

March 2006

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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N2D breaks the surly bonds

By Mark Navratil

Well folks, N2D is now officially an AIR-plane. The FAA signed me off last Friday and on Wed morning (Feb 15) I woke up to calm winds and I said to myself, it's time to go flying. I get out to the airport, push it out of the hangar, do a careful preflight, and can't think of any excuse not to go flying. I don my nomex flight suit and helmet and strap myself in. "Clear Prop!" Engine lights off and the plane comes alive with a brief shudder and rumble as the vibration ripples through the aluminum airframe. Taxi out to the end of the East T's and dial up ground control: "Cedar Rapids Ground, RV November Two Delta, Experimental...." Feels good to say that. I tell them I'm ready to do first flight and want to depart Three-One and circle the airport to 4000'. No problemo. After the run-up I call Tower and they give me "Position and Hold Three-One, regional jet landing Niner."

I move out onto the runway, line up with the centerline and wait. I haven't really been apprehensive about flying this bird but as I sit there for a few moments, it sorta hits me that I am about to take off in an airplane that has never flown before....that arrived as boxes of parts and I assembled in my garage. I think to myself, ya know, this is a little bit crazy... My thoughts are interrupted by the Tower calling out "RV Two Delta, cleared for takeoff." I take a deep breath and push the throttle forward very slowly. I don't bother looking much at the airspeed, since I don't know if it will be accurate. I just wait until it has that 'ready to fly' feeling and pull back gently on the stick. And up we go. I realize I still don't have full power in so I



open it up all the way and feel the constant-speed prop bite in and lunge skyward. Now I am just hanging on for dear life and hoping nothing bad happens until I can get a little altitude and catch my breath.

Well, nothing bad happens and eventually my brain catches up with the airplane. Before I know it I am pushing the nose over at 4K.' My CHT's are getting a bit high from the climb but nothing out of limits. I wiggle the stick side-to-side a bit. The wings rock back and forth briskly in perfect synch with the stick. Gotta love that fighter-like control response. Flies like an RV....

I circle lazily above the airport for a while, adjusting my oil temp control and keeping a close eye on all the engine vital signs. Everything looking good. I peer down on the poor schmucks in the regional jets landing below me and try not to feel smug. Ok, back to the task at hand....need to do a few stalls just to see if my airspeed is working right at low speeds. I head northwest out over the open farmland. After some more maneuvers I pull the power back slowly to idle....nose coming up....watching the ASI. Slight buffet and clean break at 50 kts with flaps up. Try another one with full flaps...breaks right at 45 kts. Beautiful. Power back in to 24-squared....gotta run it hard for proper break-in. I glance at the flight timer and am surprised to see that an hour has gone by already.

Time to head back to the aerodrome. I check my six for enemy fighters and, seeing none, key the mic and tell Cedar Rapids I am ready to return. They come back with "Wind 040 at 9, left base for runway niner, cleared to land." I run through my landing checklist. Grip the stick a bit tighter. Realize that I'm getting close to the field and am still way too high. Pull the power back to idle and feel the deceleration as the constant-speed prop and short stubby wings do their thing....get 'er slowed down enough to throw out the flaps, turn final, add a touch of power back in to maintain 70 kts and arrest the high sink rate. A bit of turbulence tossing me around. Nearing the ground now...power all the way off....flare....and touchdown. Whew! Not a greaser but not bad either. Big relief as I roll down the runway, all in one piece...

Taxi up to my hangar, shut her down and just sit there for a while letting it all soak in. Quiet satisfaction. Engine making that tick, tick, tick sound as it cools. Lovely airplane aroma of heat, oil and avgas. Nobody's around for picture taking, back-slapping or champagne but that is fine.

Some guy changing a light bulb outside the hangar comes by and says "nice airplane!". I don't tell him I have just completed its first flight....just smile and say "thanks."

