

The Lippisch Letter



Experimental Aircraft Association Chapter 33

February 2002

The Lippisch Letter

is the monthly publication of the Dr. Alexander M. Lippisch Chapter (33) of the Experimental Aircraft Association, Cedar Rapids, Iowa.

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Challenging the Champ

by David Koelzer

In preparation for making the first flight in my Sonex, I recently got some time in a Aeronca Champ 7AC and boy what a handful. Right from the preflight I was wondering if I was making a big mistake. The plane showed every one of its fifty-something years. Cracked dope, mismatched fabric patches and instruments that would look more at home in the rocket ships of early 50's sci-fi movies. Of the 4 instruments on the panel only the "ball" really worked right and I would later find out why the ball was displayed so predominantly in the center of the panel. True to form this plane had no starter unless you count my instructors right arm. Even taxing was an adventure. I was hoping for a calm day but the wind picked up to about 15-20 knots and about 20 degrees off the runway. The Champ has a full swivel tailwheel so the plane wants to always turn into the wind and this day it took full rudder and a lot of brake just to stay straight much less to turn away from the wind. The mechanical brakes seemed designed primarily to warm up the brake drums and do little else. The heel pedals were nearly impossible to use while you are using the rudder. I quickly learned how to hold full right rudder and use my left heel to activate the right brake.

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Photo by David Koelzer

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Rather than using the paved runway we taxied over to the grass besides the runway. The grass, I would learn, is much more forgiving than concrete. As I applied power for takeoff, all 65 horses roared to life, rocketing us down the runway like a herd stampeding turtles and with the help of the head wind we off in just a few yards despite being manifold pressure challenged as we were. Since it was a cold day the density altitude was low enough that we were just able to get a positive rate of climb. My instructor pointed out gaps in the trees where we can detour around on hotter days when the major sources of lift come from raising your eye brows and clinching your cheeks (no, not the ones on your face). It was here, when he pointed out the first use of the ball. It is there to increase the rate of climb. If you have it in the center then you can climb but if the ball is out of its cage even a little bit you may not be climbing at all.

When we eventually reached pattern altitude (which seemed to me like the planes service ceiling), my instructor showed me how to turn the plane. Ailerons on this plane are worthless. They are there just to allow you to slip the plane to loose altitude but I don't know why you would ever want do this because I had worked so hard to get the altitude in the first place. But slips are easy in this plane (not slipping is the hard part). Just bank the plane and let the adverse yaw do its magic. Rudder turns this plane. Stepping on the pedal will bank the plane and coordinate the turn all by itself. I even had to hold a little opposite aileron to keep it from banking to far. At altitude we figured we had a 25-30 knot wind and in a plane that only does 70 knots, turns around a point get really interesting and is a mind blower to watching the ground go forward during slow flight into the wind.

After I got better at coordinating turns and getting a feel for slow flight, we tried a few landings. This is when the fun began. We started with full stall landings. With the wind still blowing, I was careful to set the proper crab angles to try and keep a rectangular traffic pattern but ended up on a very long final approach. And flying at 50 knots with a 30 knot head wind makes you wonder if you will ever get to the runway. My instructor explains that I should be flying the approach more at more like 65 knots rather than 50. To me that seems very fast for a plane that stalls so slow, but he assures me that the Champ slows down very quickly from all the drag of the struts and cables. Some time later that day I finally make it to the runway and I end up flaring way to high. The wind seeing my predicament, starts blowing from three different directions all at once which in turn spooks the Champ and it tries to violently wrestle me off it's controls. After a few seconds of this my instructor takes over the controls and he throws the switch that turns off the gusting winds. I while I have never seen this magic switch, I know every instructor has one and turns it on whenever a student isn't paying sufficient attention to flying the airplane. And as if you prove my point as soon as my instructor takes over, the Champ immediately stops trying to buck me out of the cockpit and we (he) lands perfectly.

The rest of the day goes pretty much like this with me getting just slightly closer to actually landing the plane on each successive pass. If I get my slip just right to correct for the wind then I would touch down too soon sending us porpoising down the runway until I go-around for another try. Or if I watch my flare carefully and hold the plane off for a full stall, I end up hitting the ground in a slight crab and then hoping to straighten out, I over correct with opposite rudder and end up fish tailing down the runway. Just as I think I am almost getting the hang of it, my instructor switches over to wheel landings and the fun starts all over again.

