



The Lippisch Letter

May 2004

Experimental Aircraft Association Chapter 33

A monthly publication of the Dr. Alexander M. Lippisch Chapter of the Experimental Aircraft Association, Cedar Rapids, Iowa.

Editor: David Koelzer

EAA Chapter 33 Officers

President: Tim Busch
319-373-3971
t.busch@mebbs.com

Vice President: Alan Kritzman
319-378-9149
alkritzm@collins.rockwell.com

Secretary & Newsletter Editor:
David Koelzer
319-373-3257
david.koelzer@mchsi.com

Treasurer: Larry Wood
319-395-9348
Elwood140@aol.com

Flight Advisor:
Dave Lammers
319-377-1425

Technical Counselors:
Tom Olson
319-393-5531
Ron White
319-393-6484
Marv Hoppenworth
319-396-6283

Young Eagles:
John Anderson 319-362-6159
Connie White 319-393-6484

Board of Directors:
Todd Millard
Tom Olson
John Sapp

www.eaa33.org

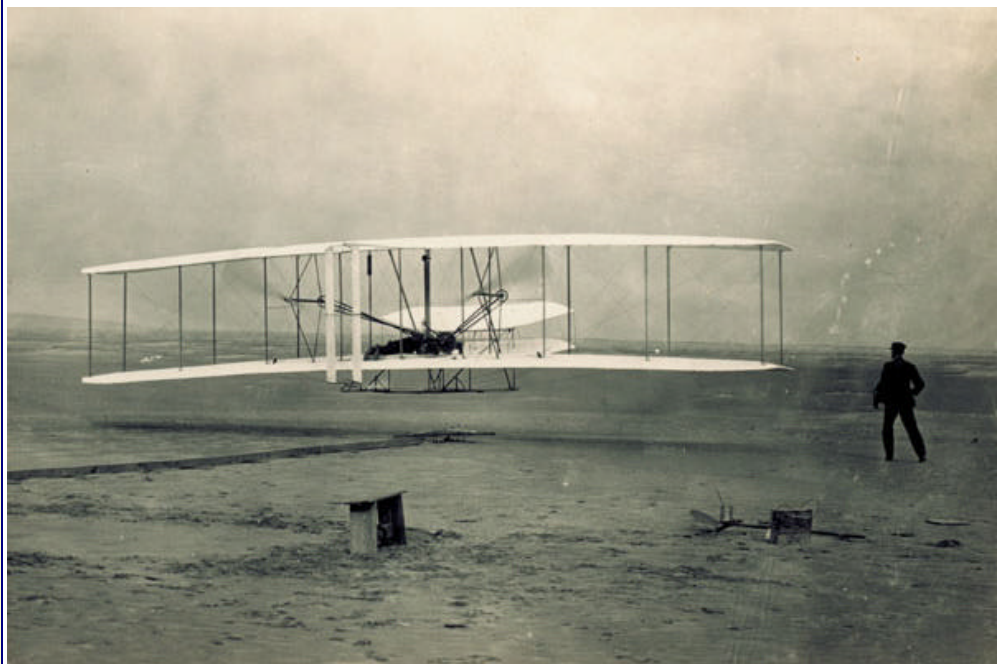
Walking in the Wright's Foot Prints

By Carl Carson

Last week, Mary and I spent several hours at the site of the Wright Bros. first powered flight. This was 124 days after the 100th anniversary celebration. For pilots it is like being on hallowed ground! Probably many of you have been here, if not it is a trip you need to make sometime.

The grounds, buildings, displays and field markings give you plenty of clues to re-create in your own mind the ordeal Wilbur and Orville went through to achieve their goal. Just getting here, in their day, was an adventure. Their perseverance was remarkable with the distance from Dayton, carrying their aircraft, tools, supplies, living conditions, etc. It is hard to imagine this entire area, which is very developed, completely devoid of homes or roads. There really is a town named Kitty Hawk and they are just completing a new elementary, middle school, and high school to be called Wright Brothers Elem., Middle School and High School. Being that they just had the anniversary there are many souvenirs for sale.

Standing by the replicas of their hangar and living quarters and looking up toward the monument you can appreciate the many trips back





up the hill lugging their glider(s). Walking down the runway marking their 1st, 2nd, 3rd, 4th flights on 12/17/1903, you experience the thrills that Wilbur and Orville must have felt. In addition to the permanent displays in the visitor center there are two very nice buildings that were erected for the celebration last year. These are listed as "temporary" buildings so I imagine they will be taken down in the next year or so. One is a hangar where the Wright replica was assembled and housed and the other has many displays on the Wrights as well as the history of the Kill Devil Hills area and around Kitty Hawk. There is also a 3000' blacktop landing strip adjacent, but not intruding, to the grounds. Several planes came in while we were there. AOPA has constructed a building there housing restrooms, vending area and pilot briefing facilities, very nice.

