

May 2006

Experimental Aircraft Association Chapter 33

A monthly publication of the Dr. Alexander M. Lippisch Chapter of the Experimental Aircraft Association, Cedar Rapids, Iowa.

Editor: David Koelzer

EAA Chapter 33 Officers

President: Randy Hartman
319-365-9775
randy@aoaircrafters.com

Vice President: TomCaruthers
319-895-6989
tcaruth@ralcorp.com

Secretary & Newsletter Editor:
David Koelzer
319-373-3257
david.koelzer@mchsi.com

Treasurer: Larry Wood
319-395-9348
Elwood140@aol.com

Flight Advisors:
Dave Lammers 319-377-1425
Jud Brandt 319-378-8147

Technical Counselors:
Tom Olson 319-393-5531
Ron White 319-393-6484
Marv Hoppenworth 396-6283
Jud Brandt 319-378-8147

Young Eagles:
John Anderson 319-362-6159
Connie White 319-393-6484

Board of Directors:
Todd Millard
Tom Olson
Alan Kritzman

www.eaa33.org

Aluminum Overcast Returns to Cedar Rapids

The Experimental Aircraft Association's B-17G-VE, serial number 44-85740 - nicknamed, *Aluminum Overcast*, was delivered to the U.S. Army Air Corps on May 18, 1945. Although delivered too late to see action in World War II, the airplane has an interesting history. The first owner purchased this plane as surplus from the military inventory for a mere \$750 in 1946, the airplane has flown more than 1 million miles. It has served as a cargo hauler, an aerial mapping platform and in pest control and forest dusting applications.

The airplane's return to its military roots began in 1978, when it was purchased by a group of investors who wished to preserve the heritage of the magnificent B-17. The group, "B-17s Around the World," was headed by Dr. Bill Harrison. Their goal was to return the B-17 to its former glory. The economic reality of simply maintaining a vintage bomber, let alone the cost of restoration, prompted the group to donate the B-17 to the Experimental Aircraft Association in 1983. Since that time, an extensive program of restoration and preservation was undertaken to insure *Aluminum Overcast* would be a living reminder of World War II aviation for many years to come. The restoration has taken more than 10 years and thousands of hours by dedicated staff and volunteers at EAA Oshkosh, Wisconsin, headquarters.



Aluminum Overcast proudly carries the colors of the 398th Bomb Group of World War II, which flew hundreds of missions over Nazi-held territory during the war. *Aluminum Overcast* commemorates B-17G #42-102515 which was shot down on its 34th combat mission over Le Manior, France, on August 13, 1944. Veterans of the 398th helped finance the bomber's restoration.

When the airplane was sold in 1946, most of the original military equipment had been removed. Over the years, these items have been located, restored and returned to *Aluminum Overcast*.

We will all once again get the chance to see the Aluminum Overcast up close and personal when she comes to the Eastern Iowa Airport this summer. Chapter 33, PSAir and Alpha Omega Aircrafters are sponsoring the event. We will giving ground tours and people will be able to purchase rides on this historic aircraft.

We are also looking for B-17 experienced veterans. If you are one or know of anyone in the area who was involved with this airplane during its heyday in the war, please contact us or let me know who they are. We want to talk to them and see if they would be interested in helping us promote the event.

So put Jun 27 & 28 on your calendar and come out to see this living piece of history and maybe get to meet some of the veterans that flew these bombers. Ground tours will be available 9am-6pm. To schedule a flight call 1.800.359.6217 or https://secure.eaa.org/B17/securejoin_B17.html.



Flight Report: Flight Design CT2

By Tim Busch

I have to admit to not being a big fan of the ultralight movement. I think my reasoning is valid for that opinion. Without standards for the airframes or the pilots that will be flying them, there would be serious safety issues, and there were many accidents over the years. The problem is that all aircraft accidents, even ultralight accidents, reflect poorly on the aviation industry as a whole. As a result, I have always kept my distance from ultralights. Sure, I've been in the background, watching for signs of success. The Quad City Ultralights for example, seem to do pretty well and have a reasonable record. I'm sure there are others as well.

