

April 2003

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: Todd Millard
319-393-2284
todd@planetdiscover.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 319-393-5531

Board of Directors:
Terry Scherman
Tom Olson
John Sapp

www.eaa33.org

EAA Aviation Foundation's Ford Tri-Motor

This Ford Tri-Motor (NC8407) was manufactured on August 21, 1929. It was purchased by Pitcairn Airways and flown up and down the east coast of the United States in the late 1920s and early 1930s. Later, Pitcairn Airways was purchased by Eastern Airways, the forerunner of Eastern Airlines.

In the mid-1930s, the airplane was purchased and moved to Cuba. It flew for a Cuban airline for several years and also spent time in Central and South America.

In the 1940s, the airplane was flown in Idaho and Montana, transporting smoke jumpers who fought forest fires. At that time the large 450-horsepower engines were installed. The passenger door was also converted into a square jumping threshold, so that jumpers' equipment would not become snagged during an exit. The airplane was also used as a "Borate Bomber" that dropped chemicals on forest fires.

In the 1960s, the airplane was part of an operation that flew around the country, offering rides to the public.



In 1973, the airplane was at a tour stop at Burlington, Wisconsin, when a thunderstorm squall line moved through the area. Either a tornado or a very large thunderstorm lifted the airplane 30 feet into the air and then dropped it to the ground. The airplane, which broke into three pieces, was considered a total loss.



The EAA Aviation Foundation purchased the Tri-Motor from an insurance company shortly afterward and began restoring it. The 12-year restoration was completed in 1985. For the six next years, the Tri-Motor was on display at the EAA AirVenture Museum in Oshkosh, Wisconsin, and only flown occasionally. In 1991, the airplane began regular passenger flights once more, based from the Museum's Pioneer Airport. The airplane is hangared today at Pioneer Airport's Pitcairn Hangar, except when it is making one of its numerous public appearances throughout the country.



The Up and Downs in Aviation

By Tim Busch

AOPA sponsored a Takeoff and Landing clinic at Kirkwood Community College Wednesday March 11. I was at the airport just before the event, so it was an easy detour to Kirkwood. Besides, I figured I could always learn something about landings. I did not get the name of the speaker, but he seemed knowledgeable and entertaining. We had a full house for the meeting.

The video clips presented were very entertaining and probably embarrassing for the pilots of the landing airplanes. AOPA took video of pilots landing at a flight breakfast and the narrator of the video rated the pilots' landings from 1 to 10. Some landings were downright scary. It reminded me of pilots going into Oshkosh after having spent years working on building their airplanes, but very little time flying. Our proficiency deteriorates over time, and going into a busy airport such as a flight breakfast or air show is the wrong time to practice! PLEASE bring yourself up to speed with some proficiency flying to knock some of that winter rust off BEFORE charging into busy airspace.



I do have to take issue with a statement the speaker made at the meeting. He said that every landing begins with a stable approach with a one mile final and 300 feet AGL. I immediately thought that was a bit odd, so I did a little calculation. At a mile and 300 feet AGL, I would need a glide ratio of at least 18:1 to safely make it to the runway if the engine quit. My glider buddies won't have a problem with that, since they START with a 28:1 glide ratio and go up from there, but most GA airplanes have a glide ratio of approximately 10 or 12:1. That means that if the engine quits when I am 300 feet AGL and a mile away, the best I could hope for is to come up 1680 feet short of the runway ($5280 \text{ feet} - (12 * 300) = 1680 \text{ feet}$).

In this day of the not-too-friendly NTSB, I can see the accident report: pilot crashes airplane 1/3 mile from runway after engine failure....pilot error! I don't want to become a statistic, and I don't want you to become one either. Practice engine outs to your home field. Can you make it to a safe landing from anywhere in the pattern from downwind on? (I know that an off-field landing on upwind or crosswind is likely, but that should be the only time!) I regularly see people in single engine airplanes making huge patterns and I wonder if they believe they could make it if they had to. When I give Flight Reviews, I typically reduce the power to idle on downwind abeam the runway end, just to make a point. Most of the Cessna drivers have a pretty good chance if they have a reasonably tight traffic pattern, but the Hershey-bar winged Piper guys and almost all retractables won't even be close if they don't keep it in tight and IMMEDIATELY turn toward the runway.

