



# The Lippisch Letter

**March/April 2012**

Experimental Aircraft Association Chapter 33

## EAA Chapter 33 Officers

**President:**

Denny Hodge  
319 373-3465  
[dennyhodge@mchsi.com](mailto:dennyhodge@mchsi.com)

**Vice President:**

Randy Hartman  
319-365-9775  
[randy@aoaircrafters.com](mailto:randy@aoaircrafters.com)

**Secretary:**

Minnetta Gardinier  
319 351-8188  
[m.gardinier@gmail.com](mailto:m.gardinier@gmail.com)

**Treasurer:**

Denis Sailer  
319-294-0084  
[rv9a@mchsi.com](mailto:rv9a@mchsi.com)

**Program Chair:**

Chad Wilhelm  
[chadwilhelm74@yahoo.com](mailto:chadwilhelm74@yahoo.com)

**Social Chair**

Randy Hartman  
319-365-9775  
[randy@aoaircrafters.com](mailto:randy@aoaircrafters.com)

**Membership Chair:**

Minnetta Gardinier  
319 351-8188  
[m.gardinier@gmail.com](mailto:m.gardinier@gmail.com)

**Newsletter Editor:**

David Miles  
319-533-7403  
[david.miles@mchsi.com](mailto:david.miles@mchsi.com)

**Flight Advisors:**

Dave Lammers  
319-377-1425

**Technical Counselors:**

Tom Olson 319-393-5531  
Marv Hoppenworth 396-6283

**Young Eagles:**

John Anderson 319-310-7089  
Connie White 319-393-6484

**Tool Librarian:**

Marv Hoppenworth 396-6283

[www.eaa33.org](http://www.eaa33.org)

## Spring Social/Awards Banquet

The Chapter 33 Spring Social and Awards Banquet will be held on Tuesday, May 1 at the Clarion Hotel on 33rd Avenue SW in Cedar Rapids.

The evening will start with a cash bar at 6:00 PM and dinner will be served at 6:30. Dinner will be a buffet, featuring Iowa Pork Chops with Bordelaise Sauce, Roast Turkey with Sage Dressing, a Vegetable Medley, Au Gratin Potatoes, Garden Salad, Italian Rotini Salad and Fresh Fruit. Dessert is also included

Our speaker for the night will be Jim Jones, who has restored and flies a 1942 Meyers OTW, which was a Bronze Lindy Award winner at Oshkosh 2000 and Outstanding Open Cockpit Biplane in 2002. Jim is currently on the Board of Directors for the Air Power Museum in Blakesburg, IA and has his Commercial, Instructor, and Multi-Engine ratings.

Jim's presentation is titled "FLIGHT TO FLABOB". It is the account of three Meyers OTW biplanes flying from Newton, IA to Flabob Airport in Riverside, CA. It took 56 flight hours and 34 fuel stops, with each stop creating its own unique and sometimes humorous memory. We welcome Jim, as he graciously offers to share his memorable endeavors with our Chapter.

In addition, we'll be presenting chapter awards throughout the evening . . . and some door prizes as well, but you have to be present to win!

Price for the evening is \$30 per person. To make reservations, send an email to Randy Hartman at [randy@aoaircrafters.com](mailto:randy@aoaircrafters.com). You may pay at the door the night of the event, but we need to know that you are coming to make sure we've got the right amount of food.

This takes the place of the April meeting, so there will be no regular meeting on April 26th.

# Wind & Flying Safety

Tim Busch

The past week has been interesting, with steady and gusting winds topping 40 knots. That begs the question, how much wind is too much for flying? I have one former student who claims that anything more than 5 knots should be declared a hurricane, but what is a reasonable limit?

