

June 2011

Experimental Aircraft Association Chapter 33

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www.eaa33.org

First Young Eagles Event of 2011

Pilots braved challenging crosswinds on May 15 to fly more than 30 new Young Eagles at the Vinton Airport. Most of the participants had spent the previous day (and night) at the airport earning an Aviation Merit Badge with a local Boy Scout Troop. Thanks to all the ground crew and pilots that made this another Chapter success.







Read Back - Sagittarius Rising

By Jim Meade

Cecil Lewis lied about his age to join the Royal Flying Corps. After an hour and a half of training, he soloed. He was commissioned a 2LT at age 17 in 1915 and celebrated his 18th birthday on the Somme in France, where he first got lessons in aeronautics. With 20 hours logged he was given a photo recon mission and commenced his combat flying.

According to Lewis, the life of an 18 year old British pilot in WWI consisted of drunken parties, flying unbelievably bad airplanes, learning about French women and dodging German aircraft. It is no wonder few lived long. People who have not been in a war have no conception of how disorganized and chaotic it often is. Lewis reminds us of the various scrapes and fiascoes a young man can get into.

Some of the conversations remind us of the World War II novel, *Catch 22*. 18 year old men commenting sardonically on the death that day of bunk mates and flying partners as if discussing the weather. Still, they wonder why others died and they lived.

Flying into clouds with an airspeed indicator and a bubble was dangerous but done. Climbing above a deck to clear skies on top was not so bad. Letting down into a cloud layer without knowing the ceiling below was sometimes deadly. Night combat flying seems equally dangerous to us who are used to modern instruments.

After eight months and 350 hours in combat, with recurrence of an eye problem, Lewis is posted to the Home Establishment in 1916. His initial assignment is testing new airplane designs. Later, he is assigned to night fighter duty attacking Gotha bombers.

Nearly 19, Lewis is assigned to a scout or what we would call a fighter squadron equipped with the latest model, the DE-5 with two machine guns and a 140 hp Hispano Suiza engine. It would 120 mph on the level and climb to 10,000 feet in 12 minutes. Back in France, he flies daily combat sorties. Lewis describes dogfights and we see how simplistic were WWI tactics. The key element in the best pilots is utter cold-bloodedness.

Lewis ends WWI with 8 aerial victories, about 1,000 hours of mostly combat flying, no education, no training and no job. He takes his pilot skills to China for a two year stint working for the Vickers aircraft company teaching Chinese to fly. This pretty much ends his memoir.

Through other research, I find that Cecil Lewis is one of the founders of the British Broadcasting Company. He rejoins the RAF in WWII and trains pilots in the Mediterranean. In China, he married the daughter of a Russian general, but she divorced him before WWII because of his philandering. Both regret the failure of their marriage. Lewis died in 1997, at the time the oldest surviving World War I ace. Look him up on Wikipedia for more interesting facts about his life.

The Stackpole Company published *Sagittarius Rising* in 1936. Lewis kept no diary and wrote it based on his memories and recollections. It sometimes reads older than a teenage fighter pilot. Sometimes it seems a bit pretentious but also honest. It's a very good first person account of an era that is almost unfathomable to use who are used to rigid rules for flying and fighting airplanes. Recommended.

Read Back - Skunk Works

By Jim Meade

The man who followed the brilliant and irascible Clarence "Kelly" Johnson as head of Lockheed Aircraft's secretive and famous skunk works was Ben Rich. Following Johnson's mandatory retirement in 1975, Rich ran the shop using more persuasive methods until he left in 1991. In 1994, he and Leo Janos wrote his personal memoirs and published it through Little, Brown and Company.



Anything about the famous Skunk Works is interesting to aviators. Rich tells a story of vision, dedication and independence that led to some of the world's most iconic airplanes. Rich's tenure included work on the F-104, U2, SR71, F117 and much more. Much of the book comes across as an "I love me" story by Rich. Johnson gets praise and precedence as the guy no one can or would dare to replace. There are few other personalities in the Lockheed ranks of the book. It is devoted to aircraft designs and how to get them from drawing board to flight as quickly and inex-

pensively as possible. One of the conclusions is that operating as the Skunk Works did was hard to do then and impossible now. There are too many bureaucrats, too many hoops to jump through now. In the halcyon days at Lockheed, tough-minded men (there were virtually no women involved) with vision and drive could put something like the U2 into the air in a year.

When it comes to power name dropping, this book is a high flyer. William Perry, Gen Lawrence Welch, Richard Helms, Caspar Weinberger and many more noted government and military officials have written two-three page commentaries that reinforce various points Rich is making. Test pilots add observations about what it was like to fly these radical aircraft and work for Johnson and Rich.

There is a lot of detail about operational U2 missions. Rich makes a point throughout about the intense security attendant to the Skunk Works and everything done there, so it is eye-opening to see some of the information revealed in his discussions about U2 and SR71 overflights. Rich was deeply involved in the development of stealth technology, including the F117 fighter. He also helped build the F-104. Interaction with the U.S. Navy in development of stealth ships broke down over Naval bureaucracy and lack of vision. He has little good to say about the Navy.

