

March 2008

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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## Air & Space Story

By Alena Meade

On a recent trip to Washington D.C., I had the pleasure to experience both the Smithsonian National Air and Space Museum on the National Mall, as well as its second location, the Steven F. Udvar-Hazy Center. The center, opened in 2003, is located minutes from the Dulles International Airport Terminal. As a Smithsonian museum, the Udvar-Hazy Center charges no admission. Do bring along \$12 for parking, however. ;-)

The Boeing-sponsored hangar has on exhibit such amazing craft as the Lockheed SR-71 Blackbird. It is an aircraft that I felt was almost worth building just to look at. Learning that it had achieved sustained flight at over 85,000 feet and could also fly over 2000 miles per hour, was just a bonus really.

The civil aviation section of the museum features some aircraft familiar to all of us, such as the ever-popular King Air and a Piper Cub. The more intriguing pieces, however, include one-of-a-kind,

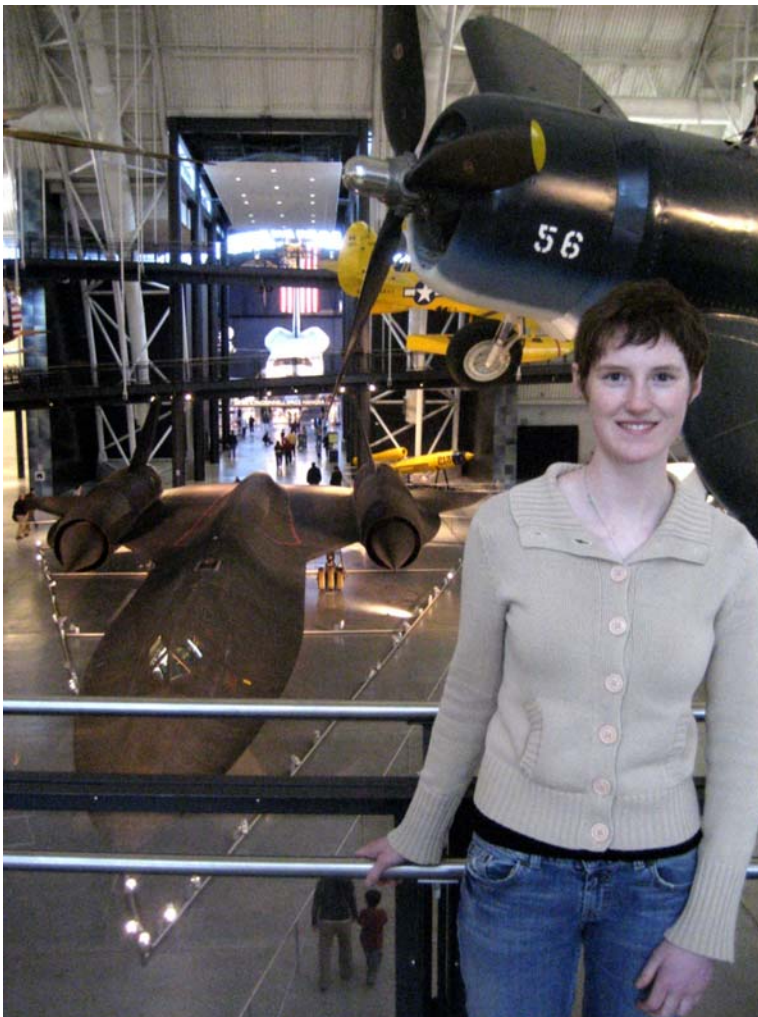


home-built rotorcraft, some early air transport vehicles (such as the Boeing 307 Clipper Flying Cloud) and then of course, the Concorde.

For many reading this newsletter, the real draw to the museum hangar may be the beautiful older war birds on display. A Hawker Hurricane, Grumman F6F-3 Hellcat, P47-D Thunderbolt, and several rare Japanese and German WWII era fighters are on exhibit. A few beautiful classics, however, such as a P-51 Mustang, are still located at the original Air and Space Museum location. The older birds transition into the more modern fighter jets, such as the F-14 Tomcat and the X-35B Joint Strike Fighter.

