

September 2006

Experimental Aircraft Association Chapter 33

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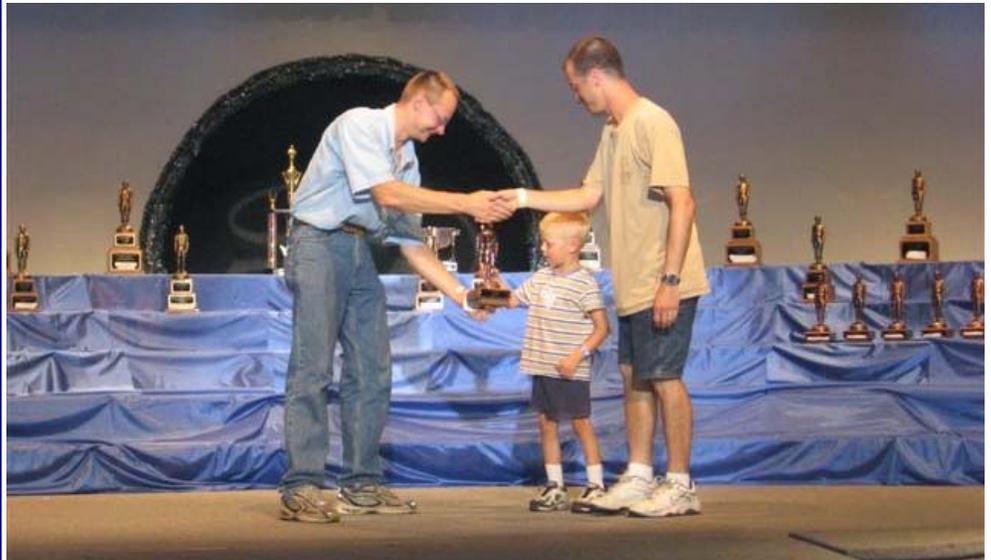
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Skyler and I go to Oshkosh

By Mark Navratil

Skyler and I are back from our first trip to Oshkosh in our new airplane. This year was a mix of the good, the bad and the ugly:

The Good: it was great to finally have the airplane I built in my garage at the Big Show. Lots of people were interested in it and I got many compliments. The Air Force guys took a particular liking to it for some reason :) The judges must have liked it too because they gave us a bronze Lindy (trophy) for Champion Kitplane category....this was way more than I expected considering the competition there (read: there's lots of immaculate airplanes and I wasn't expecting any award at all).



There were also lots of other great things to see as usual. Highlights this year included the first appearance (at Oshkosh) of the new F-22 Raptors....they did an amazing airshow that was beyond description. The warbirds this year put on a tribute to WWII bombers with quite a few of the big birds showing up and doing some cool formation flying.



Oshkosh is probably the only place on earth where you can hear the sound of dozens of radial-engined bombers flying overhead at the same time. We got to hear some of the bomber pilots tell stories of their experiences in WWII.



There were some new aircraft at the show including Cessna's Light Sport Airplane (LSA) prototype and Vans Aircraft also had their new LSA prototype on display, the RV-12. Honda announced they will produce their new jet....I'm sure they'll give

U.S. and European manufacturers a run for their money just as they have in the car, motorcycle, and every other market they've entered.

The Bad: the weather was some of the worst overall that I've experienced in the 11 years I've been attending the show....lots of really hot, humid weather interspersed by huge storms. It wasn't the greatest camping weather to say the least. Fortunately we had our air mattress (not just for comfort....it floats!) and the tiedowns and control locks on the airplane all held up well.



The Ugly: we had the misfortune of witnessing a horrible accident Sunday morning....we were on the flightline waiting for weather to improve and watched a TBM Avenger taxi over the top of an RV-6 right in front of us.



The TBM is one of the biggest single engine tail draggers ever built (it was a WWII torpedo plane, the same kind that George Bush senior was flying when he got shot down). The RV-6 is tiny by comparison. The TBM pilot couldn't see the the RV-6 over his nose and taxied right into the RV, chopping up the tail, then the aft fuselage, then the baggage compartment, then the cockpit....it was an awful way to end an otherwise great week.

