

May 2008

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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T-craft memories

By Carl Carson

I think 15-20° F. is about as low as I've flown as PIC. However, growing up my dad spotted fox from the air for a group of friends on the ground with greyhound dogs. (It wasn't illegal in those days.) My dad and a spotter (usually me) would go out on a sunny winter Sunday and look for fox lying on a south slope, often near their den. After we spotted one or two we would fly back to our airport where the hunters gathered and inform them where the fox were spotted. Remember this all took place in the late 40's & early 50's, before radios. The hunters would circle a section of land where the fox lay and start walking toward the fox which was pinpointed from the air by dad doing tight circles over the fox. When the fox jumped the owners would turn their dogs loose and the chase was on!



It was a great sight to watch from the air, seldom did the fox make it out alive. When one did survive, that was another episode. Dad often carried his 12 gauge, model 12 Winchester in the plane, unloaded. He would line the plane up to the right of the running fox and turn the controls over to me (This is the same Taylorcraft I have now and that time I was 14-15 years old.) and he would shoot it out window. He was an excellent shot, I never saw him miss one. We would then land in the field where the fox lay, we always flew with skis on in the winter, I would run out, pick up the fox and hold it by the tail out my window and then we would fly back to the hunters and their disappointed dogs and I would drop the fox

down to them. At that time the county offered a bounty of \$2.00 per fox if you turned in both ears to prove you got one, not even enough to pay for \$.30 gal. av gas in those days. Some days we wouldn't get any, on the best days we might get 4 or 5.

I started telling this to say that if the hunters wanted to go out with their dogs dad was always ready to go to, regardless of how cold it was. Sometimes it would be 0-20 F. and very cold and at that time we didn't have electricity at the airport, getting the plane started wasn't an easy task. Dad bought us U.S. Army Air Corps surplus fleece lined flying suits to wear along with long underwear, at least two pairs of socks and we were still COLD. Needless to say the heater was useless on these flights. Yep, 20 F. and above, even 30-40 +F. is my minimums now.

I had called Jim Zanner regarding a radio and some other items for sale on the Taylorcraft Forum. Naturally that led to "how is your plane coming" and I shared the news with him. This is my first time of making a "maiden" flight. I have to say it wasn't without some concern/caution on my part. I took off from runway 12 at Iowa City into a strong headwind. I had planned to shoot at least a couple landings then check out the plane on the ground prior to flying up to Cedar Rapids. When I got in the air it was soooo windy and tossing me around I thought I had better just go to CR, land at McBride on the grass and get the feel of the plane again on familiar territory. Which is what I did. I did keep a good lookout for emergency landing places on the trip home (25 minutes) but oil temp/pressure held right on the money and the rigging seemed normal, although hard to tell with the way I was getting bounced around. I do have to adjust the brakes a little and my newly overhauled tachometer wasn't working properly so have to check that out. Also, we did have to prime the oil system. After sitting for 16 months I did pull the top plugs and put some oil in the cylinders prior to turning it over. It started on the second blade, after 30 seconds there was no oil pressure. I shut down and then we primed the oil line. Started again for 30 sec., no pressure, more prime. The third try the pressure came right up. My rebuilt compass is wonderful, as best I could tell, the headings were right on the mark. It was nice to have an accurate oil temp reading, my rebuilt temp gauge stayed steady at 175, that is better than the previous readings of 200-210.

I have flown it about two hours so far and have moved it into a T hangar and the Eastern Iowa Airport. Still doing some "tweaking" (like brake adjustments, tach not working properly and general clean-up from the project. The interior goes in about two weeks from now



Experimental Glider

By Jim Meade

N888LP is now at home on my farm west of Iowa City. I picked it up on April 8th and towed it in its home built trailer from near Los Angeles with my 4 cylinder, manual shift S10 Chevy pickup. The trailer pulls light and true. The pickup did surprisingly well and I made the trip back comfortably in three days, driving during daylight only.

N888LP is a Laister LP-49 glider designed in the early 1970's and built from a kit by the previous owner, Walt Bybee. Most of the construction was done in the mid '70's in the Laister factory, where standard production models of this airplane were built, under the supervision of Laister engineers. Jack Laister, the designer, has signed off on some of the construction. Due to personal reasons, it was never finished or flown.

The registration update is in process in Oklahoma City and the Operating Limitations request for amendment is at the Des Moines FSDO. I hope I get it in the air this soaring season (I hope that is a joke, but knowing the FAA it could actually take months).

