

March 2005

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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The Great B-25 Mitchell Ride

By John Dane

Every year the Collings Foundation flies in 2 Warbirds for the public to see at the Venice, Florida Airport. Many times it has been the B-24 Liberator and the B-17 Flying Fortress. This year the Liberator is being renovated and repainted in the colors of a famous combat plane, so it did not come. Instead they brought a B-25 along with the B-17 "Nine0Nine". It got its name from the last 3 numbers of its serial number.

I drove down to the local FBO and met up with the other passengers. Ray Hoey flew B-24s in combat and still flies his own plane today, an Ercoupe. I told him he must really like twin rudders. They asked him if he would like to ride along which, he has done on past occasions, and he asked if I could come too. Also with us was Norman, a combat B-17 pilot. On his 18th mission his plane was badly damaged by flak and somehow (he does not know how) he and the tail gunner got out of the plane before it exploded in mid-air killing the rest of the crew. He was in 3 different camps for 8 months, before being liberated by Gen Patton.

At 9:30 7 of us left in a van for Kissimmee. Also along was an aircraft mechanic, a reporter, the volunteer coordinator, and a Hertz customer, who won the ride because they donated the van. We got to Kissimmee about 11:30 and noticed the severe Hurricane Charley



damage. The two Warbirds were sitting on the ramp open for inspection, but no public was there. It is a more remote area than the Venice airport, so they do not get near the crowd we do. Right next door is the home of the P-51 "Crazy Horse", and he was just returning from taking a veteran for a ride. In his hangar were 3 other 51s and a Spitfire.

Soon it was time to go. Since I flew the EAA B-17 "Aluminum Overcast" in 1996, I asked if I could go in the twin-engine B-25, since I had never flown in one. No problem, Ray Hoey went also. There were a total of 7 in the aircraft including the 2 pilots.

They do not let other people actually fly the planes anymore like they did when I got 10 minutes at the wheel in the Aluminum Overcast. Another man and I sat by the waist guns, and we both had great views. It was overcast and we flew at about 1000 feet, right under the clouds. I got clearance to crawl back to where the tail gunner sat. You could really feel every bump back there.

As soon as we got close to Venice, I recognized I-75, and we came in right over town. When we got on final, the pilot pulled up and made another pass, flying right over our house. Allie said she saw us while she was in the swimming pool.

We landed and taxied up to the Triple Diamond FBO, and there was a good crowd on hand to greet us. Soon the Nine0Nine came in, and within a few minutes, they were open to the public to see inside (\$7). Our rides were complimentary. A reporter from the Herald interviewed Ray and Norman, and I got a lot of it on video. I also have shot great shots from the air in the plane. Now I have to write the Collings Foundation a thank you.



Read Back

Reviews and musings by Jim Meade, CFII

Stick and Rudder, An explanation of the Art of Flying

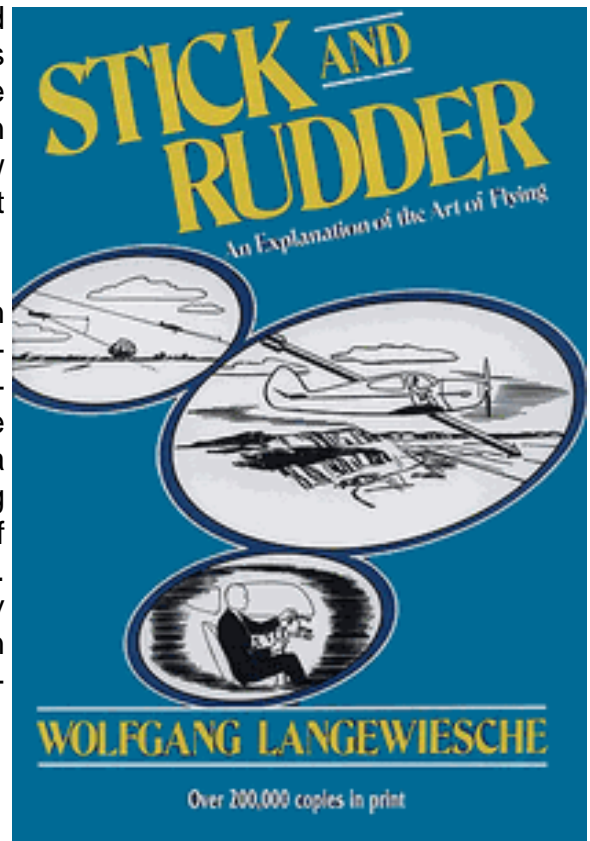
In 1944, Wolfgang Langewiesche wrote a book about flying. Born in Germany, Langewiesche soloed in Chicago in 1934 and went on to write a series of articles and books about flying in America. He noted that much of what pilots said and wrote about flying was not what they did. He set out to portray realistically what was happening between pilot and airplane and in doing so wrote one of the classics of aviation literature. Still in print, it can be obtained online from Amazon.com for under \$16.00.

