



The Lippisch Letter

March 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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An EZ Ride Around Iowa?

By Keith Williams

For a couple of years now, I've dreamed of flying around the perimeter of Iowa --- preferably in a fast plane and in one day. That's about 7 hours worth in something slippery. (I'd settle for something slower and a nite or two somewhere enroute.)

Is anyone else interested in "seeing the whole state" in this manner? If so, I'd be interested in participating in the planning, funding, and "driving."

A question which will probably come up is, "One or many?" Well, let's see how much interest there is!

Additional questions:

- Is there some cause we can tie it to?
- Is there something we can use as a good excuse to do it, other than "just because?"
- Who's got a good video camera mount? ('Spose we could borrow Captain Bobby's system?)
- Publicize it so others could join up along the way?
- Do it in "halves," split at I-35?

And then there's Minnesota!



Precious Moments

By Marv Hoppenworth

This year at AirVenture 2003, I saw, what was without a doubt, the most beautiful airplane I have ever seen. That airplane was the Hughes H-1 racer. Having joined the EAA in 1956 and attending every convention since then, I have seen many different airplanes. (The first airplane I can remember as a 10-year-old boy was a Curtiss "Jenny".)



A good 45 minutes were spent admiring the workmanship of the Hughes H-1 and about 25 minutes of that time was spent on my knees studying the landing gear, and looking up inside the wing through the landing gear openings. The owner, the man responsible for this duplication of the Hughes H-1, Mr. Jim Wright was sitting under the right wing next to the landing gear. As I studied the aircraft, he courteously answered every question that I asked. I recall asking, "What is the little light in the right hand ventilation tube for?" "That is not a light, that is a TV camera so I don't run over anyone when I am taxiing. The TV screen is on the instrument panel," was his answer.

It was truly a tragedy to learn about the loss of Mr. Wright and his Hughes H-1. We lost a wonderful man and a beautiful airplane. One can only imagine that his TV system is what kept him from landing into the people on the ground in the National park.

I must admit that those 45 minutes with the Hughes H-1 and Mr. Wright were the most precious moments I have ever spent at an EAA Fly-in convention.



Hill Aerospace Museum

By Steve Ciha

Well, here I am once again, building a building in a far away place with nothing in particular to do on a Saturday morning. I learned about an aviation museum 40 miles North of Salt Lake City. Well, I've been to a few airplane museums that were not worth walking through, but this wasn't one of them.

It turned out to be Hill Aerospace Museum, which is closely affiliated with Hill Air Force Base. All aircraft were military, and there were lots of them, starting with World War II planes and going right through present day. Also included were some ICBM's and transport and launch vehicles. Guided missiles and bombs were also displayed.



I have seen, and you have too, lots of military planes while at Oshkosh. But I never did see a B-52 or a SR-71 Blackbird. But there they were, and boy are they BIG. There were some Soviet planes there as well. A MiG 21 and 15 were displayed. In the near future, they expect to add a B-2 bomber (I think , or is it B-1?) and a P-47 Thunderbolt. In the recent past, this museum had sponsored two trips to the Aleutian Islands to recover a P-38 Lightning and a B-24 Liberator. These aircraft were brought back and restored to display status.

I easily spent four hours looking everything over. If you are ever in the Ogden, Utah area, this museum is well worth looking into. Especially since admission is free, although donations are gladly accepted.



Last Meeting - R/C Miniature Aircraft

By Tim Busch

Our February meeting was held at February 4th, 2004 at the Alexis Park Inn in Iowa City. Our hosts were Jay and Mary Honeck, owners of the Inn. We had a great turnout, completely filling the Honeck's conference room. Van Wingarden and Wendell Maakestad, president and vice president of the Cedar Rapids Skyhawks aero modeling club came to show off some of their work and discuss some of the aspects of flying R/C aircraft and operating their own airfield north of Cedar Rapids. For more information about the Cedar Rapids Skyhawks, Chapter 33 members can check out their web page at www.crskyhawks.org. After a very informative talk by Van and Wendell, Jay and Mary gave tours of the Alexis Park Inn. The Inn is just north of the Iowa City airport, and being fellow flyers, the Honeck's dressed up the place in an aviation theme, with each room having its own specific historical theme. I know I have my favorite picked out! Many thanks to Jay and Mary Honeck for hosting the meeting and to Van Wingarden and Wendell Maakestad for coming out on a cold night to show us the best in scale model aviation!

