

January 2008

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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USAF Museum Visit

By Mark Navratil

There I was, cruising along cross-country. The drone and vibration of the engine was having a hypnotic effect, making me sleepy. The sun was getting low in the southwestern winter sky. There was nothing to see outside except gray clouds and empty fields covered with patchy snow. I was thinking about how nice it would be to see some blue sky and sunshine when my thoughts were interrupted by Skyler's voice from the back seat asking (for the hundredth time), "Daddy, when are we going to be there?" I glanced at the Garmin 496 for an update on our progress. Over 150 miles left to go. This wouldn't be so bad except the ground speed was only reading 74 mph. I sighed. In the RV we would have arrived hours ago, but in the minivan, a four-hour flight turns into a two-day drive.

We were on our way home after spending the Christmas holidays with my in-laws in Virginia. There are several routes one can take between VA and IA, and it seemed like a toss-up as to which one would be faster. When all else fails, find a place on the map that has something airplane related to assuage the pain of the long road





trip. So I picked the route through Dayton, OH. Found a nice hotel with a pool and a hot tub located less than a mile from the USAF museum at Wright Patterson Air Force Base. This worked out well; we arrived into Dayton mid-afternoon and I dropped off the family to enjoy the hot tub while I headed over to the museum.

Admission to the museum is free. I only had a few hours before closing time, nowhere near enough to see everything. You could spend several days there if you wanted to read all the information for each display. I did have time to wander through and get a taste of what's there, which in-

cludes hundreds of aircraft ranging from the early biplanes to the latest military hardware like the F-22 and B-2. I wanted to take more pictures but the museum is large and dimly lit, making it difficult to take decent photos with the wimpy flash on my camera. There is also an IMAX theater featuring a variety of aviation-themed films.

Not all the aircraft were USAF. There was a good sampling of airplanes from U.S. Allies like the Tiger Moth, Spitfire and Hurricane, as well as bad guys like the Mitsubishi Zero, FW-190, ME-262, MiG 29 and others. There was also an area commemorating the space program including artifacts such as Mercury and Gemini capsules and



the Apollo 15 command module (which carried an all-Air Force crew). I didn't see any homebuilt's on display. Perhaps when the world runs out of oil I'll donate my RV. It says "US Air Force" on it so I'm sure it will fit right in between the SR-71 and X-15.

If you haven't had a chance to see this museum I would highly recommend you consider stopping for a visit the next time your cross-country travels take you through Ohio. I am even considering a trip back to Dayton, this time in the RV, to spend a weekend there. If anyone else is interested please let me know.

Trying to Buy a Glider

By Jim Meade CFII

Two events came together recently to inspire me to buy a glider in the near future. First, my name came up on the Iowa City hangar list sooner than I'd expected, so I have an empty hangar to fill. Secondly, I've been progressing in soaring to the point where I'd like to have my own ship in which to develop my skills. As you may guess, both of these issues are constrained by what I'm willing to spend.

Searching for a "cheap glider" led me through the usual maze of a friend of a friend until I ran across a suitably priced machine with trailer in California. This glider, an LP-49, had been started from a kit 35 years ago and was just now being completed. The owner and builder, an elderly ex-Continental Airline pilot, didn't finish it earlier for personal reasons and now his wife finally gave him the dreaded ultimatum - "get that thing out of our house". (Of course, the sailplane was not in the house, but we know what the phraseology really means!)

An LP-49 is a single-place, metal and composite aircraft that was designed and built by Laister Sailplanes, Inc of South El Monte, CA. The company holds a type certificate and produced a few sailplanes. Others were sold as kits, and some of the kits, like this one, were completed in the Laister facility under the supervision of Laister engineers. You see LP-49's registered as both production and experimental craft.

In any event, after a lot of internet and personal investigation I decided to go ahead with the purchase contingent on an inspection and the paperwork being completed. The glider had been registered as being a standard production machine but in fact it was an experimental. The condition inspection was satisfactory and the DRE is ready to award an Airworthiness Certificate as soon as the FAA accepts and posts the corrections to the registration.