Fortunately we got home safely and are enjoying the air conditioning at home/work.

Janice Wray "Jan" Walton, Master CFI

Janice Walton recently renewed her Master Instructor designation. Jan is the chief flight instructor and owner of P & N Flight and Charter at Marion Airport (C17). She is active in the 99s as well as the Whirly Girls, she serves as a safety counselor for the Des Moines FSDO and is the FAA's 2006 Central Region Flight Instructor of the Year.

The National Association of Flight Instructors (NAFI) takes pride in announcing a significant aviation accomplishment on the part of Janice Walton, the FAA's 2006 Central Region Flight Instructor of the Year and a resident of Marion, IA. Recently, Jan's Master CFI (Certificated Flight Instructor) designation was renewed by NAFI, her professional aviation education association.



To help put this achievement in its proper perspective, there are approximately 90,000 CFIs in the United States. Fewer than 500 of them have achieved that distinction thus far. The last eleven national Flight Instructors of the Year were Master CFIs while Jan is one of only 6 Iowa aviation educators who has earned this prestigious "Master" title.

The Master Instructor designation is a national accreditation recognized by the FAA that is earned by a candidate through a rigorous process of continuing education and peer review. Much like a flight instructor's certificate, it must be renewed biennially. This process parallels the continuing education regimen used by other professionals to enhance their knowledge base while increasing their professionalism. Simply put, the Master Instructor designation is a means by which to identify those outstanding aviation educators, those "Teachers of Flight," who have demonstrated an ongoing commitment to excellence, professional growth, and service to the aviation community.

Earning this designation is tantamount to having the words *summa cum laude* emblazoned on an instructor's certificate. These Masters truly represent the *crème de la crème* of our industry! To publicly recognize these individuals and their noteworthy accomplishments, NAFI will be hosting its "Meet the Masters" breakfasts, to which Jan will be invited, during EAA's AirVenture in Oshkosh and Sun 'n Fun in Lakeland. Any support that can be provided will be appreciated.

NAFI is dedicated to providing support and recognition for America's aviation educators while helping them raise and maintain their level of professionalism. It is also committed to providing a safe and effective learning environment for student pilots. The Association was founded in 1967 and affiliated with EAA in 1995.

Read Back - North Star Over My Shoulder

By Jim Meade

The Japanese phrase “mono no aware” describes the transience of life and a sweet sorrow at it’s passing. Many autobiographies and memoirs conclude with the sense that the author is looking back with dreamy eyes to a time that seems better or more alive than the present.

Robert Buck wrote a magnificent book called *Weather Flying* which should be on every pilot’s shelf. It’s a bit dated in some respects but in others it is timeless. He makes you think of weather both more personally and more globally than the National Weather Service does. On the strength of that book I read *North Star Over My Shoulder*. Simon and Schuster, 2002, about \$26.

Buck is a good writer. The book opens with the take off for his last flight before retirement from TWA and concludes with that’s flight’s arrival. In between, he takes us from a young man in a suit wearing a flying helmet with goggles to the captain of a 747 with all the latest aeronautical aids.

The parts of this book I enjoyed most were his descriptions of thunderstorm chasing in a B-17 and P-61. Buck doesn’t go in for a lot of hooplah about his flying exploits, but you do get the sense that he was more than a competent pilot. Buck was one of the first pilots in what later became Air Transport Command, flying DC-3s and C-47’s across the Atlantic. He’s flown and describes his share of rough weather not just while storm chasing but also while flying the line.

Much of Buck’s flying career was spent with TWA, which at one time was controlled by Howard Hughes. Buck describes interacting with Hughes and that man’s eccentricities and genius come through in the telling. One of his jobs was to fly Tyrone Power about in a custom DC-3. Power was a pilot from the war and a good one, Buck says. He became very good friends with Power and describes their adventures affectionately.

