

September 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

Summer of Fun (mostly)

By David Koelzer

I had not gotten much flying in during the spring. Weather seemed to always conspire to keep me at home. So when the skies cleared as the Rocky Mountain Regional Fly-in (RMRFI) drew near, I packed my bags, threw them into my Sonex and I was off. That Friday turned out to be near perfect day to go flying; unlimited ceilings, unlimited visibility and light winds. I started out early, made a fuel stop in western Iowa, another in Nebraska and I arrived in Colorado in early afternoon. RMRFI was held at Front Range airport this year and while it fully under the shadow of Denver's class B, I did not have any problem getting to FTG. On the ground I was directed to park out with the factory builds. I was expecting they would have special parking for the homebuilts, especially shiny ones like mine. So I shutdown and talked to one of the orange-vesters just to confirm I was going to the right place.

As I was talking with my canopy open, a gust of wind grabbed it and bent it slightly out of place. This had happened before and I usually just bend it back into place and every thing would be fine. However, this time as I was bending it back into place, the canopy and the canopy frame both cracked with a sickening snap, soon followed by several garish words and many colorful phrases which I cannot repeat here with out breaking several U.S. Postal regulation. Fortunately, I over my years on the Sonex email lists I had made several friends in Colorado and I was scheduled to meet some of them at the fly-in. I was able to contact a few of them and explained my predicament. They gathered up the tools and parts I would need and they soon came to my rescue. I first stop drilled the cracks in the Plexiglas. We then started working on a brace for the canopy frame. We decided a U shaped channel over the tubing and rived in place should be strong enough to get me back to Iowa. Soon we had the frame fixed and the repairs have held up well even to this day.

Saturday was fairly uneventful. I gave a few rides to Sonex builders and spent the day talking to perspective builders and wiping off the greasy hand prints that seem





to be attracted to my shiny aluminum airplane. I got to see an original homebuilt the designer calls "Nexus Mustang" (picture cover page). I also saw a very well done WAR 1/2 scale Corsair. I remember seeing the WAR kits when I was first starting to fly and I always wanted one.

That night a series of thunder storms rolled off the mountains and treated us to a great lightning show. Before sunrise, Sunday morning, I got up to take care of some urgent business. Once that business was taking care of and noticing the skies were clear, I decided to crawl back into my sleeping bag and get a few more Z's before I pack up and head for home. A couple of hours later I woke up, looked out of my tent flap and saw a heavy fog had rolled in over the airport. So I was stuck there for a few more hours.

Later that morning the fog lifted, the clouds parted and I made my break for home. At first I was able to fly above the cloud layer and enjoy the view of towering cumulus but soon the layer became more solid so I ducked below and flew most of the way home under the overcast. Even still it was fun trip and I look forward to next year's RMRFI.



Presidential Words

By Tim Busch

What a great summer! This has been the coolest summer I can remember, and since it has been full of flying activities, it must be a great one. Oshkosh escaped the annual nasty storm day with only one light afternoon rain on Friday.

I worked a shift at the NAFI (National Association of Flight Instructors) booth and got a chance to meet the new director, Rusty Sachs. Rusty is a very down-to-earth guy and I enjoyed talking with him. I was surprised to learn that a former CedarRapidian, Greg Deimer, and his wife Patricia (Trish, for those of you who call Oshkosh regularly), are EAA employees. I worked with Greg's dad years ago, and remember Greg when he was a young'un growing up in Cedar Rapids.

My highlight of the week was flying the Lancair 4P. With a little coaxing from my copilot ("look, you've been wanting to do this for years, so do it!"), we got a demo ride. Before diving into the details of the story, I will say that the Lancair flies as good as it looks. What an airplane! Typical demo rides are 30 minutes long, but a number of circumstances caused us to get a much longer ride. After a few brief words with the demo pilot, we taxied down to OSH runway 36 right to wait in queue for takeoff. On the way, he asked about my flying, and when he learned I was a flight instructor, he said he guessed he should use the checklist! The takeoff was done by bringing the throttle in a little at a time. With 350 horsepower, I would guess that dumping all the power in at once would be a recipe for visiting the left edge of the runway, with all that torque. There are many "patterns" flying at Oshkosh, those landing on runway 27, the Pioneer Airport pattern, the Ultralight pattern, the Seaplane pattern, and the demo/flyby pattern. Shortly after clearing the ground, the demo pilot hauled it right, toward Lake Winnebago, and up to 500 feet, where we