In the first few pages, Langewiesche comments, like the Kings do 60 years later, that flying an airplane is not like driving a car. It can be dangerous and sometimes requires nerve. His postulate is that flying safely requires imagination. With the correct understanding of why an airplane acts the way it does and some imagination, pilots will be more likely to input the control forces to get the result they want. The rest of the 390 page book sets out to describe in detail how the airplane acts in various situations. He divides the book into 8 parts, addressing the wing, air sense, controls, basic maneuvers, landing, air dangers (written by Leighton Collins) and some advanced air sense.

The book is written in an easy, if somewhat dated, style and illustrated so that the author's points are shown as well as described. His explanation and illustration of a no-lift dive, for example, open your eyes to the actual plane attitude if you are in a slightly inverted dive where you are achieving no sidewise motion at all. Some of the descriptions are aimed at the beginning student and may initially seem obvious to us more experienced pilots, but even these have a perspective that helps us better visualize what we have learned to do. This is the value of the book for beginner or expert, the simplification and clarification of how we really fly airplanes, not how we talk or write about it. In helping us understand what we already do well, he is preparing us to fly even better.

Recently, a few authors have undertaken to disagree with Langewiesche on some points. It would be strange if after 60 years there were not aviation aspects that we better understand now, but for we pilots who like to fly little airplanes around small airports, he not only invokes a sense of how pilots thought and learned about flying when it was still fairly young but also gives us a little bit of the wind in the hair feeling about how the airplane flies. Written at a time when most pilot inputs were achieved by feeling a slipstream or looking out the window rather than reading gauges, this book makes us better pilots no matter how sophisticated our flight deck.

Highly recommended.



Ski Plane Checkout

By Wayne Flury – First Appeared in *Minnesota Flyer*

Flying is about learning new things, sometimes on every flight. Aviation writer Wayne Flury here relates his introduction to a new way of Minnesota winter flying-on skis. When Wayne isn't flying the Citabria, he's building a Sonex from plans. While most aircraft used with skis have a tail wheel and you will need to be tail wheel qualified, a unique endorsement is not required for operation of an air-plane on skis. However, it's always pru-dent to get some training, either from an instructor or an experienced pilot. Now, let's go skiing!

Harold Greseth is a very good friend who trustingly lets me fly his nice 1975 Citabria 7GCBC (150 HP, fixed pitch prop, flaps) that he keeps at his farm near Buffalo, a few miles from my home. His short grass strip is perfect for the Citabria but it's a sweaty palm generator until one's proficiency in short field take-offs and landings (mostly the landing part) has matured. The east end features a power line so that landings from that direction - which seems to be every time I fly - are over an obstacle.

On New Year's Eve day, 2003, Harold called and suggested that we go ski plane flying. When I arrived the Citabria was pre-heated, pre-flighted and positioned outside his hangar. We taxied on a path leading onto the lake that adjoins his property and took off with Harold in front demonstrating the techniques. With lit-tle snow cover locally we opted for Winsted and their grass run-way which had captured just enough snow to make it slippery. Under these conditions it wasn't much different than wheel plane flying, except no brakes!

With a few landings successfully completed, and me now in front, we headed home. On this day there were people ice fish-ing, a couple of snowmobiles, and even a cros_-country skier on the lake. I made a low pass in the direction of landing and set up for an approach. The winds, which had been mild at take-off, had picked up significantly now. Flying from a lake (either on skis or floats) is similar to the way early pilots flew from large grass fields - just aim into the wind and go - so you usually don't have to worry about crosswinds. This landing also went well and I didn't scare any of the on-lookers.



As I taxied back to the farm the Citabria wanted to weather-vane into the wind and I needed to hold full right rudder to keep it headed in the preferred direction. The lake surface was a big blotchy patchwork of snow/ice/snow/ice/snow/ice. Each time a ski came off the snow you could feel the plane skitter sideways from the wind as we lost snow cover and tracking.