Speaking of thanks, I owe a huge debt of gratitude to the following:





- God, for blessing me with the freedom and resources to make this dream come true
- My patient and supportive wife Kathleen--and my kids--who have sacrificed a lot to allow me to do this project
- Alan Kritzman for all his help, encouragement (prodding?) and camaraderie
- Jerry Esquenazi (T-6A IP at Moody AFB) and Karl Heidrich (Wright-Patt AFB) for going out of their way to help me duplicate the beautiful paint scheme on the T-6A
- Everett Coleman for kindly donating his way-cool short N-number to me
- Everybody at Vans Aircraft for the great design and support
- Countless others--too many to name--from EAA Chapter 33 and the sport aviation community who have shared their time, hardware, advice and lessons-learned, resulting in a much better airplane than I could have built without them!

Hope I can get lots of good flying wx in the weeks/months ahead....I have 38.7 hours to go before I can get out of my test area...



Read Back – The U.S. Armed Forces Survival Manual

By Jim Meade

We never take off with the idea of making a forced landing in the wilderness, but it happens to someone every year. Are you ready if it happens to you and your passengers? Pilots based out of wilderness areas are advised to include survival equipment in their plane. Some places, like Alaska, require it. But, you don't have to fly over the Rocky Mountains to benefit from knowledge of how to take care of yourself. A forced landing at night in winter might entail a long wait before rescue even in Iowa. Knowing how to avoid hypothermia might save your life within miles of your home airport.

The U.S. Armed Forces Survival Manual is one book that helps you be prepared to live after a plane wreck. There are many other publications and on-line references that will serve as well. *Survivalforum.com* at <http://www.survivalforum.com/> is one. *Survivalx.com* is another at <http://www.survivalx.com/>.

Pilots have a head start on one survival skill, map reading. Any good survival reference will have tips to enhance your map reading ability. Most of us can benefit from some instruction in how to tell direction and distance when we have no map or compass.

An area that might not immediately come to mind is the importance of psychological survival. Fear, pain, boredom and panic are only some of the emotions that can affect your decision making and improve or harm your chances to live through a forced landing.

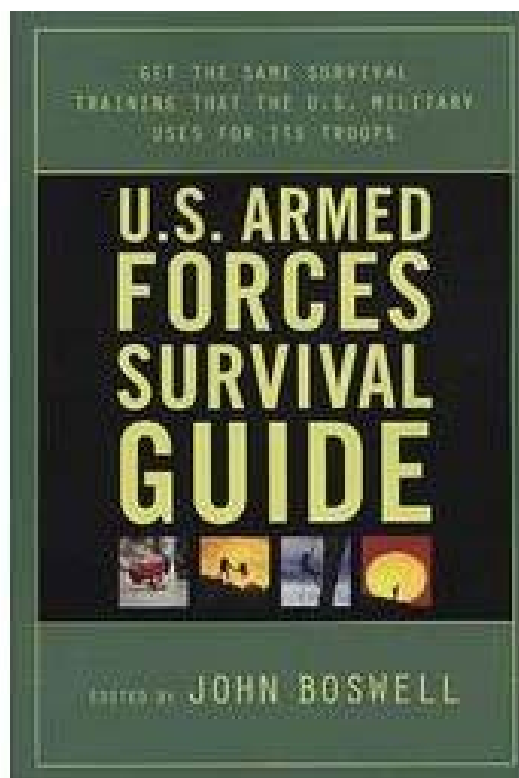
Any survival manual should contain extensive instruction on first aid. There is a high probability that wrecking a plane in rough terrain will lead to broken limbs, bleeding and other injuries. Be sure your book talks extensively about first aid.

Basic shelter skills will be important in a survival situation. Perhaps you can use the plane, but maybe not. It's good to know how to construct something to keep you warm and dry.

Obviously, the climate of the area you are stranded in will affect your survival procedures. It is important that your survival manual include information pertinent to your zone of operation. Triple-canopy jungle information may not be needed in the Midwest, but cold weather operations certainly will be.

Surviving a plane crash will probably offer some special considerations and your survival manual will be most valuable to you if it addresses them.

This review has taken the *U.S. Armed Forces Survival Manual* as a point of departure, but my copy is dated and I suspect you can get more current and maybe better information elsewhere. The point of this review is to remind you that having such a manual and reviewing it periodically and especially before a trip to inhospitable terrain may save your life or the lives of people you love and who rely on your for good judgement.