would stay until getting past halfway across the lake. That kept us out of everyone else's way. We were thinking this was the best airplane ever for creature comfort, due to the air conditioning system, leather interior, and great visibility. Once we were east of the lake, we were free of the busy Oshkosh crowd, and I took the controls for a climb up to 12,000 feet, with a pause part way up to try steep turns and slow flight. I was convinced already that the Lancair was a great airplane as we finished the climb to 12k at 1700 feet per minute. Leveling out at 12k, our speed increased to about 280kts and we quickly were over Lake Michigan and had to turn around and start our descent to Oshkosh. This is when we learned that our demo pilot had never flown *this* particular aircraft before as he searched for the spoiler switch. Once he found it, the spoilers would deploy, but the right one kept retracting as fast as it deployed. Not good, since the Lancair is a sleek aircraft, so we had to do a lot of circling to get down to altitude. He dumped the gear and shortly after, the instrument panel went dark....totally dark. We didn't have a gear indicator, engine instruments, or any radios....in the busiest airspace in the world....not good. The airplane was flying fine, so I started debugging and found that the main alternator breaker was popped. After I shut off all the systems (no air conditioning!) and tried to reset the breaker without luck, our fearless demo pilot pulled out a portable radio and proceeded to coordinate an approach to OSH. We flew back to 36 right, and when we were about 30 feet in the air, he poured the coals to it again and we headed back over the lake. Since I couldn't hear any of the communications, I assumed that the gear wasn't really down, but I found that he inadvertently had the radio on the runway 27 tower frequency instead of runway 36. I changed frequencies for him and we did a new approach to 36 right and, except for sliding in between two T-28s doing a right break for runway 36 left, landed without incident. I'm not sure if it was the air conditioning being out, or the unknown gear situation and lack of radios, but it sure seemed to get warm in that cockpit the last 15 minutes! Once we got out, our now-nervous demo pilot said he had to go get a talking to from the air boss. Something about getting a briefing *before* doing demos. We got a promise for a second, system failure-free demo ride from Lancair, but low ceilings prevented a second ride. One of these days we'll take them up on it again. In spite of the hiccups, the airplane flies like a dream and if conditions were right (lots of money), I would love to have one.

Joleen's biggest thrill at Oshkosh was meeting Harrison Ford, the latest EAA Young Eagle Chairman. I was starting to think the heat was getting to her when she kept seeing Mr. Ford here and there on the grounds, but it turns out, she really *was* seeing him since he spent three days at the show. We attended a luncheon for Young Eagles on Wednesday, and their special speaker was none other than Harrison Ford! After a brief speech (he is a very shy guy and does NOT do speeches), the emcee directed everyone to the outside of the large shelter for a photo. I'm sure you ladies would have been in the same place Joleen was; right beside him for the photo. I got one picture before the official photo, and the official pic should be in Sport Aviation in the near future.

After all the headaches, my 172 is happily flying again, as often as possible, and better than ever. I think it's sad when airplanes don't fly, so I'm glad I have been able to keep this one going.



I got a chance to work a shift at the Iowa Aviation booth during the Iowa State Fair. This year, the DOT's new aviation marketing manager, Tim McClung, arranged to get a Cessna 150 trailered in from Indian Hills Community College for the fair. The 150 was a magnet for people of all ages. Although it's just gut feel, I would guess that there are 100 people that want to learn to fly for every one that actually flies. Hopefully with the new Sport Pilot / Light Sport Aircraft, we can start to tap a new market.



Last Saturday, I got to fly some Civil Air Patrol cadets in the CAP's glider. Although the kids are young for powered aircraft, the glider is a perfect platform for them and they really enjoyed taking the controls above Washington, Iowa for the day. There was no thermaling due to a perfectly blue sky and orders from the boss to limit their time, but the time spent was worth every minute.