I believe the speaker came from a perspective of multi-engine airplanes. Yes, if one engine quits on final, he will probably make it to the runway. For us single-engine types, I will modify his statement a bit: Every landing begins with a stabilized approach at 500 feet AGL and not more than 1/2 mile from the runway. That way, even if you're sloppy, you will safely make it to the runway if you have an engine problem. Now, go practice those engine-outs and get proficient for the \$100 hamburger season!

Last Meeting - Flying High & Black Magic

By David Koelzer

Alan Kritzman, our vice president opened this meeting as our regular president, Todd Millard, was reportedly on a skiing holiday with his family and vigorously denies the rumor that he was in-fact vacationing with his secret mistress in the Caribbean. (How's that for "shock journalism"! *We'll see if Todd still lets me write this column next month –Editor*) Alan, who has on several occasions jumped out of perfectly good airplanes, got the meeting off to a good start. Since we were running short of time, Alan skipped his usual exotic dance routine and introduced our first technical speaker of the day.

Tom Olsen, who consistently claims he was once president of our Chapter, launched into his presentation entitled "The Black Magic of Aviation Tires". Tom explained the basics of tire design and the unique characteristic of aircraft tires. Tom discussed how to inspect tires for damage and how different wear patterns can be an indication of various problems. Tom also demonstrated the proper techniques for removing the wheel from the axle, how to change a tire and the right way to reinstall the wheel.



After a short break to allow our editor to fill up on a few more Krispy Kremes, Tim Busch started his presentation on Aviation Physiology. Tim, who's alibi has not been corroborated in the investigation into the disappearance Amelia Earhart, recounted his trip with other chapter members to Offutt AFB to attend the high altitude chamber training class. Tim presented many of the lessons learned in that class and showed some of the video taken of us in the altitude chamber as we experienced some of the effects of hypoxia. Tim heartily recommends the class but warns the class will only be offered at Offutt until June so sign up now for the next class.

Young Eagles

By John Anderson

The Young Eagle Air Academy has offered to credit our chapters 2002 flight credits to the cost of the scholarships that will be provided by Fly Iowa 2003. If nobody has a place planned for them, it sounds like a good way to use them up. If you agree, please let me know and the Young Eagles Foundation will merely pencil them over to the Fly Iowa bill. I believe I will need something in writing from each who choose to use their credits in that manner.

E-Mail joanderson@unitedfiregroup.com



Next Meeting - Spring Banquet (or The Event Formerly Known as Ladies Night)

By Todd Millard

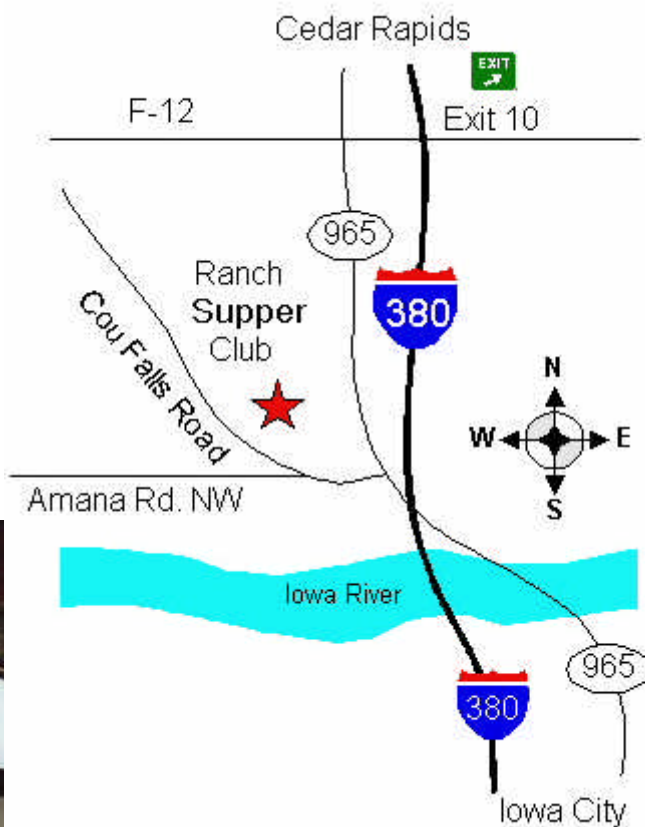


It's time for our annual break from our serious winter Chapter meetings, time to celebrate spring and the upcoming flying season, get out of our shops and get reacquainted with our spouses. It's time for our Spring Banquet!

