

August 2011

Experimental Aircraft Association Chapter 33

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## Lightning Strike

By Mark Navratil

Here's some pics of the top of the vertical stab of my RV-8A that I took with my cellphone camera. The airplane was tied down outside at Blacksburg/VA Tech airport over the 4th of July weekend. When I did the preflight inspection to depart Blacksburg on Tues morning, I noticed a black lump up on the tail and thought it was a bird dropping, which I figured I would clean off later. Got in the airplane and started it up, and found that the alternator was offline. Since I have dual batteries on board I elected to make the 1 hour flight down to JAARS where I knew I could get tools and help to troubleshoot the alternator problem. I borrowed a voltmeter and figured out that the problem was a failed voltage regulator, so I ordered a new one next-day-air and installed it Wed morning. Had an uneventful flight back home to Kansas. After wiping the bugs off, I climbed up on a stool to clean off the bird dropping on the tail, and realized it was actually a hole melted in the aluminum and fiberglass, obviously from a lightning strike. I called the Blacksburg airport and the line boy confirmed that the airport had been hit by lightning during the t-storm that blew through on the afternoon of the 4th, but he was not



aware of exactly where the strike occurred. I inspected the rest of the airplane to see if I could find an exit point for the other end of the lightning bolt. So far I can't find anything. The tiedown ropes may have been wet enough to conduct the current to the ground without burning. It's interesting that the voltage regulator (mounted on the firewall on the opposite end of the airplane from where the lightning hit) was the only electrical component damaged. Everything else seems to be working just fine.



Anyway, the irony of the situation has not escaped me. Struck by lightning, on the 4th of July, right next to the lightning bolt graphic I put on the tail. Moral of the story: don't tempt fate by putting a lightning bolt on the tail of your airplane, and then leaving it outside in a thunderstorm. : )

Well the mystery of what happened to the other end of the lightning bolt is no longer a mystery. I pulled a bunch of panels and fairings off the airplane and found arcing damage on the outboard rim of both wheels. The damage to the right wheel is fairly minor, the damage to the left wheel is more severe, with two melted spots on the rim. No damage to the tires or tight-fitting fiberglass wheel fairings.

Sounds like my insurance company is willing to pay for all the damages (no deductible) which looks to be amounting to well over \$1K at this point...



# B-52 over Cedar Rapids

By Steve Chia

It isn't every day that you get to see a B52 fly. And it is just about never that you get to see one flying over Cedar Rapids. On the way home last week, I noticed a plane flying North of Cedar Rapids. It looked like another C152 on a flight training mission. Low and slow. But something looked out of place. As I continued up Alburnett road, the plane turned South, and it grew and grew and grew in size! Were my eyes deceiving me or what? Is that really a B52? Yea, it is! Park the truck and grab the camera. So excited i had trouble finding the on switch, and only got one picture. Undoubtedly, it will be the first and last time i ever see one fly. I was struck by the strange noise the 8 engines made. It was kind of a whistling sound. It passed no more than 1000 feet above. I later learned that it was here for a fly over of Cedar Memorial, where the remains of a fallen WWII aviator were being laid to reast. The picture isn't the best, and they wouldn't return for a second take.



## 50 Years Ago Today . . .

In New York, the International Business Machines Corporation has introduced a revolutionary new typewriter...

This device marks a new milestone in technology, and for anyone who uses typewriters, it represents a remarkable innovation. This electric typewriter has to type bars and no movable carriage. A single typing element does the work. Faster than the eye...it selects, rotates, tilts and types at tremendously high speeds. In addition, the typing element can be changed in seconds to allow a businessman to use several different type faces with the same typewriter, even in the same letter. Called the IBM Selectric, the new machine promises to make typing faster and easier signaling a major breakthrough in technology for an industry that is now almost a century old.