Update from the Friends of Iowa City Airport

Jay Honeck

In a last-minute, down-to-the-wire, make-it-by-one-vote display of local politics, our City Council voted last night 4 to 3 against the proposed airport referendum! This incredible victory is truly a testament to the power of lobbying, as many airport supporters called and written letters to our City Council members in favor of maintaining governance by an independent airport commission. At least two council members voted contrary to expectations, with Connie Champion voting against us, and -- incredibly -- Reginia Bailey voting in favor of the airport commission. As many of you may recall, Bailey was the freshman City Councilor who stripped \$10K from the airport's bare-bones budget in order to "send a message" to the airport commission. She has been vocally opposed to the continued governance by the commission, and made it abundantly clear that her vote is only a reprieve, and that they would reconsider the issue one year from now if the airport commission has not responded by then. Credit for this victory must largely go to Airport Commissioner Dan Clay, who vocally and eloquently expressed the strategies and desires of the airport commission before the Council. In conjunction with his fellow commissioners, Dan tirelessly lobbied, cajoled, badgered and schmoozed the council members until victory -- while never assured -- was at least possible.

Rick Mascari spoke at length, outlining the history of the FBO's problems at the airport, and the difficulties the Commission had in finding an FBO to take the place of PS Air after they defaulted in 2001. Considering the problems general aviation faced after the terrorist attacks on 9/11, it's amazing that the Commission was able to find a new FBO with such speed, or at all. He also mentioned that in 2005 the loans for Hangar J will be paid off, reducing the city's airport subsidy substantially, and more loans will be retired in the next few years. The subsidy will be going down, and the commission should be given a chance to succeed.

Speaking on behalf of the airport commission, Dan Clay made several salient points:

- There has been a long history between the commission and the council -- not all of it good. We now have a new city council AND a new airport commission, both committed to working together.
- The Council and Commission now have the same goals -- efficiency and excellence.
- The recent cost-cutting measures taken by the commission must be viewed in context with other actions, including the upcoming focus groups and the creation of a strategic plan.
- Putting the airport on the ballot will be very divisive and will jeopardize the partnership. Airport supporters and opponents will come out of the woodwork, and the issue will be split the city.
- The commission doesn't want a blank check -- they are only asking for a one year period to finish what they have started.
- In one year if we're still in the same boat, we will all agree to a change in governance.

Greg Zimmerman added:

- Been a resident for 27 years
- His dealings with the airport commission -- unlike other city departments -- have always been easy and pleasant.
- This commission has the airport close to self-sufficiency -- there's no other city department that can say that.
- An airport commission made up of volunteers is the most efficient form of governance.
- Give the current commission a chance.

The City Council's Vote:

Bob Elliott Voting "no" -- is willing to give commission a chance:

Ross Wilburn Voting "yes" -- the long-term stability of the airport will be strengthened under a new "department of transportation services" with the commission as an advisory board. A ballot won't effect the airport negatively.

Bob O'Donnell Voting "no" -- Professor Clay should be taken at his word, and be given a year to fix the problems.

Connie Champion Voting "yes" -- the city ought to be responsible for an airport that is spending tax-payer's dollars.

Mayor Ernie Lehman Voting "yes" -- the council and the commission are meshed and united. There is no better time to put governance under the city than now.

Reginia Bailey Voting "no" -- after long and careful consideration, she is willing to give the new commission a chance. But it's only one year, and she wants regular updates of progress.

Dee Vanderhoef (Drum roll, please! At this point the issue was tied 3 to 3) Voting "no" -- GA airports nationwide are governed both ways, and an independent commission CAN work. With the hard work of this commission, the airport CAN succeed. We all want a great airport, and she's willing to give it a year.

When the vote was taken, the Mayor wrapped it up with a final word: "We ALL want a great airport, and we all support the airport. All of us wish the commission good luck, and look forward to a year of progress."

Airport Manager Contract Terminated, Effective Immediately.