One aircraft in particular may be reason itself to visit the hangar. The Enola Gay, that famous B-29 Superfortress, is on prominent display in the museum. Even I, born 40 years after this craft made its historic drop, found myself in quiet reflection when visiting the bird.

The space travel portion of the museum is also quite fascinating. The Enterprise space shuttle is of course the main attraction. However, the rovers, landers, satellites and missiles on display are a wonderful reminder of why all of us once wanted to go to space camp. (And why some of us still do.)



The museum shop is worth visiting. The only opportunity for refreshments, the McDonald's Cafe, is not. The museum itself has a wonderful openness, being a hangar, and is easily wheelchair accessible, having ramps in place of stairs in many cases. Artifacts are accompanied simply by signs, identifying their defining characteristics and specifications. There are no interactive learning tools, few videos, and only short histories accompanying some pieces. The museum is simply a hangar, filled with beautiful aircraft.

Before visiting the museum, it is a good idea view the Udvar-Hazy Center's website (<http://www.nasm.si.edu/museum/udvarhazy/>) which lists all air- and spacecraft in the museum's collection, and which ones are currently on display.

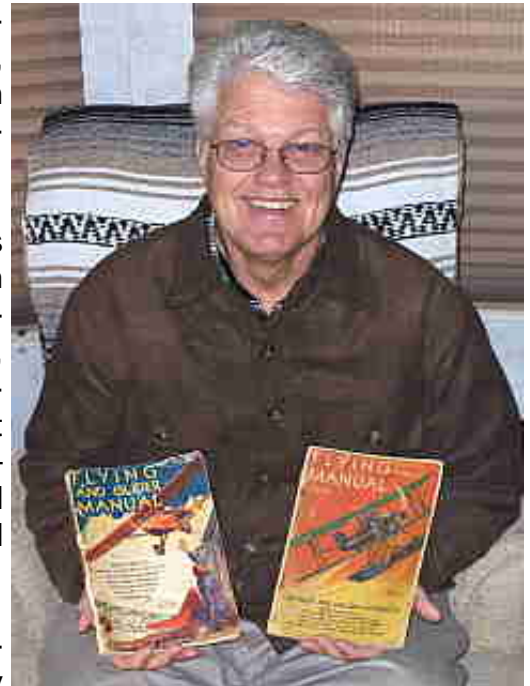
# Reading a 75-year-old Magazine

Bu Keith Williams

I'm not terribly interested in history—but I am interested in airplanes! Recently, I've been thrilled to have perused the original issues of publications which are now 75 years old and which chronicle the construction of two airplanes. These articles were written by Bernard Pietenpol of Cherry Grove, MN, which is about a dozen miles from the farm on which I was raised.

I've written a few things about Bernard before. This article actually began when my cousin, Tim Hoopman, River Falls, WI, but currently living just 1/2 mile up the road from us here in Rockport, stopped by with a real prize he thought I might enjoy. (I did!)

A bit of background information is probably useful at this point. Tim's father, Orrin Hoopman, Cherry Grove blacksmith who married my aunt, drafted the plans for the Pietenpol airplanes when he was but 18 years old. Tim's son, Jason, Anoka, MN, thought it would be nice to have a set of the original magazines in which the plans appeared, so he sought out and purchased two copies of each of the two magazines—one copy for his Dad and one for himself. (Where'd he find these 75-year-old magazines? eBay, of course.) Tim was kind enough to loan me his copies.



The magazine ***Modern Mechanics and Inventions***, a Fawcett publication, published yearly "annuals" but only for a very few years. Two of those were the 1932 ***Flying and Glider Manual*** and the 1933 ***Flying Manual***. Each was 146 pages in length and had a cover price of 50¢.

