



The Lippisch Letter

November 2004

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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RV-8 to Las Cruces, New Mexico

By Mark Navratil

Here's a few pics from the trip Alan and I took in his RV-8 to Las Cruces, NM a week ago. About 215 RV's (the flying kind) showed up for the fly-in there plus some spam cans and other experimentals. It was a very laid-back event, no vendor booths or forums or entry fees. Just lots of standing around, swapping lies and shooting the breeze under beautiful blue skies with temps in the 70's. I had never been to southern NM before so it was interesting to see that part of the country. We wanted to fly through the White Sands Missile Range but it was 'hot' while we were there and we didn't feel like playing target drone so we went around it. The rug-



ged spikes seen in the background of the above picture are the



Organ Mountains, obviously because they look like a pipe organ. The U.S. sure has a lot of neat things to see, especially from the air. Even better when you have a fast airplane to get around in...



Our trip both ways went well with good weather. It took 7 hours flying time going down due to headwinds and 5.9 hours coming back with tailwinds. We made one stop each way at West Woodward, OK for gas and lunch. Captain Kangaroo Kritzman entertained the folks at the FBO with his multiple landings both times. He claims there's something wrong with that runway. Nevertheless his new call sign is "Bounce". What was even more entertaining was driving the courtesy car into town for lunch. The car would quit every time Alan took his foot off the accelerator. Putting it in Neutral helped, so we lurched our way along, shifting between Neutral and Drive and restarting about every 10 seconds. Took us two lights to make a left turn at the intersection into Subway. Good thing Alan was driving because I was laughing so hard I couldn't see straight. Funniest thing of all is that in Woodward, Oklahoma I don't think anybody else even noticed something out of the ordinary with our car.



Civil Air Patrol "Hawkeye" Squadron's one-year anniversary

By Jay Honeck, CAP 2nd Lt.

The local Iowa City Civil Air Patrol squadron (the "Hawkeye Squadron") celebrated their one-year anniversary with a pot-luck dinner held in the airport terminal building's 2nd floor conference room. (See pix from this event at www.alexisparkinn.com/hawkeye_squadron_anniversary.htm)

The squadron commander, Captain Casey Schroder, took pleasure in promoting and recognizing several cadets and senior members.

CAP, an auxilliary arm of the U.S. Air Force, is responsible for 90% of the search and rescue of downed pilots in the U.S. Open to all people interested in aviation, cadets must be 12 years or older to join, while senior members may be any age over 21.

As members since last spring, my 14 year-old son (Joey) and I have found the Hawkeye Squadron to be quite interesting, and a great experience. Because of CAP, Joey has flown a glider, learned how to you use radio direction finding equipment, and gone on several fun and educational encampments.



As a newly promoted 2nd Lieutenant, I have been made the squadron's "Aerospace Officer," and have enjoyed organizing and conducting educational talks on flying, how an airplane works, and keeping the squadron generally focused on aviation.

Upcoming events include firearms training, a control tower tour, and flight simulator time in the Air Force's F-16 simulator in Des Moines.

The Iowa CAP wing is now based in Iowa City, giving our airport a much-needed boost. CAP will be a major player in the future of our airport for many years to come, and membership in the local Hawkeye squadron can only help to maintain and enhance the viability of our airport.

Anyone interested in more information about our local CAP squadron, please feel free to contact me at AlexisParkInn@mchsi.com.

Blue Skies!

Presidential Words - Corrosion Prevention

By Tim Busch

Building or restoring an airplane is work; a lot of work. It takes years of dedicated effort, usually while working a full time job, spending nights, weekends, and vacation days to complete a home-built. The benefit of course, is lower cost for the aircraft, lower maintenance costs, since the builder can perform all the maintenance, and better capability than is often available from manufactured aircraft.

The downside is the builders often fly very little during the time they build. During this time, proficiency lapses. I call this mental corrosion; brains get rusty. Builders need to be careful to regain their flying skills before launching into the wild blue in their new machines. Statistics show that builders with very little recent time have a higher accident rate than those who are proficient pilots.

And what constitutes a proficient pilot? According to the FAA, you are current if you make three takeoffs and three landings to a full stop every three months; do the same thing at night, and you are also night current. Carried to the extreme, you could be legal and accumulate less than two hours a year. But would you be proficient? Of course not. Forty or fifty hours is a reasonable annual goal, but there are different kinds of hours. Boring holes in the sky around your local airport every weekend is different than a handful of long cross country flights a year. In one case, you may become a skilled stick and rudder pilot, but your navigation skills suffer, and in the other case, you become proficient at managing aircraft systems and navigation, but stick and rudder skills diminish.