I've read a lot of books and articles on the Wright Brothers as I'm sure many of you have. The one I brought with me and am just about finished is one of the best to get a feel of the ordeal of the brothers in getting here, their flight frustrations, their patent fears, family life, health problems, etc. The author, Norah Adams, revisits all the significant places the brothers went or lived and he even takes you to Oshkosh to appreciate where the efforts of the brothers can be seen in present day developments. All this in a short read of 214 pages, pick up a copy of **THE FLYERS, IN SEARCH OF WILBUR AND ORVILLE WRIGHT**.

It only takes 19 seconds to walk the 120 feet of Orville's first flight that lasted 12 seconds. From that moment the history of powered flight began.



Taylorcraft Willard Carson flew for his solo in 1938

By Carl Carson

I am so excited that I have to share this with anyone I know or know of who has had an interest in airplanes. My dad started flying at the old Saxon Airport (Aviation Country Club) which was located at what is now the NW intersection of Collins Rd. and C Ave. NE, a site of one of the Rockwell-Collins plants here in Cedar Rapids, Ia. We knew from his logbooks and his personal stories that he started flying in a 40 hp Taylorcraft and as a kid I spent lots of Sundays at Saxon Airport. Our family pictures never included a complete picture of this airplane that was identifiable. We only had his solo picture of it showing him, the prop and engine.

As a part of some volunteering that I did at the History Center here in Cedar Rapids, for the aviation display we had there the last six months of 2003, I had asked to borrow some old airplane negatives from a friend John Tiffany. John is a long-time member of AAA, a restorer and builder of old airplanes, including a 1929 Waco, OX-5. But most of all John was a long time friend of Charlie Scheetz (and Charlie's wife, Helen who still lives in Iowa City, Ia.). Charlie died many, many years ago and this area lost a trusted and skilled mechanic who also was an avid photographer and antiquer. He didn't just take pictures, he catalogued the negatives and kept meticulous records. Helen turned over this great selection of photos and negatives to John Tiffany, whom I borrowed them from to aid in some research.

As I was getting ready to return the negatives to John I realized there were some great shots of old airplanes and airports around Cedar Rapids so I went through the negatives to have some prints made. Just today in going through the



prints I had made I came across a 1937, Taylorcraft A40-4, NC 19049, Charlie's notes labeled it as being taken at Saxon Field. I got out dad's logbook, sure enough his first lesson was in that very airplane on Oct. 30, 1937; first solo, same airplane, on August 31, 1938, after 12 hrs. 29 min. of dual; private pilot check ride June 14, 1939, same airplane after 46 hrs. 13 min. total time. So, by luck, thanks to Charlie Scheetz and John Tiffany I now have a great picture of the plane that started dad on a 50-year hobby in aviation that included owning his own airport in Troy Mills, Ia., which he started in 1944, owning 13 different airplanes, he got my brother and I started in flying, he also had two brothers and their wives who learned to fly at his airport and in 1943 bought a 1940, Taylorcraft, BC-65, NC 29624, which I still own and fly.

I was so happy about all this that I had to share it with others who share my enthusiasm for family history, aviation and old airplanes. Thanks Charlie Scheetz and John Tiffany.

Young Eagles Update

By Tim Busch

Ground and flight volunteers are needed for the following Young Eagle events. Please call one of our fine Young Eagle coordinators, John Anderson 319-362-6159 or Connie White 319-393-6484.

- **May 8th, 9am - 1pm** at Vinton
- **June 5 & 6** Fly Iowa at Washington
- **June 24th or 25th** (not sure which yet) Fly a Teacher at Cedar Rapids

EAA Airport Growth Committee

By Tim Busch

A few months ago, I wrote a couple articles in this newsletter about the possibility of growing GA and Sport Aviation within the Chapter 33 area. I finished those articles with a request for one volunteer for each airport within our area to lead an airport growth committee. Well, we haven't filled all the needs yet, so there is still time to put your name in the hat. I promise it won't take a lot of your time, and you will have an opportunity to make a big difference in your airport community. Here is the list so far:

Iowa City: Christine Remmert,
Vinton: Tim Busch,
Belle Plaine: Tom Olson,
Monticello: open,
Tipton: open,
Washington: open (Mike Roe?),
Cedar Rapids: open.

