searched the online FAA reservation da-

Mark Navratil's
RV-8A



(Continued on page 2)

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tabase and wrote down names and addresses of all the reserved three-character N-numbers. I sent out several dozen letters begging and pleading for anyone willing to give up their number--even offering compensation--but to no avail. Undeterred, I then searched the FAA registration database and made a list of N-numbers assigned to aircraft that seemed likely to be unairworthy....especially experimental aircraft registered previous to 1980. Once again I mailed out letters to the last known names and addresses given in the FAA database. The problem with registered aircraft (compared to N-number reservations that must be renewed annually) is that unless ownership changes, people usually don't notify the FAA registry of address changes. So the vast majority of the letters I mailed out for aircraft registered prior to 1980 came back undeliverable. I got one or two responses from the current resident of an address, usually saying that ol' Joe moved 15 years ago and they have no idea where he went or if his airplane was still flying. I suspect there are many N-numbers that are assigned to aircraft which were destroyed or rendered unairworthy, but never reported to the FAA. To track down and get permission from the owner (or deceased owner's grandkids) could be all but impossible.

Just when I was about to give up, I got a letter back from Dr. Everett Coleman of Sacramento, Kentucky. He had registered his BD-5 with the number N2D back in the 70's before it was complete, and he never got around to finishing it. "You do the paperwork and N2D is your's" he wrote. So I made up a letter for him to sign which stated that he wished to deregister his BD-5 and transfer the N-number to me. I just received official notification from the FAA yesterday that the transfer has been completed, and November Two Delta is mine! The only drawback to having such a short N-number, according to Dave Lammers (who obtained N6X for his RV-6....but that's another story...), is that when you make initial radio contact with ATC, the controllers often come back and request your complete N-number. Dave told me it can be a bit of a hassle, but I think I can live with it...

By the way, if anyone would like a BD-5 project, Dr. Coleman has one for sale.

Airpark Planning Meeting

By Mark Navratil

If you are interested in living with your plane, please come to this meeting! It will start at 7 pm at the Hiawatha Public Library on Friday June 7.

The purpose of the meeting is for those seriously interested in establishing an airpark to get together and discuss possible locations, runway type and length, and other issues.

If you have information on suitable locations or anything else relevant to airparks, please bring it to share with others. If you know anyone who does not receive the Chapter 33 newsletter who may be interested, please pass the word along. Call Mark Navratil with any questions at 295-9390 (day) or 393-4234 (eve).

Belle Plaine 100LL Discount

By Tom Olson

You may recall the EAA chapter member discount planned at the Belle Plaine airport last year. Unfortunately, their original billing software was not manageable, so things didn't work out very well. However, they recently were able to upgrade their credit card based fuel pump software and are now able to provide our EAA chapter members the discount that was planned last year.

Their current Price is \$2.399 per gallon and you can get an additional \$.25 off that price. To get the discount call Shannon Curran at the airport 319-444-2466 or stop in and give him your name and credit card number so it can be entered into his computer. You can also give this information to Al Thomas in Cedar Rapids at 390-4898.

Chapter Magazine Archive

By Todd Millard

Through a generous donation by Andy Andersen and Keith Williams the Chapter now has a magazine archive. Okay they were cleaning their basements and their wives made them get rid of their old plane magazines. The collection included Sport Aviation magazines from 1982 – 2000 and AOPA Pilot magazines from 1988 – 2000. These magazines are invaluable when you are researching a particular type of plane or technique.

Both the EAA and AOPA web sites have pages for searching old magazines. The EAA page is at: <http://members.eaa.org/home/magazine/default.asp> and has indexed Sport Aviation magazines from June 1953 to December 1997. They are planning a new search with an up to date archive that should be launched later this summer. The AOPA site has an area that contains the full text of any issue since January 1996, but there is not substitute for pictures sometimes. The AOPA area is at: <http://www.aopa.org/members/files/pilot/>. Unfortunately you have to be an AOPA member to access this section.