Along come Sport Pilot and Light Sport Aircraft. The FAA put together a well thought out plan with standards for both the pilots and the aircraft. It seems that the industry agreed with the FAA plan and supported it with numerous candidates to get the new industry segment going. I was somewhat surprised to see how many of the new LSA designs are coming out of Western and Eastern Europe. And these designs are no slouches either. Slick fiberglass jobs with real performance capability. A few of them certainly piqued my interest. I still manage to cast a critical eye on them, wondering what the long-term viability of the new aircraft will be. I usually start by inquiring about the payload capability of every one of them.

From the start, the Flight Design CT2 looked like a winner. Vaguely like a Cessna 150, but a lot more cute, I call it a "Pudgy Plane" due to its almost cartoon-like appearance. The first time I saw one was at Airventure 2005. The demo man in front of the plane looked to be about 6'3" and nearly 300 pounds. I couldn't help ask if he got to fly in the little plane. "Of course", he said, "my buddy and I fly it all the time. We flew it here." He pointed to his buddy, another guy that wasn't less than 250. "The payload is 652 pounds." This couldn't be for real. He had to be joking. You can't get two 200 pounders in a Cessna 150, and even if you did, your shoulders will overlap considerably. I just smiled and moved on the next gee whiz exhibit, wondering if he just had a good laugh at my expense. (Later I looked in the manual. The full fuel payload is 448 pounds, but who needs 34 gallons at three and a half gallons per hour?)

In April, the opportunity to fly a CT2 came with an announcement from Bob Ellefson at the Aircraft Super-Market in DeSoto, Iowa. Bob got the dealership for Flight Design and was holding an open house to show off the new plane and let people fly it. Joleen and I took the Arrow and headed for DeSoto. I have driven by the field many times over the last 25 years, but never stopped in. It's a nice grass strip that was plenty long for the Arrow, although I wished they hadn't put a hangar right off the west end of the runway. Bob said he wished that too. So much for 20-20 hindsight.

First, Joleen and I sat in it, just to try it on. With both of us being tall, we figured we would be scrunched up, ala Cessna 150. Boy, were we wrong. Instead of overlapping shoulders, we had about six inches of space between our shoulders, and plenty of leg and headroom besides. This was going to be interesting. Preflighting the CT is quick since there is little to check or go wrong. Joleen took the first ride with Bob, and the first thing I noticed was how quiet it was on takeoff. The Rotax 912, a real airplane engine, doesn't make any noise. Well, maybe a little, but it was quiet. When they returned, she was smiling. She commented how fantastic the visibility is in all directions and how much fun it was.

We traded places and Bob handed me the checklist and told me to just go to it. It started instantly and we taxied out. The CT doesn't have toe brakes, but has a hand brake just like the Piper Arrow, so I was fine using it to slow down and stop. The run up seemed too simple, but everything

was covered. When I pushed the throttle up to take off on runway 9, the CT accelerated quickly. I used my standard takeoff technique of raising the nose early and waiting for the rest of the plane to catch up. It worked and we were off the ground quickly. I climbed to 500 feet and turned north. Best rate of climb is 78kts, and it will climb at 885 feet per minute at sea level, fully loaded. Not bad for a Light Sport!

I did a variety of maneuvers from steep turns and stalls to all the maneuvers for the private and commercial pilot and each were easily achievable with the CT. Stalls were no surprise; nothing unusual at all. It stalls about 35kts, amazingly slow. It seemed to need a fair amount of rudder for coordinating turns; a good thing for training. 75% cruise speed is listed at 112kts, and we didn't do worse than that number. With full fuel, Flight Design advertises a range of 1080 miles! The wingspan is 30'5" and the weight is 1232lbs at gross. It didn't feel like a kite at all, but a real airplane.

Back to the airport, I tried a few touch and goes. There is a knack to smooth touchdowns with the CT. Similar to landing a Beech Musketeer, when it quits flying, it's done. Plop. If you have just a touch of power and fly it on just a little faster than full stall, it smooths right out. The visibility throughout the flight was fantastic. The only other thing I could compare it to would be the Columbia, or a helicopter. The instrument panel is contained in a large pedestal that doesn't intrude on visibility at all, yet it still has room for extra goodies, if you feel the need.