Within the next month, I would like to meet with each of the volunteers for a kickoff session to discuss plans on how to begin. Please contact me for more information or to volunteer. Tim Busch 319-373-3971
t.busch@mebbs.com

Chapter Equipment Inventory

By Tim Busch

George Carlin always had a great line about needing a place to put your stuff".

Well, Chapter 33 has "stuff" too, and it's already located somewhere. We just aren't sure who has it! It's inventory time!

Please send Dave Koelzer your list of Chapter 33 items and he will pull it together into one big list so we know what is available to the membership.

June & July Newsletters

by Tim Busch

We are going to try something different for the June and July newsletters. We would like to do some recruiting for the chapter and increase our membership by mailing the newsletter to many more people in the Chapter 33 area.

To help do this, we want to pack more meat into the newsletters to help "set the hook" for anyone who might be considering joining EAA and Chapter 33.

Do you have a project you'd like to write about? How about a recent memorable flight, such as Sun 'n Fun or a homebuilt first flight? Handy tips? Homemade tools? How about a "Why I'm an EAA Member" article? Send your articles to Dave Koelzer as soon as possible. Include pictures if you can. When a prospective member reads your article, he or she should be saying, "Wow, this is a great chapter. I want to be a part of all this fun!"

The truth is, this IS a great chapter, but we're a pretty shy bunch. We tend not to talk too much about ourselves and what we're up to. This is your big chance. Let's here it!

Last Meeting - Spring Banquet & The Future Of General Aviation

By David Koelzer

For our 2004 Spring Banquet, Tim Etherington once again regaled us with a lecture and demonstration of some the technologies which are being developed by Rockwell Collins in conjunction with NASA & FAA. Tim demonstrated the advanced flight displays which use Synthetic Vision technologies to model terrain features as well as enhanced vision technologies (infrared) to see through fog, smoke and darkness. Tim also played videos taken of a 757 outfitted with these flight displays navigating tight mountain valleys as part of the instrument approach to Eagle, CO. The evening was further enhance by the excellent dinner provided by the Ranch Supper Club.



State Legislative Update

By Michelle McEnany

The legislature adjourned late yesterday afternoon. The Infrastructure Appropriation Bill was passed. Aviation received the same infrastructure money as last year AND the \$65,000 was restored to aviation from last year's 2.5% general fund across the board reduction. Word on the Hill was the senate created the amendment to move the \$65,000 from rail and give it back to aviation (as originally proposed , but changed in the House) due to the e-mails and phone calls received from the aviation community!

Commercial Service Vertical Infrastructure Program	\$1.1million
General Aviation Vertical Infrastructure Program	\$ 581,400
AWOS, Runway Marking, Windsocks & AIP	\$ 500,000
General Fund 2.5% reduction restoration	\$ 65,000

Next Meeting - Cardboard Airplane Contest

By Todd Millard

We have a special treat planned for the May Chapter Meeting, a Cardboard Airplane Contest! The contest/meeting will be held on May 1st at Jones Parkview Pavilion from 1 - 4pm. The plan is to split everyone up into teams of 2 to 3 people. Then you and your teammates will have one hour to transform sheets of cardboard into a flying model airplane. The planes will then be flown on two flights, one for time aloft and one for distance. The planes will be scored using the following formula: **Total Score = distance (ft) + (time aloft (sec) x 20)**

So if your plane is a great glider and flies 50 ft and was aloft for 3 seconds, then your score would be $50 + (20 \times 3) = 110$. The winning plane will have the highest total score.