The magazines are being stored in my hangar, my wife didn't want them in our basement either, so if you would like to get an old issue, just drop me an email at todd@planetdiscover.com or call me at 393-2284 and arrange a time to stop out and pick it up.

Iowa City BBQ / Potluck

By Todd Millard

Although not an official chapter event, about 25 pilots, families, and friends from the Iowa City Airport recently got together for a BBQ and potluck in Mark and Ann Anderson's hangar. Besides hamburgers and hot dogs, we were also enjoyed seeing Mark and Ann's now flying Glassair Super II FT (very nice) and Justin and Jill



Photo by Todd Millard



Photo by Todd Millard

Fishbaugh's Glassair III project. Mark says the plane is incredible to fly and it must because he has had a big grin on his face since the first flight. Justin just recently received his 340 hp Lycoming IO-540 back from the Performance Aero Engines and it looks fabulous. If the engine runs half as good as it looks their Glassair III should be a screamer. A good time was had by all.

The Second Annual Kimble Flight Scholarship Fundraiser

By Peter Muir

Green Castle Aero Club will hold a fund raising event to benefit the Kimble Flight Scholarship. The scholarship, named for one of the founding members of the club, pays for the cost of a private pilot's license for one local high school junior each year. Green Castle Aero Club, established in 1994 and located at a small, privately owned airfield, has approximately 200 members and is engaged in the training of private through commercial pilots.

The concert will begin at approximately 7:00 PM on June 8th at the Green Castle Airport. The airport is located four miles west of North Liberty on County Road F28. Persons driving from Iowa City or Cedar Rapids should take the North Liberty/F28 exit from I-380 and proceed west four miles. Parking will be available on the airport grounds.

Last year's concert was an unqualified success and helped to raise over \$1,200.00 for the fund. The concert this year will again feature the talents of Charles "Chello" Wendt, GCAC member and a world-renowned cello player. Wendt has maintained a distinguished career of teaching and performing. His expertise for the violoncello has been well documented by his long time experience as cellist of the Stradivarius String Quartet and as principal cellist of the Quad City Symphony Orchestra. Both careers were well founded by preparation and studies at the Julliard School of Music and at Indiana University. He has been principal cellist of the Santa Fe, Atlanta and Pittsburgh Opera orchestras. Wendt is recently retired from the School of Music faculty at the University of Iowa.

Wendt will play on the Gagliano cello made in 1710 in Naples, Italy by Alessandro Gagliano, a student of the famous Italian instrument maker, Antonio Stadivari.

In addition to Wendt, Josh Russell, a flight instructor at the club and masters-degree student in piano performance at the University of Iowa, will play selections from Robert Schumann's "Carnival".

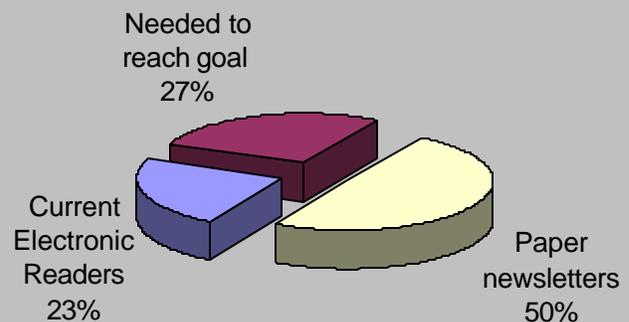
Wendt and Russell will also perform selections from Paganini, Schubert, Faure, Saint-Saens and others. The opening act for Wendt and Russel will be well-known local jazz pianist Radislav Lorkovic. He will start playing at 7:00 at Green Castle. Radislav has stories to tell of his experience on a concert tour of Alaska flying by bush plane to villages in the Alaska peninsula and the Aleutian islands. He has toured all over Europe, United States and the Far East.