I commented that it was a good thing we had at least a partial snow cover for the skis to grip when I made the mistake of coming completely off snow and onto ice. Immediately the nose started to swing left and no amount of right rudder would straighten it out. For a moment I sat there helpless, watching the world swing sideways past the windshield. Though I knew there were no brakes, my natural reaction was to stomp hard (real hard) on the right brake. That didn't help. So now I'm in the equivalent of a ground loop, the shoreline is getting closer, and a dead tree is just waiting to do a Charlie Brown kite eating/air-plane fabric tearing thing.

I don't remember if Harold said anything but I finally woke up and punched full left rudder. This caused the tail to snap around and, by adding power, I pulled us away from the shore and back onto the snow pack. Those whiter nights of my youth driving around in my old car, sliding corners, had finally turned productive!

A couple of weeks later I was trying to turn aluminum into Sonex parts when I heard an airplane fly over my house. Harold and his floatplane partner had flown the Citabria "up north" to check on their cabins and were saying hello as they returned. I jumped in my truck and got to Harold's place- just as they reached the hangar.

We re-fueled and turned the plane around (those long, flat things under the airplane where the wheels normally are don't make for easy ground handling when your feet keep slipping out from under you). Harold took the front seat and, since we now had about 8" - 10" of snow, taxied straight away from the hangar, down the shoreline and onto the lake.

A modest amount of power kept us moving, with the pre-takeoff check done as we moved. A gentle turn brought us into the minimal wind, and full power had us tail up and on the skis in no time. A couple of light bounces as we crossed snowdrifts and the remains of snowmobile tracks were the only disturbances before we were flying. Harold turned east to an adjacent lake, set up for an approach and demonstrated a nice landing into snow that was relatively hard packed from being wind blown.

We changed places and I made my first takeoff with snow deep enough to say that I was actually flying a ski plane. On climb out we noticed a fishing contest being held in one of the bays, so we moved over to Pelican Lake (that huge shallow lake just south of Monticello). I made a low pass to check snow conditions and to look for the tree stumps and branches that adorn this lake. All looked clear, so I came back around in a low pattern and set up for a landing with full flaps.

Landing on a lake of this size is like having a 10,000 foot paved runway, so there were no worries about the opposite shore suddenly appearing in the windshield. But when descending upon such a wide, white expanse, your peripheral vision starts to lose a reference point. I held a small amount

of power to maintain a constant rate of descent, like a glassy water landing for floatplanes. This Citabria doesn't have a rate of climb indicator, so the rate of descent was judged by the seat of my pants. An experienced pilot would probably choose to touch down where a shoreline was more visible to assist in height judgment.

As usual when I have Harold in the back seat, my landing was uneventful and smooth' so I guess I can say that I've got a sensitive butt! A little power kept the Citabria skiing' I reduced flaps, took off and came around to repeat the exercise. After another landing I made a long taxiing turn to go back to the "end' of the runway," just to get the feel of relatively high-speed snow taxiing.

We returned home and, with no wind, it was an easy set up for landing and a smooth touchdown. This lake is protected on all sides by hills and trees, so the snow was deep and soft. Touching down on this stuff was like jumping onto your grand-mother's feather bed! The airplane settled down so smoothly that it just made a person feel all giddy inside! We needed a little more power to keep the skis doing their thing and the turn back toward the farm took more effort, but nothing uncomfortable. A small burst of power brought us up onto the bank and we slid to a stop in front of the hangar.

In addition to the normal thrill I get from flying and seeing the beauty of our country, winter flying offers its own unique view - a landscape of extreme contrasts of color and texture. That which is hidden in the summer becomes visible, and the boundaries of what is visible in the summer become blurred as the snow softens the outlines of physical features. It's all just so doggone poetic! A plane on skis allows winter access to much more of the country. The only downside is figuring out an easier way to move the airplane back into the hangar!

As with any winter flying, ski plane flying requires a proper preflight and another good look before subsequent flights to be sure everything is clear of frost, snow and ice. Take advantage of the many good books and articles about ski operations. Be properly clothed and prepared for emergencies that could have you stranded in harsh conditions. Have a cell phone available, even if your flying may be done in areas the phone companies deem unworthy of coverage. Remember that operations "off-airport" are done at your risk for choosing a suitable site - your insurance company may have some input. And be courteous of others who are using the lakes.