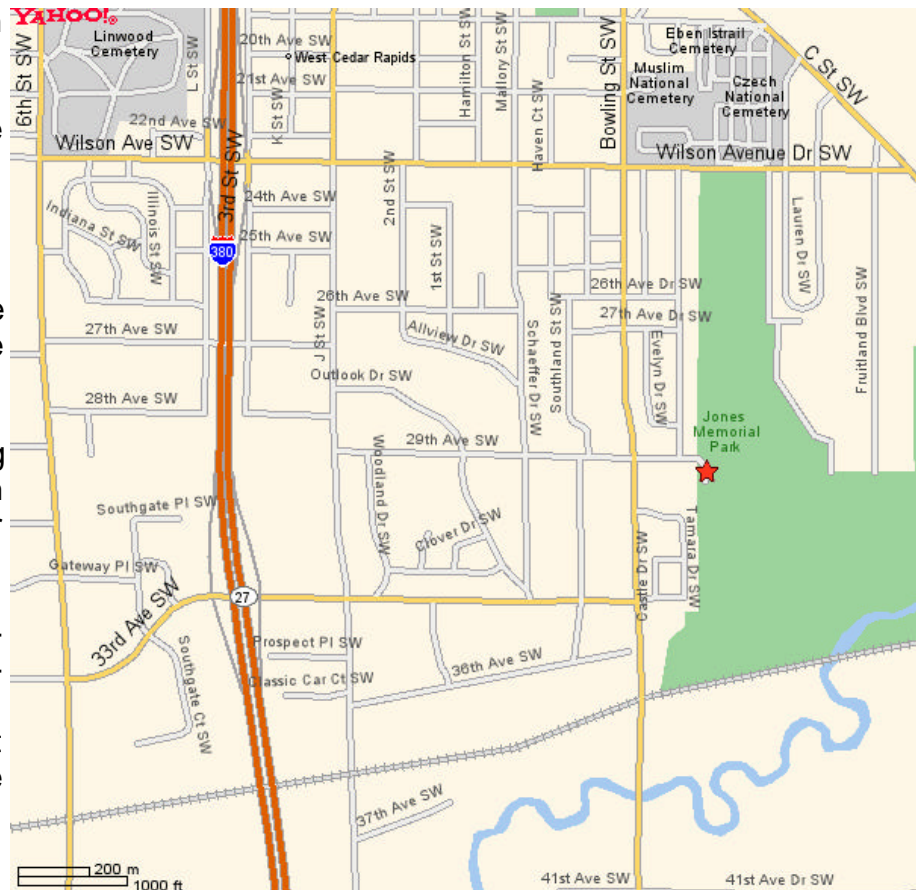
We looked at many places to host this event, but decided to have it at Jones Park in Cedar Rapids at the Parkview Pavilion. This shelter has lots of picnic tables and electricity for hot glue guns, but most importantly it sits at the top of a nice long sledding hill. A perfect place for launching our gliders!

Please bring your own cardboard construction tools and adhesives. I would suggest a utility knife, straight edge ruler, pencil, duct tape, and hot glue gun. These are just the bare essentials, I'm sure some of you will have some more exotic ideas. There are no restrictions on size, shape or design. Although for you glass builders, no fiberglassing the cardboard to make a high performance sailplane! You probably want to bring some bolts and washer to solve any CG problems too.

Directions: If you are coming in on I-380, take the 33rd Ave SW exit, go east until you hit Castle Drive, turn left (north) to 29th Ave SW, turn right (east) and follow the road to the pavilion.

The contest should be a lot of fun. Family, friends and kids are more than welcome. We will have plenty of gliders (from Fly Iowa last year) for the kids to build too. Also feel free to come early, bring your lunch and have a picnic with us there is a playground there for the kids too.

Then get to work at those drafting tables. Break out all your aircraft design textbooks. Sharpen your utility knife. Or you can just wing it like I probably will. Hope to see you there!



Editor's Rant

By David Koelzer

Have you heard the great news? The Sport Pilot proposal has been... delayed yet again! Come on, what is the @#*\$%ing hold up? We have been waiting on this proposal for over four years. Did the Office of Budget and Management not like the way the i's were dotted or the t's were crossed? Did the FAA submit the proposal single spaced rather than double spaced as required? Or was it signed with blue ink rather than with black? What is the problem?

The Sport Pilot proposal if passed will give one small inalienable freedom back to the people who hold it so dear. Why is it so difficult for the government of the people, by the people and for the people to give a tiny sliver of freedom back to the people?

Did the OBM reject the proposal on safety grounds or on the grounds of national security? Are the skies all ready too clogged with them new fangled aeroplanes? No, that is not OBM's responsibility. It is OBM's job, according to Executive Order No. 12866, to ensure that agencies *"propose or adopt a regulation only upon a reasoned determination that the benefits of the regulation justify its costs"* (Section 1 (b) (6)). Translated this means the OBM asks: How much is this new rule going to cost us and how much new tax revenue is this going to generate for us?

Oh great, one of our freedoms is being held hostage until we can ransom that freedom with enough new tax revenue. Are we going to let this stand? Are we endowed by our Creator with certain unalienable Rights or is Life, Liberty and pursuit of Happiness a privilege granted by the government only when it's not too costly to administer and only when it provides lots of nice new tax revenue?