After the war, new planes came on the scene, including the DC-4 and the Constellation and Super Constellation. Buck has a few candid observations about the uprated engines on the Super Connie, but he liked the airplane. These were the days that transitioned from mostly unpressurized to higher altitude pressurized planes.

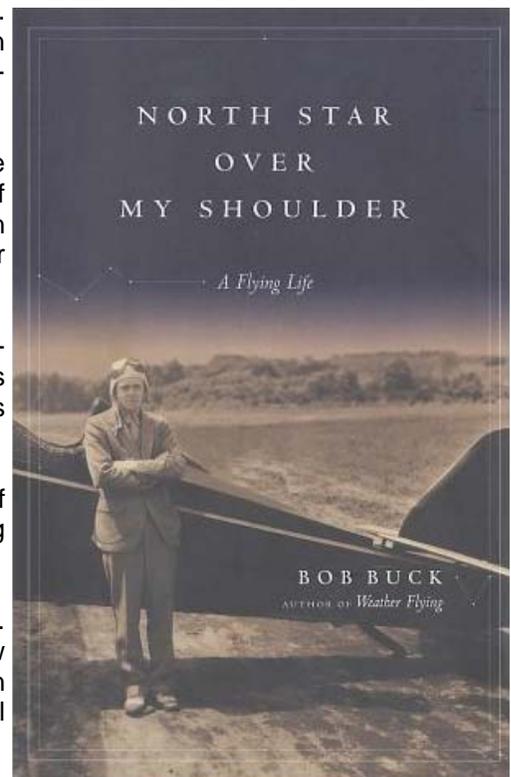
The time of the 707 was the golden era of airline pilots in Buck’s mind. Transatlantic travel was possible. Passengers saw an airplane trip as an adventure and they paid up and dressed up for it. Captains had a lot of discretion and authority. Today, the captain is seen as the guy to take the fall if the FAA doesn’t like what dispatch or the mechanics did.

There is very little of Buck’s family life in the book. No stories of his wife waiting at home or what it was like to be a father on the road. At the end of the book he gives a short passage to his wife, Jean and two children. In this sense, the book is the story of one man’s relationship with flying rather than a life history.

Although he spent most of his life flying big iron, Buck claims to have a special love for small airplanes and he waxes poetic about glider flying. Gliders have to fly more “in the weather” than powered planes so maybe that is his love of weather coming through.

Buck does not give you the philosophy of St. Exupery, the daring-do of Mitchell or the sense of flying of Gann, but he does a good job of describing what to even outsiders is readily seen as a bygone era.

The sweet sorrow of a transient life is a good way to describe this book. Many of us older pilots can relate to much of what he writes about. How does an old pilot let go of the stick and give up the feel of the controls on short final? This is not my favorite flying book but it is a good book, well worth reading.



Read Back – God Is My Co-Pilot

By Jim Meade

The recent death of BG Robert L. Scott, Jr., author of *God Is My Co-Pilot*, inspired me to reread this story of his life and career up through service flying P-40's against the Japanese in China in WWII. The first thing that strikes the reader is how much societal attitudes and mores have changed in the last 60 years. Scott wrote this book in 1943. It is a "first person" book by an untrained author and has the directness and bluntness you'd expect of a person who is more used to military reports than polished sentences. The emotions of the ace just returned from the CBI (China, Burma, India) theater are still raw. He calls the enemy "Japs" and disparages them without apology. In short, by today's standards, the book is racist. At the same time, the few times he uses curse words he handles them as we are used to seeing in books written 100 years ago. The G__ D__ bombs fell on a hospital, is the way he'd put it. It is obvious this book was aimed at the general American populace because of the degree to which he explains things that aviators would already know. It also played up the CBI at a time when Europe and the South Pacific got the bulk of the headlines.

As you read this book it takes you back to an era when pilots did things that either killed them or taught them. Things that today would get your certificate pulled forever. He taught himself to fly in an old Jenny. His errors in the Army flying school were legendary. Like others who could fly better than they could follow orders, he got through training more on pure determination than on fulfilling requirements.

