



The Lippisch Letter

July 2003

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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Fly Iowa 2003

By Todd Millard

The big day draws near and our Chapter is poised to make it a fantastic event. Dozens of Chapter members have volunteered their time to make sure this will be a Fly Iowa to remember. Below is a listing of all our volunteers and the events they are helping with. If you are volunteering please double check the listing to confirm your time slots. If you have not yet volunteered there are plenty of slots still available.

The Young Eagles event has been moved to start at 8am rather than the 9am time stated previously. The Young Eagles and Kid-Venture will share a tent on the SE corner of the FedEx tarmac. The Ford Tri-motor will be at Piedmont Hawthorn. The Saturday morning KidVenture has been combined with the Young Eagles. We are working on parking passes for the volunteers so they can park in FedEx or over by PSAir. Parking is incredibly tight, so if people can park by/in their hangars that would help tremendously. Also volunteers should plan on arriving at least 15 minutes before their shift to get up to speed. Pilots will need to attend a **pilot briefing at 7:30am.**

Friday, July 4th

Tri-Motor: 12pm - 3pm

Janet Blackledge
Todd Millard
Mark Navratil

Tri-Motor: 3pm - 6pm

Larry Wood
Mark Navratil
Ron White

Saturday, July 5th

Tri-Motor: 8am - 12pm

Snooks Bouska
Tom Caruthers
Fred Zehr

Tri-Motor: 12pm - 4pm

Tom Caruthers
Lauren Walcott
Chris Ogen

Young Eagles - Pilots: 7:30am - 1pm

Jim Zangger	David Koelzer	John Banes	Ron White
John Anderson	Alan Kritzman	Todd Millard	Tim Busch
Terrance Scherman	Bryan Hawkins	Tim Swift	Bernard Nitz
Steve Willhoite	Dave Yeoman Sr.	Tom Olson	Greg Downes
Greg Zimmerman	Richard Searce	Bruce Taylor	Steve Beert

Saturday, July 5th (continued)

Young Eagles - Traffic Control: 8am - 1pm

Max Dirks
Larry Wood
Richard Pattschull

Young Eagles - Ground Instructors: 8am - 1pm

Steve Ciha
Steve Hendryx
Jim Meade

Young Eagles - Registration: 8am - 1pm

Armin Jacobs
Paul Jones
Dwight LeClere
Pat Williams
Kathy Thomas

Young Eagles - Escorts: 8am - 1pm

Dick Scotter
Jack Rezabek
Francine Banes
Allen Thomas
Chris Nitz
Bruce Hostager
RJ Banes
Scott Loewen
Steve Determan

Young Eagles - Dispatcher: 8am - 1pm

Dave Jones
Lynn Kritzman

Young Eagles - Certificates: 8am - 1pm

Janet Blackledge
Kirk Foecking
Laurie Thomas
Connie White

KidVenture: 12pm - 4pm

Larry Wood
Tim Swift
Sandra Wolcott
Scott Loewen
Steve Ciha
Todd Millard
Jim Zangger

Sunday, July 6th

Tri-Motor: 8am - 12pm

Steve Rezabek
Tim Swift
Ron White

Tri-Motor: 12pm - 4pm

Allen Thomas
Terry Scherman

KidVenture: 8am - 12pm

Carl Carson
Connie White

KidVenture: 12pm - 4pm

Todd Millard
John Sapp

Fly Iowa 2003 - Hangar Dinner & Dance Tickets

Just a note to let all of you know that a hangar dinner dance is scheduled in conjunction with all the other activities of Fly Iowa 2003 for Saturday evening 07/05/03. The cost will be \$20.00 per person. Winifred's of CR is catering the dinner and three hours of live big band sound music/dancing is scheduled.

Jack Else, Janet Blackledge and John Anderson have tickets for this event and would be happy to make arrangements with any of you to purchase them in advance. If you are interested, please contact Jack at 399-5847, Janet at 362-2625 or John at 399-5711 and we will arrange to deliver the tickets to you.

Insult & Battery

By Jim Cunningham

One of my students in the current ground school class is an A&P with IA, and a handy guy to have to answer technical questions. Part of my lecture last night dealt with ELTs. As part of the bit about battery replacement times, etc., I mentioned that newer units are using conventional D cell batteries, which I said was wonderful since the batteries for older units run \$20-\$50 to replace. I then asked Mark, the A&P, what made the current ELT batteries so expensive? What special features did they have?

"Did you open yours up when you replaced it this year?" he asked. I said no. "Hate to tell you," he said, "But if you cut open that cardboard tube, you'll find that all that's in there are plain old D cell batteries..."

I was suitably stunned, as must have been evident to the other students in the class, who snickered.