- There are several factors involved:
- Aircraft Stall Speed
- Aircraft Crosswind Limits
- Wind Velocity
- Wind Direction
- Wind Gusts
- Pilot Proficiency

Airplane stall speed is a good starting point. Aircraft are made to fly, and winds that approach the stall speed of the airplane turn an otherwise non-flying airplane at the least unpredictable and at the worst difficult, if not impossible to control on the ground. I see many, many pilots who never touch the aileron control while taxiing. If you're in a significant wind, you need to use those controls or as they say in Indiana Jones, "We go for ride!" Many years ago, I had a Cessna 172 based at McBride Field. During a straight line wind event clocked at 60 knots, a neighboring Cessna 150 was torn loose from its tie downs and dropped, upside-down, on top of my baby. Airplanes don't care if there is no pilot when there is a flyable wind. A practical limit is 50% of the stalling speed of the airplane, so a typical Cessna or Piper that has a clean stall speed of 53 - 55 knots might have a practical limit for safe flight of approximately 27 knots. LSAs have a slightly lower clean stall speed, and 45 knots is typical, so 22.5 knots might be a practical wind limit. Keep in mind we're talking about winds that are straight down the runway. Crosswinds are a different animal.

Airplanes have published crosswind limits. As you're probably aware, these are not absolute limits, but the maximum crosswind the airplane was tested in for certification. The real limit for crosswinds is the size of the rudder. If you look at photos of WW1-era airplanes, they had tiny little rudders. Their pilots used big square grass airfields, and always pointed into the wind for takeoff and landing. These days, real-estate is a bit more expensive, so runways tend to be relatively narrow. The published maximum crosswind components of typical single-engine, General Aviation airplanes varies from about 12 knots (typical: Cessna 150) to around 20 knots (typical: Piper Arrow). Above that, you may not be able to keep the airplane pointed straight down the runway for takeoff or landing.

Wind direction is tricky. A wind that holds a constant direction is at least predictable. The past few days produced some wild variations in direction. Can you fly with wild wind direction changes? Depending on the rate of change, you could be a very busy cowboy trying to keep your steed under control. The worst case would be winds that change from headwind to tailwind and back while you're trying to takeoff or land. I'm sure you have better things to do than fly on days like that.

Gusts are just plain mean. Sure, you think you have your approach wired, and then everything changes....and changes again. The old rule of thumb is to add half the additional gust velocity to your approach speed for landing, so a wind of 16 knots gusting to 24 knots needs an additional 4 knots of approach speed to accommodate the gust. Why? Because if your airspeed is a bit slow and you suddenly lose a few knots due to a gust change, you could find yourself in a stalled condition without having made any changes in pitch. Short final is a bad time for this condition.

The bottom line is pilot proficiency. How much have you flown lately? If you're flying 25 hours a year, don't launch into 26G40 winds like we have experienced in the past week. On the other hand, grab an instructor if you are uncomfortable with winds under 10 knots. Try to get very comfortable, with supervision, at wind speeds and directions approaching the practical limits of the airplane. It takes practice. Airplanes are supposed to have some utility, and we need to be proficient enough to be able to use them in a variety of wind conditions. Don't get cocky though. If you are the only pilot taking to the blustery skies when man and beast is staying on the ground, you might want to rethink your decision.

Enjoy the windy spring weather. Fly safe!

## Last Meeting



March 22<sup>nd</sup> - Chapter 33 Member, Iowa Flight Training instructor and FAASTeam representative Tim Busch gave a nice presentation entitled "Preparing for Spring" which also counted for WINGS Credit. Thanks to Tim and also to PS Air for letting us use their hangar for the meeting.

# EAA Needs YE coordinator and Chapter President Support

**Editor's note:** the petition attachment referred to in the first paragraph was too large to include in the newsletter so I will be posting it to our [www.eaa33.org](http://www.eaa33.org) website.

On Tuesday, April 17, 2012, EAA submitted a petition for exemption (attached) to the FAA seeking authority to provide free aviation fuel to volunteer pilots flying Eagle Flight (EF) and Young Eagles (YE) flights.

That document has just been assigned a DOT tracking number – FAA-2012-0442.

EAA is now requesting YE coordinators and Chapter Presidents submit comments to the FAA supporting this request. With your help we believe we can be successful in gaining FAA approval.

As a reminder, YE and EF volunteer pilots are still prohibited from accepting free fuel – at least until the FAA approves this petition for exemption request. We don't expect to hear from the FAA with their approval (or disapproval) decision for at least four (4) to six (6) months.