The lead article in the 1932 issue is promoted as "Build and Fly Pietenpol 2-seater with Ford Motor." The two articles, one on construction of the airplane and the other on the conversion of the engine from of a Model A Ford car. Bernard says of this engine:

"The Ford motor makes an ideal powerplant. It is rugged and very reliable.... The whole motor, brand new, costs little more than a hundred bucks, and when converted as shown in this article will develop a good 38-40 h.p., which is enough to fly two people in the Air Camper monoplane....."

Three sections cover the construction of the airplane and include several pictures. The writing is interesting and very good. I doubt that Bernard had the benefit of a high school education. It is surprisingly good, with a bit of humor, philosophy, and admonishing thrown in.

Early in the article, Bernard essentially says that if you don't know what you're doing, don't build the airplane. He stresses the simplicity of the design and the good performance of the completed airplane. More than once, he directs one to build it according to the plans and not to change a thing. Again, a quote from near the end of the article:

"So there you are, Gang. The salient points of this little sky-buster have been dwelt with at large in my text, and the very good and complete drawings have made good the balance of the directions. The whole job is really so simplified that only the super-simp will want her changed. ....after all the real experimenting and planning I have done on this ship I can't see fit to change a thing. For the motor we have used, ideal for everybody, she is about as hot a you'll ever find a plane, and I'll bet that ten years from now the design will be pretty warm still. So build her as she stands. And don't ask me to change anything."

And that was 75 years ago that Bernard felt the design would still be popular in ten years! They are still being built today!

The 1933 /Flying Manual/ describes the construction of the single-place Sky Scout and the conversion of a Model T Ford car engine.

The Experimental Aircraft Association (EAA) has reprints of these issues available. But this article is based on the original issues, which are five years older than I am. It was interesting reading from a historical perspective. The fact that it all happened just a few miles from Lime Springs, my hometown, gives it special meaning.

Bernard's house and garage still stand on the east side of "main street" in Cherry Grove. It was in that garage that I saw color TV for the first time. I had heard, somewhere, that "The Taming of the Shrew" was to be telecast in color. I wanted to see it, so drove up there. About all I saw that day was TV "snow"—but I saw it in color!

## More Pietenpol News

A few days after I wrote the other article about the Pietenpol airplane, I heard a wonderful noise, looked out the door of the trailer, and saw a small plane putt-putting along. I just caught a glimpse of it, but the tail certainly looked like it could be a Pietenpol!

I raced off to the airport like a kid and found a fellow in one of the hangars. He confirmed that indeed there was a Pietenpol based at the airport and told me which hangar it was in. I went over there and met the owner, Ron Hollmer, originally of Sleepy Eye, MN. (I don't recall if I've mentioned it, but the RV park in which we are spending these three months is immediately north of the airport. I can cut through a hole in the fence, walk a couple of hundred feet through the path mowed in the grass to the airport road, then a five-minute walk to the office or hangars.)



Ron is a retired pilot from NorthWest Airlines. Interestingly, we have a mutual friend in Jim Bates, also a now-retired NWA pilot. When I lived in Waseca, Jim managed the airport there so I knew him well. Another example tending to prove the "it's a small world" theory.

In the previous page is a picture of me standing beside Ron's beautiful plane. This specific airplane is rather well known, possibly because its builder, an engineer from St. Louis, had a good PR man—and was a very good airplane builder! This is said to be the most authentic Pietenpol flying, meaning that it is the nearest to the plans which Bernard made and Orrin drew.

Here's a photo of Ron and the business end of the plane.



Note the powerplant: the engine from a Ford Model A car! The black object just forward of the wing is the radiator. This pulls the "Piet" along at 63 mph, according to Ron. By way of contrast, the Pietenpol's hangar mate is a Glasair, also owned by Ron. It cruises at 200 knots, which is nearly four times as fast. But it also has a 300 hp engine, compared to the 40-something produced by the Model A engine.

I've always felt that B. H. Pietenpol, who spent most of his life but a dozen miles from Lime Springs, was better known in England, and certainly in Oshkosh and Brodhead, than in the local area. This article was originally an attempt to remind folks back home of this man and bring his accomplishments to the attention of younger folks, who probably have never heard of Cherry Grove and its well-known airplane builder.