The best way to proficiency is variety from flying under many different conditions: long and short trips, large and small airports, concrete and grass runways, widely varying wind conditions, and even different seasons. When was the last time you did a stall – a real stall, not one of those, “I almost heard the horn that time” stalls, but a “dance on the rudder and see how deep it will stall without a wing drop” type of stalls? Many people are not comfortable with stalls and spins, but the time to learn to recover from them is NOT when you’re accidentally in one! At flight review time, try something different than a normal hour around the patch with an instructor. How about attitude upset training (spins & aerobatics), a tail dragger endorsement, a seaplane, glider or multi-engine add-on license? Everything you add to your repertoire will improve your flying skills.

So while you are hard at work on that new Gee Whiz 5, take some breaks to go fly. Keep those skills shiny and prevent corrosion whenever possible.



Last Meeting - RV-8a Project Visit

By Tim Busch

The October chapter meeting was held at the Navratils' to view Mark's beautiful RV-8A as it nears completion. Mark explained many of the trial and tribulations of building an RV and also gave us a lots of details into techniques and trick that go into a high quality aircraft paint job. It looks like it won't be long until Mark is flying a mighty fine looking aeroplane. Thanks to the Navratils for hosting the meeting and special thanks to Kathleen for the very tasty airplane cookies.



Next Meeting –

By Tim Busch

Our next meeting will be held at Beems Auditorium, in the Cedar Rapids Public Library, 500 1st Street SE in Cedar Rapids on Friday, November 5th at 7:00 pm.

We have a real treat for the next meeting. Our program will be presented by Alexander Lippisch! Yes, THAT Alexander Lippisch. A series of videos has been located and we will play some of them at the next meeting. The Secret of Flight was produced by the State University of Iowa (now Iowa State University) and Collins Radio Company (now Rockwell Collins), starring Dr. Lippisch. See Chapter 33's namesake perform visual explanations of aerodynamics.



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Editor's Rant

By David Koelzer

If you have not made up your mind about who to vote for on November 2nd then you better get off your a\$\$ and make up your mind already. Our Soldiers are fighting in distant lands, civilians are being decapitated on Al Jazeera TV, masked Al Qaeda thugs are making new video taped threats, the federal deficit is sky rocketing even faster than gas prices, Yasser Arafat may be on his death bed and to top it off the Red Sox won the World Series!!! If these aren't signs of the "end times" then I don't know what are. So get out there and VOTE.

If you still need help deciding then check out AOPA's web site for interviews with George W. Bush & John Kerry and their positions on aviation issues:

<http://www.aopa.org/pilot/features/2004/election0410.html>

Fly Market

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

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



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RV-8 to Las Cruces NM, CAP Anniversary, Corrosion Prevention

Chapter 33 Calendar

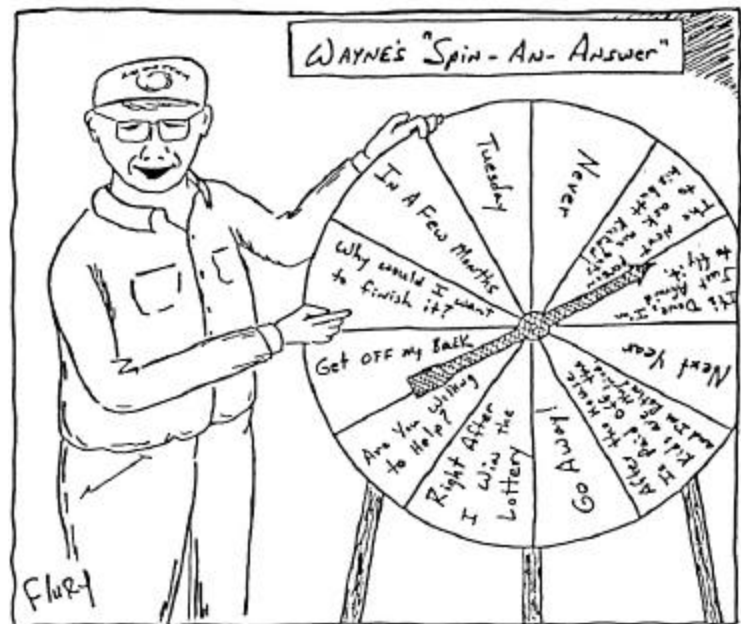
Nov 3-4 Annual Iowa Aviation Conference, University Park Holiday Inn, West Des Moines, Iowa

Nov 5 7PM Chapter Meeting, Dr. Alexander Lippisch's videos, Beems Auditorium Cedar Rapids Public Library

Feb 4-5 Midwest Regional Aircraft Maintenance Symposium and Trade Show Sponsored by: Iowa Chapter of PAMA, Gateway Center Hotel Ames, Iowa

The Funnies

by Wayne Flury



"Hi Fellow Builders. This is Uncle Wayne with a solution to that well meaning, but sometimes annoying question: 'When will the airplane be finished?' Just use the *Spin-An-Answer*. Send me a check or money order for yours now! Have fun making up your own replies!"