"Are they at least a good brand like Duracell or something, for that outrageous price?" I asked.

"Actually no. They're generic crap. We use them in our flashlights after removing them from the special 'ELT battery' cardboard wrapper, and they don't last long at all."

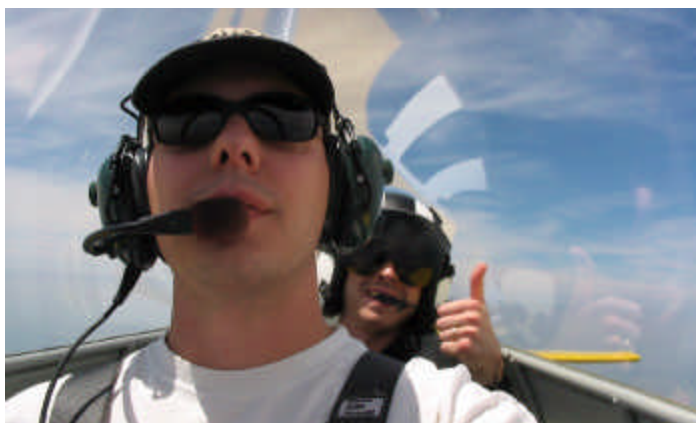
I would have offered an observation using colorful language at that point, but I have two 14 year olds in this class, so I refrained...

Two Guys and a RV-8

By Mark Navertil



"Are you sure this thing is going to fly?"



"Yep, it flies just fine!"



"Bandit at 3 o'clock !!!"



"I got em. To close for missiles, I'm going to guns!"

What's that scraping sound?

By David Koelzer

For those of you that did not make the Quad City Air show this year, here are some dramatic pictures of what can happen to even the best of pilots who forgets the GUMP check on final approach. The photographer, Richard Kramer, caught this picture at the very moment the unfortunate Mustang made contact with the ground. OUCH.



Photo by Richard Kramer



Photo by Richard Kramer

Certified or Certificated?

By Keith Williams, CFI

“Meat is certified; airplanes are certificated,” was the comment of an FAA official when asked about the issue of certificated vs. certified.

Years ago, I had the same concerns that Tim Busch has (see article in last month’s newsletter) regarding the process of “officialising” an airplane. After the discussion with the FAA man and lots of thinking, I have concluded that indeed airplanes are “certificated”. The reasoning goes something like this:

Anyone who wants to manufacture airplanes and have them “approved” must supply the FAA with a stack of paper --- a really high stack of paper. These papers may include drawings of parts, quality control procedures, process procedures, test methods, test results, pilot operating handbook, and lots of other things. Reports from Rockwell Collins flight test engineers will be included if the airplane is to use one of their autopilots.

The Feds review all this material, presumably, and make sure the appropriate FARs are met. After the FAA is satisfied that the paperwork is acceptable, they essentially say, “If the airplane is manufactured in accordance with this paperwork, the completed airplane will meet the FARs under which it is designed.”

Then the critical step: The FAA issues a Type Certificate to the manufacturer, thus allowing the manufacturer to build planes in accordance with the drawings submitted to the FAA.

Since the Type Certificate has been issued for the airplane, it can be said that the airplane is **Certificated**. (**Not** “certified!”)

(Hang with me now; this takes a bit of the FAA’s unique logic to understand.)

My dictionary says that *certify* means, among other things, “to attest to being true or as represented or as meeting a standard.”

The FAA **does not** attest that the airplane as manufactured meets any standard! While they look at the airplanes during the process of reviewing the application for a Type Certificate, they certainly do not look at every airplane which comes off the line. Therefore they do not “certify” anything regarding any specific airplane.

The FAA did issue a Type Certificate (therefore the airplane is “certificated”). It is the responsibility of the manufacturer to make certain that the airplanes they build conform to the paperwork upon which the Type Certificate is based.

After going through this mental process, I believe the term “certificated” properly states the condition the FAA wishes to convey. Not surprisingly, many who work with this every day still refer to airplanes as having been “certified.” Wrong!

So much for airplanes; how about pilots? Am I a certified flight instructor or a certificated flight instructor? A brief review of Part 61 makes lots of references to “issuance of pilot certificates” and to “holder of pilot certificate,” etc. I can find **no** reference to a “certified” pilot. Clearly, the emphasis is on the issuance or holding of a certificate and not on the idea that a pilot is “certified.”

This philosophy is consistent with the process and use of words regarding airplanes.

And so, **Meat is certified; airplanes are certificated.**

Next Meeting - Green Castle Grilling

By Todd Millard

The plan for the July Chapter meeting is to enjoy summer flying and warm weather. On Saturday, July 12th at 6:00 pm, Chapter 33 will descend on the Green Castle Airport for a cookout / fly-in / drive-in. Todd Millard and Jack Rezabek will also be discussing the essentials of aircraft smoke systems (and showing off the new smoke system in the Skybolt).