Along with the music, those attending will be able to purchase refreshments, music cd's and other items with the proceeds all going to support the scholarship fund. This year's event will also include a raffle for a ride in a 1941 Stearman biplane.

The event is open to the public and members will be soliciting donations from those in attendance. Everyone is encouraged to bring a lawn chair for their own seating.

For further information, please contact Peter Muir, club newsletter editor, 319-354-1142 (evenings) or by email atpilotman1@mchsi.com

Help Us Reach Our Goal of 50%
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To join, send an email to
eaachapter33-subscribe@yahoogroups.com



President's Corner - Marion Fly-In Display

By Todd Millard

At the last Chapter Board meeting, the board members were discussing what the mission our chapter should be. Obviously the primary mission of the Chapter includes sharing flying and building information and creating a sport aviation community. But to keep sport aviation alive and well so we can continue to enjoy the freedom of flight we all love, we have to do more than "preach to the choir". In the current May 2002 issue of Sport Aviation on page 144, Scott Spangler discussed the ailing health of aviation and stated that "To maintain what we have, individual pilots must 'replace' themselves; to grow each pilot needs at least two replacements."

Our Chapter is a vibrant group that represents the best sport aviation has to offer. We need to promote aviation and help restore its health or risk losing what we all love so much. While we haven't had a chance to discuss this mission as a Chapter yet, I would like to go ahead and take the first step in this direction.

On Sunday, June 30th, Marion Airport has its annual fly-in breakfast. This is an excellent chance to spread the word to a large audience that is obviously already somewhat interested in flying. I think the Chapter should have a display at the fly-in to promote the chapter and more importantly sport aviation in general. A table/tent with a fuselage project surrounded by a circle of a variety of Chapter planes would make a great display.

To pull this off we will need the following:

Tent – open sided canopy

Table – folding table for brochures and such

Planes – 3-5 planes providing good cross section of Chapter

Fuselage project –complete enough to visualize building process

Volunteers – 6-10 people to ensure safety of planes and project and interact

If you are able to help out in anyway, please contact me. Thanks!

Wilson's Fly-in Breakfast

By David Wilson

Dave & Teresa Wilson are hosting a fly-in breakfast on Sunday, June 23. Breakfast will be from 7:30-11:00 am. Our air strip is 6 miles north of Keystone, IA. GPS coordinates 42:05.518N 92:10.993W There is an east-west runway that is 2000' long and 40' 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 2000'+ 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. Model airplanes will start flying at 12:00. We are presently working on the motor mount for the Jabiru 3300 that we will be putting on our Fisher Horizon 2. Visitors and flyins are always welcome. I can be reached at 477-6241 or 560-1708

Driving directions: Take Hwy 30 west to Keystone corner. Turn right and head north to 64th st. Turn right and go east for 1 mile to 16th Ave. Turn right and it's the first farm house on the right. 6419 16th Ave., Garrison, IA 52229

Last Meeting—Round Engine Roundup

By Todd Millard



The coffee was hot, the Krispy Kreme donuts fresh and lots of radial engines, but unfortunately Mother Nature rained out the fly-in part of our Radial Engine Roundup. Despite not being able to fly, 36 members and guests braved the steady downpour and turned out for the excellent program put together by John Ockenfels and Mark Navratil. John kicked off the meeting showing us a variety of cylinders, cases, and other radial engine parts. One massive cylinder was off a B-29 engine, the Wright R-3350 Cyclone. The R-3350 is a 2200 hp twin row, supercharged, air-cooled, radial engine with 18 cylinders and a displacement of 3,350 cubic inches. Now if I could just fit that engine on my Skybolt. Another interesting item was an inertia starter from a Stearman. You turn a handle that spins a flywheel up to about 10,000 rpm. The flywheel would then have enough inertia to turn 4-5 blades or about 2 revolutions.