As the afternoon wears on the sun begins to get low in the sky and luckily for me the Champ has no lights so we make one final landing and call it a day. The Champ has won this round but I demand a rematch (just as soon as I can find one of those magic switches for myself).

Tentative 2002 Meeting Schedule

By Todd Millard

With a great first meeting of the year behind us, here is the tentative schedule for the rest of the year. We will be starting off with member teams in charge of the programs for the May meeting. I look forward to a fun and exciting year and hope to see you all at our meetings.

- March 1 or 8 – Ladies Night As of Sunday, we hadn't heard from Paul Poberezny, so we are keeping the date open. Sorry for the delay in getting this scheduled. As soon as we get a confirmation, we will send out postcards with the pertinent information to everyone.
- April 5 (Friday) This May will be the 75th anniversary of Charles Lindberg's incredible flight in the Spirit of St. Louis. Dave Lammers flies the EAA Spirit of St. Louis reproduction and has arranged the plane to come to Cedar Rapids for a 3 day visit if we desire. This could be a large event for the chapter, so we will be discussing this at the next meeting to determine if we want to take this on.
- May 3 (Friday) First member team program. Location TBD. Team: Mark Navratil, David Griffiths, John Ockenfels
- June 8 (Saturday) Monticello potluck and ride share. Team: Thomas Meeker, Al Wagner, Armin Jacobs
- July 13 (Saturday) Moved back a week as the 6th is on a holiday weekend and we will be taking August off. Green Castle hot dogs and fly-in. Team: Gunther Frank, David Culbertson, Justin Fishbaugh
- August – no meeting Although Oshkosh is early this year July 23-29, I still think everyone can use a break in August. Maybe we could schedule an informal get together mid month.
- September 7 (Saturday) Iowa City evening hot dogs and ride share. Team: Mark Anderson, Keith Williams, Carl Carson
- October 4 (Friday) Location TBD. Team: Ron White, John Ruyle, John Dane
- November 1 (Friday) Location TBD. Election night and regular meeting. Team: Dave Yeoman Jr., Richard Pattschull, Greg Zimmerman
- December 6 (Friday) Christmas Party and gift exchange.



Photo by Todd Millard

Meeting Program Cookbook

By Todd Millard

At the January meeting we all agreed to share in the task of putting together programs for our monthly meetings. A team of 3 chapter members have been assigned to each meeting. Team members should get together and start discussing the program about 2 months before the meeting. The chapter officers will be handling the location and refreshments, so if you have any special needs, please let us know.

To help start the thinking process, a list of possible topics is shown below. You are in no way limited to this list, so let your imagination go wild. Not all programs need to be about building an airplane. Most chapter members are in love with flying as well as airplanes. Programs should be between 30-60 minutes. If you don't want to do one long topic, you can always do a shorter presentation and a Tech Tip (a short 15 minute or less technical topic). Finally there are many EAA videos available that could complement a presentation. A list of the available videos is at: http://members.eaa.org/home/chapters/chapter_video_list.html.

Finally, just relax. Our main purpose is to just get together with our friends who also love plane and flying and have fun.

Meeting Topic Ideas:

- Visit to Collins Lab
- Ride Share with a short tech tip
- Electronic ignition
- Visit a project
- Ground school refresher
- Weather rules
- Welding
- Riveting
- Fabric Covering
- New avionics developments (data links, solid state gyro instruments, EGPWS, ...)
- Guest speaker (ATC Controller, FSDO, ...)
- Workshop design (what you need in your workshop)
- Reports on flying trips / destinations / airport restaurants / grass strips
- Test flying (how to build a test plan and conduct test flights)
- Taming the taildragger (how to fly and land a "real" airplane)
- Engine rebuilding
- Performing an annual (what needs to be included)
- Painting (tips and techniques, equipment, hi volume vs. lo volume, ...)
- Aircraft design (airfoils, structures, configuration, ...)
- Airplane selection software / process
- Recreational aerobatics (how to and how not to get started)
- Visit an ATC facility
- Winter flying

EAA Chapter 33 Application & Questionnaire

Dues are \$15/year. Make check payable to:

EAA Chapter 33, c/o Steve Ciha; 5290 Sutton Road; Central City, IA 52214-9712

Even if you have already paid your dues, please send in a survey. We would like to hear your views.

