



The Lippisch Letter

October 2004

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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Tom Meeker's Mustang II

Photos by Mark Navratil





Postcards from Russia

By Carl Carson

Sept 20, 2004: Things have gone well here since we arrived last Wed. My advice though is NEVER come here unless you have a contact that speaks Russian and can get you through all the registration that the government requires. We are fortunate to have Natasha with whenever we go out of our apartment. (And the apartment is another whole story!)

When we arrived at the airport in Moscow I really looked for any GA airplanes and saw none. There were many airliners just sitting on the ramps looking very lonely and wanting to fly. We have met several people here and have enjoyed them and their hospitality greatly. When inquiring about GA in Russia they don't know much about it and their only guess is that it almost non-existent. We are in Ryazan, about 100 miles south of Moscow, a city of 600,000 and there are NO airports for GA aircraft, according to these people I've talked with. They did think that in larger cities there are flying clubs and some private aviation for the very wealthy.

Later this week we'll go to St. Petersburg, about a 14 hours bus trip, and spend about 3 days there, back to Ryazan next Tuesday then a 26 hr. train trip to Ufa, about 1000 miles east of Ryazan.

Sept 29, 2004: Our trip in St. Petersburg was fantastic. We saw many beautiful palaces, museums, cathedrals and historic/significant places. Russia really has a lot of wonderful history & though much of what we know has focused on the negative relations between USSR/US. We even saw Finland, across a body of water we could see the shoreline; at this time I don't know what the strait is called, my map is in Russian! Probably the most impressive place was the Hermitage Museum. We saw only a very small portion of what there is to see. It would compare to going to the Smithsonian and being there only 3-4 hours. We spent most of our time in the Winter Palace which houses the art collections, statues, painting, sculptures, burial artifacts, etc. Can you imagine being in two rooms and viewing about 25 Rembrandts! Most museums would be honored to have one. In addition there were similar collections of paintings by Monet, Renoir, Cezanne, Gauquin, van Gogh, Malisse and Michelangelo. Wow!

We saw many statues of Lenin throughout all major cities as well as a lot of memorials to those lost in WWII. There was a lot of destruction of historic buildings by Nazi forces during the war but the Russian government has spent tons of money rebuilding and restoring, which is still going on. On Wed., 9/29, at 8:40 pm we will board a train for a 1000 mile, 26 hour trip to the city of Ufa, which is East of Moscow and our apartment here in Ryazan. There we will visit Jalil Habivov who stayed with us for two week last fall. He is a local city government official and is also Muslim. This should be an interesting culture experience as well. We have emailed and talked by phone to him since we have been in Russia and he has rented an apartment for us for about 4 days that we will be there. Our train is a "sleeper" in that it has accomodations for four for a place to lie down as our trip will be a long one. We don't know who our "roommate" will be to share the space with the three of us.

It has been a wonderful experience so far and we're glad we came. Not sure yet if I feel like we would ever return but at this point it has been a very positive experience.

Presidential Words

By Tim Busch

It's election time! Of course, the presidential election is coming up fast. Don't forget to register to vote, and get out there for the big event. Lots of mud is being slung, and you'd feel terrible if you missed the big vote. Speaking of elections, it's that time of year for Chapter 33 as well. The chapter is looking for some new talent, so if you would like to take the controls for a year, contact one of the officers right away. There is still time to negotiate the terms of the debates, argue over campaign finances, etc. The election will be held at the November meeting.

For the past two weeks, the weather has been unbelievably nice across Iowa: low humidity, reasonable temperatures, visibility unlimited, and no storms. What more could you ask for? It's perfect flying weather! After over a year of horsing around with the 172 project, it finally reached the stage where I could attempt to use it for a tow plane for the glider. Last Sunday, the 26th, I had a lot of help from a good ground crew, and we pulled it out of the hangar, parked the trailer on the new ramp space at Vinton, and proceeded to assemble the monster. With 52.5 foot wings, it IS a monster, but once in the air, it is a complete pussycat.

We took our time to assemble it correctly, check out the controls completely, and do a short ground school with the crew so everyone knew what to do for launch and recovery. I took two tows, both starting at 2000 feet above the ground. I didn't intend to do any real soaring on the first one....just get the feel for it once again. But fall is really good soaring weather. I had an immediate gain of 1500 feet with climb rates of 500 – 600 feet per minute before taking it back to the airport. Few if any on the ground had ever seen a glider, and to the best of anyone's knowledge at the airport, may have been the first glider at Vinton. The second tow took a little longer to find lift, but when I found it, it was big. At 5500 MSL northeast of the Vinton airport, I was above most of the local traffic, except the skydivers that occasionally descended past. The big surprise was when a couple of large birds joined up in one of my circling patterns, not more than twenty feet off my left wing. We flew in formation for several circles before they got bored with the bigger white bird and flew on. I decided to head back to the field before the ground crew gave up on me and went home, landing in just under an hour of soaring.