Our speaker this year will be our very own Marv Hoppenworth. While Marv's talks are usually about serious technical topics like cable swags, for the Spring Banquet he will venture to the lighter side. Marv will take us on a journey through the ups and downs of designing and selling pedal plane plans for the past 20 years. Since 1985 Marv and his wife Cathy have sold more than 20,000 sets of plans, delighting kids throughout the world. As an added bonus, Marv has graciously donated a set of Gee Bee plans and I will donate a set of Bucker Jungmeister plans to be given away as a door prizes.

The Spring Banquet will be held on Saturday, April 12th, at the Ranch Supper Club located at 1610 Cou Falls Road in Swisher. From I-380 take the Swisher Exit 10, go west (towards Swisher) on County Road F-12. At the first stop sign, turn south (left) on State Road 965. Turn west (right) on Cou Falls Road. Turn north (right) to stay on Cou Falls Road. The Ranch Supper Club is on the right side. (See map) The banquet will start at 6:00 pm with dinner to be served at 6:30. Dinner will be served buffet style with: roast beef, pork loin, chicken, vegetables, salad, and potatoes for \$14.50 per person.

It should be an entertaining and enjoyable evening. Please RSVP to me by Tuesday, April 8th. at todd@planetdiscover.com or 319-393-2284 Hope to see you there.



Fly Iowa 2003 – Cedar Rapids

By Todd Millard

This July 5-6, Cedar Rapids airport will play host to Fly Iowa 2003. What is Fly Iowa you ask?

“Fly Iowa is an annual statewide fly-in and aviation fair designed to promote aviation and its associated benefits across the state of Iowa, and to use aviation as a motivating force to encourage science, math and technology education among Iowa’s youth.”

As promoting aviation and inspiring the kids fit perfectly with goals of the EAA and Chapter 33, our Chapter is planning several activities for Fly Iowa.

On Saturday morning, July 5th, we will have a Young Eagles event. The Fly Iowa board is planning on heavily promoting this event, so it could easily be the largest Young Eagles event we have ever had. To successfully pull this off will require many pilots and ground crew along with a well organized system. John Anderson has done an excellent job as our Young Eagles Chairman for the past several years. To help kick our effort up another notch in this final year before the 100th anniversary of flight, Connie White has agreed to join John as co-chair. Thanks Connie!

Over the past several years we have hosted very successful visits of EAA’s B-17 and Spirit of St. Louis. Earlier this year we started kicking around the idea of bringing the Ford Tri-Motor in for Fly Iowa. When the Fly Iowa board caught wind of it, they enthusiastically agreed to co-sponsor the visit. The dates have been confirmed with the EAA and the Tri-Motor will be here offering rides on July 4, 5, 6. While the financial arrangements for the Tri-Motor don’t give us the opportunity to make any money on the event, the visit will be a great way to promote our chapter and provide people a glimpse into aviation history.



Finally, we would like to offer some educational activities for kids, kind of like a mini Kids Venture. Fly Iowa is providing us some prime exhibitor space in the Aegon hangar at no charge. Activities that we are considering are a building balsa rubber band planes, building small Estes rockets, pedal planes, drawing contest, flying screw driver demonstrations, fuselage to sit in, and many more.

While these activities will require many volunteers and stretch our Chapter, I have no doubt that we will rise to the occasion. Fly Iowa offers us a rare opportunity to share our love of flying with a large audience. So please mark your calendars and set aside some time that weekend. If you are interested in helping organize any of these activities, please let me drop me a line at todd@planetdiscover.com or call 393-2284.

Editor's Rant

By David Koelzer

As if anticipating my need to fill this column each month the Transportation Security Agency (TSA) has once again come to my rescue. First is the new CAPPs II program which the TSA recently unveiled where your airline will provide the TSA with your ticket information who will then run a background check on you and assign you a color coded "threat potential". If "Green" you will just be subjected to the normal security checks and invasions of privacy, the "yellows" will receive special attention from TSA inspectors and if you come up "Red" then you will wish you had stayed home that day. (can the saliva DNA checks I joked about last month be far away?) The second is the surprise Seth Goldberg found in his luggage after a flight to San Diego. Seth's checked bag was subjected to a hand search by a TSA inspector and a card was inserted notifying the owner of the search. Seth noticed on that card a hand written note exclaiming "Don't appreciate your anti-American attitude!" referring to the two "No Iraq War" signs Seth had packed in his luggage.

