

August 2007

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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AirVenture Cup Air Race 2007

By Greg Zimmerman

The Airventure cup race is the world's largest Cross Country air race. Last year Harry Hinkley raced 301E to a third place finish in the Sport class, at 278.53 MPH. He was only 6 seconds off the 2nd place plane which was also a Swearingen SX300. This Year I was able to race, with Harry being the Co-Pilot.

We arrived in Dayton just before Noon on Saturday the 21st. We checked in, got our Race credentials, met with some old friends and looked over the competition. This year the planes to beat were one Nemesis NXT, several Lancair Legacy's and Glassair III's, along with the usual Swearingen competition. That night we had a nice banquet at the Engineers Club, a few beverages and then off to bed.

Sunday morning we were at the field early for last minute speed tweaks, wax job etc. There was much good natured ribbing with the other Racers about running this year with the gear down, flying the





race at 18,000 feet etc. Usually the fastest handicapped airplanes are flagged off first but this year owing to how some of the planes were parked several Long EZE's, Velocity's etc were off before us at about 30 second intervals. It is quite exciting passing planes along the way.

The highest altitude we flew was 2,500 ft with passes at the checkpoints of between 5 and 20 ft. The first checkpoint was Kankakee Ill. That was where we caught one of our rivals, a Lancair legacy that on

paper should be faster than us. It was quite a rush following him down the runway at 10 ft and then passing him a short time later. It was at that time we realized we were having a good day and had a chance of a better standing this year.

The other check points were at Rockford Ill and the finish line at Lomira WI. We ended up getting 2nd place this year in the Sport Class with a speed of almost 303 MPH over the 500 mile distance. We would have also finished 2nd in the Unlimited Class. The Nemesis NXT beat us in the Unlimited and a VERY souped up Lancair Legacy in the Sport Class. We were very pleased with our Third Place overall. All the racers recover at Fon dulac and then flew as a group into Oshkosh. It was a very enjoyable experience and would encourage anyone to enter next year as it is a fun group and a good time.





EAA Concert Band Performs at Theater in the Woods

By Keith Williams

For the first time ever, there was a performance by the EAA Concert Band! I and 50+ new friends made up the band.

Elton Eisele, band director at Niles, IL, pilot, and long-time departure briefer at AirVenture, had wanted to form an EAA band for several years. Last fall, his desires fell on the proper set of ears and he was told that it was a "Go!" Earlier this year, a call for musicians was put out in the weekly newsletter. About 6 weeks ago, a "plain brown wrapper" arrived with several pages of music inside.

We were instructed to "learn the music because we won't have time to do that at Oshkosh" and show up at the Nature Center on Tuesday and Wednesday mornings at 0800 for an hour-and-a-half practice session. We were to be the opening act at Wednesday evening's Theater in the Woods program. (I like to think of it as the warm-up act for FAA Administrator Marion Blakey and Chuck Yeager's description of his breaking of the sound barrier 60 years ago.)

I played my baritone horn, purchased new in about 1950 for use in the Lime Springs High School band. The school burned in 1960; the horn and I are still going.

In true Oshkosh fashion, I sat between a Ford engine engineer and a Brit who lived in France. Two more new friends from Oshkosh!

The band performed about eight pieces, including music from The Right Stuff and Airport. A neat touch was our rendering of Amazing Grace with a bagpipe solo at the beginning! The 40-minute performance closed with the popular and easily recognizable National Emblem March. The entire gig was certainly enjoyed by Conductor Eisele and was for him a dream come true.

The nearly-full-house audience seemed to appreciate this new addition to Theater in the Woods entertainment ---at least they gave us a standing ovation. That was probably enough to ensure that next year there will be the second version of the EAA Concert Band!

Homebuilt Camping

By Steve Ciha

Where do you stay when you stay overnight at Oshkosh? Are you fortunate enough to stay in a nice air conditioned room or recreational vehicle? If so I envy you a little. I have spent every night except one beneath a tent in Camp Scholler. The one night I speak of was spent in Gary Sharp's RV while a thunderstorm went through the place. I kept fingers and toes crossed and an open line to heaven to ward off any hail. It worked, no hail.

This year was an exception for me. I was able to share a tent in the homebuilt camping area with Tom Caruthers and Tom Olson. I have wanted to try homebuilt camping ever since it started several years ago. So I jammed in as much camping equipment as I could in my airplane and headed to Oshkosh. I parked in the homebuilt lot and with the help of Tom Carruthers, carried my equipment over to the tent that Tom Olson had set up the day before.