# Read Back - Last Roll Call

By Jim Meade

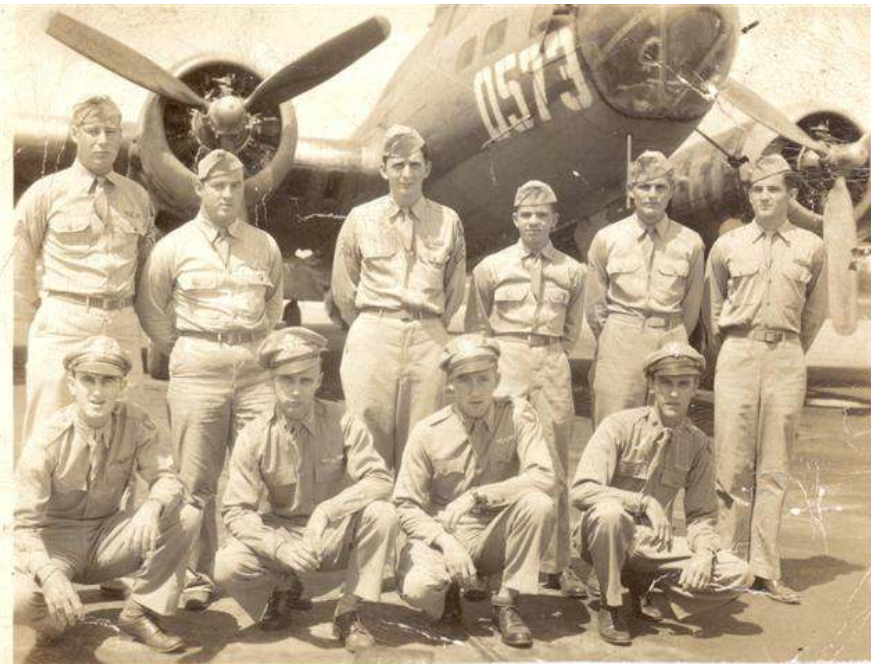
Tail gunner SSG Kenneth Tucker is the last living member of his B-17 crew. All survived the war. As we see with other WWII memoirs, Tucker is not ready to "go gentle into that good night". His self-published book is a last tribute to his crew and his youth. Written with his daughter, Wanda Tucker Goodwin, the book is printed by Priority Publishing Company, 2009. The graphics and photos are of mediocre quality, but the print is crisp and bold, just right for older eyes.

"As I gaze at the old photos of my crew, it's sad for me to acknowledge that they're all gone now, except for me. I'm the last one, the only one left to tell our story. Sadly, I know that it's just a matter of time before I stand before my crew and make my last roll call", writes Tucker in his introduction.

Tucker joined the Army Air Force in late 1943 as soon as he was old enough, and had dreams of becoming a fighter pilot. He got through cadet basic training in Biloxi, Mississippi and then went to Morehead, Minnesota for 10 hours of basic flight training. When he reported to Santa Ana, California for the next phase in March of 1944 he was told there were enough pilots and he had to pick something else. He decided on gunnery school and rode the train to Kingman, Arizona. He made private first class and turned 19 in the desert heat. The next stop was staging at Lincoln, Nebraska, followed by air-crew training at Alexandria, Louisiana. That's where he met the men he would fly with throughout the war.

Tucker had nice things to say about nearly all his crew members. After hard training in Louisiana, they went back to Lincoln to check out a new B-17G for their North Atlantic crossing. Two hours in the air after their final North American departure, they opened their sealed orders and found they were ordered to Italy, which they reached by way of the Azores and Marrakech, Morocco. They landed in Gioia, Italy, where they learned they would lose their new airplane, and rode in a 6X6 truck to Foggia and thence to the 414th Bomb Squadron, 97th Bomb Group, Fifth Wing, 15th Air Force at Amendola, Italy, where they arrived on November 1, 1944.

Ken and his crew during "crew training" in Alexandria, Louisiana. Ken is top right.



Up to this part of the book, as Tucker makes his way from one

station to another, he added little stories of his adventures and experiences. They are pretty tame to us these days. Lots of looking at pretty girls but not much else. Some pranks but no trouble. Some beer but no drunken brawls. Nearly the first half of the book is about Tucker's childhood, family, enlistment and training. He keeps the entire book short and sweet. You don't get overwhelmed or bored with anything. I wish he'd explained a little more in the mission section.

By the time Tucker arrived in theater, the mission goal was 35. He completed his tour just before VE day. Due to mission needs, illness and so forth, the crew didn't finish their tours all together. For example, his pilot was done before Tucker. Tucker finished before some others.

As we expect by now, Tucker gives us a description of living conditions and activities in and around Foggia and Amendola. Times were not good for the local people, but the GIs also lived in tents and dealt with mud, boring rations and homesickness. Not all the time is spent in the air, of course. Tucker introduces us to time off in the local towns and rest areas such as the Isle of Capri.

Those interested in what goes on behind a mission will appreciate the description of getting ready. The briefing, the clothing, food and so forth. Formation flying is covered and then we read about fighter escorts. Next comes the IP, the point everyone flew over lining up for the bomb run. Enemy fighters and flak are addressed. The flight itself gets a short paragraph and then Tucker shares with us the debriefing or interrogation after the mission.