Spring Banquet - around the world in a Mooney M20J

By John Anderson

For our Spring Banquet this year we have arranged for a very special speaker. In 2003 CarolAnn Garratt flew around the world in a Mooney M20J to raise awareness for ALS (Lou Gehrig's disease) after losing her mother to the disease. Carol Ann will be discussing the logistics of the trip including all the paper work that must be filed to travel between countries and negotiations including "expedition fees" (aka bribes) that are occasionally required, the modifications to the plane necessary to have the required endurance, her physical and mental preparation to have the biological endurance, communication, and the reaction to a plane from the USA in certain countries, and the unexpected support she received along the way. She will be taking about her background including her connection to ALS which was the main reason for making this trip. She is a very energetic person and a terrific speaker. If anyone falls asleep they should be examined for a sleep disorder. Carol Ann made this trip at her own expense in a plane that is reasonably within reach of lots of individuals. All this makes her story an interesting one but being presented from a woman's perspective makes it even more unique. At the end of the presentation members would have an opportunity to purchase a book that details her trip with all the proceeds going to fund ALS research.

Our banquet will be April 14 6:00 pm at the Ox Yoke Inn, Main Amana. The cost for the dinner will be \$20.00 for a three meat choice meal including pie, drink, tip, and tax. We need to let the Ox Yoke Inn know how many people to expect so we ask everyone RSVP as soon as possible. Please contact John Anderson email: JoAnderson@unitedfiregroup.com or Janet Blackledge phone 319 362 2625.

New Suites at Alexis Park Inn & Suites

By Jay Honeck

In the next few weeks we'll be opening our 16th aviation theme suite (the "Apollo Suite" -- all 1960s NASA moon flight stuff) -- and the next one will be our "Oshkosh Suite" -- one that will be near and dear to the Chapter's heart, I'm sure! I'm gonna need everyone's help with this one. We've attended Oshkosh 24 years in a row, and have accumulated a pretty good collection of photos, pins, patches, etc. However, it's going to be a BIG suite (2-bedrooms, 600 sq ft), So I'm going to need every Oshkosh souvenir I can lay my hands on to fill all those walls! I was hoping some chapter members might have "Oshkosh Stuff" they'd care to part with? If donated, we'll be glad to attribute the donator with a plaque of some sort. If members have Oshkosh stuff they'd like to sell, I'd be willing to take a look at it. You can contact me at 319 337-8665 or stop by the Inn any time.

Up Coming Young Eagles Events

By Connie White

We have a big spring planned with several YE events so I hope everybody is ready to fly lots and lots of kids. Our first event will be in conjunction the Big Kids toy Show May 20 11am to 3pm. Then just two weeks later we will fly YE at Vinton's Open house. This has not been confirmed yet but on June 10th we may fly YE at Monticello (we'll let you know on this one). Then for the B-17 visit we also be flying YE June 27th and 28th 4-7pm. We also hope to fly some Boy Scouts and maybe hold an event at Marion later in the summer. EAA's goal is to have every YE pilot fly 10 kids for 2006 and with all these events we will easily exceed this number. As always we need ground crew as well as pilots so please contact Connie White longez38ar@juno.com or 319-393-6484 if you can attend any or all of these events.

Last Meeting - Airport Director Dan Mann

Our February meeting ran a little later in the month than usual but we really wanted the chance to hear from Dan Mann, Airport Director of the Eastern Iowa airport. Dan took over as director in July last year. Previously Dan was Manager of the International Airport in Casper, Wyoming and before that he served as Assistant Manager of Corning Regional in upstate New York. Dan graduated from Bowling Green State and served in the Air Force as navigator aboard B-52's for several years.



It was a lot of fun for us all to hear about the airport's inner workings, current construction projects, future plans, negotiations with air carriers, battles over discount fares, the competition with area airports for passengers and many other topics. Dan even brainstormed with us about issues we brought up hangar conditions and possible improvements. Dan also got to hear about our chapters plan for upcoming events like the B-17 visit and Young Eagle events. Many thanks to Dan for meeting with us and we hope to get him back again soon.