An LP-49 is a single place glider with a 15 meter wingspan. It is metal and composite construction. The glide ratio is reported to be 33:1 and consistent reports of actual performance of better than 30:1 are received. It has a reputation for soaring well in weak lift, which is what we often get in Muscatine, Iowa where we fly. Its narrow and provides incentive for me to shed a few pounds, although I can legally fly it at my present weight.



ing well in weak lift, which is what we often get in Muscatine, Iowa where we fly. Its narrow and provides incentive for me to shed a few pounds, although I can legally fly it at my present weight.

In the midst of spring work, I'm trying to get together a test flight plan that insures I fly it in all the aspects necessary. I've asked for a 25nm test flight area centered on Lone Tree. This lets me fly from our normal airport, Muscatine, but I can also use Tipton, Washington and the airport where my hangar is, Iowa City. The Des Moines FSDO will not approve test flight outside its own boundaries, so that means there is no use to centering the fly-off area over Muscatine, as much of it would be in Illinois and thus not permitted. I've also asked that the Class C airspace near CID be omitted. I still have a lot of low density area to fly over if my request is approved.

Two other active fliers of this glider type are giving me valuable tips and encouragement.

It is probably too optimistic to give a test flight update by next month's newsletter, but I hope I can soon this summer and look forward to reporting back to you on what I find.

Read Back - No Parachute by Arthur Gould Lee

By Jim Meade

No Parachute is a book you need to read. This is a superb story on two counts. It is the first-person account of war by a young British aviator in WWI as told in letters to his wife. In my opinion, it ranks with "Fall of Fortresses", "Face of Battle" and "The Old Breed" as a candid look at what it is like to endure combat on a continuous basis. Second, it is the story of the birth of aerial warfare and its swift transition from a form of knightly dueling to complicated aerial tactics through the eyes of a young man trying to stay alive and fulfill his mission while overcoming inadequate training, poor equipment and misguided leadership. There is a lot about pure flying and all of us pilots will enjoy reading his experiences.

I was attracted to this book by a favorable review in one of the ubiquitous online aviation forums. The book lives up to its hype.

Arthur Gould Lee not only survived the war but also stayed with the Royal Air Force and rose to the rank of Air Vice-Marshal before he retired in 1946. He led several squadrons in the Battle of Britain. He has written a number of books on aviation and other subjects. He has a nice way with words.

The bulk of the book is extracts from letters Lee wrote to his wife. I was amazed. I spent a year in the field in Vietnam and never wrote letters like this for fear of causing concern at home. But his letters are innocent and artless, just a young man telling of his adventures. To round out the letters he does include some details from a diary he kept. There were a few adventures he didn't share with his young bride and others that wouldn't get through the censor. The foreword and appendices add perspective on the development of aviation warfare and a recap of the reason for the decision that aviators did not wear parachutes until the end of the war.

Lee reveals that most aviators had a dread of being shot down in flames and burning to death during the fall to earth. Several letters tell of seeing men hurtling to earth to die from the impact rather than burn in the plane on the way down. He several times reflects on the fact that every pilot would have elected to wear a parachute if offered. In these circumstances, the bravery of young men facing such horrendous dangers is awesome.

Once Lee took off in conditions so bad that he had to hedge hop over trees. A fellow aviator crashed and died on that flight. We are appalled at reading of the chances taken in flight by pilots who had such rudimentary equipment. Compasses couldn't be relied on. Maps were non-existent. Spins and spiral descents out of clouds were common. Patrols were routinely flown at 17,000 feet with no oxygen and cruising at 20,000 feet was not uncommon. If your plane had an advantage at altitude, as the Sopwith Pup he initially flew did, that is where you flew. Later he was transferred to the much better Sopwith Camel.

Strafing was his least popular mission. Three times he was shot down, sometimes salvaging the plane under fire. Once, he got lost, landed, was attacked by enemy cavalry and flew off to eventually find his way back to friendly lines.

As a survivor and an ace with seven victories, Lee eventually became an element leader and later rose in rank to captain. A flight surgeon pulled him from flying duty for what we would in this day and age call combat fatigue. At the very end of the book you can read of this new recognition of danger in the letters home. He is no longer the naïve young romantic but a hardened aerial warrior all too aware of the dangers of his duty. He ended WWI with 222 flight hours including 118 patrols and 56 combats.

This book is great to read on several counts and it would make a wonderful gift for your favorite aviator. It is no longer in print but you can obtain a copy from your library, perhaps through inter-library loan or you can purchase a copy used. I have not been so impressed by a first-person account in many years and heartily recommend this book. No Parachute, A Fighter Pilot in World War I, Arthur Gould Lee, Air Vice-Marshal, Royal Air Force, Harper & Row, New York 1970.