Next on the program was John Butler showing off his beautifully restored Stearman. Built in 1941, John's Stearman was converted to a crop duster after the war. Growing up, John had fond memories of crop dusters flying Stearmans and spent a number of years looking for a Stearman crop duster. Finally John found the right plane in 1991 and painstakingly restored it over the next 7 years. The result is a gorgeous custom Stearman powered by a 475 hp 9 cylinder Wright R-975 Whirlwind engine. With almost twice as much power as a stock Stearman and a constant speed prop, this Stearman can really climb out.



We had a special treat next. Travis Aukes, the #3 pilot for the Red Baron Squadron for the last 9 years, talked about the Stearman he restored with John Ruyle (John Ruyle and John Ockenfels now own it).



Originally a 1943 Navy Stearman, when they restored the plane they like the Army color scheme better, so it now wears the Army colors. Their Stearman is powered by a 7 cylinder Continental W-670 rated at 220 hp with a fixed pitch metal prop. It is a spectacular plane. Next everyone mad a quick dash through the rain to Don Gurnett's hangar to see Don's plane 1942 North American SNJ-4 (T-6) powered by a 600 hp 9 cylinder Pratt & Whitney R-1340. His T-6 was actually an AT-6 attack plane used by South Africa. Since acquiring the plane, Don has been slowly replacing hoses and other items to bring it up to his standards. He has made tremendous progress and the plane looks great.

The meeting ended with Travis Aukes discussing his experiences as a Red Baron pilot and showing a video of one of the performances.

It was a fantastic meeting. Thanks again to Mark and John for organizing the program and to Jet Air for letting us use the large hangar.

Next Meeting - Monticello Young Eagles and Cookout

By Todd Millard & John Anderson

For our next Chapter meeting on Saturday June 8th we will be heading north to the Monticello Airport (KMXO) where Armin Jacobs, Thomas Meeker, and Al Wagner have organized a morning of Young Eagle flights and then a Chapter cookout for lunch.

Armin Jacob's is busy working some contacts in the area that will promote our flights and the Monticello News Paper will place an article in the paper prior to the meeting date. I'm also in contact with Camp Courageous in hopes of getting some of their kids, who are able to get into a plane and of course do not have problems that would cause us not to accept them, to the airport. This may also have an authorization problem with it but we'll give it a shot.



Plans are to have registration at 8:30 and fly as many kids as we can. Eleven o'clock is set for the shut down time but if they show up we will take care of them as long as they last. The idea was to get them there and not have stragglers though the day. Anyone interested in flying some missions should call John at 399 5711 or email joanderson@unitedfiregroup. We should be at the airport by 8:00 A.M. so that we can discuss our flight and safety plans. Even if you are not flying, John could always use your help organizing the kids and getting all of the paperwork handled.

After the Young Eagle flights we'll have a cookout with the Chapter supplying chips, burgers, hot dogs, and drinks. Feel free to bring any other dishes or food to share, but most importantly just bring yourself (and your family, the more the merrier). After lunch there should be plenty of opportunities for hangar flying and ride sharing. It should be a fun, low key meeting. Hope to see you there.



Photo provided by Max Dirks

Chapter 33 Potluck Dinner, Monticello Iowa, 1977. How many members can you pick out?

July 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." We talked with Dave Lammers--EAA's Spirit pilot, last night and he's trying to rearrange his schedule so that he can be present to 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.

Volunteers Needed

Tim Busch and Carl Carson are seeking volunteers to help with a variety of duties for the Spirit of St. Louis appearance in Iowa City on August 23, 24, 25. Call or email Tim Busch, 396-3220, email t.busch@www.mebbs.com or Carl Carson can be reached 366-4545, email oldcraft@yahoo.com.