Name: _____ EAA #: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: _____ Evening Phone: _____

Email Address: _____

Spouse's Name: _____

Are you a current pilot? ☐ Yes ☐ No

If yes, do you fly for:

☐ Fun

☐ Business

☐ A Living

☐ The Challenge

☐ To get where I'm going, fast.

☐ Other _____

If no, because:

☐ never got around to it

☐ Too expensive

☐ Lost medical

☐ Don't have the time to learn

☐ None of your damn business

☐ Other _____

Are you currently building an aircraft? ☐ Yes ☐ No

What are you or would you like to be building _____

How many chapter meetings have you attended in the past 12 months?

☐ none ☐ 1-3 ☐ 4-8 ☐ 9-12 ☐ more than 12

Why do you attend meetings?

☐ Socialize / hangar flying

☐ Educational

☐ Cheaper than going to a movie

☐ Free cookies & coffee

☐ To get away from spouse/kids

☐ Other _____

Why don't you attend meetings?

☐ Too busy

☐ Wrong night/time

☐ Don't know anybody

☐ What meetings?

☐ Evil Spouse won't let me

☐ Other _____

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Please rate your interest in the following:

	Couldn't care less	Somewhat interested	Very interested	Live for it!
Building				
Flying				
Ultralights				
Aerobatics				
Warbirds				
Gliders				
Antiques				
Classics				
Michelle Pfeiffer				

Please rate these meeting activities:

	Couldn't Care less	Somewhat Interested	Very Interested	Wouldn't miss it!
Flying topics				
Building topics				
Fly-out/in				
Ride Sharing				
Poker Run				
Potlucks				
Chapter business				
Videos				
Projects				
Young Eagles				
Cleaning out my hangar				

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What should the focus of the chapter be?

Rank these from 1 - 5 with 1 being highest priority and 5 being the lowest.

- _____ Socializing
 _____ Homebuilding education
 _____ Youth programs / Young Eagles
 _____ Flying
 _____ Community service
 _____ Other _____

Rate the utility of these chapter resources (and possible resources):

	Never use it	Rarely	Some of the time	Use it all of the time
Tech Counselors				
Flight Advisor				
Tool sharing program				
Book library				
Video library				
Ride sharing				
Newsletter				
Email Group				
Web site				
Surveys				

If a large type face version of our chapter newsletter was available, would you like to receive it. ☐ Yes ☐ No

If the chapter newsletter was available on audio cassette, would you like to receive that? ☐ Yes ☐ No

Fold here

Place
Stamp
here

**EAA Chapter 33
c/o Steve Ciha
5290 Sutton Road
Central City, IA 52214-9712**

Fold here

Spirit of St. Louis Visit

By Todd Millard

This May will be the 75th anniversary of Lindbergh's historic solo flight across the Atlantic in the Spirit of St. Louis. The EAA has built a reproduction of Lindbergh's plane and it just so happens that Dave Lammers is one of the main EAA's main pilots. The EAA is working to get an exemption that would allow their Spirit of St. Louis to give rides to the public, similar to their B-17. Dave has arranged an opportunity for us to be the first chapter in the country to host a Spirit of St. Louis visit in early April. The visit would run from Friday through Sunday. The chapter would have to pay a \$500 appearance fee for the plane to cover expenses, but would receive \$25 per ride sold (\$100 rides), a portion of merchandise expenses and all of any ground tour admission fees (if we wanted to charge). I think we could get some great exposure for the chapter and a good outreach for school kids. While this wouldn't be as big a project as the B-17 visit, it would still require a commitment from the chapter. As time is short, I would like to make a decision on this at this Friday's meeting. If you have comments and are unable to attend, please give me a call or email.