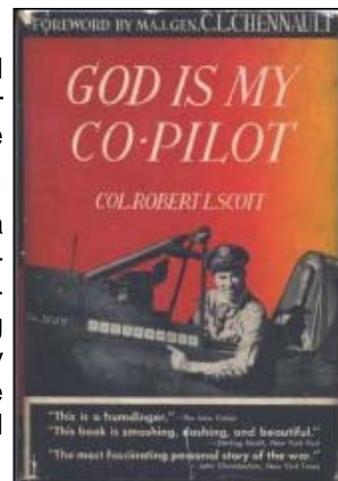
Scott later spent 4 years as an instructor pilot in the Army Air Corps. He tried to figure out student pilots and decided that some were only seeking training so they could get good paying airline jobs. He believed that a pilot must be able to fly the plane automatically so he'd have his mind free for navigation and aiming his guns. He decided in the end that most would do a good job fighting for their country if called upon, but there were a few who had the real fighting spirit and instinct that makes a fighter pilot.

After bothering generals persistently, Scott got his chance to get into combat in a B-17. He'd never flown more than a twin, but when asked if he had four-engine time he said "yes." When asked how much, he replied that he had about 1100 hours, figuring that a big lie was no worse than a small one. He got his plane and nearly lost it in the Atlantic Ocean due to navigator error.

Avid readers of WWII aviation know that P-40's were the main fighter used against the Japanese in China, that that when appropriate tactics were used they made a good showing. The record is about 12 kills for each P-40 lost. Scott does a good job of describing the fear, frenzy and focus of a fighter pilot in a dog-fight. Reading through them you begin to pick up successful tactics. The Japanese had many planes and like to use a Lufbury, a large ring of airplanes that continuously circled so that anyone breaking into the ring was under the sights of a plane in trail. P-40's wanted to attack out of the sun in a dive that slashed through the Lufbury. Never turn with a Japanese plane, rather dive away from them and come back up to gain altitude and dive on them.

Scott points out that the 6 50-caliber machine guns in the U.S. planes outranged the Japanese, so although many pilots tried to get in close, it was often smarter to stand off beyond range of the lighter Japanese machine guns and make the kill.

If you wonder if you have the "right stuff" to be a fighter pilot, this book gives a good exposure to the attitudes, skills, training, organization, teamwork and initiative displayed by successful aces in the CBI. It's not polished reading. It is redolent of war. It is sometimes bombastic and jingoistic. It's also a very exciting read. If you haven't read it or finished it a long time ago, pick it up now. It's easy reading and brings back the sound of 12 cylinder engines and the smell of cordite in sudden and savage aerial combat between foes who loathed each other and showed neither respect nor mercy in their death throes.



Last Meeting - Green Castle

As has become tradition, we did not have a Chapter meeting during the busy month of August but we did all meet at Green Castle airport for our July meeting. It turned out to be a beautiful day and we had many members flying in as well as drive in. Many thanks to Mark & Kathleen Navratil for proving us with a very tasty picnic lunch. We also got to hear about some new RV-10 projects which are under construction, one by a long time member and another by a brand new member.

Next Meeting & YE - Marion

For September we will be meeting at the Marion Airport for Young Eagles flights Sept 16th 9am to 1pm. As always we need will need both pilots and ground help, please contact Connie White, longez38ar@juno.com or 319-393-6484. After we have flown all the kids we will have a picnic lunch (about 1pm) and a Chapter meeting. With a little luck in the weather department we'll have a lot of members flying in and there will be plenty of time for builders discussions, ride shares and just enjoying an afternoon at the airport. See you there.

See you at the airport....

By Randy Hartman

This has been a great year for me and I hope it has been for you also. Business is good – in fact we are very busy. We, at Alpha Omega Aircrafters (AOA), have 7 airplanes in various stages of completion and a possible 8th coming in September.

