

August 2009

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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## Airventure Camping

By Dave Miles

This year was my first experience camping directly on the AirVenture grounds. The past few years, I have come different ways: flying up and back the same day in my airplane or using the Marion charter plane, or as in the case when I lived in NY flying commercially with 30 other EAA members from Chapter 44 in Brockport.

I flew in Sunday with Dave Leedom who is also a fellow chapter member and Civil Air Patrol member but is mostly busy with instructing over at PS Air. It was our first time doing the Ripon/Fisk arrival procedure into OSH but it went very smoothly and we didn't have to hold at all. Dave Leedom actually stayed in a camper with a friend but I pitched my tent under the wing in the North 40 camping area and stayed until Wednesday morning. I was in the very last row near the highway (but close to Arby's). I discovered that I was only a few airplanes down the row from Jay and Mary Honeck of Alexis Park



Inn and Suites. We ended-up going to breakfast together Monday over at the Hilton hotel and the day started Okay but it rained later on and I didn't feel well. Tuesday I felt better and that was the day I took in the sights and stayed out until the end of the Theater in the Woods program finished around 11:00pm.

Airventure was being combined with another I planned back to NY so I took-off Wednesday from OSH and flew to Rochester, NY with a fuel stop in Pontiac, Michigan which incidentally

boasts the most FBOs on any airport in the country: 8 total. I stayed with my buddy Rodney and his grandfather on their horse farm in Hilton, NY just a little suburb northwest of Rochester. Rodney and I met a few years back in 2001 when I hired him to completely strip and re-paint the wings on my Cessna. Rod is also a pilot and is building a small tube and fabric airplane which is kind of on hold for now.

Saturday, August 1st, Rod, his son Donny and I flew to my parent's camp on Peck lake in the Adirondacks. We flew into a nice little strip in Johnstown, NY near the camp and also incidentally near my 94-year old Grandmother's house. We stopped by Grandma's house, of course, and chatted a little while. My grandmother has a good memory as she remembered that the company she used to work for had a Navion based at the field many years back. Then it was off to camp where we did some paddle boating, swimming, cooked-out and took a ride on my parent's pontoon boat. We were all planning to stay overnight but a cold front with storms was moving eastward and was



going to arrive Sunday morning so we packed-up and headed back to Rochester. The next day I headed back to Cedar Rapids. The first leg I filed IFR and the controller there (Aaron) noticed that I was from Cedar Rapids. He was from this area originally and apparently took instruction at Green Castle years' back and said to say hello. It was slow going on the way back west as I averaged around 80 knots ground speed with fuel stops in Norwalk, Ohio and Gary, Indiana. It was fun but I am glad to be back though.



# Read Back – Gentlemen of Adventure

By Jim Meade

I like Ernest K. Gann as an author but I don't like this book. It never really strikes a chord with me. I know that aviation novels are really about people, not airplanes, but I like more airplanes and flying stories in my book than this one has. In some respects, this book seems to try to summarize the history of aviation in the lives of three improbable characters, Toby Bryant, Lily Cranwell Bryant and Kiffin Draper.

Starting before World War I, we see two Nebraska boys enraptured by aviation. Toby Bryant is the steady, reliable and dependable type who always does his best and trusts everyone. He's a bit of a stick-in-the-mud. Kiffin Draper is the devil-may-care best friend who has a wild streak to him. Naturally, he's good at anything he touches, including airplanes and women, but not very good at life. Lily is a young, pampered daughter of a diplomat who improbably falls in love with Toby and follows him for the rest of their lives. Unfortunately, so does Kiffin.

Their lives include aerial combat in France and then years of rough sledding at aviation and non-aviation work between the wars. Eventually, Toby gets flying again, first the mail, then passengers and then he moves on to corporate positions. Lily follows him uncomplainingly. Kiffin stays with them most of the time when he is not off drunk or in jail. Two men and one woman are trouble in this book just like in real life, but Toby is too dumb to see it and Lily isn't gutsy enough to do enough about it. Kiffin is too much Kiffin to stop himself.

In one sense, I think Gann was showing the two men as two sides of the stereotypical pilot. One side of the pilot is beloved by the FAA and the company, the other side, maybe the one the pilot sees himself as, is a lady killer and man-about-town. Splitting them this way makes one character stodgy and the other disreputable. I'd rather see one whole man with sins than one saint and one devil. Lily is a sympathetic character but doesn't really have any gumption. Being in love with and true to one man doesn't make her a full literary character. She's like a cardboard cutout of a woman. Rather, one pities her without ever understanding her, wonders how Toby is so blind about Kiffin, and finds Kiffin an unlikeable character in the end that never grows out of his selfishness and ego-centricity. Being a natural pilot and charmer isn't enough to salvage a reputation.

One son of questionable parentage graces this ménage a trios, but the kid never figures into much of anything except to wave at his parents and fly for the Blue Angels in a 1960's Reno Air Show demonstration.