I'm certainly not yet a competent ski plane pilot, but I'm looking forward to next winter with a whole new vision. If you've got access to an airplane compatible with skis, give it a try - it's a whole new experience. Now I'm wondering if I can make skis to fit the Sonex?



Presidential Words

By Tim Busch

It is with a heavy heart that I pass along bad news. January 10th, 2005 was a sad for general aviation. The Discovery Wings channel was extinguished. As a small consolation, it was replaced by The Military Channel. Not that there is anything wrong with its replacement, but general aviation lost a promotional outlet that day. Never mind that there are a handful of sports channels, bunches of movie channels, a half-dozen shopping channels (!), multiple music video channels, news channels galore, even a 24/7 weather channel (reminds me of Saturday Night Live's spoof on cable: the Humidity Channel). Apparently the cable/satellite world can't see its way to host a single aviation channel. If you care, let someone in the media industry know you want your GA-TV! Maybe Weird Al could do a spoof of "I Want My MTV" to help us get Wings back.

It seems like this winter has not been too bad. A single 12" snowfall was the only major winter weather event of note so far. There have been some non-flyable periods, but that should have given you more time to work on your homebuilt project. Right in the dead of January, I took a couple days off of work to get multi-engine rated, something I have wanted to do for several years. Livingston Aviation in Waterloo operates a very well equipped Piper Aztec and an accelerated training program, so I decided to try their services. You may have heard the horror stories about training accidents in small twins and I will admit that occupied a small spot in the back of my mind. My choice of training at a location with a 250hp Aztec rather than the run-of-the-mill Apache maybe have been influenced by that thought. Little did I know that my instructor would be a retired Catholic Priest named Mel. Talk about safety factor! It is always humbling to learn something new. I always realize how much more there is to learn when working on new things.

The Aztec is a fine airplane. This one had full deicing equipment, which turned out to be necessary for the trip up to and back from the examiner in Minnesota. Normal operation is not a big change from a typical complex single engine, but when one engine goes quiet, things get extremely busy. It's a bit unnerving at first to feather an engine and watch as the prop comes to a complete stop.....and you keep flying. I won't say I mastered the procedure, but I at least got fairly good at shutting down an engine without feeling totally swamped. It's a brief, very busy time in the cockpit.



After three days of excellent flight instruction by Mel and ground instruction by Chief Flight Instructor Mark Swancutt, they declared that I was prepared for the practical test. I wasn't completely convinced. I told Mel my brain was full and if they tried to put any more facts in there, something might leak out. The examiner did his best to make everything leak out and took great pleasure in watching me squirm as he asked a wide variety of questions. The trip back to Waterloo as pilot in command was challenging, with some mixed icing in the clouds, and limited visibility and ceiling on the approach. I felt like a big airplane guy as I squinted through the windshield heater at the snowy runway and smoothly touched down. I don't think I will ever enjoy a practical test, but I passed this one and look forward to more opportunities to get multi time. Thanks Mel!

Last Meeting

By David Koelzer

The weather cooperated for our February meeting and Leo Bertling of the Civil Air Patrol filled us in on the history of the CAP as well as their current missions and programs. Leo told us about the many search and rescue missions the CAP participates in every year as well as ways for us pilots not to become the subject of those searches. Leo also informed us about the various CAP aircraft (C172, C182 & gliders) which are not only used for these searches but are also available for use by CAP members at very reasonable rates. Instruction is also available to CAP members from volunteer CAP CFI's.



CAP has several squadrons in the Chapter 33 area; Cedar Rapids Senior squadron 51 which meets at the National Guard Armory, East Iowa Cadet squadron 78 and Hawkeye Composite squadron 105.



Next Meeting - Free Flight Airplanes

By John Banes & Steve Beck

For our March meeting we have arranged to see some ultra-light airplanes, actually very ultra light un-piloted air vehicles. So light in fact they are powered by rubber bands. The meeting will be Saturday, March 19, 6 PM (Chapter business 6:30). "Free Flight" from 4PM to 7PM, Location: Mt Vernon High School Gym, Mt. Vernon, IA. Parking behind the High School

Aerodynamics, power, and maintaining altitude are all part of the sport of flying model airplanes. Powered by only a rubber band these models demonstrate many aeronautical concepts and are fun to fly. Mr. Jon McVay will show us some model planes and discuss the sport that he enjoys. The popularity of the sport was recently demonstrated at the UNI-Dome where Radio Controlled (RC) Airplanes took up one end of the UNI-Dome and "Free Flight Airplanes" took up the other end. After the meeting (for those interested): Gwen's Restaurant at 119 W. Main St., Lisbon, IA.

