

The Lippisch Letter



Experimental Aircraft Association Chapter 33

December 2001

The Lippisch Letter is the monthly publication of the Dr. Alexander M. Lippisch Chapter (33) of the Experimental Aircraft Association, Cedar Rapids, Iowa.

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First Flight



Jack Rezabek (pictured here in olive drab flight suit) taking full advantage of the unseasonably warm weather made his first flight with his 325 lbs. Kolb Firestar on Monday, Nov. 12th. The first flight lasted 25 minutes and now the proud pilot and plane are resting quietly. Congratulations Jack!



Letter to the Editor

by George Tegeler

I've written you before to let you know how much I appreciate the courtesy copy of your Chapter's newsletter. The November edition was a real treat. I was scanning through the pictures when it arrived, as I didn't have time to read it at the time. The picture on page 7 caught my eye as sure looking familiar, then I turned the page & was shocked to see a view that I get to enjoy almost daily. "Home". Needless to say, I stopped what I was doing & read the article.

All us "locals" were wondering who the goofs were who landed in the fog & figured we would never know, much less see a printed confession. We were very pleased with the turn out we had & I want to thank your people for their support. The day ended up with 7 T-crafts that couldn't resist the urge to all takeoff together & come around for a low pass. As they were coming back in it looked like the group of Turkey Buzzards that live up here, as they were lined up rather sporadically a not moving very fast. They all went by "flat out" at a blistering 75 mph. That was fun. The C-140 turn out surpassed the T-crafts with a total of 9 examples. All totaled we ended up with 51 aircraft for the day with all but 1 on the ground together. I mowed off a patch in one of the fields to park them all.

(Continued on page 3)



Photo by Ken Pittman

(Continued from page 2)

Elkader was opened to the public in 1948. The owner at that time sold "new" Chief's & Champ's out of the existing shop/hanger. Somewhere I have a photo of 3 Champ's stacked in the corner, standing on their nose, tails up in the rafters. Apparently that was the approved method of storing them. The airport closed to the public in 1988 when the original owners son was finally successful in killing it. My wife & I purchased the place, complete with 70 acres of land, which includes 12 acres of forest preserve, a house, 3 large sheds & the hangers in 1996. In the spring of '97 we were successful in reopening to the public with the help of the, city of Elkader & the IA. DOT.



Photo by Ken Pittman

I've been told that I-27 is the smallest public use airport in the state. Its certainly the prettiest. It's also very interesting aerodynamically with all the fun air currents that get created by the tall trees & the hills, especially the 200 ft drop off on the south end. With 1705 ft, it's plenty long enough for any piston powered single engine airplane, but not long enough for some of the people who fly them, as the guy in the Musketeer found out. You do it right or go around & do it again. There is no room to fix a bad approach.

We have occasionally toyed with the idea of turning the place into an air park but have never yet had the incentive to pursue it. Regardless, look for the Elkader Flyin next year. Its always on the last Sunday of September.



Photo by Ken Pittman

Taylorcraft vs. B-1B Lancer

by Jim Zangger

The 21st was a Sunday and I was going to fly to Muscatine. I got the plane out and started it, but got no oil pressure. That's the second time it has happened now after a week or so of sitting. I found the cure is to hold the tail up as high as I can and apparently oil will drain back in to the oil pump gears. The next time I started it I had oil pressure and it worked good on the recent Colorado trip. I did have a little trouble with my tach though. Right after take-off from CID the tach dropped to 0. Every now and then it would come back to life but not reliably. When I got to Canon City I was able to reach behind the panel and found the cable had come loose. I refastened it and was surprised that I still was having some erratic and inconsistent operation. Since I've been home I relubed the cable and installed everything again and it seems good now. A quick trip around the patch today verified it should work