The Chapter will provide meat (burgers and dogs), pop, and plates. Bring a salad, dessert, chips, or whatever tickles your taste buds.

The CTAF for Green Castle is 122.9 and for those navigationally challenged the GPS coordinates are 41-45-18N / 91-43-40W. If you're driving, take Exit 4 off I-380 and drive west four miles on County Road F28. Green Castle is on the north side of the road. Turn in at the Cessna Flight Center sign.

Hope to see you there!



Last Meeting - Searching for Amelia Earhart's Plane

By Todd Millard

On a beautiful June evening, 34 of us were treated to a fascinating presentation at our June Chapter meeting. Tom Vinson from Rockwell Collins shared his experiences working with Nauticos (a deep search exploration company) to search for Amelia Earhart's plane on the floor of the Pacific Ocean.

But before we get to his talk, there was a little business covered at this meeting. EAA has started an initiative called Timeless Voices of Aviation to assure that the first person oral histories of aviation's development are preserved for future generations. They are looking for volunteers to help them conduct and videotape interviews of people's aviation stories. For more information go to <http://www.timelessvoices.org>.

After a break and refreshments, Tom Vinson started his presentation with some slides discussing the research the Rockwell Amateur Radio Club did for Nauticos, prior to their last expedition. Starting with only the radio transcripts from Amelia's last flight, the club simulated receiver/transmitter characteristics, 1930's navigation techniques, signal strength reports, etc. to come up with the area in the Pacific they believed that Amelia's plane ran out of gas and ditched. Nauticos used this research and other models to target an their search expedition.



Tom and fellow club member Rod Blocksome were selected to accompany the Nauticos' team on the 2 month expedition to search the ocean floor using a remotely operated sonar and video sled. As the ocean is about 3 ½ miles deep in this area, the sled trailed the ship on a 5 ½ mile cable and skimmed about 300 ft off the ocean floor. Tom showed a great video of the expedition that explained their equipment and experiences. The equipment performed flawlessly for almost a month before two hydraulic pumps failed, leaving the \$1 million of equipment sitting on the ocean floor. Tom was able to save the day and rebuild one of the pumps which with their single spare was able to retrieve the sled. Unable to get a replacement quickly for the \$65,000 pump, they cut their expedition short, but were still able to search 80% of the area they had hoped to search. Unfortunately they didn't find any trace of the plane. For more info on their expedition see <http://www.nauticos.com> and <http://www.earhartdiscovery.com>. The group hopes to return in the next few years and continue their quest.

Thanks to Steve Redman for setting up the presentation. We also had a chance to see Steve and his wife's new Harley-Davidsons. Very nice!

We also had two new members sign up at the meeting. Bruce Taylor recently moved to Cedar Rapids from North Carolina and flies a Cardinal RG. While he doesn't have definite plans, someday he hopes to take on a project. Also Doug Rieck from Victor signed up. Doug works at Amana and recently acquired a Europa Mono Wheel project. He is working up the courage to start making his first parts. Please welcome Bruce and Doug to our Chapter.

FLY MARKET

FOR SALE: The Brazilian Aircraft Carrier "Minas Gerais" formerly HMS Vengeance

- Built by Swan Hunter & Wigham Richardson Limited England/1942-1945
- Loaned to Australia 1953 – 1955 Sold to Brazil 1956, re-fitted 1957 – 1960 in Rotterdam Holland, angled deck added, overhauled 1976 – 1980
- Laid-up 1987, Refitted 1991 – 1993, Refitted 1997 – 1998
- De-Commissioned November 2001, Sold to Private concerns 2002, Sale did not complete.
- Length: 693' 3" Overall 630' Waterline 690' Flight deck
- Beam: 80' 119' 6" Flight deck
- Draught: 23' Fore 23' 5" aft
- Catapult: 1 Mactaggart Scott C – 3 steam powered 8.5 degree launch
- Displacement: Full Load 19,890 Tons, Normal 17,500 tons, Standard 15,890 tons

- Engine Type: 2 shaft Parsons geared steam turbines, 4 Admiralty 3 drum boilers
- H.P.: 36,000 SHP
- Fuel: Oil
- Capacity: 3,196 Tons plus 98,000 gallons of Aviation fuel
- Endurance: 12,000 Nautical miles @ 14 Knots, 6,200 Nautical Miles @ 25 Knots
- Radars: Air search, Lockheed SPS 40B, Surface search Plessey AWS 4 Navigation Signal ZW 06
- Complement: 1300 (1000 Navy, 300 Air)
- Hanger: 322' long by 52' Width by 17' 6" height
- Generators: 4 Turbo generators and 1 diesel Generator producing 2500Kw AC.