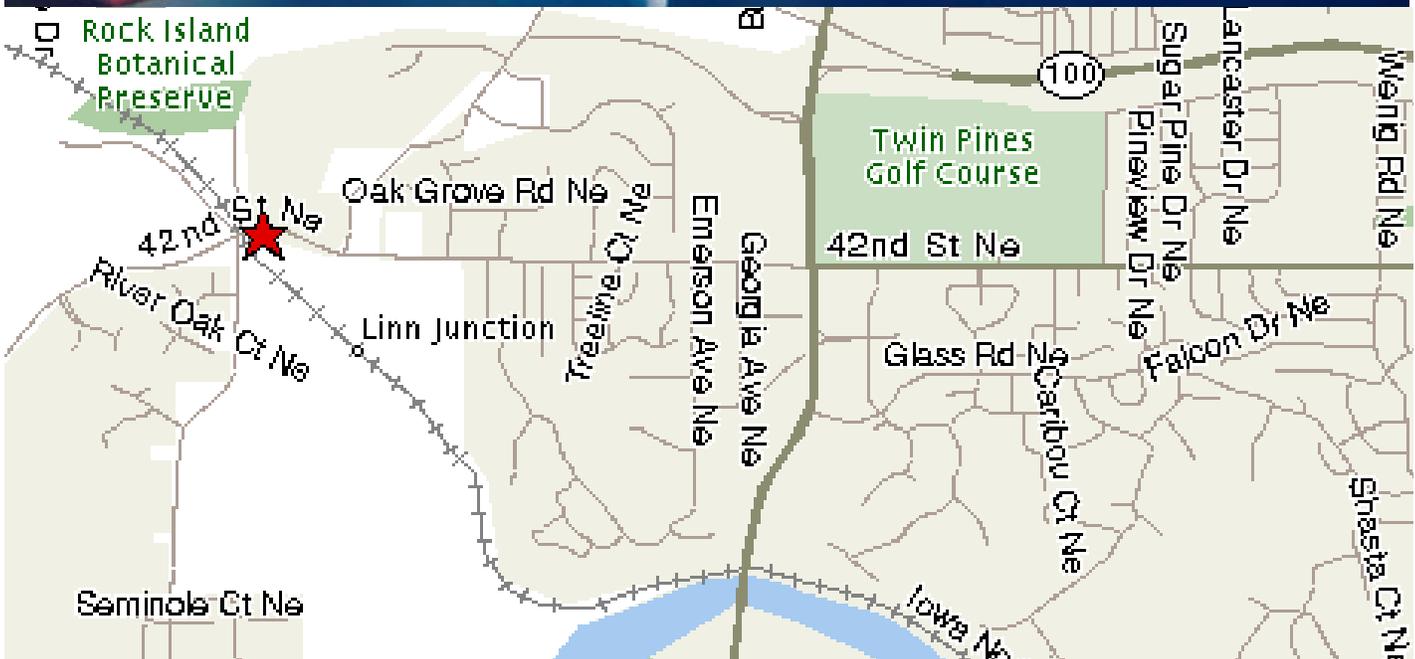


Next Meeting - Zenith Zodiac CH601 XL project Visit

By David Koelzer

We have a great meeting and project visit planned for Wednesday March 3rd at 7pm. We will meet at Jerry & Barb Maxwell's' home, 6203 42nd Street NE, Cedar Rapids. To get the take the 42nd Street exit from I-380 and head west. They are just past the Isaac Walton grounds on the south side.

We will be viewing progress on the Zenith Zodiac CH601 XL project which Jack Rezac and Jerry are building. We have several Zodiac projects under construction in our chapter so I am sure we will have a good turn out. See you there.