From today's perspective, the book is an interesting review of Cold War and Middle-East politics and power projection. It widens our view of what went on and why. The description of actions in Iraq in the First Gulf War are especially interesting to those of use involved.

Skunk Works signs the death song of the independent, brilliant aviation pioneer and perhaps of unfettered aviation in general. Even those of us who pilot little airplanes put up with more and more government interference that doesn't deliver any better product but does it at a higher cost.

The book manages to tell us a lot of information in spite of the tight security Rich worked under. It's a little long on "I" and not so long on "we", but part of the success of the Skunk Works can be attributed to its independence and focus, so this is understandable. I think it's worth a read.

MISSION COST: (Pre-Stop Booking Prices)

\$399 **\$439**

per person (EAA Members)

per person (non-EAA Members)

E-Z Pay (EAA Members):
4 payments of \$99.75*

E-Z Pay (non EAA Members):
4 payments of \$109.75*

WALK-UP PRICES:

EAA Members: **\$425** | **E-Z Pay: 4 payments of \$106.25**

Non-EAA Members: **\$465** | **E-Z Pay: 4 payments of \$116.25**

DAILY GROUND TOURS:

Held after flight operations have stopped for the day.

Families: \$15 per family (adults & children under 18)

Adults: \$5 (FREE to ALL Veterans & EAA Members who join or renew on site that day)

Children under 8: FREE (accompanied by a paying adult)

Special group rates are made available for schools and large tours. Limited availability. Please call for group reservations.

Fly the Fortress!



EAA's B-17 Bomber "Aluminum Overcast" is an example of the American heavy bomber that helped turn the tide of World War II. You can see and touch this historic airplane -- and actually fly a mission!



Mission:

Davenport, IA

Target:

Davenport Municipal Airport

Mission Date:

July 8-10, 2011

Mission Times:

10:15 a.m., 11 a.m., 11:45 a.m., 12:30 p.m. & 1:15 p.m.

Special Instructions:

Become a fan of Aluminum Overcast at www.facebook.com/EAA.B17

For reservations & inquiries call 800-359-6217

Visit www.b17.org or send an email to b17@eaa.org for more mission details

Photo taken by: Mitch Rowland • img4gowork.com • www.img4gowork.com

All dates and times are tentative and subject to change due to weather or other causes. *These prices are for advance bookings only. Once the B-17 is on location at the current tour stop, advance ticket sales are no longer available for that stop.

On the Horizon . . .

The summer is in full swing for most of us now, with school being out, pools open and summer activities filling the calendar. The next Chapter 33 events are all surrounding the Air Race Classic, which departs from Iowa City this year.

Racers will begin arriving in Iowa City on June 16 and there are a myriad of events throughout the following several days. We are still in need of volunteers for a variety of jobs, ranging from providing transportation for the race teams between the airport and the hotel, to assisting with setup and tear-down for the BBQ/Hangar Dance on Saturday night, to the Young Eagles event being held on Saturday afternoon.

You can sign up for volunteer spots on the Chapter 33 website at www.eaa33.org/volunteers

We are still in need of volunteers to assist with the Pedal Jet area at AirVenture, as well. I need 12 more people to make this event work and allow Marv and Cathy more time to enjoy AirVenture. RSVP to Denny Hodge (N288RV@gmail.com) if you can take 1 4-hour shift. Lunch and beverages provided.

The Ford Tri-Motor will be landing in Iowa City on September 1st, and provide rides through September 5th. We'll be putting a volunteer sign-up on the website for that event, as well. Please put it on your calendar now and consider what time you might be able to give.

Board Elections are not until October, but now is the time to start considering serving your chapter on the Board of Directors. If you have an interest in serving on the Board, please drop a note to Denny Hodge (N288RV@gmail.com).

40 Year Ago . . . 1971

NASA's Mariner 9 orbits Mars, becoming the first spacecraft to orbit another planet...The first time a golf ball is hit on the moon...Boeing 747 makes its first commercial flight from New York to London



Last Meeting - Meet Your Local Controllers

For our May meeting, we piggybacked on a planned presentation by the Cedar Rapids Controllers sponsored by the FAAST team. Several of our local ATC personnel gave up their evening to talk about runway incursions and answer a variety of questions the large crowd came up with. Attendees were able to earn WINGS credit for the evening, in addition to the many free handouts the controllers brought, the excellent information that was provided and the networking that occurred during the intermission. Most of the pilots in attendance came away from the evening with a very positive impression of our ATC Staff.

Next Meeting - Engine Forum

Our next meeting will be Thursday, June 23rd at Hangar 51. The tentative agenda is to have a discussion about choosing your engine.

Young Eagles Events

Sat. June 18th in Iowa City starting at 1:30 PM (1330) till 4:00 PM (1600)

Monday June 27th at Vinton/Braille School starting at 5:30 PM. June 28th is the rain date.

Sat. August 20th at Marion Airport time TBD.