Anyone been intercepted lately? I've got a story to tell! Last Friday I found myself with a little time off from work (called a layoff) and three days of clear and stable air. I have been thinking about flying the Taylorcraft to Leadville, Colorado (highest airport in North America and third highest in the world at 9,927ft). Friday was the day and I started out against some pretty strong headwinds. Once out of Iowa the winds subsided and the rest of the trip was at normal speed (still slow!) My first fuel stop was planned for at Mankato, Kansas (about five hours by T-Craft). I was just crossing the border between Nebraska and Kansas near Chester, Nebraska. I was at 3,000 msl with my earplugs and headset on just

watching the world drift by (slowly). I suddenly heard a very loud air noise. My first thought was that the fabric was ripping off the fuselage and I was hearing all of the air coming into the cabin but I soon caught something out of the corner of my eye and saw a B-1B fly by VERY FAST and VERY CLOSE! I quickly tuned to 121.5, thinking I had just been intercepted, and called to the B1 but got no response. He was soon out of sight. I checked the chart and was between two MOA's but not in one. I guess they were just out having a little fun!

Now, if that's not interesting enough, would you believe that a son of a friend of mine from North West Iowa is a navigator on a B-1B based in Wichita. I called him this last Friday night and asked if he just happened to be flying the previous Friday. He said they were and that they indeed had made a pass on a small airplane! I said I hoped they had a good visual on me. He told me they had picked me up on radar about 20 miles out (2 minutes) and then got a visual on me. They were doing between 560 & 600 kts when they went by! 650mph compared to my 90mph!



Photo by Todd Millard

I did get to Leadville and the airplane flew remarkably well considering the altitude and the fact I don't have a mixture control. I got my certificate of accomplishment from the airport there and also a T-shirt, cap, and mug. I left my cap there for their collection. If anyone goes up be sure and look for the Taylorcraft cap!

Taylorcraft (what an airplane!) Should I go to Death Valley next? 270ft below sea level

Last Meeting

By Tom Olson

Our last meeting was Friday November 2 at Gary and Pat Sharp's residence. Gary showed us his latest project, an RV-7A, the tail and wing kits were out for display. I believe everyone had to be impressed by the quality of the new RV kits. I also heard of three new RV kit starts at the meeting as well as taking a potential new member, Tim Saylor, who is interested in RVs for an intro flight on the following Sunday. Many thanks go to Gary and Pat for hosting the chapter in their nice home and for the treats that Pat provided.

RV-7 Photo courtesy Vans Aircraft, Inc.



New Officers

By Tom Olson

The last meeting was our election night. Jack Rezabek who headed our election committee along with Greg Downes presented a formal list of candidates. The list was read and the floor opened up for further nominations. No further nominations were made and the list was voted on as read. All candidates passed unanimously. Our new chapter officers are:

Todd Millard	President	Alan Kritzman	Vice President
Steve Ciha	Treasurer	David Koelzer	Newsletter Editor / Secretary

Many thanks go to our new officers for accepting these positions and to the election committee for working to obtain this excellent slate of candidates.

Board members were discussed as well at the meeting. Terry Scherman, Mark Anderson, and myself (Tom Olson) were appointed to the board. Subsequent to our meeting, I talked with John Anderson and he will once again be our Young Eagles coordinator.

Next Meeting

By Tom Olson

Our next meeting is the annual holiday dinner, service award presentations, and gift exchange. Also spouses are welcome and encouraged. This will be held the evening of Friday December 7 at 6:30 PM in Bishops restaurant at Lindale Mall. We will have their back room which is at the back wall on the left side of the dining room. Please pay as you leave, you will get a receipt as you arrive. Last year we all paid around 8:00 PM as our festivities went a little beyond closing time.

The gift exchange is optional but great fun. To participate, bring a gift with a nominal \$10 value to share. The gift exchange will be unique and follow the protocol of past Chapter 33 Christmas gift exchanges. When it is your turn you will be able to select an unopened gift or take a gift someone else has previously opened. Once a gift has changed hands twice it stays with the third owner. Naturally, anyone who gives up their gift will be able to select another. Come watch the fun, who will end up with that unique gift that you hadn't ever thought about until you saw someone else open it. You won't want to miss out on the fun, start thinking about that perfect gift now if you haven't already acquired it.