So, I have a new hitch on my pickup and an "understanding" to "exchange" the glider for some money in the near future in the vicinity of Denver after the AWC is issued. Now, if I can only get someone to tell me how long it will take the FAA to correct the registration mistake? Will it be in time to fly it this coming season? I sure hope so. And, as you guessed, it has not been flown at all so I'll get the chance to get the operating limits amended or otherwise changed so that I can fly off the 10 hours required for gliders in my local area rather than in southern California. I expect to ask for a 25 nautical mile circle based on the town of Lone Tree, IA, which includes Muscatine, where glider operations take place, Iowa City, where my hangar is, and a number of other hard and dirt strips such as Washington and Tipton. In initial talks with the FSDO in Des Moines, it seems they can not or will not approve flights outside their area, which means I lose a little strip of the circle that crosses the Mississippi into Illinois, and I'll probably lose the area the overlies Class C airspace at Cedar Rapids. The exclusion of those areas won't hinder the fly-off at all.

I'll keep you posted and if you see N888LP slipping noiselessly along, give me a wave. Hopefully the next newsletter will include a report on it's safe arrival in Iowa City. In any event, I'm excited to be a potential experimental aircraft owner and look forward to some enjoyable soaring in this year. I'm hoping the paperwork is corrected soon and the deal goes through smoothly or I'll be back in the hunt for something inexpensive to put in my hanger and fly this year.

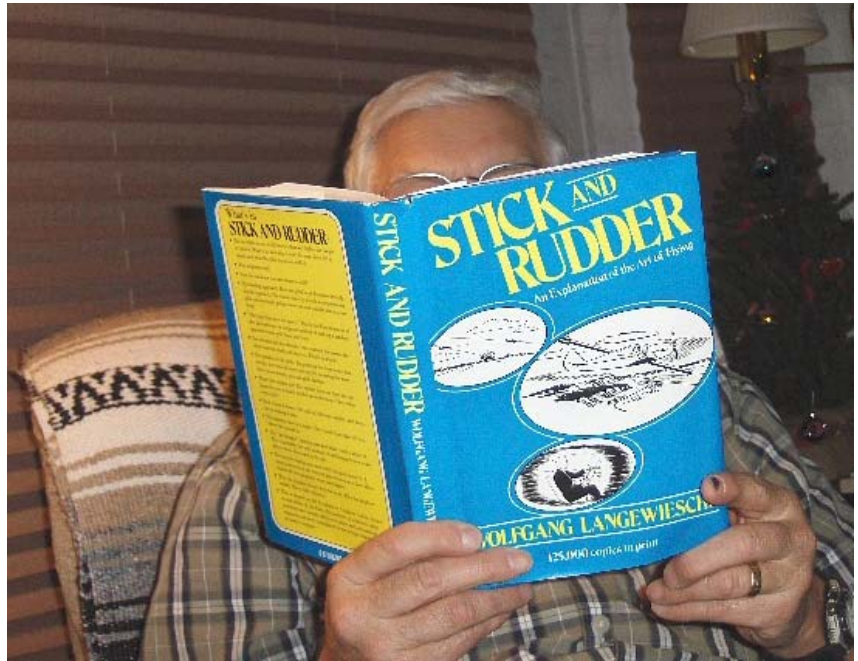
Stick and Rudder, a great read!

By Keith Williams

Now that the caucuses are over, and assuming that all the snow you need to shovel has been shoveled and that the WX is not good for flying, what are you going to do the rest of the winter?

My suggestion: read "Stick and Rudder" by Wolfgang Langewiesche. It could pay big dividends when you are able to go flying again.

It has been 50 years since I first started flying, yet I've never read this classic aviation book. I've only begun the book, but have already concluded that each of my instructors should be given 20 lashes for not making it required reading during my training.



The reason the book was written is interesting in itself: Mr. Langewiesche observed that when pilots talked about flying what they *said* regarding what they did or what happened did not match what they *really* did or what actually happened. The book was an effort to explain what *really* was going on in this relatively new activity.

The book was originally published in 1944, when I was but seven years old and powered aviation itself was only 41 years old. And remember, that 41 years was from a cold start with NO prior experience. Given that fact, the insight of the author is amazing. In the section I've read so far, I've found nothing with which I can argue and plenty of great explanations.

And so far, there's no math involved! Just good, plain (plane?) common sense comments which simply explain what he admits is a very complex matter. Since the copyright laws do allow for brief passages in reviews, I'll provide some snippets here to try to whet your appetite for more.