35 combat missions must include some fear, some memorable events and some extraordinary activities. Tucker says he was among the first to engage a German Messerschmitt ME-262 jet fighter. He tells of a near crash landing on the island of Vis, just off the coast of Yugoslavia. Tucker was on the longest raid of the war, going all the way to Berlin from Italy. He got a Purple Heart on a run over Vienna.

I recommend this book if you like to read first person World War II memoirs. SSG Tucker and his daughter do a nice job of presenting lots of interesting information but keeping it short and sweet. He doesn't make himself out to be a hero, just another airman doing his job. If anything, I'd have liked more details of the typical mission. B-17 buffs will learn little tidbits of life on a Flying Fortress and how it felt to be all alone way back in the tail of the airplane.

Last Roll Call is available on line at <http://lastrollcall.net/default.aspx>. This web site says it available from Amazon, but I didn't see it listed there yet. The web site gives some more information and background on the book, so check it out.



# Help Wanted!

The key to the survival of any organization is involvement of its members. Get involved in Chapter 33 as we remain a vibrant part of the Eastern Iowa aviation scene for the next 50 years. We need the following positions filled for the 2012 calendar year:

## Social Chair

This position will plan and coordinate the social activities of the chapter. Primary activities will include planning of the fall (October) and Spring (March/April) socials, summer cookouts and other social events as desired. This position reports to the board of directors, but does not need to be a board member. The chair should feel comfortable recruiting the help of other members (or co-pilots) to assist with the planning and coordination of the events. If interested, contact Denny Hodge at 319-373-3465 or [N288RV@gmail.com](mailto:N288RV@gmail.com).

## Program Chair

The Program Chair will take responsibility for ensuring we have interesting programs at each of our monthly meetings. As several months are already taken for other events (AirVenture, Fall/Spring Socials, etc.), only 6 – 8 regular monthly meetings need to be addressed. The primary activities of this position will be locating speakers – locally or regionally – to discuss topics of interest to chapter members. This position reports to the board of directors, but does not need to be a board member. The chair should feel comfortable recruiting the help of other members (or co-pilots) to assist with the planning and coordination of the events. If interested, contact Denny Hodge at 319-373-3465 or [N288RV@gmail.com](mailto:N288RV@gmail.com).

## Educational Chair

This position will focus on developing opportunities for Chapter 33 to get involved in the aviation education of young people in Eastern Iowa. Specific areas included in this position are planning, development and coordination of a continuing Air Academy program in the chapter, interfacing with local school districts to offer speakers for classroom situations, and implementation of follow-up activities related to the Young Eagles program. This position reports to the board of directors, but does not need to be a board member. The chair should feel comfortable recruiting the help of other members (or co-pilots) to assist with the planning and coordination of the events. If interested, contact Denny Hodge at 319-373-3465 or [N288RV@gmail.com](mailto:N288RV@gmail.com).

## PedalJet (KidVenture) Chair

The PedalJet Chair will coordinate the activities associated with the PedalJet Venue at KidVenture, a unique part of the AirVenture experience. This includes recruiting and scheduling chapter members to work at the venue during Airventure, as well as working with Marv Hoppenworth to learn how to maintain the fleet. This position reports to the board of directors, but does not need to be a board member. The chair should feel comfortable recruiting the help of other members (or co-pilots) to assist with the planning and coordination of the events. If interested, contact Denny Hodge at 319-373-3465 or [N288RV@gmail.com](mailto:N288RV@gmail.com).

# Chapter Projects

## KidVenture

Chapter 33 broke the ice in July by taking on the PedalJet venue at KidVenture at the annual EAA Convention (AirVenture) in Oshkosh. Marv and Cathy Hoppenworth have run the venue for more than 25 years, but its now time for them to step back and relax a little bit.



Several Chapter 33 members stepped up to start taking charge of the venue, giving both Marv and Cathy some well deserved time off. Special thanks go to the following Chapter 33 members for donating their time to keep this important event alive:

Janet Luedke      Dan Meyer      Carol Meyer      Rodney Ocenosak      Denny Hodge

Special thanks to Francine Banes who worked at least 3 shifts during the course of the week!

For the first time, EAA offered daily prizes for volunteers at KidVenture and a volunteer recognition banquet at the end of the week. Each person that registered for a shift, was entered into the daily drawing and 10 prizes were given away. Chapter 33 volunteers (Marv Hoppenworth and Denny Hodge) were lucky winners of daily prizes. Marv and Cathy were also able to attend the Volunteer Recognition banquet, put on by United Technologies, one of the major KidVenture sponsors. Rod Hightower took the time to stop by and personally thank all KidVenture volunteers in attendance.