EAA Chapter 33

Spot Landing Contest Rules and Scoring

Landings are to be conducted with a continual reduction of power from abeam the target point on the runway, which the pilot is seeking to land at. Outlined below are the guidelines and rules for this event:

Rules

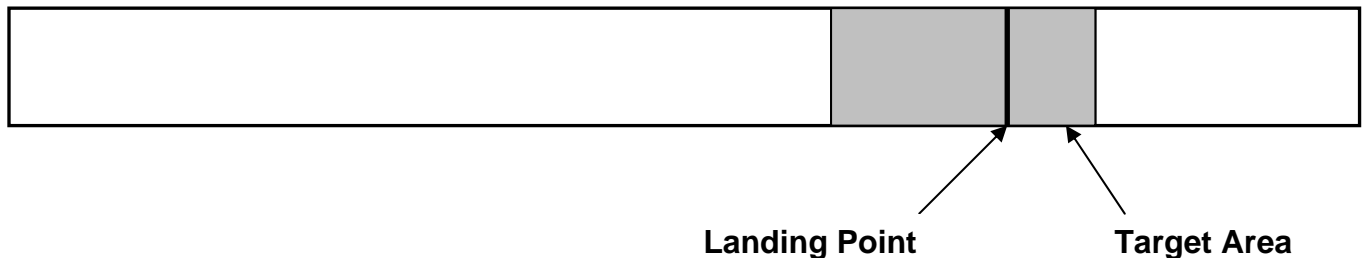
- Each pilot will make three landings.
- A normal rectangular flight pattern at normal pattern altitude shall be flown with an up-wind, crosswind, down-wind base leg and final approach. The down-wind leg shall be parallel to the runway in which the pilot intends to land and as close and as practical.
- Abeam the intended landing target point on the runway, the pilot will reduce the power. The airplane must utilize a normal gliding speed throughout the pattern from the point of power reduction. No power may be added once power has been reduced from abeam the intended landing target point, unless it is necessary to add power to avoid undershooting the runway. The pilot may not be lower than 100 feet a.g.l. when turning final approach to the runway.
- Proper spacing in the pattern must be maintained at all times. If proper spacing cannot be maintained, any pilot overtaking an airplane ahead of him/her must execute a go-around. Pilots are required to adjust spacing on the take-off and down-wind legs of the pattern to avoid overtaking any pilots operating ahead of them.
- Flaps may be used in a normal manner on airplanes which are so equipped. Flaps may be added at any point in the pattern but may not be added at any altitude below 100 feet a.g.l.. Further, flaps may not be retracted at any time once they have been applied, until after the pilot has completed the landing.
- All landings are required to be "full stop" landings. Pilots will taxi back to the proper take-off position and begin the pattern again to complete their second and third attempt.

NOTE: ANY ACTION DEEMED BY THE JUDGES TO BE CARELESS OR RECKLESS WILL BE GROUNDS FOR DISQUALIFICATION.

Scoring Procedures

The target landing area is 300 feet in length. (See figure below.) The target landing point is a line 100 feet from the beginning of the target landing area. Pilots receive 1 point for each foot they land, either short or long from the target landing point. If a pilot lands his/her airplane outside the target landing area, they receive the maximum 300 points for that landing attempt. If during a landing attempt the airplane bounces, the point where the final landing occurs will be the point where the landing points are applied.

**Runway
(not to scale)**



Last Meeting - Spring Banquet, Paul Berge

For Chapter 33's annual Spring Banquet we were treated to a presentation by Paul Berge. Paul is a flight instructor, former air traffic controller, author, former editor of IFR magazine, and radio personality. He shared some hilarious air traffic control stories and reminded us of the fun and romance of flying.

Next Meeting – Breakfast and Spot Landing Contest

By Todd Millard

For the May Chapter meeting we are going to bring back the Spot Landing contest that we did 5 years ago. The meeting will be a breakfast meeting at the Monticello Airport (MXO) on Saturday, May 10th at 9:00 am. We'll start off with some coffee and donuts, do a little hangar flying, maybe some ride sharing, and then for all of you competitive types we will have a little spot landing contest. The winner will earn bragging rights as the best in the Chapter. As I won the first and only contest that we did 5 years ago, I guess that I am still the Chapter Spot Landing Champion. The complete results from 2003 were

1. Todd Millard 130 pts
2. Ron White 150 pts
3. Jim Zangger (tie) 170 pts
3. Dave Yeoman (tie) 170 pts
4. Gary Sharp 230 pts

So this is your chance to knock me off the podium.