Part I, titled "Wings," concentrates on Angle of Attack. Basically, Angle of Attack is the key to understanding all flying. As I read it, I wondered why anyone would build---or fly!--- an airplane *without* an Angle of Attack indicator. (David K. and others who use them, how about an article on flying with AoA indicators?)

The author suggests that airspeed is a reasonably good proxy for Angle of Attack. He talks about listening for the sounds of an airplane, as mentioned here:

"The older open-cockpit biplanes used to be flown largely by the sound of their bracing wires; it used to be said that if a student tightened up in one of those and slowed it up dangerously in the glide, the wires would hum down a descending melody, "Nearer My God to Thee"---quite an

appropriate stall warning."

He makes a case for control position indicators, especially the elevator because:

"...the true purpose of the "elevator".....is an Angle-of-Attack control, not an up-and-down control."

The discussion of Angle of Attack alone is worth the price of the book. Wouldn't this make a great subject for discussion at an EAA 33 meeting some Winter night!

Ever wonder what really happens, and why, when you fly through updrafts and downdrafts? It's covered before you get to page 78!

I believe Jim Meade may have reviewed this book many months ago. If he hasn't perhaps we can prevail upon him to do so. (Editor: Jim Meade's review appeared in the March 2005 issue page 3 http://www.eaa33.org/newsletters/archive/03_Lippisch_mar2005.pdf)

And now a question running through my mind: How many times has Don Gurnett read "Stick and Rudder?"

Movie Night at the Inn

By Jay Honeck

It's a free aviation movie every Tuesday Night, shown in our theater on a 104" screen with "surround sound". It's always an aviation-related flick, with free admission, refreshments, snacks, and hangar flying.

Tuesday, 1/15 The Court Martial of Billy Mitchell

Tuesday, 1/22 The Fighting Lady

Tuesday 1/29 The Dam Busters

Doors open at 6:30 with flight sim time (on our Kiwi full-sized flight simulator), with the movie starting promptly at 7 PM. It's held in the "Jack Knight Meeting Room" at:

The Alexis Park Inn & Suites
1165 S. Riverside Drive (Right next to Rwy 25 at K10W)
Iowa City, IA 52246
Toll free 888-9ALEXIS.



Carl's Recovered Taylorcraft hits the scales

Photos by Carl Carson





Last Meeting - Holiday Banquet

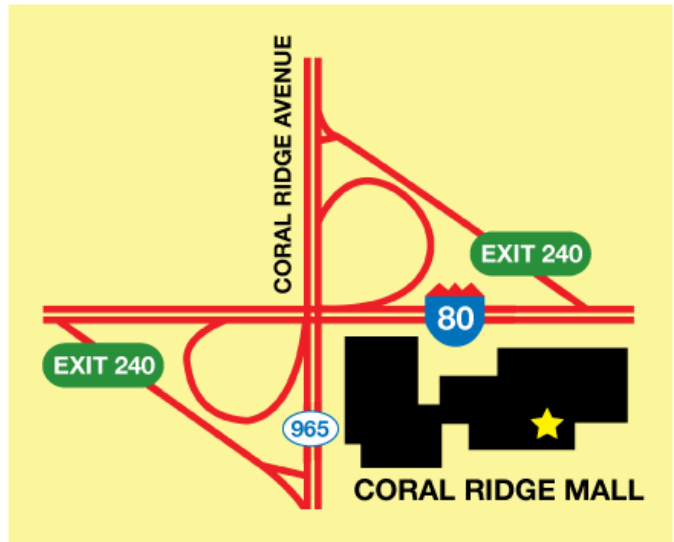
For our Holiday banquet, John Anderson secured the Coe College, Clark Alumni House and arranged a fabulous buffet for us. After we all finished up the cheese cake, Marv Hoppenworth gave a presentation with many slides of aircraft and their builders from the early days of the EAA fly-ins during the Rockford years.

Next Meeting – Iowa Children's Museum & Polished Prop

Our January meeting will be a little late this month, in-fact so late that it will be Friday, Feb 1st at 7pm (social time from 6:30 - 7) I think it will be worth the wait thought. We will meet at he Iowa Children's Museum (see map below) Deb Dunkhase, Executive Director of the museum will present their plans for an aviation exhibit <http://theicm.org>

Also we have arranged for Mark Mumaw from Polished Prop will discuss aircraft cleaning and polishing <http://polishedprop.com>

It should be a fun meeting at a new venue for us so I hope to see you all there.