President's Farewell:

By Tom Olson

I would like to take this opportunity to thank the members of Chapter 33 for working with the chapter leadership over the past two years. We have had some very note worthy activities including the many Young Eagle Events, Fly Iowa 2001 support, and the recent B17 visit. None of these activities nor our chapter meeting programs could have been accomplished without a significant number of



Photo by David Koelzer



Photo by Todd Millard

volunteers. I know that I enjoyed my participation these past two years and hope all of you did as well. I continue to look forward to having more fun and fellowship with the chapter again next year. Please support our new president, Todd Millard, in continuing our EAA tradition.

Editor's Rant

By David Koelzer

First let me thank our wonderful Chapter Officers and Directors for another great year. It certainly has been an eventful year for our chapter and for our country. Sadly we lost one of the chapters founding members this year, Red Miner. He will be missed. On a happier note though we gained many new members this year and visited many new projects that demonstrate the craftsmanship and ingenuity of our members. The generosity of our chapter members was much in evidence this year as well. We introduced countless Young Eagles to the wonders of flight and we can be very proud of our hard work at Fly Iowa, AirVenture and the Aluminum Overcast visit. I certainly have had a blast this year as editor of our newsletter and look forward to another fun year.

Fly Market

AVGAS DISCOUNT: Shannon, the manager at Bell Plaine Air Service has made it known that he will give a 24 cent a gallon discount on 100 low lead to EAA chapter 33 members. You will need to call him at 319-444-2466 and get set up in the computer to qualify. Or drop in on a Saturday, there is usually somebody around. With discount, their price is 2.25/gal. - Steve Ciha

FOR SALE: 25% Share of 1941 Stearman Biplane NC64712 (the Red one) Based in Iowa City. The owner is selling his share because he purchased the major share of a newly restored Stearman that is now kept in the hangar next to this one. 220hp Lycoming, full electrical system, radio, Loran, smoke system. Well maintained, always hangared and flown regularly. \$17,500. John Ockenfels 319-351-3461 evenings or 319 351 2848 daytime.

FOR SALE: Sharps Paint Spray Gun and pressure regulator, If you are interested, please call Ralph Driscoll at 438-1802 Central City. Ralph is a past chapter member and this may be the same gun he used on the Lippisch prototypes. His stories alone are worth the call.

FOR SALE: 1940 BC65 Taylorcraft. ½ share. This aircraft has been in Carl's family for all but 4 years since it was new. The engine was given a major overhaul in 1999 and the prop was replaced the year before that. It was recovered in 1991 and is hangared in a T hangar at McBride Airport. This aircraft has to be one of the most economical ways to get airborne anywhere in the area. Please call Carl Carson (366-4545) if you are interested.



Photo by David Koelzer

EAA Chapter 33 Application & Questionnaire

Name: _____

EAA #: _____

Address: _____

City: _____ State: _____ Zip: _____

Daytime Phone: _____ Evening Phone: _____

Email Address: _____

Copilot's Name: _____

Pilot Ratings: _____

Aircraft Owned & Flying _____

Aircraft Under Construction: _____

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**Dues are \$15/year. Make check payable to:
EAA Chapter 33, c/o Terry Scherman; 1203 16 St SW; Cedar Rapids, IA 52404**



Photo by David Koelzer



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In The December 2001 Issue...

Time for annual dues. Beat the rush and send yours in today!

Chapter 33 Calendar

December 7 11th Annual Iowa Space Grant Conference Marshalltown, IA

December 7 6:30 pm Holiday dinner and gift exchange.

January 26 EAA Chapter 1331 Ski Plane Chili Fly In Wautoma, WI (Y50)

February 1-2 Midwest Aviation Maintenance Symposium, Gateway Center Ames

March 1-3 Iowa Flying Farmers Convention Ramada Inn, Mt. Pleasant

April 7-13 Sun 'n Fun, Lakeland, FL
(Editor: Come on spring.)

The Funnies

by Wayne Flury



Homebuilder Temper Tantrums