Here is the text of the Commission's press release, slated to hit the newspapers August 14th:

"The Iowa City Airport Commission voted to terminate the contract with the current airport manager effective immediately. The Commission has authorized the Commission chair to negotiate a contract with Jet Air, Inc., the current fixed base operator at the airport, to provide full-time management services on an interim basis. The actions were taken at the regularly scheduled Airport Commission Meeting held August 12, 2004 at the Iowa City Airport terminal building. The Commission intends to contract with Jet Air, Inc. to provide management services until the completion and implementation of the new Airport Strategic Plan, which is scheduled to be completed late Fall 2004. At that time, the Commission will determine and implement a management structure best suited to reach the goals of the strategic plan in the most cost-effective and efficient manner:"

Boeing/United Hangar Added to "Most Endangered Properties" List

Dr. Michael Kramme announced today that the Iowa Historic Preservation Alliance will be adding our Boeing/United Hangar -- one of just 7 such air-mail structures left in the country -- to their new list of "Most Endangered Properties in Iowa"! This list was compiled from nominated properties throughout Iowa, and is a crucial first step toward saving this incredibly historic structure. We submitted the paperwork many months ago, with little hope of actually earning a spot on this exclusive listing -- but apparently the Alliance was impressed by the uniqueness and history of this giant hangar.



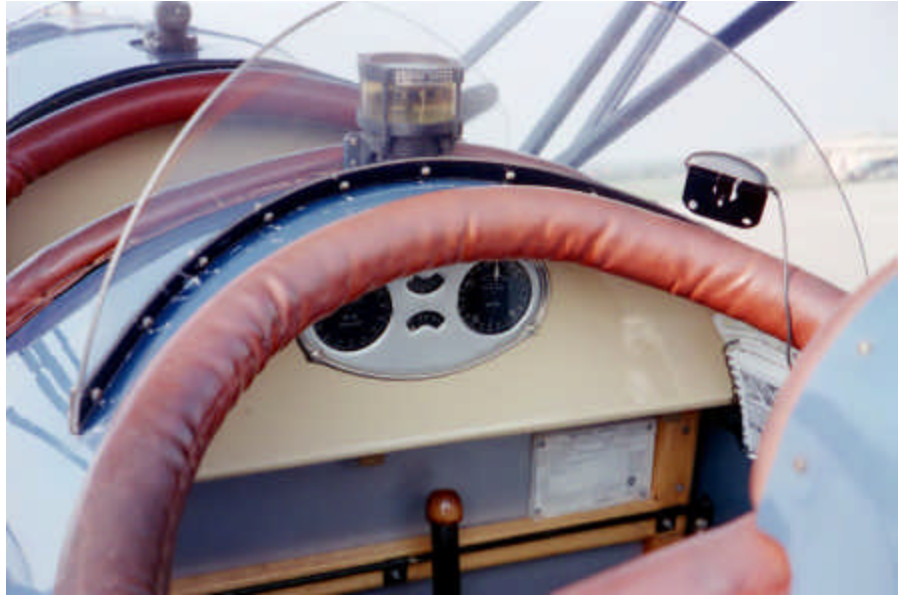
Next Meeting – Iowa City Grilling

By Tim Busch

The plan for the September Chapter meeting is to combine late summer flying and warm weather with a cookout. On Saturday, September 11th at 6:30 pm, Chapter 33 will descend on the Iowa City Airport for a cookout / fly-in / drive-in.

The Chapter will provide meat (burgers and brats), pop, and plates. Bring a salad, dessert, chips, or whatever you would like to share.

We will plan to meet at the Reza-bek hangar, which faces the runways, on the south side of the Iowa City airport. Bring your “show and tell” Oshkosh toys and we’ll see you there! If you drive your car to the south hangar gate and honk, we’ll come get you.



Editor's Rant

By David Koelzer

A few weeks ago the Terror Alert was raised and it was announced that terrorist groups were planning to use helicopters as part of an attack on the United States. Two NBC reporters took note of this and decided it would make a good story to show just how lax security was at small airports. So the two reporters, of Middle Eastern descent, armed themselves with backpacks stuffed with box cutters, Leatherman knives and other suspicious looking items and headed to the St Louis downtown airport. They proceeded to charter a helicopter, paying in cash, presenting drivers licenses from two different states while they had arrived at the airport in a car licensed in yet a third state. Confident that their exposé on lax airport security was going well they were escorted to the waiting area while the mechanics proceeded to move the helicopter out the hanger.

