

May 2007

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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Oshkosh Spring Training

By Kevin Powell

While many EAA'ers who need a mid-year "fix" are Florida-bound for Sun-N-Fun this month, I found a different way of scratching the springtime aviation itch while on a business trip to Arizona: The Pima Air and Space Museum in Tucson.

My conference schedule in Scottsdale provided just enough slack time to buzz down to Tucson and spend a couple of hours seeing how this museum has grown since I first visited there in 1979 (I was nineteen, then.) Twenty eight years later I was anxious to see how it had changed.

Situated right next to Davis-Monthan AFB, Pima Air & Space Museum offers a collection of more than 280 military, civil, GA and homebuilt aircraft --- but with a twist: Most of the aircraft are on display *outside*.

Arriving in the 3:00 PM heat of an unseasonably warm March afternoon -- 90 degrees outside -- I was pleased to see how the museum had grown. It now consists of five hangars, a sixth under construc-



tion, the Space Gallery/Challenger Learning Center, the Titan Missile Museum (nearby, but off-site), a restoration hangar and a “back yard” full of projects awaiting restoration.



On paying admission at the gift shop, I entered Hangar #1 and was engulfed in a variety of unique experimental/homebuilt aircraft, certificated GA and military aircraft from a century of aviation history. A Wright Flyer replica hangs suspended from the ceiling, sharing airspace with a Rutan Long EZ. A Bede BD-5 jet sits patiently on the floor, holding short, #2 for takeoff behind the world’s smallest aircraft, the Starr Bumble Bee. I paused to consider that these were *all* experimental aircraft built by home-

builders... just like the people in EAA Chapter 33 back home. Well, maybe we’re not all the like of Burt Rutan or the Wright Brothers, but the same spirit and drive is there in all of us who fly.

Aware of my limited time before closing, I stepped out of Hangar #1 and ...so many aircraft... so little time! I was immediately struck with the large number and great variety of aircraft... sitting open and exposed on a giant desert parking lot. One thing hadn’t changed since my last visit: they possess far more aircraft than they can house indoors.

These machines live on display outside 24/7/365, waiting for their turn to move indoors someday after another hangar is built and their turn comes for full makeover. Sure, their appearance may be rough, but you can walk right up to them, touch them, get a sense of their sheer size and power... you can walk among them in the dry, Sonoran desert wind and listen to them talk to you as the wind moves their control surfaces, makes their hinges squeak, their linkages rattle. They don’t stand in spotless sterility, hiding behind signs warning you “Stand Back – Do Not Touch”. Instead you can walk right up to them, touch them and scrutinize them in detail.



Go ahead: stick your head inside the jet intake of that F-14 Tomcat; run your hands down the tail-hook of the F-4, feel how rough it is and wonder how many times it's snagged (or missed!) the wire. Circumnavigate one of their B-52 's (they have 3) and get a feel for how big that aircraft really is. Stop and count up the number of X-15 mission tally marks on its sides – wondering how many of those flights Scott Crossfield took under this very beast.



I kept walking and discovered a different Grumman Tiger than the one I knew – one the Blue Angels once flew. I got introduced to a Sikorsky CH54 “SkyCrane”, just like the model I built in grade school; to our first supersonic bomber, the B-58 Hustler; and I discovered Boeing’s strange looking YC-14 prototype cargo transport.



This place is filled with more of the unusual and unique aircraft in aviation than many other museums I've visited. I thought I was looking at a B-29 when I did a double-take. An extra turbo jet outboard on each wing told me this wasn't your regular B-29. It turned out to be one of our early refueling tankers, the KC-50 a modification of the B-29 platform.



However, the most notable modification on display had to be the first "Super Guppy", the Aero Spacelines B-377 SG. This plane was used to transport space vehicle components of the Saturn V rocket to Cape Canaveral. (Sponge-Bob fans: If you ever wondered where the idea for "Squidward" came from, this had to be it.)



I'm taking photos like a Japanese tourist at Disneyland (OK, not "P.C.") and running short on time. If you love aircraft, one entire day here just wouldn't be enough, and I had only two hours. Maybe two days would be enough... after all, there's the Titan Missile Museum to visit: the only publicly accessible Titan II missile site in the nation.

Five O'Clock already! As I walked toward the front exit, I watched a flight of A-10s from Davis-Monthan AFB rolling out onto final for the runway just across the street. I stopped





momentarily to stare over their “back yard” fence at the fuselage of a North American PB4Y sitting forlornly on the ground. It seemed to be asking, “Need a project anyone?” I was just about to the gate when an older gentleman, a museum docent, exited a hanger and came up to me. He’d been watching me take photographs apparently.