Editor's Rant

By David Koelzer

In case you did not already know this, the Transportation Security Administration (TSA) has no sense of humor nor did they like snippy or mouthy air travelers.

Case In point: Dr. Esha Khoshnu, a New Jersey psychiatrist traveling to San Diego to attend a conference. While changing planes in Phoenix, Khoshnu got testy at a Mesa Airlines ticket counter, reportedly saying, "If I had a bomb, you wouldn't find it." The TSA described Khoshnu as acting "mouthy and snippy," This, of course, touched off a security scare and FBI officials were dispatched to question Khoshnu, who was subsequently detained long enough to miss her flight. However, they failed to also detain her suitcase, you know the "If I had a bomb, you wouldn't find it." suitcase.

After a while somebody thought better of this and when the plane with the suspect suitcase, which had cleared the usual screening procedures, landed the pilot was instructed to taxi to a remote area of the airport where some 35 passengers were ordered off the plane without their coats and carry-ons and escorted onto two buses. The bomb squad was called in and searched the plane but found no explosives. They then removed Khoshnu's suitcase and inspected it in an open area on the grounds of the airport. They found nothing suspicious, never the less, authorities blew up the bag (which had just flown uneventfully from Phoenix to San Diego) with an explosive charge and then doused it with water.

According to the TSA's Nico Melendez. "If a bag is cleared by TSA, is it OK, under current regulations, to fly without the passenger on the plane... All procedures were followed in this case," I suppose, it is also standard procedure to blow up suitcases of snippy or mouthy passengers once that suitcase is off the plane it was presumably threatening???

Khoshnu was eventually released and allowed to board a later flight to San Diego where she was able to claim the smoldering remains which were once her luggage. Khoshnu has the satisfaction of knowing that IF she did have a bomb then they were, as she predicted, NOT able to find it. However, she is probably keeping that satisfaction quietly to herself.

Fly Market

HANGAR FOR RENT: I currently have two hangars at the Vinton Airport but only have one airplane right now. Hoping to have my second one complete in the spring. So I am offering up the second one for the winter if anyone needs it. I travel a lot for work so if you are interested please call my cell phone. Dave Culbertson 319-350-7105

FOR SALE: Gas welding and cutting outfit: Torches, tanks, cart, extra hoses, rod for steel or aluminum; make offer. We are moving and can't take this with us. I also have a quantity of tooling plastic which I will give away free to the first taker. Tom Harris 362-6323 tom-anee-harris@juno.com

FOR SALE: 74x48 Wood prop (Cont), Exhaust w/Heetmuf 65-100 HP Cont, Exhaust for Rotax 503-582, Cessna Parts, Battery box w/solenoid, Fenderpants for 120-170, Hood latch-New, Custom instrument panel for 140, Fenderpants for 150-182 for Piper pazz, Wing parts, Instrument panel, Control wheels, Master switch, Seats, Intercom w/2 Head sets, V.W. engine w/carb, Mag, Prop and Prop-Hub, Wing & Tail covers w/formers for U.V., 600X6 Wheels & Brakes. Contact John Banes 319-846-2033 banescc@inav.net



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In The March 2005 Issue...

The Great B-25 Ride, Stick & Rudder review, Ski Plane Check Out

Chapter 33 Calendar

Mar 8 7PM AOPA Air Safety Foundation 'Weather Wise: Practical Tips and Tactical Trick' Safety Seminar. Kirkwood Community College, Iowa Hall, 6301 Kirkwood Blvd SW, Cedar Rapids, IA

Mar 19 6PM Chapter Meeting, "Free Flight" Mt Vernon High School Gym, Mt. Vernon, IA

April 2 Chili Fly-In, Fort Dodge, Iowa Regional Airport

April 12-18 Sun-n-Fun, Lakeland, Florida

April 24 15th Fly-in/ Drive-in Breakfast Hosted by: The University of Dubuque Flight Team, Dubuque, Iowa Regional Airport