At the end of the day, I needed to make a serious decision. The entire day was a science experiment that I wanted to do for over a year. I wanted to know if the 172 would be a practical tow plane for the glider, was the glider a suitable platform for training, and were the logistics within reason for the benefit? The final decision is that the 172 really doesn't have the horsepower to take a fully loaded two-seat glider up with a reasonable climb rate. I have used a 180hp 172 in the past, which works well, but 145hp is just not enough. The Schleicher Ka-7 is a really nice flying sailplane, if not a bit cramped for my 6'4" body. With the right tow plane, it would be a nice trainer. The logistics, on the other hand, were a bit overwhelming. If the glider were kept assembled all the time, the effort would be reasonable. But not having a hangar large enough to contain it means assembling and disassembling it for each fly day. That is just too much effort for the benefit.

At some point, with a reasonable tow plane, and a better logistics situation (a motorglider with an appropriate hangar!) I would like to get more people involved in soaring. But it's not going to be this year. The glider needs to go. If anyone knows of someone in need of an excellent two-place sailplane, please let me know.

Last Meeting - Iowa City Cook-out

By Tim Busch

The September meeting was a barbeque at the Iowa City airport at the Rezabek/Millard Skybolt hangar. Approximately 30 hardy souls braved the perfect conditions and the setting sun to enjoy good company and good food. Although yours truly was a bit busy manning the grill, I noticed quite a few fly-ins: a Long-EZ, two RVs, Dave's Sonex, but I'm sure I didn't see them all. I did sneak over to check on Justin Fishbaugh's Glassair III. Justin is slaving daily to finish it off, and it's going to be beautiful. The Gregs, Downes and Zimmerman, had an SX-300 tucked in their hangar, just purchased from a pilot needing it less than they did. If you start seeing streaks in the skies around Iowa City, it could be the SX-300 or Glassair III are up and flying!



Next Meeting – RV-8a Project Visit

By Tim Busch & Mark Navratil



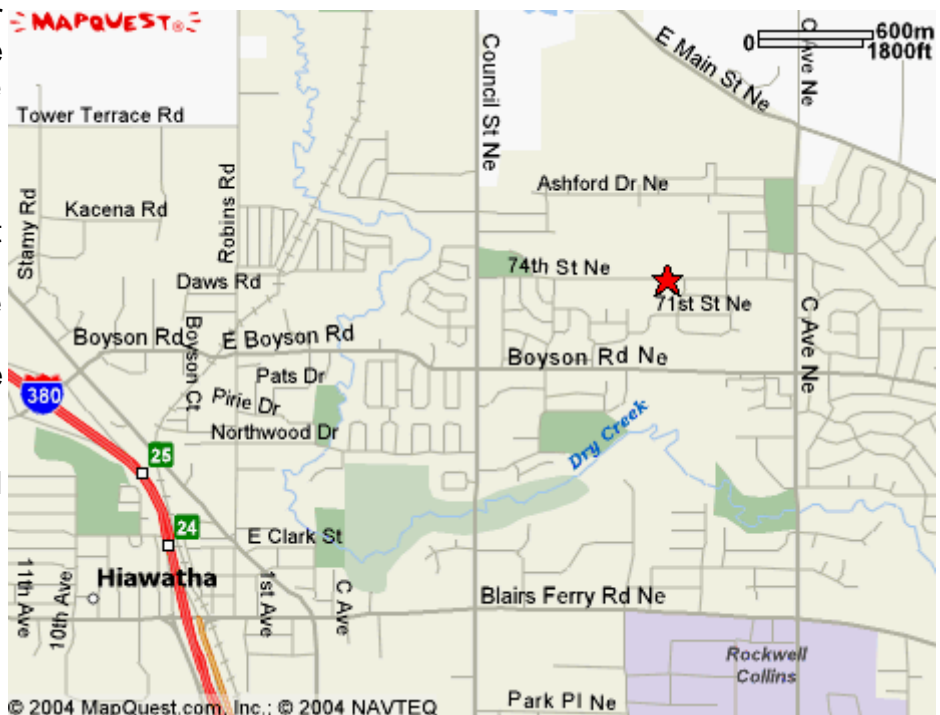
Mark and Kathleen Navratil have graciously allowed us to meet at their home for our October meeting to take a peek at his RV-8A project. The RV must be getting close to completion, because he has been shooting paint! The event will be October 8th at 6:00 pm at 943 74th St. NE #8, Cedar Rapids. Bring your lawn chair if you want to sit and wear something warm, as the meeting will be in the driveway.