I'm Todd Millard and I Approved This Message

At our November meeting, Mark Navratil and I were elected as the new Vice President and President respectively. I have not been as active in the Chapter as I would have liked the past few years, so I would like to introduce myself to the newer members. Just like most of you, I have been in love with planes all of my life. I took my first flying lessons in high school in 1981, took a bunch more in college, a few more in my late twenties, but didn't have the time and money to actually get my license until 1998. I am currently just a pilot, not a builder. I bought a Cessna 182 in 2000 recently upgraded to Columbia 400. (and I promised the Editor to write an article and pictures from the newsletter some day) For a few years I was fortunate to co-own the beautiful Skybolt biplane that Jack and Steve Rezabek built. That was a great airplane.



I have been an EAA member since 1985 and a Chapter member since 2000. I was Chapter president during 2002 -2003 during which time we hosted a B-17 visit, a Spirit of St. Louis visit, participated in Fly Iowa. I had a wonderful time as President. We had some great meetings, made some wonderful friends, and really felt like I was part of the flying community.

In 2003 I started my second Internet company and between it and my young kids, my free time disappeared. So after my presidency ended, unfortunately my Chapter participate dropped off the charts. I tried to stay active in Young Eagles, but didn't make it to many Chapter meetings. Steve and I ended up selling the biplane as it wasn't getting flown enough and my flying of my C182 dropped off dramatically.

I am happy to say that all changed now. About 18 months ago I sold my company and as of January 31st, I am taking another mini retirement. Time to recharge the batteries, revive friendships, and have some fun. So last November when Mark asked me if I would run for President, I jumped at the chance. You will all be seeing much more of me this year and I am excited to be your president again.

Membership Renewal Dues

It is that time again. Dues are \$15/year, \$25 for 2 years, or \$35 for 3 years. Add \$10/year for paper newsletter (electronic newsletter delivery is free)

You can check your dues status on our Chapter website in the Members section. You need to login to see your status. Click the "Sign In" link at the top of the members page. Or use this link <http://www.eaa33.org/members/index.php?login=1>. Enter your last name and your EAA#, click "Login" then you can go to your name in the member list and check out your membership status at the bottom of your individual page. Don't worry only you can see your status. Also take a minute to check your address, phone# and email address and update them if needed.

If your membership is paid only thru 2007 then Please send your completed application for 2008 and check to: EAA Chapter 33, c/o Thomas Meeker, 440 N. Troy Rd, Robins, IA 52328

If you have any questions about your status you can contact Thomas Meeker 319-899-0037 or tomomeeker@msn.com

Fly Market

FOR SALE Garmin 96C in at \$450.00. I think they sell new for around \$495 but I've included the auto kit which is another hundred or so. This is a small battery operated color display with obstructions. It will run for 12 to 13 hours on two AA batteries. I've got a 496 now and have to use my gell cell to keep it running! Jim Zangger 712-477-2230 (home) 605-370-1139 (cell)

FOR SALE GOLD WING aircraft in flying condition - Ken Dodson 319-629-4669

FOR SALE Wing & tail parts for UltraLite type airplane. Any Offer - John Banes 319-846-2033

FOR SALE P-38 Lightning ultralight for sale. - Dan Knoll at 848-4406 for details.

FOR SALE 2000 Phantom X1 Ultralight, 125 total hours, Rotax 447 engine, BRS 750 parachute, 10 gal tank, Great Flying Aerobatic Airplane, More info available at www.phantomaeronautics.com \$7000 or make an offer, - Jerry Maxwell Phone (319) 393-8560

Chapter 33 Calendar

Jan 26 11:30am–2:30pm 11th Annual Chili Fly-In, Greenfield Municipal Airport

Feb 1 6:30 pm Chapter Meeting, Iowa Children's Museum, Deb Dunkhase presenter & Mark Mumaw from Polished Prop

Feb 1-2 17th Annual Midwest Aviation Maintenance Symposium and Trade Show. The Hotel at Gateway Center Ames, Iowa Sponsored by the Iowa Chapter of PAMA

Apr 23-24 Iowa Aviation Conference. Sheraton West Des Moines Hotel, for more information visit www.iawings.com



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