When we discussed our individual demo rides, I realized that Bob showed us two perspectives: the first flight with Joleen was from the "Ultralight" perspective. Down low and slow, hopping trees, fences, etc., and mine, which was from the bigger airplane perspective: minimum 500 feet altitude, standard procedures, pretty conservative. I am concerned that with a machine like that, people may take the CT2 as a growth out of the ultralight movement and fly it like that. But it is much more than an ultralight and its performance is clearly above the "chainsaws with wings", which could make it dangerous if underappreciated by those with low experience. Quality training can solve that potential issue.

At the end of the day, I have to say I love it. The Flight Design CT2 is a winner. I wish I had a fleet of them. At first, the \$89,000 price tag seemed a little steep so I put together a spreadsheet to compare it against the other airplanes I fly for training, and I was shocked to discover it could certainly be a money maker for schools and potentially better than the old Cessnas and Pipers. Flight schools are going to love it. I'm curious how many the factory could produce if they had to build in serious quantities, in order to get the price down. I understand that insurance is now available for some of the new LSAs. That was an issue last year, but the insurance companies are slowly accepting the new aircraft. If you get the chance, go fly the CT2. You will love it too!



4th Annual Pickart/Wilson Flight Breakfast

By Dave Wilson

Pickart/Wilson Airport Sunday, June 18th 7:30-11:00 a.m. Breakfast is free for everyone. 6 miles north of Keystone and 1 mile east of the blacktop GPS 42:05:28N 92:10:59W There is an east-west runway that is 2000' long and 50' wide. There is also a north-south runway that is 800' long and 100' wide. (Model airplane runway) The runway is located 5 miles straight west of the Fox 2421' ASL tower located north of VanHorne. There are power lines to the east and north and approach from the east brings you over the neighbors house. There are 2 silos on the farm and evergreens on the north and west side. Wind sock on the silo. Model airplanes will start flying at 12:00. Driving directions: Take Hwy 30 west to Keystone corner. Turn right and head north to 64th street. Turn right and go east for 1 mile to 16th Ave. Turn right and it's the first farm house on the right. 6419 16th Ave. Garrison, IA 52229 319 560-1708

Young Eagles - Up Coming Events

As always we need ground crew as well as pilots so please contact Connie White, 319-393-6484 or longez38ar@juno.com or if you can attend any or all of these events.

- May 20** Saturday, 11am to 3pm
Young Eagles
Big Kids toy Show
Iowa City Airport
- June 3** Saturday, 9am to 1pm
Young Eagles
Vinton Open House
Vinton Airport
- June 4** Sunday, 9am to 1pm
Young Eagles
Washington Pilots Association
Washington Iowa Airport
- June 27-28** Tuesday & Wed. 4pm-7pm
Young Eagles
9am-6pm B17 tour
CID, PSair ramp
- Sept 16** Saturday, 9am-1pm
Young Eagles
Marion Airport



Last Meeting - CarolAnn Garratt

We had a very special speaker for our Spring banquet this year. Carol Ann Garratt gave a presentation about her flight around the world in a Mooney M20J to raise awareness for ALS (Lou Gehrig's disease) after losing her mother to the disease. Carol Ann talked about the trip planning and about the modifications she made to her Mooney to make the trip. Her longest legs were over the Pacific from California to Hawaii (2170 miles, 14hr 52min) and Hawaii to American Samoa (2257 miles, 15hr 12min.) and yet her shortest leg, Scotland to Iceland 639 miles 3h 17minutes over the North Atlantic was no easy feat. Carol Ann also talked about the weather she encounters as well as the challenges she experienced dealing with customs and air traffic controllers.



To find out more about Carol Ann's trip you can visit here web site <http://www.kerrlake.com/mgarratt/index.htm> There you can also purchase the book she wrote about the experience and make a donation to the ALS Foundation.

During our Banquet we hand the change to award some "First Flight" certificates to Thomas Meeker, Armin Jacobs, Mark Navratil, Tom Caruthers, Jerry Maxwell, Jack Rezabek & Justin Fishbaugh for completing their homebuilts. Congratulations guys.