From I-380, take Boyson Rd exit and go east on Boyson to the light at Council. Left on Council. Take the next right on 74th St NE. Going down 74th, you will see a bunch of condos on your right called "Oakmont

Villas".....go past these until you come to slight dip in the road and you will see some more condos with a sign that says "Greystone Courtyard Homes". There are two entrances, one which has a green street sign with numbers 943, 953 on it and the other with numbers 917, 925, 935 on it. Either entrance will work. We live in building 943 unit #8 (just look for the driveway with an airplane in it). There are guest parking areas scattered around the five buildings in our development, please park in these areas if possible. Once they are full, you may park along any of the streets, just be careful not to block anyone's driveway.

If you are coming from Marion or the east side of C.R., you will be entering 74th St NE from C Ave one block north of the C Ave / Boyson Rd intersection. Going down 74th St you may see a "Greystone" sign on your left which is for a neighborhood of single-family houses....continue on 74th St past the houses until you come to the condos with the "Greystone Courtyard Homes" sign on your left and take either of the entrances as described above.

If anyone needs to call us, our home number is 393-4234.



Editor's Rant

By David Koelzer

As I write this editorial I am also watching the Presidential debates on TV. In years past, I never paid that much attention to debates, campaign ads or election coverage. Politics never interested me much nor seemed very relevant to my day to day life. Much has changed in the last few years though.

I was not born yet, over 63 years ago when Japan made a surprise attack on the United States. I am sure the morning of December 7th, 1941 served as a wake up call for many Americans who, before then, were too distracted with the usual chores of daily live to care much about politics or world events. My own personal day of infamy came three years ago when the United States was again attacked by surprise. And just as the greatest generation began to re-think the wisdom of isolationism after Pearl Harbor was attacked, I began to pay much more attention to nation and world events than ever before. I also began to follow more closely our government's reaction and policies after that day. Some of policies enacted after Sept 11th, 2001 have come down very hard on us pilots and have made our lives more complicated and some times even more dangerous. If we stray into the wrong airspace we run the risk of seeing up close the sharp end of an air-to-air missile.

Many of my editorials in this newsletter have railed against these kind of intrusions into our personal liberties. I have also written editorials backing may of the policies enacted by our government to fight terrorism. So the question is; am I FOR our current government or AGAINST it? Will I vote to keep the President or will I vote for a change. If it was only up to me, I certainly know who I would elect. I could tell you but where would be the fun in that? The real question is; if it were only up to you; who would you elect? That question is important because this election is so close that your vote may be the one vote that puts the right man into the Oval Office. In 2000 Bush won Florida and so the Presidency with only about 500 votes to spare. In 2004 Iowa is one of those battle ground states and Iowa may be THE state that decides who will be our next Commander & Chief. Iowa could go either way and it may come down to just a few votes or it may be decided by just one vote. So on November 2nd will you cast the deciding vote or will you stay home and take care of other more "important" business?

Fly Market

FOR SALE: Gas welding and cutting outfit: Torches, tanks, cart, extra hoses, rod for steel or aluminum; make offer. We are moving and can't take this with us. I also have a quantity of tooling plastic which I will give away free to the first taker. Tom Harris 362-6323 tom-anne-harris@juno.com

FOR SALE: 74x48 Wood prop (Cont), Exhaust w/Heetmuf 65-100 HP Cont, Exhaust for Rotex 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 banesc@inav.net





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In The October 2004 Issue...

Mustang II, Postcards from Russia, Presidential Words

Chapter 33 Calendar

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

Oct 3 Skydiving, Pancakes, Eggs and
Sausage, Coffee and Juice, Flying Pilots
FREE Winterset, IA Municipal Airport

Oct 8 6pm Chapter Meeting & RV-8a
project visit. Mark and Kathleen
Navratil's home.

Nov 3-4 Annual Iowa Aviation Confer-
ence, University Park Holiday Inn,
West Des Moines, Iowa

The Funnies

by Wayne Flury



"He seemed to be an excellent candidate until we got to the 'good judgment' section of the test - then he said he was building an airplane!"