Sat. Sept. 17th at Cresco Airport time TBD

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

As always we need ground crew as well as pilots. If you can help out please contact: Connie White, Young Eagle Coordinator, rcwhite691@gmail.com

Last Call – Don't Miss It – Air Race Classic Start Weekend (June 17-21, 2011)

By Minnetta Gardinier

In less than 2 weeks, 50 planes will be landing in at the Iowa City Municipal Airport with 105 pilots, copilots, and crewmembers. The Iowa 99s are serving as the Start Committee & Host for this exciting weekend, and EAA Chapter 33 is spearheading two major events during the Start Weekend festivities – a Young Eagles event and the All Racers Welcome Hangar BBQ & Dance on Saturday, June 18th.

Connie and crew are working their magic for the YE event that immediately follows the Girl Scouts Take Flight event. Yes, 125 area Girl Scouts have registered to camp out in the Iowa Children's Museum on Friday, June 17th after the Racers' Early Arrivals Party concludes. They will visit the ICM Take Flight! exhibit activities on Saturday morning in preparation for traveling to IOW at 10:30 am. The girls will enjoy a picnic lunch at the airport, complete a little ground school, and visit some aircraft static displays on the ramp while chatting with the racers volunteering with their groups. At 1:30 pm, the Girl Scout event concludes, and our Young Eagles event begins for any interested girls to take a "real deal" flight with an EAA pilot. Chapter members, please sign up as a ground crew member or a pilot to make this event a memorable one for these young girls.

Denny Hodge has put together a great evening to wrap up this day. Saturday evening, I hope that EAA 33 members will join us to welcome over 100 pilots to Iowa with a great BBQ dinner catered by Jimmy Jack's Rib Shack. You'll also enjoy the evening with some Big Band sounds and great swing music. You will have a great time meeting women from all across the U.S. and to just enjoy some great hangar talking at IOW in the Jet Air Maintenance Hangar (6:00 – 9:00 pm). Contact Denny Hodge for tickets (\$25) – dennyhodge@mchsi.com.

We can still use some volunteers. So if you would like to be a part of our ARC Ground Crew, please visit the ARC Volunteers sign up page on the EAA 33 web site – <http://www.eaa33.org/volunteers>. Thanks to Dave Miles for putting this page up. Help out with aircraft inspections, welcoming racers, marshaling aircraft, local transportation – we'd love to include you in this once-in-a-lifetime-race-start in our town.

Finally, if you can make it on Tuesday morning, come on by IOW and watch 50 planes taxi out and launch for stop #1 – Brookings SD – on their way to Mobile AL by 5:00 pm Friday June 24th.

Don't Miss It...
35th Annual Air Race Classic
Launching from
Iowa City Municipal Airport
Tuesday, June 21, 2011 @ 8 a.m.



Airport located at 1801 S. Riverside Drive
 For more info contact Mike Tharp, Operations Specialist
 356-5045 or michael-tharp@iowa-city.org



arc
 Air Race Classic

Lead sponsors: Rockwell Collins, Iowa Aviation Promotion Group, City of Iowa City, North Central Section & Iowa 99s, Jet Air, Inc.

For more race details, visit www.airraceclassic.org/start.asp

Come out to the Airport to welcome the racers & see their planes.
 50 planes — 100+ pilots
 Racers arriving Friday & Saturday
 June 17/18

All Racers Welcome Hangar BBQ & Dance
 Hosted by EAA Chapter 33
Iowa City Municipal Airport
Saturday, June 18th – 6 to 9 pm
 Open to the public — tickets required (\$25)
 Contact: dennyhodge@mchsi.com



Chapter 33 Calendar

June 11 Flight Breakfast, Pilots in command free, Waterloo Municipal Airport (Livingston Aviation)

June 18 Air Race Classic opens in Iowa City with a Chapter 33 Sponsored BBQ and Hangar Dance

June 17-21 Iowa City Municipal Airport, 35th Annual Air Race Classic (Iowa City IA to Mobile AL), Start Weekend festivities (organized by Iowa 99s) – Jun 17/18 racers arrive; Fri Jun 17 – Early Arrivals Party @ Iowa Children's Museum Take Flight! exhibit; Sat Jun 18 – Young Eagles event and All Racers Welcome Hangar BBQ Party @ IOW (hosted by EAA 33); volunteers needed and tickets available – contact Minnetta Gardinier m.gardinier@gmail.com; Tue Jun 21 @ 0800 racers launch from IOW.

June 26 Fly-in / drive-in breakfast, Marion Airport

June 27 5:30pm Monday, Young Eagle Rally Location: Vinton Airport (VTI), IA (Braille School) RAIN DATE: June 28 @ 5:30pm

July 9 7am Flight Breakfast, Zangger Vintage Airpark 2VA, **CANCELED** due to loss of sponsor. Maybe next year.

July 25-31 Airventure and KidVenture EAA 33 Pedal Plane Pavilion

August 25 7:30pm Thursday Chapter Meeting - Location: TBD

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 319-480-0913

Aug 20 Young eagles at Marion Airport time TBD

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

Sept. 17 Young Eagles at Cresco Airport time TBD

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

In June 2011 Issue...

First Young Eagles Event of 2011, Read Back - Sagittarius Rising - Skunk Works



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