Ode To A Taildragger

Author Unknown

Taildragger, I hate your guts.
I have the license, ratings and such.
But to make you go straight is driving me nuts
with hours of teaching and the controls in my clutch.
It takes a little rudder, easy that's too much.
You see, I learned to fly in a tricycle gear
with one up front and two in the rear.
She was sleek and clean and easy to steer,
but this miserable thing with tires and struts
Takes a little rudder, easy that's too much.
It demands your attention on the take-off roll
or it heads toward Jones's as you pour on the coal.
Gotta hang loose, don't over control.
This wicked little plane is just too much.
With a lot of zig-zagging and words so obscene
I think I've mastered this slippery machine.
It's not that bad if you have the touch.
Just a little rudder, easy, that's too much.
I relax for a second and from the corner of my eye,
I suddenly realize with a gasp and a cry
That's my own tail that's going by.
You ground looping wreck; I hate your guts,
give a little rudder, Great Scott, THAT'S TOO
MUCH.



Photo by Ken Godsell

Last Meeting

By Todd Millard

What a great way to start off the year! We had an excellent turnout at the January meeting to hear Dave Lammers' presentation on Spins. With a crowd of 32 member and 2 visitors, as well as a number of members of Dave's family, the North Liberty Bank room was almost overflowing.

After a good dose of hangar flying and socializing, we got down to some chapter business. As most of you recall Leo "Red" Miner, one of this chapter's founding members, passed away last year. Until only recently, Red continued to be very active in the chapter and helped many members with their projects. (In fact Red built a valve for the aerobatic oil system in the Skybolt that the Rezabek's and Graff built and that I now have the pleasure of flying.) To pay tribute to his contributions, Dave Lammers proposed the Chapter place a plaque for Red on the EAA Memorial Wall (http://www.airventure.org/2001/whattosee/memorial_wall.html). The plaque requires a contribution of \$350 to the EAA Aviation Foundation. After a short discussion, the chapter unanimously approved. Dave will lead the effort for the application with help from others. The application needs to be complete by March 31st for the plaque to be unveiled at this year's AirVenture.

The second piece of business was a proposal to encourage more participation by chapter members in our meetings. I proposed having 3 members be responsible for the program at each meeting. As well as providing more diversity of viewpoints and topics, I felt this was a great way for members to get to know each other better. After some discussion, the chapter unanimously agreed to the following:

- 3 members will be responsible for the presentation at each meeting.
- Chapter officers will continue to be responsible for location, refreshments, etc.
- Member teams will be chosen by the Chapter Board.
- Ladies Night and the Christmas party will not require a member team.
- A "cookbook" with ideas and suggestions will be distributed to teams.

I am excited about this new "experiment" and think it will help the chapter grow even stronger. I look forward to working with the member teams and especially getting to know all of you better. The assignments for this year's teams and the cookbook are in a separate article in this newsletter.

After the chapter business was finished, we took a short break for refreshments and more socializing. For refreshments Chuck Seberg brought a nice cake to thank the chapter for helping him unload his Velocity and get settled in when he moved to town in November. Thanks Chuck!

Finally we settled in for a great presentation by Dave Lammers on spins. As a long time CFII and aerobatics instructor, an EAA pilot who has flown virtually every plane the EAA has, and the 1996 Intermediate Class Champion at Fond du Lac, Dave is truly a local chapter treasure. While Dave was the VP for the International Aerobatics Club (IAC) several years ago, the FAA approached the IAC to put together a safety video on spins. The FAA is concerned that while almost all other types of accidents have declined over the last 50 years, the number of spin-related accidents has remained relatively constant. The video the IAC produced focused on several common spin scenarios that are the source of most accidents. Dave presented the video to the chapter and followed it up with a good Q&A session and discussion of the situation of overshooting the base turn to final. Thanks for the great presentation Dave!

If you missed the video, please feel free to contact Dave (377-1425 or lammers.david@mcleodusa.net) to borrow it. Dave is also offering a 9 day IFR class for anyone interested in earning their instrument rating in a short intense, but efficient manner. Thanks also to Mark Anderson for providing the LCD projector. It was a great meeting and I hope everyone that attended learned a little and had a chance to meet someone new. Thanks!

