

January 2003

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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The Wright Stuff

By Dave Wilson

N203ED left the ground on Dec 17th for the first time at 12:25 P.M. on the 100th anniversary of the Wright Brothers first flight. Wind was out of the west at 4 kts. The sun was shining and the temperature was 28 degrees. The first flight lasted for 18 minutes. The flight was flown at 1000' AGL and within a 2 mile radius of the farm strip. Test pilot Ed Pickart reported the first flight to be a success. Minimum trimming was required. Airspeed was said to be 85 mph. A second flight of 25 minutes was completed after stopping for lunch. Flight testing will resume as weather permits.



N203ED received its airworthiness certificate on Dec 12th. Larry Sperfslage the local DAR came out and inspected it. He didn't find anything that needed to be changed. For those of you who are getting ready for an inspection the only advice I can give you is to start on your paper work early. I feel really lucky that I was able to fax my paperwork to the Kansas City MIDO on Monday and be able to get an inspection on Friday of the same week. Of course it helps that Larry works with these people on a daily basis.



The airplane is a Fisher Horizon 2, 26' wingspan. 2 place tandem seating. Empty weight 644 lb. Power is Jabiru 3300. The plane is plans built. Wood construction covered with Dacron and finished with Aircraft Finishing Systems paint. We plan on having some vinyl striping put on it before summer. Ed Pickart and I started construction on January 17, 1993 with the first wing rib. The airplane trimmed out real well, the only thing we may need is a trim tab on the rudder. We wanted to get the plane finished this year so we could get the EAA centennial dataplate for finishing it during 2003, the anniversary year of the Wright brothers first flight. N203ED The 203 in the N number was for the year in which it was finished. E is for Ed and D is for Dave.



Flying is a Pain in the...backside

Jim Cunningham

Perspective A: Your friend has invited you to go flying. It's a beautiful winter day, bright, clear, light winds. As your friend attaches the towbar to pull the plane out of the hangar, you are in the cockpit of the Arrow plugging in your headset, arranging your charts, etc. You feel a slight bump as the airplane moves a bit, then a second later you hear your friend cussing. You look up. Your friend, who three seconds ago was standing at the nose of the airplane, is nowhere to be seen. How can that be? There's nowhere for him to go that fast. You can, however, still hear him swearing.

Perspective B: You attach the towbar on the nosewheel of your Arrow as you prepare to pull it out of the hangar for some wonderful winter flying. Feet together, lean back and pull hard to get the airplane moving. But your shoes are wet and you're standing on a slick spot-- the pull you impart to the towbar does not have the intended result. The airplane remains where it is, and in a flash, your feet shoot straight out from under you. You land on your tailbone on the hard concrete in a rather violent fashion. For an instant you lay there on your back waiting for the pain to kick in, and you wonder if you busted something. Then the pain hits, and you compensate for it as well as the indignity of your predicament by calling yourself, the airplane, its manufacturer, the TSA, FAA, and the airport authority every television-censorable word you can think of as your posterior really starts to smart. After several seconds you run out of breath and continue to lay there, still clutching the towbar (which is still attached to the airplane). Several moments of calm winter silence follow, then you hear a creak as your friend climbs out onto the right wing of the airplane and looks around, confused because he cannot see you. "Hello?" he asks.

Epilogue: Apart from that, my friend Roger and I had a GREAT flight to Madison, WI for lunch. Visibility was unlimited-- we could see downtown Chicago while we were west of Rockford about 75 miles away. Smooth ride, too. Great restaurant at Madison, the Jet Room. I gave Roger the controls soon after we got off the ground at BMI (our home field), and he suddenly remembered he couldn't legally fly, as he wasn't 90-day current. The light bulbs came on for both of us at the same time-- I'm a CFI now, so we could log it as dual. Nifty! And it's fitting that my first logged CFI time should be for my best flying friend.