If you want to learn even more about this plane, Google "N444MH" and you'll have enough good reading to get you through the next snowstorm.

# Hello Friends of Angel Flight!

By Marc A. Ayala

You are cordially invited to attend the first annual meeting of the newly formed Angel Flight "Hawkeye WING" of Eastern Iowa. As supporters and volunteers of Angel Flight, your names have been identified to help start a local Wing here in Iowa. The meeting will be held at the Crowne Plaza Hotel in downtown Cedar Rapids on Saturday March 15th, 2008 from 10am-2pm. Agenda items for this first ever meeting include:

- Introducing the definition, purpose and four responsibilities of a WING (pilot recruitment and activities, passenger & community awareness, public relations, and friend-raising)
- Presentations from Angel Flight Main Office personnel on the organization as a whole, our territory and role in Eastern Iowa, and common misconceptions about Angel Flight
- Election of officers and collection of signatures for application to the Board of Trustees to formally establish the Wing
- Open discussion on recent experiences, successes, public relations efforts, and missions flown
- Identification of potential recruitment areas including patients, pilots, and supporters
- Distribution of promotional materials by Angel Flight personnel who are making the trip from Kansas City, MO
- Meeting and talking with other volunteers already performing the Angel Flight mission right in your own backyard!

For those flying into Cedar Rapids (CID), we are working with Landmark Aviation and PS Air to minimize the financial impact on your trip. Transportation to and from the airport to the hotel will also be available.

If you plan on attending, please reply [marcandamanda@mac.com](mailto:marcandamanda@mac.com) to RSVP so we have a better idea on numbers. The Crowne Plaza has graciously donated meeting space for this event, and we'd like to minimize the impact on their operation as much as possible. Also, if you know of other supporters not on the email list above, please forward this message. We want maximum participation at this meeting! If you have any questions or would like to help organize the effort for the meeting, provide transportation from the airport, etc. Please contact me at home: (319) 294-6649 or cell: (501) 606-6773 .

I highly encourage each of you to make the trip to Cedar Rapids next month, and I look forward to meeting each of you!

## Creative Aircraft Financing

By Steve Ciha

Most of you probably know that I am building an RV-8A. I bought the wings and tail feathers from Scott Lowen about a year ago. I could tell last November that I would have the wings done about the first of the year so I had to decide if the plane was to be tri gear or tail gear. I really wanted to build a tail dragger and then get the endorsement. It would be something new and different to try. When I took a good analytical look at the situation, I decided to build the nose gear plane instead. Since I fly with liability insurance, but without hull coverage it just made more sense to stick with a tri gear airplane. I know from personal experience that the RV tri gears are very capable of handling strong crosswinds. I don't have the insurance coverage to cover any mistakes made while I learn crosswinds in a new RV tail dragger.

With that decision made I filled out the order form and sent it out to Oregon along with instructions to charge the deposit to a Gander Mountain Mastercard. Now I have to tell you all up front that I don't pay charge card interest, ever! My balances are paid off every month. The charge card is just a convenient way of paying for something bought on line or over the phone, or most usually aviation gasoline as a self serve pump.

Along about this time I got a credit card offer from US Bank. I always look over the terms carefully and some of the terms in this offer spiked my interest. For one thing, there were no balance transfer fees. Usually they want to charge you a 3% fee to transfer a balance. In addition, the balances would accumulate no interest for 12 months. The last item that caught my eye was a 1% rebate on anything purchased during the 12 month period. A devious scheme began to take shape in my mind.

If I timed my application to US Bank just right, I could transfer the Gander Mountain Mastercard balance to a new US Bank card and incur no interest charges for the deposit payment. I could then use the US Bank Mastercard to charge the balance due and run interest free on about \$6000 for a full year. As an added bonus, I would get about 60 dollars back from US Bank in the form of a rebate. So that is what I did.