"It is difficult for us, 75 years and a cultural lifetime removed for the event, to fathom the impact of Lindbergh's flight. Nothing else in our lifetime...so profoundly impressed the world. Nothing so dramatically and so instantly changed the course of history." Jack Cox (aviation writer)

"Col. Lindbergh is the most cherished citizen since Theodore Roosevelt." TIME Magazine, Jan. 2, 1928

The astronauts "stood in the utmost respect, and even awe, of a man who had flown to Paris." David Brinkley, 1969

"Now tell me, Captain, Lindbergh, there is one thing I long to know. How did you pee?" King George V of England, late May, 1927

Oshkosh Work Party

By Steve Ciha

Did you ever wonder what Oshkosh looks like without all the people and other stuff? Here's your chance to find out. Several members of our chapter are planning to volunteer to do pre convention set up on the weekend of June 21-23. In past years we have re-modeled small buildings, erected security fencing, worked on the interiors of the new forum buildings, and placed guard shacks all over the grounds. What will we do this year? No one knows for sure. We currently have two airplanes and six people that would like to go. Those planning to go are: Marty Eganhouse, David Koelzer, David Leedom, Larry Wood, Tom Olson, and Steve Ciha. As the weekend approaches, we will figure out who will be flying and who will be driving up. If you would like to join us please let me know at 438-1204. If we had a couple more planes we could all go in style.

Editor's Rant

By David Koelzer

Well, our beloved state legislature is at it again. Not satisfied with cutting airport safety funding from \$2.7 million down to half a million for fiscal 2003, the legislature, in an emergency session now believes that a single dime is too much to spend on the upkeep of weather observation systems, the runway marking programs, the windsock programs, and the aviation improvement programs. While half a million sounds like a lot of money, the state's shortfall is projected to be \$216 million! Is it worth completely eliminating the pocket change the state spends on aviation safety programs to reduce the shortfall to \$215.5 million? A single general aviation crash could easily create far more than \$500,000 in damages and an airliner many times more not to mention the loss of life. How much money does the state collect in 100LL & JET-A sales tax, aircraft registration fees and use taxes? Will the state stop collecting these taxes now? Will pigs start filing flight plans? How much general revenue does aviation bring into the state? Has the state found a new recipe for cooking golden egg laying geese? This is a battle that we all must fight. The pen may be mightier than the sword but the telephone is like a laser guided smart bomb. This emergency session won't last long. Call-Call-Call your state representatives now!

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, 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. Carl has been riding in or flying this airplane since 1943. The T-craft has been recovered twice but has never been RESTORED. It is an airplane to fly and enjoy without spending much money. 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

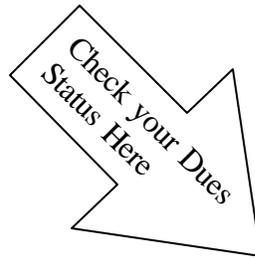
FOR SALE: 25% Share of 1941 Stearman Biplane NC64712 based in Iowa City. The owner is selling his share because he purchased the major share of a newly restored Stearman that is now kept in the hangar next to this one. 220hp Lycoming, full electrical system, radio, Loran, smoke system. Well maintained, always hangared and flown regularly. \$17,500. John Ockenfels 319-351-3461 evenings or 319-351-2848 daytime.



Photo by Todd Millard



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In The June 2002 Issue...

Short N-number, Scholarship, Spirit of St. Louis, Marion Fly-in

Chapter 33 Calendar

June 2, 7-11am: Flight Breakfast Pilots Association, Washington, Iowa

June 8th: Meeting in Monticello, Young Eagles & cook-out, team of Thomas Meeker, Al Wagner & Armin Jacobs. Young Eagles & Cookout

June 23, 7:30-11am Flight Breakfast, David & Teresa Wilson's airstrip near Garrison, IA

June 29, 8am Fly-in Breakfast Jefferson City MO (573) 556-6793

July 12, 7pm: Meeting at Hills Bank, Spirit of St. Louis with a team of Gunther Frank, David Culbertson, and Jill & Justin Fishbaugh

World's toughest spot landing contest



Keep in touch with chapter members.
Join the Chapter 33 email group:
<http://groups.yahoo.com/group/eaachapter33/>