Camp Scholler swings, rocks, and rolls often late into the night. Kids driving by on their scooters, cars, trucks and busses going by. Seems like a never ending parade late into the night. The noise often didn't bother me too much as I was too tired from walking all day to stay awake anyway. There is usually enough light from one place or another, or the street lights, so that you can easily see where you are going.

Homebuilt camping is much quieter by comparison. The noisiest thing that I noticed was a low level roar that emanated from a beer tent about a mile away. It was just enough noise to put me to sleep. I think it is just the fact that campers can't throw all of their typical stuff into their airplanes. Instead they bring the essentials. Shelter and food. There is no lighting to speak of. You better take your flash light or hope for a moonlit night. One thing that I noticed and missed from Camp Scholler is the complete absence of any trees and the shade that goes with them. The tail feathers of an Eads Socatta worked well in place of a tree.

The warm sticky weather of the day cooled just enough in the evenings to make me wonder if I needed to put on a long sleeve shirt. In other words, the evening weather was perfect. Perfect for sitting in a not so comfortable camp chair, enjoying the gentle breeze that rolled by, and looking at the full moon, and talking late into the night with friends about, well, I just don't remember any more, but at the time it seemed important. Those were two of the most enjoyable evenings that I can remember in a long time. I like homebuilt camping. I will probably try it again sometime.



Dinner flight on Friday the 13th

By Mark Navratil

I'm always looking for new places to go and things to see and do in the airplane. One of my favorite websites is www.adventurepilot.com which has lots of fly-in destinations that have been entered by users. There are a number of good restaurants within walking distance of airports around the Chicago area so I decided to try Nick's Pizza in Crystal Lake, IL www.nickspizzapub.com.



Friday the 13th of July had a perfect forecast so Kathleen got a babysitter for the kids and we departed in formation with Alan Kritzman and his daughter Emma at about 4:30pm. After a nice smooth flight of about an hour we descended under the northwestern edge of Chicago's Class B airspace and landed at a pleasant little airport called Lake in the Hills (3CK). Parked the RV's, walked across the street to a bike path/walking trail and after a 15 min stroll north we arrived at Nick's Pizza and Pub. The restaurant is made out of an old barn with huge doors, rustic decor and lots of fish and game mounted on the walls. There are bowls of peanuts everywhere and you can drop the shells on the floor. We waited about 10 minutes for a table and enjoyed Nick's signature thin-crust pizza. Cool place with great food. After eating we headed back to the airport and had a beautiful flight home with a nice sunset. Formation landing at CID just after sundown (about 9 pm). And they say Friday the 13th is unlucky...

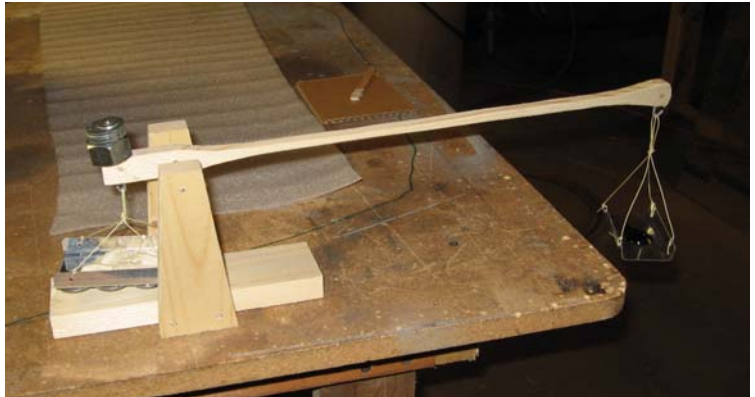


Building RV #3

By Steve Ciha

There are those that only build a plane because they want one so bad that's the only way they can get one. They are called, "flyers that build." There are those that build a plane because they enjoy the building process. They are called, "builders that fly." I think that if you told me that I could be one or the other, I would want to be the builder and not the flyer. I completed my second RV about 4 years ago, just before I took a job working out of state. Seems I had not had my mid life crisis yet so I thought it wise to get it over with by chasing all over the country building buildings. Three years of that was enough for me to regain my senses. Once I got home and did all the honey doos, I found myself watching too much television. I noticed that Scott Lowen had an RV-8 kit that he had lost interest in so I made an offer and was the new owner of a tail and wing kit. It was an old kit that was half pre punched so it was automatically worth less than the new kits. It also had some work done on it, which usually makes the kit worth less, since it is hard to ascertain the quality of the work without really doing an extensive inspection. Once into the kit, I did find items that were incorrectly built and needed to be bought and rebuilt. So far I have spent a couple hundred bucks buying new parts. Not to bad yet!