If you want to read what kind of mess a blind man, trusting woman and no-good friend can create, read *Angle of Repose* by Wallace Stegner. If you want to see how a ménage a trios can exist even though it's dysfunctional, read Edith Warton's *Ethan Frome*.

In the author's note, Gann says right out that he met most of the real people he wrote about, like Lindbergh, Rickenbacker, Earhart, Hughes, Campbell and more. He also claims to have flown most of the planes, from the Jenny to the DC-6. The book refers to airplanes from the Jenny to the U2. He admits that his book tries to capture the first half century of aviation in novel form.

Then he calls it, *Gentlemen of Adventure*. One is not a man, one is not a gentleman, and one seems to try to avoid adventure when at all possible.

Don't bother reading this book. Read *The High and the Mighty*, *Fate is the Hunter* (but don't go see the awful movie) or *The Trouble With Lazy Ethel*. Gann has few peers in my estimation when it comes to writing about flying, but he is not in his top form when he tries to use a novel as a way to characterize aviators and recapitulate 50 years of aviation in the same book. If you want to read it, it's published by Arbor House, New York, in 1983. You can find it at most libraries.

Don't be afraid to ask me what I really think about this book.

# 21st Annual Zangger Fly-In Supper

Photos by Jim Zangger

Couldn't have had any better weather - wish you could have all been here! We flew 57 Young Eagle flights and had a mass ascension of six hot air balloons.

Glad Fly Iowa had a good turnout too and hope next year we won't have a schedule conflict!



# Abel Island Fly in, Float in, Potluck and BBQ

Once again, we are getting ready for the Annual Abel Island Fly in, Float in, Potluck and BBQ. As usual, it will be held the Saturday just before Labor Day, August 29th, Noon to 3:00 P.M.. The rain date will be Sunday. Please mark this on your calendars and plan to attend.

This year we are adding a couple of new features. We will have a smoker full of chicken for anyone to enjoy. If you aren't able to bring your own meat to grill...don't worry, we will have smoked chicken until it is gone.

Just for fun, there will be a group of classic cars that are planning to visit during the fly in. As usual, we are planning on having properties, that are for sale on the Island, open for visitation.

This is not your ordinary pancake breakfast. Unlike the typical fly in, we have the luxury of having float planes from all over the Midwest pulling up on our beach. Since it is a turf strip, we are loaded with traditional tail draggers of all vintages. We also have experimental's, home built's, light sport and standard aircraft.

Check out some pictures and get all of the details at our web site: <http://www.abelisland.com/>



# Last Meeting - Cook-out and Spot Landing contest

The weather gods were not kind to our June meeting. We had planned a cook-out and spot landing contest at Monticello but low ceilings and rain kept us on the ground. But still, thanks to Armin and Betty Jacobs for hosting our meeting.

## Next Meeting – Amelia Earhart search

August 14th, Rod Blocksome is going to talk about Amelia Earhart search. Rod is part of a team of engineers that have performed detailed technical analysis in an effort to locate Amelia Earhart's airplane in the deep ocean near Howland Island. He has donated his spare time over the past 9 years to this project. He participated in two deep ocean search expeditions to the remote Pacific – each lasting 2 months. It is a fascinating story of how science and technology is being applied to solve one of the most enduring mysteries of the 20th century – What happened to Amelia Earhart?

The meeting will be at the CID Airport admin building conf. room from 7pm-9pm.



# Upcoming Young Eagles Rallies

We have a YE event planned for Sat. Sept. 19th 9:00am to Noon at Marion Airport.

We are also in the planning stage for an event at the Washington airport, on Saturday, October 3 at 8:00 or 9:00 AM. The school is involved and they will be all 4th grade ages. They are dividing the group of approximately 30 kids into 4 groups, where group 1 will be taught the weather related stuff, group 2 will be taught airport ground and runway layout, group 3 will be taught about aerodynamics of airplanes, and group 4 will be the young eagle rides. The groups will be swapped as they complete their section. School has not yet started but they are trying to limit the sign ups to a total of 30 kids. They are aware that a legal guardian must sign the Young Eagle form before they can get a ride. They hope to have the whole event done by around noon.

As always we need pilots as well as ground crew. If you can help out at either event, Please contact Connie White at [rewhite691@msn.com](mailto:rewhite691@msn.com)



## Chapter 33 Calendar

**August 14 7pm** Chapter Meeting, Rod Block-some - Amelia Earhart search, Eastern Iowa Airport Admin Building.

**August 20-23 9am-6pm** 1929 Ford Tri-Motor Rides, Ankeny Regional Airport

**August 22** Flight Breakfast, Ankeny Regional Airport

**August 29 12pm 3pm** Abel Island Fly-In, Float-In, Potluck & BBQ Abel Island Airpark, Guttenberg

**August 30 7:30am 11am** 17th Annual Wings Fly-In, Iowa Aviation Museum, Greenfield Municipal Airport

**Sept 7** Labor Day Flight Breakfast, Sheldon Municipal Airport

**Sept 13** Fly-In / Drive-In Breakfast, Dubuque Regional Airport



Well, not everybody can afford a motorized tug

In The August 2009 Issue...

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