Next Meeting

By Todd Millard

After a great presentation by Dave Lammers and a large turnout at the January meeting, Tom Olson and I have our work cut out for us. Tom will be sharing some tips on working with Plexiglas that he learned while fitting his RV-6 with new wing mounted landing lights. I will be presenting a brief overview of what IFR is all about and what it takes to get an instrument rating. I am not implying that I am an expert by any means, I only received my instrument rating 2 years ago. Hopefully my relative inexperience means I haven't forgotten how bewildering all the jargon and procedures were when I started. Even if you have no interest in getting an instrument rating, a passing knowledge of approaches and clearances will help see and avoid IFR traffic when you are out flying.

The meeting will be on Friday, February 1st and once we will meet at the Hills Bank and Trust in North Liberty. Take the North Liberty exit off I380 and head east about 2 miles to Highway 965. Turn right and the bank is a few blocks south on the west side of the road. The doors will open at 7:00 pm and the meeting will start at 7:30 pm. Come early and make it a point to meet someone new. Fly safely.

Editor's Rant

By David Koelzer

Anybody that has been following the news lately has seen the veritable mine field that aviation has been navigating for the past few months. It seems every step aviation takes sets off an explosion of public outcry and calls for something to "done about it". Take for example the increased security for the airlines. Many people are quietly and patiently enduring the long lines and personal invasions that now are routine part of air travel. Former Israeli Prime Minister Ehud Barak was asked to remove his shoes for examination even though he carries a diplomatic passport. US Airways pilot Elwood Menear was taken into custody at a security check point simply for joking around with the security screeners. Even United States Congressman John Dingell was strip searched when his metal hip set off the metal detector. However, some in the Muslim community believe THEY are being racially profiled and singled out for harassment at security check points. Take for example Muslim secret service agent who was not allowed to board an American Airlines flight with his service pistol after he was unable to fill out the proper forms correctly and began acting belligerent to the pilot. The agent is now suing AA for racial profiling. Give me a break! If former Israeli Prime Ministers, airline pilots and Congressmen can't make it unmolested through security, what chance does a angry, gun toting, young man have? I can't even make it on to a flight with toe nail clippers! AA was not racially profiling. It was doing a thorough job of keep our skies safe. They should not be facing a law suit. They should be receiving our Nation's highest honor for safe guarding the flying public. If even one person on the jury trying this case has been through a security line recently then this SS agent is going to have a very rude awakening. Any juror that has been poked, prodded, patted down, felt up, had their luggage ransacked in public and their nail files confiscated is going to be very unsympathetic to man that wants to bring a loaded hand gun onto a commercial airline.

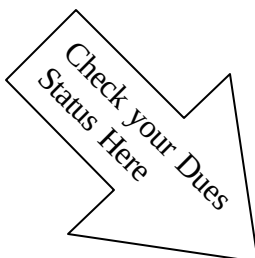
Fly Market

FOR SALE: Sharps Paint Spray Gun and pressure regulator, If you are interested, please call Ralph Driscoll at 438-1802 Central City. Ralph is a past chapter member and this may be the same gun he used on the Lippisch prototypes. His stories alone are worth the call.

FOR SALE: 25% Share of 1941 Stearman Biplane NC64712 based in Iowa City. The owner is selling his share because he purchased the major share of a newly restored Stearman that is now kept in the hangar next to this one. 220hp Lycoming, full electrical system, radio, Loran, smoke system. Well maintained, always hangared and flown regularly. \$17,500. John Ockenfels 319-351-3461 evenings or 319-351-2848 daytime.



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In The February 2002 Issue...

Time for annual dues. Beat the rush and send yours in today!

Chapter 33 Calendar

February 1 7:00 PM Chapter meeting, Hills Bank, Introduction to IFR Flying & Plexiglas forming

February 1-2 Midwest Aviation Maintenance Symposium, Gateway Center Ames

March 1-3 Iowa Flying Farmers Convention Ramada Inn, Mt. Pleasant

March 1 or 8 Ladies Night, Location TBD

April 5 Chapter Meeting

April 7-13 Sun 'n Fun, Lakeland, FL
(Editor: Come on spring.)

Check out our Chapter's email group on the web:
<http://groups.yahoo.com/group/eaachapter33/>

The Funnies

by Wayne Flury



Homebuilders have their priorities straight.