## Ford Tri-Motor

The Ford Tri-Motor will be landing in Iowa City on September 1st for a 5 day stay. This is an important fund raising event for Chapter 33 and we'll need lots of help, both before and during the tour stop.

Before the plane arrives, we need everyone to distribute some posters for the event and spread the word to everyone you know. You'll find a copy of the poster attached to this newsletter. I could also use some help working on sponsorships to help defray tour costs, so that more of the profit comes back to the chapter.

While the plane is here, we will need people to fill specific roles for multiple shifts:

Cashiers – 1 per shift	Shift Team Leader – 1 per shift
Passenger Escorts – 3 per shift	Starter – 1 per shift
Crowd Control – 4 per shift	Clean Up (End of Day) – All 2 <sup>nd</sup> shift help can complete this quickly

There will be 1 shift the day of arrival and two shifts all other days. The shifts run 8:00 AM to 1:30 PM and 1:00 PM to 6:30 PM.

We'll have a full outline of the shifts and work descriptions on the website shortly. Please sign up for a time on the website or contact Denny Hodge for more details. We'll need everyone's help to make this event work.

# President's Pen

By Denny Hodge

AirVenture has come, and gone, for another year. Hope all of you got to make the journey to Oshkosh, not only to see the spectacle that is AirVenture, but to get a sense of the impact EAA has on aviation and the view the general public has toward it.

For the fourth year in a row, we stayed with a local resident who opens her home to visitors every year for one week. She continues to be impressed with the integrity of the people drawn to the event (never had a problem with a renter) and the amount of money EAA brings into the community each year. Because of EAA there are some very special and important things going on in the Oshkosh community that otherwise wouldn't happen.

This was also the first time my wife and 9-year-old son made the trek to the show. For my wife, it was a chance to finally understand the draw of this annual event. She had no concept of the enormity of the show, how many people attended, how many airplanes were there, or that there was so much education available (forums, KidVenture, movies, speakers, etc.). Being an amateur history buff, she was also awed by the museum and the number of one-of-a-kind pieces there.



My son, Jonah, spent nearly two full days of our four days on site at KidVenture. He decided early on he wanted to earn the tool kit that came with completing the A & P portion of the KidVenture Hangar, so he worked his way through (with the help of his big sister, Erin) the seven required technique booths, learning how to rivet, carve a propeller, identify parts of the engine, build a wing rib, build and electrical system, and more.

At the end of two days, he (and Erin) had their tool kits and are on their way to becoming (maybe) Airframe and Powerplant mechanics. Jonah's goal for next year is to complete the "flying" side of the KidVenture hangar – especially the flight simulators!



Erin (left) and Jonah (center) receive their A & P toolkits

Jonah also got to see a real P-40 with Flying Tiger nose and step inside air-



craft, both old and new, that he had only seen in movies. A real awakening for a 9 year old.

While working at the PedalJet venue, Mark Navratil stopped by to say, “hi!” For those of you who may not remember Mark, he was a member of Chapter 33 not that long ago. About two years ago, Mark took a position at Garmin moved his family, and beautiful RV-8A, to Kansas. He was at KidVenture because his oldest son was enjoying some of the activities there. We had a great chat. Mark clearly missed his friends from Chapter 33.

If you haven't yet made AirVenture a family affair, I'd encourage you to try it. The event provides more for the “non-aviator” than you might think. And the non-aviator you take, may end up being the new aviator that has to go next year.

The summer is starting to wind down, as are the many events we've had planned for this year. We still have several important events left and still need volunteers to make them work. See the calendar for a complete list of what's going on, and various articles in the newsletter to get details on volunteering opportunities. My general theme for this year continues to be, “Get Involved.” Chapter 33 has a rich history of advancing aviation in Eastern Iowa. You can help keep that history alive, by investing some of your time and effort into one or more of the projects we have left this year.



## Last Meeting - Engine Forum

The chapter meeting in June was highlighted by a panel discussion of choosing an engine for your homebuilt. Members John Steiglemeir, Dave Gribble, and Tom Olson talked about the engines they selected for their airplanes and then answered questions from the 20 members in attendance. Everyone in attendance found the discussion very interesting . . . and entertaining.



## First Annual Plane Wash

On July 16<sup>th</sup>, Chapter 33 held the “First Annual” Plane Wash and Cookout. While we only washed two airplanes, a group of 15 or so enjoyed a great cookout lunch on the tarmac outside of Hangar 51. Airport Security brought their new fire truck over for us to inspect (and admire) and several of our younger “members” took advantage of the water and the warm day to have some fun. The board is talking about making this a semi-annual event, and advertising to non-members and other chapters. If you have thoughts about this, or other possible events, contact Denny Hodge with your ideas.