Next Meeting - Alpha Omega Aircrafters

On Saturday March 11 1pm. We will meet at Alpha Omega Aircrafters' new location at 2802 Lippisch Place SW, Eastern Iowa Airport. Randy will give a tour of his new facility and show off some of the aircraft under construction of which there are several. Zenith 601HD, RV7, Long EZ, Berkut, and several Lancairs will be on hand. Our usual project visits are just to look at one plane but this event will be like a project visit on steroids! Also, as a special treat, we will be playing another video in the series on Dr, Lippish.

To get to this month's meeting take the airport exit off I-380 and travel west to the main airport entrance. This will put you on Arthur Collins Pwy. Take the first right on to Lippisch Place and AQA is will be on the north side of the road across from the Collins hangar. Also for anyone wishing to fly in you can park at Landmark Aviation (formerly Piedmont Hawthorn) and make a short walk to AQA. This meeting is sure to be a lot of fun so I'll see you all there.



President's Corner

By Randy Hartman

As winter winds down and spring just around the corner, I'll bet that most of you, especially those who haven't flown much in the winter, are looking forward to more pleasant flying weather. Perhaps some of you, like me and Bernie, are trying to get the updates, mods, overhauls, and repairs to your airplane completed in time to take advantage of the new season.

As our thoughts wind up to greater flying opportunities so are the EAA chapter 33 plans winding up. We have a banquet in April with a very special guest speaker, many Young Eagles events currently slated for spring and summer, the B-17 Aluminum Overcast coming in June, and fly-in events in Monticello, Iowa City, and at Green Castle Airport.

All of these future events will require a fair amount of volunteering from our members. If you are inclined to support a fly-in and/or a Young Eagle event, please let me or one of the officers know and we will plug you in at an appropriate time and place.

Perhaps the biggest event coming this summer is the arrival of the B-17 on June 26th. We are looking for about 12 volunteers for a couple of days. This event, if properly promoted, can bring our chapter between \$2,000 and \$3,500. We will start volunteer sign-up sheets at the next monthly meeting. Aluminum Overcast will be here during the first few days of Cedar Rapids Freedom Festival. This will allow us to promote the B-17 in all the Freedom Festival promotions. Let me know if you want to help.

As a final note, we will be awarding Homebuilt Completion Certificates at the spring banquet in April. If you have finished a homebuilt and have never received a certificate, let me know and we will add you to those already signed up.

Fly Market

Wanted: Possible partnership in the construction of a RV-10. I am thinking of one or two individuals that would like to own a RV-10 in partnership. Construction and financial details to be worked out. Steve Ciha, 319-533-4543 or steveciha@earthlink.net

Wanted: M1 Carbine, prefer Winchester or Rockola manufacture. I need a carbine to fill out my U.S. service rifle collection. David Koelzer 319-310-3641 david.koelzer@mchsi.com



Chapter 33 Calendar

March 11 1pm Chapter meeting, Tour of Alpha Omega Aircraft's new facility at Eastern Iowa Airport, Lippish video

April 14 6pm Spring Banquet CarolAnn Garratt, around the world in a Mooney, Ox Yoke Inn, Main Amana please RSVP

April 4-10 Sun 'n Fun Fly-In, The 32nd Annual Spring Celebration of Flight!

April 8 11am - 2pm Annual Chili Fly-in / Drive-in Hosted by: Plane Crazy's Fort Dodge, Iowa Regional Airport

May 20-21 2006 Eastern Iowa Big Kids Toy Show, Fly-In Breakfast every morning, Young Eagle Flights, Hangar Dance Saturday night, Iowa City, Iowa Municipal Airport

June 3 Young Eagles, Vinton airport

June 26-28 B-17 Aluminum Overcast rides and tours and Young Eagles



Do NOT try this at home
boys and girls!

In The March 2006 Issue...

N2D Flies, Read Back - USAF Survival Manual



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