It is just me or does this scare the willies out of anybody else? Doesn't the Forth Amendment to our Constitution of the United States proclaim:

"The right of the people to be secure in their persons, houses, papers, and effects, against unreasonable searches and seizures, shall not be violated, and no Warrants shall issue, but upon probable cause, supported by Oath or affirmation, and particularly describing the place to be searched, and the persons or things to be seized."

Now I may be just a small town newsletter editor but since when did the TSA get a warrant of "probable cause, supported by oath or affirmation" allowing them to search this man's or anyone's person, papers or effects? And where does it say it is OK to run background checks on each and every airline passenger with their CAPPs II program to determine if they are worthy to travel by air? This man may be an anti-war protestor and he may even have an anti-American attitude but he is an American citizen. He is and we all are entitled to be treated as our Constitution guarantees. It may be expedient and convenient for our government to ignore the Forth Amendment in its efforts to hunt down terrorists but what is next? Do away with the Sixth Amendment so we can hold secret trials of terrorist suspects? The TSA is setting dangerous precedents as it infringes on basic rights which many good brave men and women have fought and died to secure for us. Even to this day young men and women are fighting in lands far away from their homes and families to preserve, protect and defend the Constitution of the United States. We should not toss those constitutional rights away so carelessly just because it may be convenient or expedient for our war against terrorism. We should be taking away rights (liberty and life, for example) from terrorists not taking them away from ourselves. We are better than those who wish to take our freedoms from us. It won't be quick, easy or cheap to hunt down dirt bag terrorists but if we give away our rights and liberties in the name of protecting our country, what kind of country will we be protecting?

My God bless and protect our Solders, Sailors Airman and Marines and bring them home soon.

Fly Market

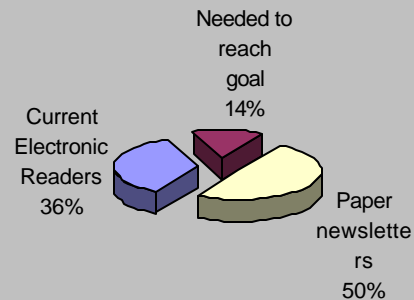
FREE: Back issues of *Sport Aviation*. Prefer these go for youth or educational purposes. Most issues back to 1970. Also lots of *Vintage Airplane* and *Sport Aerobatics*. Dave Lammers 319-377-1425

FOR SALE: Yaesu Aviator Heavy duty air band transceiver VXA-100 radio. Randy purchased this unit new at Oshkosh in July'99. He never was able to use it in flight, only played around with it at home. The purchase price was \$357.00. It also has the battery pack for re-charging. asking **\$175.00** for it. Please call Bernadette Hudson 377-7464

FOR SALE: All items used once at Oshkosh, except boat never used, stove about 6 times. All items less than half price each or \$100 for everyting. Tom Harris 319-362-6323

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

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

In The April 2003 Issue...

Ford Tri-Motor, Ups & Downs, Fly Iowa 2003

Chapter 33 Calendar

- April 12** Chili Fly-in, Fort Dodge IA
- April 12** Spring Banquet, Ranch Supper Club, Marv Hoppenworth, Pedal Planes
- April 27** Fly-In Breakfast and Kite Fly, Sac City IA
- May 3** Pella Tulip Festival Flight Breakfast,
- May 4** Flight Breakfast Charles City, IA
- May 18** Flight Breakfast, Cherokee, IA
- May 18** Flight Breakfast Spring Green, WI (LNR)
- May 24** 25th Annual Fly-In Breakfast Winfield, IA
- July 5** Young Eagles Rally, Cedar Rapids
- July 6** FLY IOWA 2003, Cedar Rapids

WHO MADE THIS MESS OUT HERE ?!



IT WAS A HORRIBLE LITTLE VENUSIAN WHO MATERIALIZED IN THE KITCHEN! HE TOOK OUT SOME DIABOLICAL HIGH-FREQUENCY DEVICE. POINTED IT AT VARIOUS OBJECTS, AND...