“Did you get a lot of good pictures?”

“Oh, a few, I think.”

“So... I suppose you were here for the big air show, too.”

<pause>

“Air show?”

“Yeah! At Davis-Monthan AFB -- yesterday. It was huge! They had the Blue Angels, the Golden Knights... everything. Was really quite a show! You were there, right?”

<really *long* pause>

“AIR SHOW?!”

(No... I *wasn't* there!)

If you want to find out more about the Pima Air and Space Museum, or the Titan Missile Museum, visit their website at: www.pimaair.org.



Last Meeting - Spring Banquet

We had quite a time for our Spring Banquet. We gathered in Iowa City at the University of Iowa Memorial Union's State Room. The buffet was excellent with our choice of Pork



Tenderloin Medallions with Maple Glaze, Grilled Salmon Filet with Dill Mustard Cream Sauce, and Grilled Breast of Chicken with Mushroom Marsala Sauce as well as all the fixings. After everyone had had their fill, Wayne Sapp of Chapter 111 entertained

us with stories and slides from his solo trip to Alaska in a 85hp Ercoupe. Wayne explained some the details of flying in Canada, the interactions with tower controllers at even the smallest of airports as well as the weather & flight plan electronic kiosks at seemingly every airport. Wayne also talked about the challenges involved in such a long trip though mountainous terrain with few refueling stops in an airplane



which is not exactly "high performance".

Many thanks to Wayne for giving the presentation as well as to Randy Hartman, John Anderson & Tom Caruthers for arranging the hall, catering and every thing else that went into making it a fine evening.

Next Meeting – Monticello

For our May Meeting we have convinced Armin & Betty Jacobs to host us in Monticello Airport MXO for a fly-in lunch. Armin will be grilling burgers and brats and have drinks, plates and silver ware. We want every one to bring a dish to share. We will meet May 12th, lunch will be served at 12:00 noon so come early and check out Armin's RV-9a. We will gather at Armin's hangar at the south end of the main ramp. If you need a ride, send a note to the Chapter email list and arrange to fill up a empty seat.

Keith Roof's P6 Hawk Flies

By Jay Honeck

This just in...Keith Roof's beautiful P6E Hawk replica homebuilt, many years in the building, has just returned from its inaugural flight! Keith reports that it's a bit heavy on the stick, but aileron harmony is good, and only minor control adjustments will be necessary to make it 100% perfect. He reports seeing 100 mph on down-wind, climb-out at 80 mph, and witnesses will attest to a perfect wheel landing to round out a perfect first flight! I can personally vouch for the sweetness of the engine exhaust sound, as I was in the Menard's parking lot when he went screaming over whilst climbing out. Congratulations to Keith.



Fly Market

FOR SALE P-38 Lightning ultralight for sale. Dan Knoll at 848-4406 for details.

FOR SALE LANCAIR IV-PT KIT 70% complete, \$160K. Walter 601D, wings closed out, wings and gear installed, Fuselage mostly complete, partially primed/painted. Dukes cabin pressure controller, VSI, Alt, AS, Bendix/King VOR/LOC, Garmin GTX330, GNS530, GNS430, GMA340, Avia propeller, step and wing fairings complete, windows installed, pressure door installed, strobes, speed brakes installed, most of the body work is complete. Firewall-forward remains to be done along with some interior build. Contact Alpha Omega Aircrafters owner Randy Hartman randy@aoaircrafters.com (319) 362-9055 for full evaluation or Graig Cone (319) 533-1036.

FOR SALE 2000 Phantom X1 Ultralight, 125 total hours, Rotax 447 engine, BRS 750 parachute, 10 gal tank, Great Flying Aerobatic Airplane, More info available at www.phantomaeronautics.com \$7000 or make an offer, Jerry Maxwell Phone (319) 393-8560



Chapter 33 Calendar

May 5 Tulip Time Breakfast Pella Municipal Airport Shuttle available to Tulip Festival

May 12 11am Chapter Meeting & lunch, burgers, brats and bring a dish, Monticello Airport MXO

May 20 Annual Flight Breakfast Cherokee Municipal Airport (CKP)

June 3 Fly-in Breakfast, Washington Municipal Airport (AWG) Young Eagles 9am-12pm

June 1-3 20th Anniversary Quad City Air Show, Davenport Airport (DVN)

Jun 16 5pm Benefit Concert, Green Castle Airport (IA24) 5pm Food & drinks, 7pm. – Concert



Winner of the St. Maarten's Princess Juliana Airport (SXM) Spot Landing Contest (jumbo jet division)

In The May 2007 Issue...

Pima Air & Space Museum, P6 Hawk Flies



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