I started the tail last November and was doing pretty well until I broke my wrist a couple days before Christmas. Three weeks later, with cast in place, I had my hammer in hand and was again dimpling tail skins. Something slipped and I punched a hole through one of the elevator skins. I never was very good at left hand hammering. I went upstairs and let things sit for 3 more weeks while I healed up enough to work on things without doing damage. Once I got going again in March, I quickly finished up the tail components and started on the left wing.



One day I got a phone call from Dan Meyer. He and his wife Carol had joined Chapter 33 last year I think. He knew that I was building and wanted to visit the shop and see what metal airplane construction was really like. Dan has been coming to the shop a couple times a week for the past six weeks or so. Together we went over basic metal working. Drilling, deburring, dimpling, plans reading, etc etc. About three weeks ago we got to the fuel tank. An RV-8 tank holds 21 gallons of gasoline. It is built with aluminum parts, about 500 rivets, and a sealing compound called Pro Seal, or Black Death, depending on how well you like the stuff. For the sealant to be mixed properly, it is to be mixed in a 10 to 1 ratio, by weight.

I remember that on my first airplane I just guessed at the ratio. I would put a blob of the sealant on a sheet of cardboard and then put a small dab of accelerator next to it until the blobs looked about right. Not very accurate, but it worked. Never had a tank leak with that airplane. The second time around I made a home made balance scale that allowed me to more accurately measure out the sealant to accelerator ratio. The balance worked out OK as well. I had no leaks on the second airplane. I gave Tom Carruthers one of those \$60,000 plane rides so I gave him that scale when he got to building his fuel tanks.

Dan and I have got everything fabricated, fit up, dimpled, cleaned and ready to rivet. While he works on some of the last details of the tank, I spend my time again building a new wooden balance. I check the accuracy once done by taking 10 washers from my parts bins and placing them on the short end of the balance and then put 1 washer on the long end. Works great. It sure took me a long time to build this silly looking thing. Later that evening, I started thinking to myself, "I wonder what would be available on the Internet in the way of a small scale?"

Google is great. I had one located in a few minutes, and it was only 25 bucks, with free shipping. I could not resist. Part of building involves spending money on new gizmos of one kind or another, and it had been awhile, so I bought the thing. Three days later on a Saturday morning, I did not have the fancy new scale, but I did have the balance, so I mixed up a batch and started tank assembly. I just finished up a few hours later with the first batch of sealant when Dad stopped by with the new scale. Seems UPS had delivered it to his house the day before. I was expecting something relatively small, but this was really small. The accuracy is quite good. It measures down to one tenth of a gram. It has a tare weight button so I can place a square of cardboard on the scale and then zero it out. I put on about 40 grams of sealant, then add 4 grams of accelerator and then mix it up. With the balance, I could do the same thing, but I then had to remove the sealant and accelerator from the two trays and place them together on cardboard and then mix. The new scale was much quicker.



After about 8 more sessions, the tank is now complete and sitting on the wing spar. The last session involved setting the rear tank baffle in place and closing the tank. It sure was nice to have some help with the back baffle. Lots of rivets to drive or squeeze. Lots of pop rivets as well. Together the two of us set the back baffle in place in about two hours. Now it's on to the ailerons and flaps. I suspect that this kit will finish up about the time I retire from construction work in 3-5 years. It will be the perfect retirement present!



Last Meeting - Washington Fly-in & YE's

Sadly our June meeting and Young Eagles event was a bust. While the morning started off clear (at least here in Marion) it soon became overcast with very low ceilings. I was hitching a ride in Randy Hartman's Cherokee. We saw Ron and Terry take off in formation but as we contacted the tower they declared the field IFR and asked our intentions. After a quick call to Flight Service & John Anderson in Washington we decided it was not meant to be. At about the same time we saw Ron & Terry coming back in for a landing. It seems they came to the same conclusion we did. Hopefully, the weather gods will be kinder to our next YE event.