Right now, you can help us succeed by asking your volunteer pilots and other chapter members to submit supporting comments the DOT/FAA by one of these four (4) method

## 1. by US mail:

U.S. Department of Transportation  
Docket Management System  
Attn: Comments to FAA-2012-0442  
400 7th Street, S.W., Room PL 401  
Washington, D.C. 20590-0001

## 2. by the web / on-line:

[www.regulations.gov](http://www.regulations.gov), then enter "FAA-2012-0442" in the search block, then follow the "submit a comment" icon on the right side of the page.

**3. by fax - 202-493-2251.** Make sure you include "Comments to FAA-2012-0442" in the submit line of the fax cover sheet.

**4. The fourth option** is to send your comments directly to EAA by e-mail and specifically state that you wish EAA to submit your comments on your behalf. If you prefer this option e-mail your comments to Catherine Lute, EAA Member Services, [clute@eaa.org](mailto:clute@eaa.org)

The DOT Docket system does not accept comments by e-mail. If you have any questions feel free to contact myself or:

Trevor Janz, Manager EAA Chapter and Eagle Flight Programs, 920-426-6809, [tjanz@eaa.org](mailto:tjanz@eaa.org); or  
Brian O'Lena, Manager EAA Youth and Young Eagles Programs, 920-426-6297, [bolena@eaa.org](mailto:bolena@eaa.org)

Thank you for supporting this effort.

[Randy rhansen@eaa.org](mailto:Randy_rhansen@eaa.org)  
Randy Hansen, EAA # 590242  
Government Relations Director

# Seven One Lima gets a Facelift

Dave Miles



Before

Well no one can accuse me of being a cheap aircraft owner especially after spending about 1/3 of what I originally paid for the airplane on a new paint job. I had an all new custom interior fitted a few years ago in 2005 but then it always seemed odd to me that the interior looked better than the exterior. Of course, I could have taken a paint brush myself and painted new lines on it. I actually encountered an airplane where the owner actually did use a paint brush and it looked awful not to mention that the paint was very rough. N2771L is a 1967 Cessna 172H model and although I believe the paint might have been touched-up a little here and there over the years, it was still the original factory paint scheme. I know this from seeing pictures of other 172H models. It took about 3 weeks of solid work by EuroAir Aviation in Reedsburg, WI to complete. There were also some new parts ordered like new wing tips and new elevator tips both of which had cracks.



Work In Process



Final Product



## CALENDAR OF EVENTS

### May 5<sup>th</sup>

**Saturday, 9:00am - EAA Chapter 33**

**Young Eagle Rally - Vinton Airport**

5551 24TH Ave Dr., Vinton, IA

RAIN DATE: Sunday, May 6th, TIME:TBD

Need both pilot and ground help

volunteers - Volunteers contact Connie

White at [rcwhite691@gmail.com](mailto:rcwhite691@gmail.com)

### May 5<sup>th</sup>

**Pella Municipal Airport Tulip Time Flight  
Breakfast**

7 a.m. – 10 a.m.

Shuttle available to Tulip Festival May

3rd, 4th, and 5th

Pilots in command free

641-628-9393 (Shane Vande Voort)

**E-mail:** [shane@flyclassicaviation.com](mailto:shane@flyclassicaviation.com)

**Website:** [www.pellatulptime.com](http://www.pellatulptime.com)

### May 24<sup>th</sup>

**EAA Chapter 33 Meeting:**

Thursday, 7:30pm

Aviation Weather: Before and During

Your Flight - Jan Walton

Hangar 51 at the East Tees at the Cedar

Rapids Airport

### June 3<sup>rd</sup>

**Washington Municipal Airport**

**Fly-in Breakfast**

7:00 to 11:00 a.m.

Pilot in command free

319-461-7022 (Tim Swift)

**E-mail:** [napa711@hotmail.com](mailto:napa711@hotmail.com)

## Fly Market

Zodiac 601XL-B for sale. Either ½ share of the plane or the whole thing. Contact Jerry Maxwell at 319-393-8560 or at [linnjunction@yahoo.com](mailto:linnjunction@yahoo.com).



Experimental Aircraft Association  
Alexander M. Lippisch Chapter 33  
c/o David Miles  
6218 Rockwell Drive NE #201  
Cedar Rapids, IA 52402  
david.miles@mchsi.com