This summer has been full of flying for some of you and full of building for others. I know that Hanger 53 on the east end of The Eastern Iowa Airport has had many flights of one, two, three, and maybe four out of it. As you might know – Hanger 53 houses four beautiful examples of our Chapters fine abilities – now with two award winners. Last weekend Tom Meeker won Grand Champion Homebuilt at the Antique Airplane Association fly-in in Blakesburg, IA with his beautiful Mustang II. Congratulations Tom!

In addition – last month Mark Navratil won a bronze Lindy – Kit Built at AirVenture 2006 in his stunningly beautiful RV-8A. This is quite an accomplishment considering he was going up against the very deep pockets of the Lancair IV type of aircraft. If you haven't seen his bird, or Tom's, you owe it to yourself to visit their hanger and take a peek at our two award winners from this summer.

Chapter 33 has a long tradition of fine builders of whom I am proud to associate with. I think of Tom Olson and Steve Chia and their beautiful RV's. Steve's second RV has some of the best craftsmanship on the field. Ron White and Terry Scherman have a long tradition with their Long EZ's – tinkering, building, changing, improving, until "it" is perfect. Alan Kritzman, Dave Koelzer, Jack Razebek, Justin Fishbaugh, Armin Jacobs, Dave Lammers, and on and on. We have so many good builders in our chapter it really is amazing.

In contrast to fine building and craftsmanship, I am working to clean up someone else's mistakes and poor workmanship – much of it un-airworthy – on one of my customers' airplane. If you come by Hanger 51 (AOA Area 51) in the East T's at CID you can see for yourself some of the crazy things other builders do which shouldn't be allowed in the air.

There are enough things relative to flying that would threaten us and our lives. We don't need to make short cuts or do shoddy workmanship that may cost us our lives. For those of you still building, please tap into the wonderful resources within our chapter for assistance when needed. Keep up the great tradition of safe and excellent building.

Fly Market

FOR SALE Veterman crossover exhaust system. Stainless steel with very low time. Fits LYC. O-320 or IO-360 with narrow cowls. 1/2 price call Jack Rezabek at 319-362-4384

FOR SALE I have the empennage and wing kits for an RV-8/RV-8A. The empennage comes with electric trim. The wing kit is standard, but it is missing a few parts. There are some unformed aluminum pieces missing (used to create brackets, etc.) and the top skin of the left flap was dented and is now being used for scrap aluminum. I have not completed any work on the empennage kit, but the guy I bought it from did a little work - put the vertical stab spar together I think. For the wing kit, the left wing spar, ribs, and skins have been drilled together. I have them taken apart to prime the ribs and drill holes for wiring. Both flaps have been drilled and clecoed, with the exception of the top skin of the left flap. I have started drilling the holes attaching the stiffeners to the ailerons. Asking \$1400 for the empennage and \$4500 for the wing kit, or best offer. Scott Loewen 319-364-5018 loewen@sierralima.com

FOR RENT Half of East T Hangar 37 is available for rent. My Sonex takes up only one corner with plenty of space left. If you have a high wing, then we won't even need to move planes to get in and out. \$60/month David Koelzer david.koelzer@mchsi.com 319-310-3641



Chapter 33 Calendar

Sept 9 7:30-9am Fly-In Breakfast FREE to PIC Celebrating the Grand Opening of our New Runway!! Fairfield, Iowa

Sept 10 7am-12pm EAA Chapter 327 Fly-In Breakfast FREE to PIC Dubuque, Iowa Regional Airport

Sept 16 9am-1pm Young Eagles, 1pm Chapter meeting and cook-out, Marion, Iowa

Sept 15-17 Replica Fighter Association Annual Fly-In, Hosted by: EAA chapter 1143, Flight of the falcons: 7am to 5pm daily, Fly in breakfast Sunday the 17th: 7am to 11am, Osceola, Iowa

Sept 23 9am 2pm EAA Chapter 412 is hosting a Fly-In Brats, Burgers and Chili-dogs will be served, Remer Municipal Airport, (52Y).

Sept 21-24 EAA 1929 Ford Tri-Motor, Sponsored by: EAA Chapter 75 Rides available to the public, Davenport, Iowa Municipal Airport



In The September 2006 Issue...

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