You may be wondering why you have not seen this exposé on any NBC News program. Well it turns out security was not as lax as the reporters had expected. As they waited an unusually long time for a helicopter to be readied by excruciatingly slow moving mechanics, the FBO staff had called the FBI, who soon came and arrested the would be terrorists. Then the red faced reporters got to spent several hours trying to convince the FBI that they really weren't terrorist after all but just reporters doing a story a how easy it is for a terrorist to charter a helicopter and use it for a terror attack. Yep, that was easy!

Congratulations to an alert FBO staff for not only thwarting what could have been a terrorist attack but also for thwarting an attempt to unfairly defame General Aviation and small airports. Also congratulations to those NBC reporters for finding out that the vigilance of pilots and airport workers and their efforts to keep our airplanes and airports secure from use by terrorists is far more effective than some may think.

Fly Market

74x48 Wood prop (Cont), Exhaust w/Heetmuf 65-100 HP Cont, Exhaust for Rotax 503-582, Cessna Parts, Battery box w/solenoid, Fenderpants for 120-170, Hood latch-New, Custom instrument panel for 140, Fenderpants for 150-182 for Piper pazz, Wing parts, Instrument panel, Control wheels, Master switch, Seats, Intercom w/2 Head sets, V.W. engine w/ carb, Mag, Prop and Prop-Hub, Wing & Tail covers w/formers for U.V., 600X6 Wheels & Brakes. Contact John Banes 319-846-2033 banescc@inav.net





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

In The September 2004 Issue...

Summer of Fun (mostly), Presidential Words, Friends of IC Airport

Chapter 33 Calendar

Sept 10-12 23rd Annual Replica Fighter Assoc Fly-in & Breakfast, Osceola, Iowa Airport

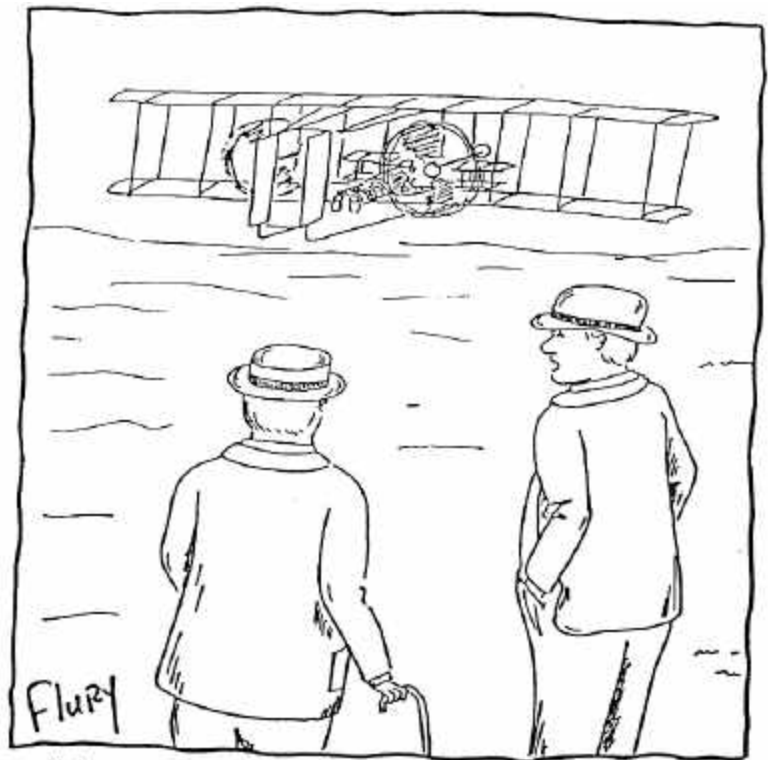
Sept 11, 6:30pm Chapter Meeting & Cook out. Iowa City Airport, Rezabek hangar.

Sept 12 Fly-in Breakfast, Carroll, Iowa & Algona, Iowa & Martin Airport, South Sioux City, NE & New Hampton, Iowa

Sept 18 Burlington Regional Airshow, Southeast Iowa Regional Airport, Burlington, Iowa

Sept 19 North Central EAA 'Old Fashioned' Fly-in, Whitside County Airport Sterling Rock Falls, IL (SGI)

Oct 2 Open House / Fly-in Breakfast, Grinnell, Iowa Municipal Airport



"The next thing you know, people will want to take a ride on this darn fool thing, get served a meal, and expect their baggage to arrive at the same time and place as they do."