

March 2009

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:** David Miles  
585-703-2485  
[david.miles@mchsi.com](mailto:david.miles@mchsi.com)

**Vice President:** Mark Navratil  
319-393-4234  
[czechsix@msn.com](mailto:czechsix@msn.com)

**Secretary & Newsletter Editor:**  
David Koelzer  
319-373-3257  
[david.koelzer@mchsi.com](mailto:david.koelzer@mchsi.com)

**Treasurer:** Larry Wood  
319-395-9348  
[elwood140@aol.com](mailto:elwood140@aol.com)

**Flight Advisors:**  
Dave Lammers 319-377-1425

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

**Young Eagles:**  
John Anderson 319-310-7089  
Connie White 319-393-6484

**Board of Directors:**  
Tom Olson  
Randy Hartman  
Tom Caruthers

[www.eaa33.org](http://www.eaa33.org)

## A Visit With Two Texas Craftsmen

By Keith Williams

Early in February, I took a hospitalized neighbor's daughter to the airport in Austin, TX, about a 3-hour trip from our park here in Rockport. On the way home, The Big White Horse (my Ford pickup) suddenly lurched to the right, completely uncontrollable.

Once I got it under control, I was shocked to find that I was at the Lockhart airport. How fortunate to have a problem like that and end up among friends, even though they were friends I'd not yet met.

But it didn't take long. I rode up and down one aisle between hangars; no action. In the next aisle, there were at least two open hangars. The first one had what looked like two Prescott Pushers in it. When's the last time you saw a Prescott Pusher? When's the last time you saw two Prescott Pushers?



Bobby Hughes' RV-10  
Mazda powered  
Lockhart, Texas

I continued scouting out the row. On the way back, I stopped at an open hangar and met Bobby Hughes. Bobby is in year seven or so on an RV-10, or, as he calls it, an RV-9 ½.

But this is no ordinary RV-10! It's powered by a two-rotor Wankle engine, Mazda by birth, I think. And it is gently turbocharged. Clearly, Bobby is a believer in this engine installation and has invested hours of research, design, and building into the installation. There's one other more-or-less similar configuration flying.

The installation includes a planetary reduction drive which appears very small. Bobby says its performance is without question; that drive has been around several years and performs flawlessly.

The prop is electrically controlled. You can see the re-drive and prop mechanism in the picture.



Bobby says you don't build just one airplane; you build three airplanes. The first part is just practice. The second not too bad, but can be improved upon. The third one goes on the airplane.

He's well along on the wiring. He anticipates running the engine in the relatively near future.

I commented that the airport seemed very busy for such a small town. He said that two airports in the Austin area had closed in recent years, and the "big" airport had taken over the airbase and

had not built any hangars. Folks took them to task for that, so they were forced to provide hangars since “free” money had been used. So they built some hangars---but not nearly enough to meet the demand. (Sound familiar?) This all creates a busy little airport at Lockhart. And lots of driving for builders and pilots.

I asked if those really were Prescott Pushers in the hangar across the way. “Yes,” he said, and Mr. Prescott is over there working on them.”

That sealed it; I had to stop there, too. (Secret admission: I probably would have stopped anyway!)

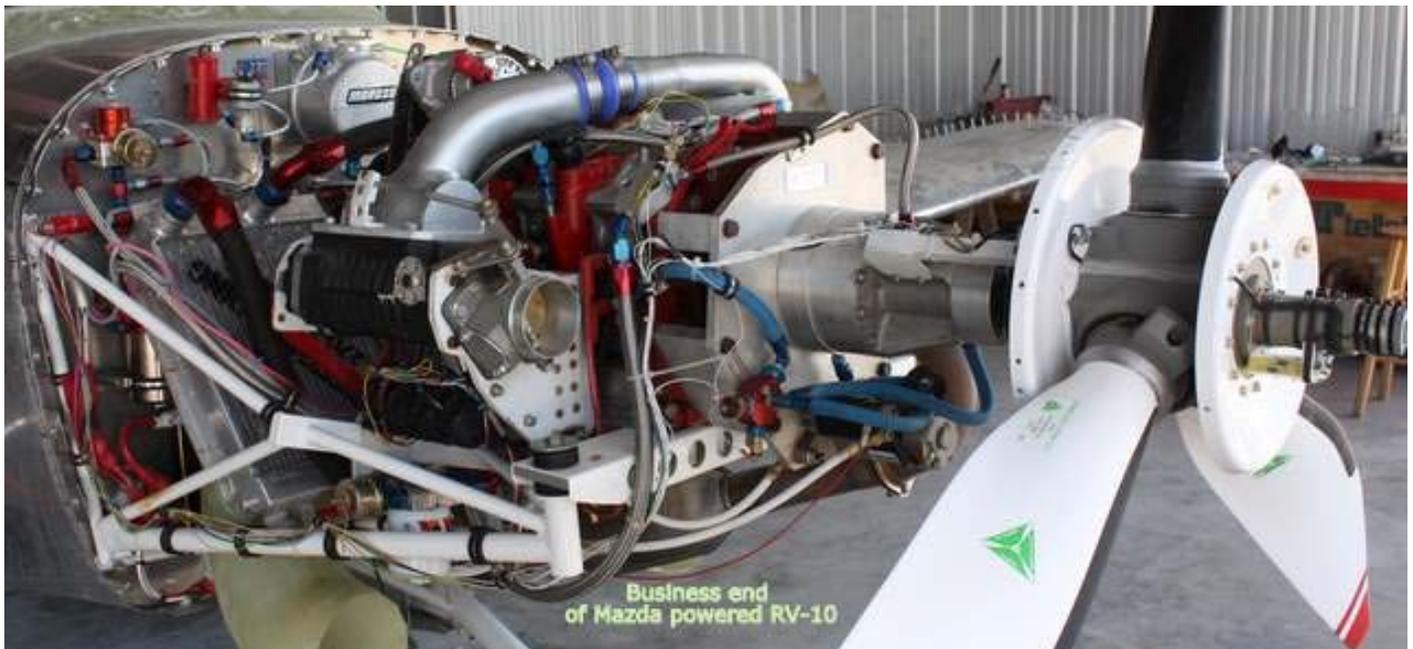
Were there really two Prescott Pushers in there? Or had two become one? (Remember the Twin Mustang?)