Next Meeting - Project visit RV-9A

We will meet Friday May 12th 6:00pm at the Iowa City airport hangars 62, 63 & 64. Note that we will be meeting at 6pm a little earlier than usual so we can get more daylight for those that want to fly in. We will get to see several projects and planes including Bryan Floods RV-9A, Jerry & Jacks CH601XL, Mark Anderson's Glassair under going some engine repairs and possibly some other yet to be disclosed aircraft.

Benefit Concert

By Charles Wendt

June 17th Drive-in Six Annual Hangar Concert at Green Castle airport. Benefit for the Bill Kimble Flight Scholarship. 6:30 pm for great food & drink. Concert at 7:30pm out under the stars. Exit 4 on I 380 , North Liberty exit, then west 4 miles (on F-28) . Bring folding chair or blanket. Performers will include The Iowa Accordion Club and Charles Wendt's cello. All Proceeds to benefit the Bill Kimble Flight Scholarship which is awarded to a local youth in obtaining their private pilots license.



Fly Market

FOR SALE I have the empennage and wing kits for an RV-8/RV-8A. The empennage comes with electric trim. The wing kit is standard, but it is missing a few parts. There are some unformed aluminum pieces missing (used to create brackets, etc.) and the top skin of the left flap was dented and is now being used for scrap aluminum. I have not completed any work on the empennage kit, but the guy I bought it from did a little work - put the vertical stab spar together I think. For the wing kit, the left wing spar, ribs, and skins have been drilled together. I have them taken apart to prime the ribs and drill holes for wiring. Both flaps have been drilled and clecoed, with the exception of the top skin of the left flap. I have started drilling the holes attaching the stiffeners to the ailerons. Asking \$1400 for the empennage and \$4500 for the wing kit, or best offer. Scott Loewen 319-364-5018 loewen@sierralima.com

FOR RENT Eastern Iowa Airport, Hanger 51 is now (starting April 1st) being rented by Alpha Omega Aircrafters. It is a 60 x 60 hanger in the first row of hangers over by the National Guard Armory - East Tees. I have one Cessna 414 renting some space and have room for one or two homebuilt types remaining. The going rate is \$87.50 per month per airplane. Anyone still needing some space let me know and we'll make arrangements to get you in.

FOR RENT Half of East T hangar 37 is available for rent. My Sonex takes up only one corner with plenty of space left. If you have a high wing then we won't even need to move planes to get in and out. \$60/month David Koelzer david.koelzer@mchsi.com 319-310-3641

Wanted: Possible partnership in the construction of a RV-10. I am thinking of one or two individuals that would like to own a RV-10 in partnership. Construction and financial details to be worked out. Steve Ciha, 319-533-4543 or steveciha@earthlink.net

Wanted: M1 Carbine, prefer Winchester or Rockola manufacture. I need a carbine to fill out my U.S. service rifle collection. David Koelzer 319-310-3641 david.koelzer@mchsi.com

Chapter 33 Calendar

May 12 6PM Chapter Meeting Iowa RV9A project visit, Iowa City Airport

May 20-21 2006 Eastern Iowa Big Kids Toy Show, Fly-In Breakfast every morning, Young Eagle Flights, Hangar Dance Saturday night, Iowa City Airport

June 3 Young Eagles, Vinton airport

June 4 Young Eagles, Washington

June 10 12pm Chapter Meeting Monticello Airport

June 17 Hangar Concert, The Iowa Accordion Club and Charles Wendt's cello, Green Castle Aero Club (IA24)

June 18 7:30am Pickart/Wilson Flight Breakfast

June 27-28 B-17 Aluminum Overcast rides and tours and Young Eagles, Eastern Iowa Airport, PSair ramp



Wow, the crew did a great job cleaning the canopy. It does not even look like I have a canopy but why is it so windy in here?

In The May 2006 Issue...

Aluminum Overcast, CT-2, Pickart/Wilson Breakfast, Wendt Benefit Concert



Experimental Aircraft Association
Alexander M. Lippisch Chapter 33
c/o David Koelzer
2930 Baker Street
Marion, IA 52302
david.koelzer@mchsi.com