Fly Market

FOR SALE: I'm getting out of flying - have a large collection of tools and equipment for sale. If interested in any of the following items, please call Jim Bacher ph. 319-362-4693. 1. Garmin GPS 92 hand held GPS. Unit is like new, with about 12 hrs actual operating time on it. Unit was sent to factory in 2003 for memory battery replacement and database was updated to latest version. 2. Sporty's Electronic E6B calc. Used very little. 3. Icom IC A20 Xvcr/Scanner/Nav unit & headset adapter. 4. Regency Flight Scan, home type scanner. Works great. 5. Uvex Ralleye goggles, good for Biplane type goggles. 6. Fuel transfer system. Wag Aero unit. 7. Sensenich Prop. Brand new WWII issue, and never has been on an engine. Original inspectors stamp is still on one blade. Always has been stored indoors, so never has seen extreme temp and humidity changes. Prop is a Mod. # 82RS-72, Ser. # A8886. Think this is for a Ranger engine. 200HP. 8. Brand new Touch Up paint spray gun (Wag Aero) . Never has had paint in it. 9. Pressure pot paint spray system, with pro spray gun and hoses. Used to paint one Starduster Too. 10. Safety wire tool. 11. Large selection of AN hardware, various sizes. New and used. 12. Imperial Eastman Tubing Flaring tool. 1/4" to 5/8" tube size/ 13. Hand operated vacuum pump. Automotive type. Great for locating those pitot and static line leaks. 14. Various plate nuts. 15. (2) Nav Computers - old style metal slide/rotary units. (1) Mil style CPU-26A/P and (1) Jeppesen CSG-2P Slide Graphic Computer. 16. Monerai Sailplane kit/project. Aprox. 75% complete, with engine package. Plans and all parts to finish it. 17. Woodstock sailplane project. Spars done up to closure; wing ribs cut out; formers cut out. Some metal parts done. 18. (2) Cylinder base wrenches . 9/16" and 5/8". 19. Set of fiberglass wheel covers for 500 or 600 size wheels. 20. Some old instruments. One each Cub Style Tach and Altimeter (non-sensitive). 21. New Wag Aero Cylinder Head Temp gauge with wires. 22. Piper Cub rudder post tail wheel arm. New Wag Aero. 23. New Piper Cub Carb Heat box, Wag Aero. 24. Differential Cylinder Pressure Tester. Wag Aero, like new. Used 2 or 3 times. 25. Aviation Instrument Mfg Corp. Directional Gyro. Vacuum type. Needs test & repair. 26. Set of Dzus tools, for size A5 Dzus 27. Some 4130 steel tubing and sheet, short lengths and sheet size.

FOR SALE: 1/4 share in CID based IFR Mooney 201 Roger Burns, 393-9224

FOR SALE: 1/4 Share of 1981 Piper Warrior II (PA28-161), hangered at Cedar Rapids airport, 2509 TT, 272 SMOH, IFR. Contact Tom at 895-6989 or 368-0232.

FOR SALE: Metal project; Moving, so best offer by end of month. Tom Harris (319)362-6323 or tom-annee-harris@juno.com

FOR SALE: Zenair 701 project. Fuselage on gear. Geometro engine with turbo and Ravin redrive Call Bruce Wutzke 319-377-2010



Experimental Aircraft Association
Alexander M. Lippisch Chapter 33
c/o David Koelzer
2930 Baker Street
Marion, IA 52302
david.koelzer@mchsi.com

In The May 2004 Issue...

Walking in the Wright's Foot Prints, Willard Carson's Taylorcraft

Chapter 33 Calendar

May 1 1pm Chapter Meeting & Card-board Airplane Contest, Jones Parkview Pavilion, Cedar Rapids

May 8 9am - 1pm Young Eagles Vinton

May 8 Tulip Time Flight Breakfast, Pella

May 16 Flight Breakfast Cherokee, IA

May 23 Flight breakfast Davenport, IA

May 23 Flight Breakfast Mason City, IA

June 12 9am Chapter Meeting Vinton

June 4-6 Fly Iowa 2004, Young Eagles, Commemorating the 60th Anniversary of D-Day Attendees are encouraged to dress in 1940's style clothing or military uniforms. Washington, IA

June 24 or 25 (date pending) Fly a Teacher at Cedar Rapids

The Funnies

by Wayne Flury



"Yeah, I'd rather be flying or building, but my wife doesn't buy my story any longer about dandelions being a ground cover crop!"