Were they becoming jet or turboprop powered?

Was the CIA or equivalent involved? And how about Home Security???? Could they possibly be involved with anything as practical as an experimental airplane which cost way less than a million bucks?

And, most importantly, what about the problem with my truck?

Continued next month...



# Last Meeting - Randy Hartman's Lancair

For our February meeting, we met at Randy's hangar to see some of the projects he has under construction. His latest plane is a Lancair 360 with new prop, paint and panel. He hope to send it to a upholsterer in Colorado to finish the interior soon. Then Randy plans to fly to Sun-n-Fun this April and have it judged there. The plane is a beauty and I expect he will seeing some awards later this season.

Randy also showed us a customers Lancair IV-P which is being converted back to piston from a turbine. John Sapp's Berkut was there on it's gear but still under construction as well as Randy's award winning Longez.

Many thanks to Randy for hosting this meeting and letting us peruse his various projects.



# Next Meeting – Iowa Children's Museum

We will one again tour the Iowa Children's Museum at the Coral Ridge Mall on Friday March 13th at 6:30pm. Deb Dunkhase will start off with a tour of the entire Museum and then finish up at the new **Take Flight!** exhibit which is due to open this June.

The ICM has adult and youth volunteer opportunities that accommodate a wide variety of interests and availabilities. Volunteers are needed to facilitate our many interactive exhibits. Some responsibilities include, but are not limited to, interacting with children and their families visiting the museum, assisting with the upkeep and cleaning of the museum exhibits, assisting museum staff with ongoing projects, and facilitating any special programs.

# Future Meetings

Max Dirks has a speaker for our Spring Banquet. We are still working with him on an exact date but based on the speaker's availability it would be the 1st or 2nd week in May. Stay tuned for further details

As for April, Jay Honeck of Alexis Park Inn and Suites has allowed us to have our meeting there. It would be on Friday 17th at 7:00pm (this is after Easter and before AOPA Sun 'n fun). Jay has volunteered to provide snacks/refreshments. We would watch an aviation movie (he has about 200 to choose from) and he also said he would open his doors at 6:00pm for flight sim time on one of the new **Penguin** simulator which are slated to go into the ICM **Take Flight!** exhibit



## Fly Market

**FOR SALE:** My 1958 172. I have owned the airplane for 30+ years. I am changing to Sport Pilot so can't use the 172 anymore. Airplane is based north of Cedar Rapids, Iowa at my private strip. The airplane is low time and clean. All logs available. Fresh annual on 6/30/08 shows compression to be: (77, 78, 78,77,77, 78)/80. Autogas STC, Cleveland brakes, new Gill battery 2006, mufflers rebuilt 2005, new intake hoses 2005. Airtex interior, good paint. TTAE 2620 SMOH 823 Radios are basic. New ICOM A200.

Dave Yeoman 319-377-4188



## Chapter 33 Calendar

**Mar 13 6:30pm** Chapter Meeting, Tour of new **Take Flight!** Exhibit at Iowa Children's museum, Coral Ridge Mall

**March 14, 8am -1pm** EAA Chapter 919 Annual Chili Feed Fly-In, Rushford MN Airport, (55Y)

**April 4 11am-2pm** Annual Chili Fly-In/Drive-In, Fort Dodge Regional Airport

**April 5 8am - 12pm 19th** Annual University of Dubuque Flight Team Fly-In/Drive-In Breakfast Dubuque Jet Center, Dubuque, IA, (DBQ)

**April 11 8am-12pm** Annual Flight Breakfast, Hosted by: ISU Flying Cyclones & Hap's Air Service, Ames Municipal Airport

**April 17 7pm** Chapter Meeting, Aviation Movie and flight sim, Alexis Park Inn



In the wake of the recent Hudson River incident, the FAA is implementing new anti-bird measures for all airliners

In The March 2009 Issue...

A Visit With Two Texas Craftsmen



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