Next Meetings – Area 51 & Marion Young Eagles

We have a couple of events which will be fairly close together so we wanted to announce them together. The first will be Saturday August 25th 11am-2pm, meeting and cookout at Area 51 Cedar Rapids Airport (CID). The second will be a meeting, cook-out and Young Eagles event Saturday Sept 8th 9am-2pm at the Marion airport (C17).

The Aug 25th meeting will be at the Alpha-Omega Aircrafter's Hangar 51. We will have a guest speaker; George Busha who is a volunteer pilot with LifeLine Pilots <http://www.lifelinepilots.org/> a non-profit organization that provides people in medical distress access to free air transportation. For those flying in (or taxiing over) just ask the tower for the "East T's". For those driving, take the airport exit off I-380 head west towards the airport, just after you cross the railroad tracks turn left on 18th Street, head south past the approach end of runway 27 and you will see the big yellow hangars. We will provide the burgers, brats and drinks, please bring a side dish or dessert to share. Also bring a lawn chair.

The Sept 8th meeting will be at the Marion Airport. We will fly Young Eagles from 9am to 1pm. We will again provide the burgers, brats and drinks, please bring a side dish or dessert to share. As always we will need ground crew as well as pilots. Please contact Connie or John if you can help out. See you all there.



Young Eagle Laid to Rest

By Dave Lammers

Gregg Deimer, the young man who, along with his Krier Cub, was the subject of the article in our Chapter 33 Newsletter in June, lost his battle with cancer in Omro Wisconsin on July 25th. A memorial flight with his cub was flown down the showline on the final day of AirVenture 2007. The former Marion, Iowa resident was 32 years old.



Pilots Association of Washington Gift

On June 28th Tim Swift, a member of the Pilots Association of Washington and also a member of EAA Chapter 33, gave a check of \$500.00 to Chapter 33 and the Young Eagles Program for the support of their Flight Breakfast in Washington the last four years or so. The Pilots Association had a meeting to decide what to do with the money and had felt that Chapter 33 and The Young Eagles Program would be the best place to donate the funds. I would like to Thank the Pilots Association of Washington on behalf of all the members of Chapter 33 and all the Volunteers of the Young Eagle Program for the Generous Donation.

Connie White/ John Anderson, Young Eagle Coordinators

Officer Elections

Once again it is time for our Chapter to elect our leaders. The positions of President and Vice President will again be up for a vote. The election will take place at the November meeting. Nominations will be accepted any time before then and volunteers are always welcome. In the words of Charles D. Gill *"There are many wonderful things that will never be done if you don't do them."*

Fly Market

FOR RENT 1/4 Share of Corporate 60 X 60 Hangar available at KCID (#53 is in the southeast corner of the airport adjacent the National Guard base), \$91.25 per month, lots of space with concrete floor and good lighting. Outside door provides convenient access with no need to drive through the airport gate. Contact Mark Navratil if interested: day (319) 295-9390, evening/weekend (319) 393-4234

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

Aug 12 11am-3pm 3rd Bi-Annual Fly-In / Drive-In / Air Show Event, Manchester Municipal Airport Pilots in command eat FREE Air Show starts at 1:00 p.m.

Aug 19 Fly-In / Drive-In Pancake Breakfast-Monona Municipal Airport

Aug 25 11am-2pm Chapter meeting & cook-out, guest speaker George Busha LifeLine Pilots. Hangar 51 CID.

Aug 25 12-3pm 7th Annual Abel Island Fly-in, Float-in, Potluck, BBQ Abel Island Airpark Guttenberg, Iowa www.abelisland.com

Aug 26 29th Annual Fly-In Breakfast Iowa City Municipal Airport Hosted by: Iowa City Sertoma Clubs

Aug 26 15th Annual Fly-In Breakfast, Greenfield Municipal Airport

Sept 8 9am-1pm Young Eagles, meeting & cook-out. Marion Airport C17

Sept 9 Masonic Lodge Flight Breakfast, Carroll Municipal Airport

Sept 9 Annual Algona Rotary Flight Breakfast Algona Municipal Airport

Sept 9 EAA Chapter 327 Fly-In/Drive-In Breakfast, Dubuque Regional Airport

Sept 15 Fly-In Breakfast, Knoxville Municipal Airport

Sept 21-23 The Harvest Boogie Skydiving Event, Dubuque Regional Airport, Tandem jumps available

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