One last note about this scheme. I should also divulge that I do have the cash saved to pay for the entire fuselage kit, and finishing kit as well. It is "tied up" a little right now though. It is that old "substantial penalty for early withdrawal" thing. Oh yes. The CD's that will one day pay the kit costs are from US Bank. Every time I think of this it kinda makes my day thinking that US Bank is providing me interest free money for one year while they pay me for other money that I have invested with them. Strange world sometimes, isn't it?

## Flight of the Penguin (Simulated)

By Jay Honeck

Our new "Penguin" -- a new, 2-place ! version of our "Kiwi" flight simulator -- is making its debut at the Alexis Park Inn & Suites for Movie Night at the Inn tomorrow night. Built by EAAers Keith Roof and Jim Delaney, this is the (almost) final version that will be installed as part of the new aviation exhibit (at the Iowa Children's Musuem) that is slated to open in June 2009.

It will be available for any and all chapter members to "fly", pretty much anytime. Our goal is to work the bugs out of it by using hotel guests (and others) as willing and happy guinea pigs. Keith and Jim will use everything we learn from this "deployment" to improve the FINAL version...

- Upcoming Movie Schedule for "Movie Night at the Inn" is:

Tues, 2/26	Twelve O'Clock High	Tues, 3/4	The Aviator
Tues, 3/11	Top Gun	Tues, 3/18	The Memphis Belle
Tues, 3/25	The Wright Stuff	Tues, 4/1	The High & the Mighty

Movies always start at 7 PM, with free flight sim time, snacks, and refreshments provided. Lots o' hangar flying, too!

## Last Meeting – Iowa Children's Museum & Polished Prop

We had a late January meeting, in fact it was so late as to fall on Feb 1st. We visited the Iowa Children's Museum at the Coral Ridge Mall. First we met with Mark Mumaw from “Polished Prop”. Mark told us a little about his company and the services he provides as well as some the clients he has served. He also discussed some of the tools and products he uses for keep aircraft in tip-top condition.

Next, we met Deb Dunkhase, Executive Director of the museum. She detailed some of the history of the museum, their challenges and their plans for the future. Part of the museum's plan is for a permanent aviation interactive exhibit. The meeting was held in the



area where the exhibit will be housed. The area is an open 1500sq/ft two stories high and with a glass wall facing the south entrance to the mall near the movie theater & ice rink. It is a prime location seen by thousands of people a day. Deb has already been working with Jay Honeck on securing several flight simulators where children will have the chance to sim-fly several historic flights to & from the Iowa City Airport. Also Don Gurnett is designing several interactive flight physics exhibits. We discussed with Deb several ideas for the exhibit and I expect our Chapter and members will become very involved with making the exhibit a success.

## Next Meeting – Handling Qualities

For our March meeting, bring your ice saws, because we will hold our first annual “Polar Bear” swim.... But if you are one of our members who prefer indoor winter activities, we have also arranged to meet Thursday, March 6th at the Eastern Iowa Airport Admin Building. Our guest speaker will be Ed Wischmeyer and he will talk about Aircraft Handling Qualities. Many of us may know Ed from his many articles appearing in *Kitplanes* magazine as well as *Sport Aviation*. Ed is also a member of EAA's Homebuilt Aircraft Council as well as a perennial Oshkosh volunteer. Ed's full resume is too large to fit here but a few excerpts include, Ph.D., M.S. from MIT, ATP, CFII/ME, Assistant Research Professor, Embry-Riddle Aeronautical University. Ed also has an award winning 1959 Cessna 175 (yes 175, look it up) which is currently hangared with Mark Navratil & Tom Caruthers RV's. I am sure this is a meeting no one will want to miss. See you all there.





# Membership Renewal Dues

It is that time again. Dues are \$15/year, \$25 for 2 years, or \$35 for 3 years. Add \$10/year for paper newsletter (electronic newsletter delivery is free)

You can check your dues status on our Chapter website in the Members section. You need to login to see your status. Click the "Sign In" link at the top of the members page. Or use this link <http://www.eaa33.org/members/index.php?login=1>. Enter your last name and your EAA#, click "Login" then you can go to your name in the member list and check out your membership status at the bottom of your individual page. Don't worry only you can see your status. Also take a minute to check your address, phone# and email address and update them if needed.