In short, after only doing four cross countries in the last year (the rest of my flight time was devoted to CFI training) it was a real pleasure to fly just straight and level for a few hours and enjoy the view. Now if I can just stop talking to myself explaining everything I do in the airplane as I do it!

OK... time to take some aspirin or something... my backside is killing me.



Last Meeting - Christmas Party

By Todd Millard

The annual Chapter Christmas Party was a great time as always. On December 5th about 40 of us descended upon the Royal Fork Restaurant, gifts in hand. After a pleasant dinner and socializing we got down to the serious part of the night, the gift exchange. It is always interesting to see which gifts are hot and get stolen and which gifts are white elephants. Hot items this year were laser levels, gift cards, and a 1929 copy of Charles Lindbergh's "We". I had one of each of these pass through my mitts. I ended stealing one of the laser levels late in the exchange, much to the consternation of my wife. After telling me several times that I didn't need one of these, to which I gave plenty of good reasons why I did, it dawned on me, with the help of a whack to the head, that perhaps Santa would be good to me this year. After I became enlightened, I was able to un-steal the level. What a fun time!

This meeting was a little bittersweet for me though, as it was my last meeting as president. When I took over as president two years ago I had only been in the Chapter a short while and didn't know very many of you. The best part of the job was getting to know all of the wonderful people in this Chapter and making a huge number of new friends. I encourage all of you to make a New Year's resolution to try to make it to more Chapter meetings next year. The people in the Chapter are what make it so special and such a joy to be a part of. It is very reassuring to know that I am leaving the position in the hands of someone as qualified as Tim. Have a great 2004.

Saddam Hussein



**That isn't Saddam, you captured Santa Clause!
I demand his release.**

Next Meeting - Vision for the Future of General Aviation

By Tim Busch

Welcome to the second century of flight! If you attended the big party at Kitty Hawk, please tell us about it. Discovery Wings carried the re-enactment of the first flight of the Wright Flyer. I'm sure it was disappointing to many that they couldn't get it off the ground, but it points out just how difficult the job was using the technology of the day.

We've come a long way since 1903. In some ways, the technology of today would have been unimaginable back then, yet in other ways we're still in



the dark ages. Here we are with sleek fiberglass or carbon airframes, jet engines, deicing equipment, GPS navigation systems, and glass cockpits. On the other hand, we have engines designed 50 years ago that still use accessories that were designed as tractor parts back then. Knowing that, it is incredible that our engines are so reliable. I guess we have had lots of time to get it right. Airspeeds of general aviation airplanes have increased from 30mph to hundreds of miles per hour and the Wright Brothers would be amazed that Dick Rutan and Jeana Yeager flew around the world non-stop without refueling.



One thing about aviation that has bothered me from the time I first started flying was just how little it has been accepted by the general public. The automobile was invented in the early 1890s. It was a very crude mechanical toy. There was no infrastructure to make the best use of the new invention; no roads, no service stations, no fuel distribution system, and no standards. Thanks to Henry Ford and his mass production techniques, by 1920 there were cars all across the country in large numbers. The automobile became a

useful tool that people soon could not do without. Today, the average U.S. household has two cars in the garage and no one can imagine life without one. Our entire infrastructure is built around and depends on the auto. Millions are built every year. Think about it, in only 25 years, the general public accepted the automobile.

The airplane, on the other hand, was invented 100 years ago and it is still considered a novelty. The public, largely in part to TV, movies, and the news media, is taught to fear aircraft and many still consider pilots to be crazy daredevils. While GM, Ford, and Chrysler, and all the foreign manufacturers crank out millions of cars and trucks, Cessna, Piper, and Beech hand build a few hundred airplanes. Cessna's new airplane factory in Independence, Kansas was designed to build 2000 airplanes a year, but so far has not managed more than 500 in a year. I doubt that even covers attrition of the fleet. Remember 1987 – 1997? That was the period the big three GA aircraft manufacturers decided that insurance prices, which at the time were one third of the price of a new airplane, had gotten out of control and they decided not to build GA airplanes any more. Imagine what it would do to the auto industry if the big three auto manufacturers decided to stop building cars for 10 years!