For History of this vessel follow this link: www.fleetairarmarchive.net/vengeance/

Asking \$4,500,000 (firm) contact French Creek Boat Sales (250) 248-0010

http://www.frenchcreekboatsales.com/details.asp?File_Number=BOP12



Pictured Aircraft not include, some assembly required.

Editor's Rant

By David Koelzer

I must say as the Chapter Officers were discussing our participation in FLY Iowa 2003 we were some what apprehensive about how many activities we would be involved with and if we would have enough volunteers to cover everything we want to do at this event. However, the members of Chapter 33 have once again risen to the occasion and come out in record number to make sure that this years Fly Iowa will set new standards of what Fly Iowa should be all about.

We have twenty Yong Eagle pilots signed up and more than that number again signed up as Young Eagles Ground Crew. With this kind of man & woman power we are sure to "make the day" for hundreds of Iowa's youngsters.

Along with our Young Eagles event our Chapter members are holding our own KidVenture. We will have many activities for children of all ages. Balsa wood glider construction, paper airplane contest, film canister rockets, aviation coloring books and much more. It will be near impossible for any kid not to have a fun day.

And for the grown-ups we will be giving rides in EAA's Ford Tri-motor. Just think what a thrill it is going to be for someone who has only ever flown in a modernized, pressurized, sterilized airliner, to step backwards in time and sit down in a corrugated tin, tail dragger powered by three fire breathing Pratt & Whitney radials. A ride like that will bring everyone a brand new perspective on what it is to fly.

In addition to our normal Chapter offices, many thanks go the Janet Blackledge, John Anderson, Connie White, Keith Williams and Jack Else for their efforts in organizing our event participation as well as to all the many volunteers. See you all at Fly Iowa.



Fly Market

For Sale: Boat trailer converted for hauling taildragger type airplane. \$500, like new. Al Heinitz, 319-354-6433.

FOR SALE: SA-102,5 Cavalier project and all metal 2 seater for sale, Asking \$7000

if low time 0-235 included. Otherwise, \$2000. Also extra aluminum angle etc. free but you'll have to move fast on the freebies. Also for sale items used once at Oshkosh, except boat never used, stove about 6 times. All items less than half price each or \$100 for everything.

Tom Harris 319-362-6323

- | | |
|-----------------------------|------|
| 2 man umbrella tent | \$40 |
| air mattress | \$15 |
| sleeping bag | \$15 |
| 2 burner butane c amp stove | \$20 |
| butane lantern | \$7 |
| inflatable boat W/ oars | \$25 |

Tom Harris 319-362-6323 or tom-annee-harris@juno.com

FOR SALE: Yaesu Aviator Heavy duty air band transceiver VXA-100 radio. Plus battery pack for recharging. asking \$175.00 for it. Please call Bernadette Hudson 377-7464

FOR SALE: **Bendix/King KX99** hand-held transceiver, 720 com, 200 Nav and 7 weather channels \$250. **Flightcom headset** Nighthawk Model 4DLX \$60. **Strong Enterprises Parachute** Para-cushion Chair model 305 Covers the back of the body from the shoulders to just above the knees. Diameter of canopy 26'. Has been repacked only by Strong Enterprises. \$425 All items used only in motor glider which was flown a total of 40 hours. Paul L Jones, 3430 Emerson Ave NE, Cedar Rapids, IA 52411, 319-393-6777



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In The July 2003 Issue...

Fly Iowa 2003, Insult & Battery, Two Guys & a RV-8, Belly Scrape, Certified or Certificated?

Chapter 33 Calendar

July 4 12pm-6pm, July 5-6 8am-4pm

EAA Tri-motor Rides, Piedmont-Hawthorn FBO, Cedar Rapids Airport

July 5 8am-1pm Young Eagles, FedEx ramp, Cedar Rapids Airport

July 5-6 9am-4pm KidVenture, PSair hangar, Cedar Rapids Airport

July 5-6 FLY IOWA 2003, Cedar Rapids

July 12 6pm Chapter Meeting and cook-out, Green Castle airport

July 18-20 Tri-State-Ultralights 5th annual FLY-IN and 5th Annual Keokuk, Iowa Powered Parachute Fly-In

July 19 Chapter 1269 Fly-in Super, Oelwein, IA

July 24-26 L-Birds Fly-In, Keokuk IA

July 29-Aug 4 EAA AirVenture Oshkosh, WI

Ten lying lions would not lie;
 Blue Sky Aviation
 is the one to Fly