If your membership is paid only thru 2007 then Please send your completed application for 2008 and check to: EAA Chapter 33, c/o Thomas Meeker, 440 N. Troy Rd, Robins, IA 52328

If you have any questions about your status you can contact Thomas Meeker 319-899-0037 or [tomomeeker@msn.com](mailto:tomomeeker@msn.com)

## Fly Market

**FOR SALE** One tenth share in a 1975 Piper Arrow. Cloud 9 Flying Club. Full IFR. Hangared at CID. Asking \$6,000 or best offer. Includes 12 hours flight time. Moved, must sell. Keith Johnson (217) 483-7929.

**FOR SALE** Garmin 96C in at \$450.00. I think they sell new for around \$495 but I've included the auto kit which is another hundred or so. This is a small battery operated color display with obstructions. It will run for 12 to 13 hours on two AA batteries. I've got a 496 now and have to use my gell cell to keep it running! Jim Zangger 712-477-2230 (home) 605-370-1139 (cell)

**FOR SALE** GOLD WING aircraft in flying condition - Ken Dodson 319-629-4669

**FOR SALE** Wing & tail parts for UltraLite type airplane. Any Offer - John Banes 319-846-2033

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



**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](http://www.phantomaeronautics.com) \$7000 or make an offer, - Jerry Maxwell Phone (319) 393-8560

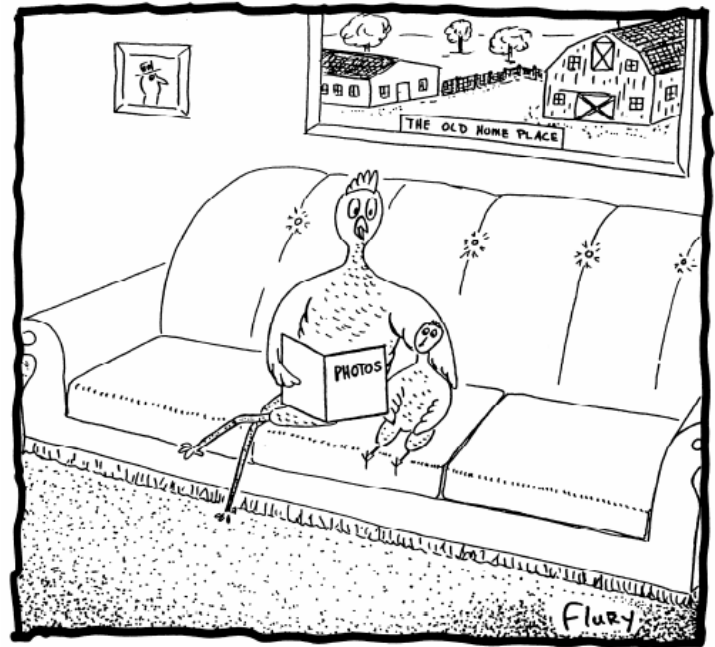
## Chapter 33 Calendar

**Mar 4 7-9pm** AOPA Air Safety Foundation Seminar "Top 5 Mistakes Pilots Make", Clarion Hotel and Convention Center, Cedar Rapids, IA

**Mar 6 6:30pm** Chapter Meeting, Ed Wischmeyer, Handling Qualities, Eastern Iowa Airport Admin Building

**Apr 5 11am-2pm** Annual Chili Fly-in/Drive-in, Hosted by: Plane Crazy's, Fort Dodge Regional Airport

**Apr 5 8am-12pm** Fly-in Pancake Breakfast, Hosted by: ISU Flying Cyclones, Ames Municipal Airport



"And this picture is of your Uncle Charlie. He served for many years on standby as a Jet Engine Bird Ingress tester, and he finally got the big call in 1995."

In The March 2008 Issue...

Air & Space Story, 75-year-old Magazine, Angel Flight, Creative Aircraft Financing



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