There are a few bright spots on the horizon. Thanks to the work and support of EAA, homebuilders have passed the annual production rate of the manufacturers, and a few manufacturers are starting to show promise. Cirrus has now passed Cessna in volume with 60 aircraft sold per month. Factories such as Cirrus and Lancair are beginning to replace the "old" big three, while Garmin is taking over the GA avionics market. Hopefully the Light Sport Aircraft and Sport Pilot license will begin to grow general aviation again. I still think we have a long way to go before things are really good.

I wouldn't take you this far without offering a solution. At our next meeting, I want to introduce you to the second century of flight. Imagine with me what GA could be, if we all work together! How about affordable manufactured aircraft and reasonable insurance rates? Manufacturers cranking out 10,000 airplanes a month instead of 60! Come to the January 10th meeting at Beems auditorium in the Cedar Rapids Library building at 9:30am and you will be introduced to my vision of the future of general aviation. Maybe they were right. There still may be some crazy pilots out there; crazy enough to change aviation.



Editor's Rant

By David Koelzer

This December 17th marked the 100th year anniversary of powered flight. Many glider enthusiasts had mixed emotions. On one hand they mourned this anniversary as the day Orville and Wilber gave up the pursuit of gliders and on the other celebrated the day the Wrights invented the tow-plane. Of course, there was a large gathering of aviation enthusiasts at Kitty-Hawk NC, site of the original flight. To mark the occasion President Bush attended this celebration of powered flight and with him brought the inevitable Temporary Flight Restricted Area (TFR) which effectively and some what ironically shut down all powered flight in that vicinity.

Temporary Flight Restriction Areas are more and more becoming a *permanent* part of the airspace. And with the National Alert status recently raised to Orange many of the old restrictions are being reemphasized. Most significantly the restriction around sporting events. Up to now intruders into these TFRs have been just intercepted and escorted to a near by airfield where they are given a firm talking to by the TSA, FAA and Secret Service. However, the new orange alert seems to have these agencies much more tense and it would be very wise for all us aviator to avoid all TFRs and particularly stadium TFRs like we avoid prostrate exams. After all, rubber gloved AMEs are bad enough so I am sure none of us also need the TSA crawling up our butts!

Fly Market

FOR SALE: 1/4 Share of 1981 Piper Warrior II (PA28-161), hangered at Cedar Rapids airport, 2509 TT, 272 SMOH, IFR. Contact Tom at 895-6989 or 368-0232.

FOR SALE: One wood project and one metal project; Moving, so best offer by end of month. Tom Harris (319)362-6323 or tom-annee-harris@juno.com

FOR SALE: Zenair 701 project. Fuselage on gear. Motor is a Geometro with turbo and Ravin redrive on fuselage Call Bruce Wutzke 319-377-2010





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In The January 2004 Issue...

The Wright Stuff, Flying is a Pain

Chapter 33 Calendar

Jan 10 9:30AM Meeting at Beems Auditorium, Cedar Rapids Library

Jan 31 11:30am-2:30pm Chili Fly-in Greenfield, IA Airport

Feb 1 11am – 2pm Soup Fly-in Sponsored by: Harlan 8-Ball Flying Club Harlan, Iowa Municipal Airport

April 3 11am - 2pm Annual Chili Fly-in Fort Dodge, Iowa Regional Airport

April 25 Fly-in / Drive-in Sponsored by: Sac City Kiwanis Sac City, Iowa Municipal Airport

June 4-6 Fly Iowa 2004 Commemorating the 60th Anniversary of D-Day Attendees are encouraged to dress in 1940's style clothing or military uniforms. Washington, IA

The Funnies

by Wayne Flury



Another homebuilder learns that the effect of Christmas cookies need to be included in the weight and balance formula.