We will meet at the Monticello FBO for donuts and coffee (and juice) at 9am. About 9:30 we will have a quick briefing for the spot landing contest. Then the contest will begin. Each pilot will make three landings flying a normal pattern. Power will be reduced abeam the landing point and continually reduced until landing. Points will be awarded based on how close you land to the spot. (see Rules and Scoring) So whether you are flying or driving, come on up to Monticello and join in the fun. Thanks to Max Dirk for coordinating with the Monticello Airport.

Movie Night at the Inn

By Jay Honeck

Here's our May Movie Night schedule at our aviation themed hotel, the Alexis Park Inn & Suites:

Tuesday, 5/6 Oshkosh Airshow 2007	Tuesday, 5/13 Fei Hu – The Story of the Flying Tigers
Tuesday, 5/20 Flying Leathernecks	Tuesday, 5/27 The Blue Max

Free aviation movies are shown every Tuesday in our Jack Knight Meeting Room. Doors open at 6:30 PM for free flight time in our full-sized flight simulator, with the movie starting at 7 PM. Admission, snacks, refreshments and hangar flying are all free!

Also, for those of you are not already a member of "Friends of Iowa City Airport" you can join, by dropping me an email at AlexisParkInn@mchsi.com. It's primarily an email support group, with regular updates about what's happening at the Iowa City Airport.

Aluminum Overcast Comes to Cedar Rapids

Our Chapter has been offered the chance to do a B-17 tour stop again this summer and this time on a weekend shortly before July 4th. The previous visits have been extremely fun and successful, so we are looking forward to it again. The plane will be arriving on Thursday, June 19th and departing on Monday, June 23rd. So the main activities will be on Friday through Sunday with flights in the morning and ground tours in the afternoon.

This will be a big event and we will need a lot of volunteers to help man the merchandize trailer as well as to give ground tours of the plane. We have broken it down into three shifts for Friday & Saturday and two shifts on Sunday. 1st shift 9am-1pm, 2nd shift 1pm-5pm & 3rd shift 5pm-8pm. We have setup a web site where you can sign up for the different shifts. <http://www.eaa33.org/b17.php> Please sign up for as many shifts on as many days as you can.

First 2008 Young Eagle Rally

Chapter 33 has been asked to be part of Washington Iowa's Flight Breakfast which will be held June 1st from 7 AM till 11 AM. We will be flying YE's from 9 AM till Noon. Volunteers will be needed both on the ground and in the air. Please contact Connie White at 393-6484 or by e-mail rewhite691@msn.com

Fly Market

FOR SALE BUSHBY MUSTANG II KITPLANE, Folding wings, completely unassembled, 25 gallon fuel tank, can accommodate an engine up to 210 hp. \$9000 Aviation tools pertinent to this kit are available and can be purchased separately. More specific information can be obtained through the Bev Streba bevstreba@cox.net 402-493-2198

FOR SALE One tenth share in a 1975 Piper Arrow. Cloud 9 Flying Club. Full IFR. Hangared at CID. Asking \$6,000 or best offer. Includes 12 hours flight time. Moved, must sell. Keith Johnson (217) 483-7929.

FOR SALE Garmin 96C in at \$450.00. I think they sell new for around \$495 but I've included the auto kit which is another hundred or so. This is a small battery operated color display with obstructions. It will run for 12 to 13 hours on two AA batteries. I've got a 496 now and have to use my gell cell to keep it running! Jim Zangger 712-477-2230 (home) 605-370-1139 (cell)

FOR SALE GOLD WING aircraft in flying condition - Ken Dodson 319-629-4669

FOR SALE Wing & tail parts for UltraLite type airplane. Any Offer - John Banes 319-846-2033

FOR SALE P-38 Lightning ultralight for sale. - Dan Knoll at 848-4406 for details.

FOR SALE 2000 Phantom X1 Ultralight, 125 total hours, Rotax 447 engine, BRS 750 parachute, 10 gal tank, Great Flying Aerobatic Airplane, More info available at www.phantomaeronautics.com \$7000 or make an offer, - Jerry Maxwell Phone (319) 393-8560

Chapter 33 Calendar

May 10 9am Chapter meeting, Breakfast and Spot Landing Contest, Monticello Airport

May 17 Flight Breakfast, Open House & Hangar Dance, Mason City Municipal Airport

May 17 Armed Forces Day Hangar Dinner & Dance, Boone Municipal Airport

May 18 Annual Flight Breakfast, Cherokee Municipal Airport

May 24 1st Annual Ray Hill Memorial Flight Breakfast Newton Municipal Airport

June 1 7-11am Young Eagles, Washington Airport.

June 19-23 B-17 "Aluminum Overcast", PSair, Eastern Iowa Airport.

July 12 Zangger Vintage Airpark Fly-In



Santa's been a good boy this year

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