F-15E Accident - Lakenheath, England

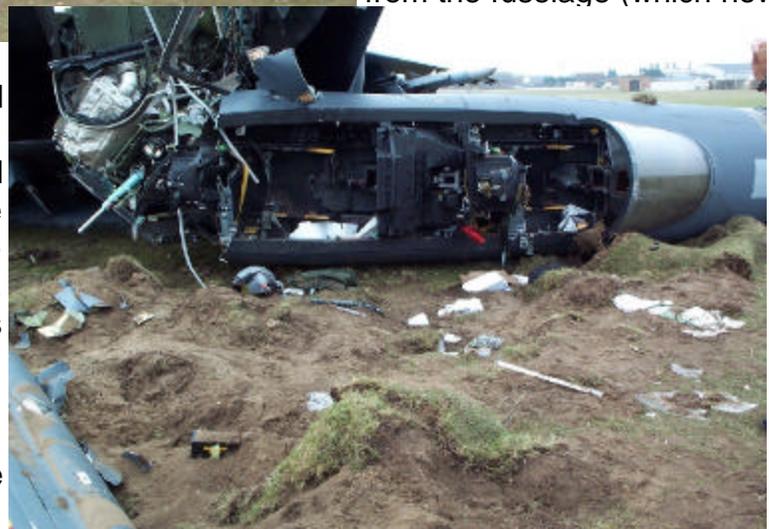
Just a quick note to give you guys a heads-up on the latest. We had a MAJOR Class A mishap here 2 days ago. As our jets were returning home from a 7 week deployment to Nellis, the last jet to land 96-203 (yes 1 of our brand new E-210 jets) blew its left main tire immediately upon landing. As a result, the jet (while still in its nose up roll out configuration) severely listed and twisted to the left. At 150 knots that's not good! The jet slid sideways, nose down, and as it careened along the side of the run-



way, the front end dug into the ground causing the jet to stand up on its nose. At that point, the fuselage broke apart just forward of the intakes and aft of the rear cockpit and then bent around and underneath the left side of the aircraft.

When the jet finally stopped, the radome had separated from the fuselage (which now

was facing back towards the rear of the jet) and was sitting about 20 feet away from the wreckage. The nav pod and adapter ripped off and were buried nose down in the ground. Basically the jet is trashed. The pilot received cuts, scrapes, and bruises. The WSO didn't fair as well. Both his arms were broken and he also had numerous cuts and bruises. Based on the wreckage, safety said the aircrew were lucky to be alive. The wing is not flying the rest of the week.



Editor's Rant

By David Koelzer

To the left you see a statue made by an Iraqi artist named Kalat, who for years was forced by Saddam Hussein to make the many hundreds of bronze busts of Saddam that dotted Baghdad. So grateful was this artist that the Americans liberated his country; he melted 3 of the fallen Saddam heads and made a memorial statue dedicated to the American soldiers and their fallen comrades. Kalat worked on this night and day for several months.

To the left of the kneeling soldier is a small Iraqi girl giving the soldier comfort as he mourns the loss of his comrade in arms. It is currently on display outside the palace that is now home to the 4th Infantry division. It will eventually be shipped and shown at the memorial museum in Fort Hood, Texas.

This should be a reminder to us all of the brave men and women who have given their lives to protect our freedoms and keep us safe from those who threaten us. It should also remind us that despite what we may hear on the nightly news there are many Iraqi people who welcome the liberation of Iraq from under the tyranny of Saddam Hussein.

During this campaign season there will be a lot of discussion of the reason why we went to war. However, regardless of your political persuasion and your beliefs whether we were justified or not in going to war, the fact remains, like it or not, we are there and we must finish what we have started. Talk of pulling out before there is a stable and secure democratic government is in place in Iraq can only give comfort to those terrorist that daily attack our troops and attack ordinary Iraqis getting their first taste of freedom after decades under Saddam. Let's not waver in the support of our troops or in support of the Iraqi people.



Fly Market

FOR SALE: 1/4 share in CID based IFR Mooney 201 Roger Burns, 393-9224

FOR SALE: 1/4 Share of 1981 Piper Warrior II (PA28-161), hangered at Cedar Rapids airport, 2509 TT, 272 SMOH, IFR. Contact Tom at 895-6989 or 368-0232.

FOR SALE: Metal project; Moving, so best offer by end of month. Tom Harris (319)362-6323 or tom-annee-harris@juno.com

FOR SALE: Zenair 701 project. Fuselage on gear. Motor is a Gometro with turbo and Ravin redrive on fuselage Call Bruce Wutzke 319-377-2010



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In The March 2004 Issue...

An EZ Ride Around Iowa, Precious Moments, Hill Aerospace Museum, F-15E

Chapter 33 Calendar

Mar 3 7pm Meeting, Zodiac CH601XL project visit, Jerry Maxwell's workshop.

April 3 11am - 2pm Annual Chili Fly-in Fort Dodge, Iowa Regional Airport

April 25 Fly-in / Drive-in Sponsored by: Sac City Kiwanis Sac City, Iowa Municipal Airport

June 4-6 Fly Iowa 2004 Commemorating the 60th Anniversary of D-Day Attendees are encouraged to dress in 1940's style clothing or military uniforms. Washington, IA

The Funnies

by Wayne Flury



The kind of telemarketer I would talk to!