## Next Meeting - Young Eagles and Family Cook out

For August we will meet at the Marion Airport on the 20th to Fly Young Eagles from 9am to noon. As always we need ground crew as well as pilots so stop by. After flying the YE's, we will cooking out and everyone is invited. The Chapter will provide the burger, brats and drinks, please bring a side dish or dessert to share.

## Young Eagles Events

Sat. August 20th at Marion Airport, time 9am - noon.

Sat. Sept. 17th at Cresco Airport, time 9am - noon.

Sat. Oct. 8th at Washington Airport starting at 8 AM. Aviation Camp

If you can help out please contact: Connie White, rcwhite691@gmail.com

# Breaking Through the Clouds

By Minnetta Gardinier

Iowa City will be hosting the 5th Annual Landlocked Film Festival later this month Aug 25-28. <http://www.landlockedfilmfestival.org> Film categories include Documentary Feature, Documentary Short, Animation, Narrative Feature, Narrative Short, Music Video, and Student.

This year, we have a great AVIATION film among the 12 Documentary Features – “Breaking Through The Clouds” <http://www.breakingthroughthecLOUDS.com/> (Heather Taylor, Executive Producer). BTTC is a documentary with original film footage from the 1st Women’s Air Derby of 1929 from Santa Monica CA to Cleveland OH.

Heather Taylor premiered the film last summer at the terminus of the 2010 Air Race Classic at Frederick MD for the racers and some descendants of the original women racers. As a racer in that audience, it was quite moving to watch this film and to have that connection with this tradition and more importantly, the relatives of those pioneer women racers.

Heather has been working to promote this film on her own “shoestring budget,” and she has been entering it into some film festivals around the country. Few festivals accept full length documentaries. I suggested Iowa City’s Landlocked Film Festival (Aug 25-28), she submitted it, AND her film was indeed selected to be one of 12 full length documentaries in this year’s competition! It will be shown on Sat Aug 27<sup>th</sup> at the Iowa City Public Library (3:45 pm). Admission for this film is FREE.

It would be great to fill that room with some local pilots who will truly appreciate the film content. In addition to original film footage of the era, it is interspersed with color segments of current day flight in aircraft restored from that era flown in the race.

## Fly Market

FOR SALE, one-quarter share in a 1940 Stearman. Based in Iowa City, [DonGurnett@aol.com](mailto:DonGurnett@aol.com)



# Chapter 33 Calendar

**Aug 20** Young Eagles 9am-noon followed Family Cook out at Marion Airport

**Aug. 21 8am-2pm** Friends of 8 Charlie 4 Fly-in / open house, Pilot in command free, Tipton Municipal Airport

**Aug 27 noon - 3pm** 11th Annual Abel Island Fly-in, Float-in, Potluck and BBQ. Experience the fun of landing on a well maintained 2600 turf airstrip on an Island in the Mississippi River or land your floatplane and pull up on our sandy beach. What to bring? Your own meat to grill, a covered dish to share, and tableware. We will have smoked chicken legs, extra tableware and drinks for those not able to bring their own. Abel Island Airpark (GAA), Guttenberg, Iowa Contact: Gary Fisher [FlyinEyeDr@aol.com](mailto:FlyinEyeDr@aol.com) 319-480-0913

**Aug 27 3:45pm** Heather Taylor's "Breaking Through The Clouds", Landlocked Film Festival at the Iowa City Public Library

**Aug. 27-28** Thunder in the Valley Air Show, Featuring the Air Force Thunderbirds, Waterloo Regional Airport

**Aug. 28** 19th Annual Wings Fly-In Iowa Aviation Museum Greenfield Municipal Airport

**Aug. 28** 33rd Annual Sertoma Fly-In Breakfast, Iowa City Municipal Airport

**Sept 1-5** EAA's Ford Tri-Motor will be in Iowa City

**Sept 10** Fly-In/drive-In breakfast, Fly-Ins eat free, Knoxville Municipal Airport

**Sept 11** Open House and EAA Chapter 327 Fly-in / drive-in breakfast, Dubuque Regional Airport (DBQ)

**Sept. 17 9am-noon** Young Eagles at Cresco Airport

**Sept 17** FLY IOWA 2011, Newton Municipal Airport

**Oct 8 8am** Young Eagles at Washington Airport. Aviation Camp

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