

# The Lippisch Letter



Experimental Aircraft Association Chapter 33

February 2000

**The Lippisch Letter** is the monthly publication of the Dr. Alexander M. Lippisch Chapter (33) of the Experimental Aircraft Association, Cedar Rapids, Iowa.

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## Presidentially Speaking

by Tom Olson

Since this is the start of a new year there are a number of business issues that we need to address. I would like to take some time now to discuss them so that at the coming meeting we can spend more time having fun touring the Cedar Rapids Tower facility.

First is the opportunity offered to the chapter by Greg Zimmerman. Greg has graciously offered to let the chapter take over his Christmas tree farm located at his home site a few miles East of Iowa City. Such an endeavor would require volunteers to trim the trees in the spring, spray them with Green Dye in the fall, and be on site to assist customers in cutting them down for Christmas. An alternative would be to cut them down and transport to locations in Iowa City and/or Cedar Rapids to sell them. Greg has in excess of 3000 such trees in various stages of growth. Each tree could be worth from \$10 to \$20 profit. Anyone volunteering to plan and organize this venture would be greatly appreciated. Please see me for additional details. In the event that

no one steps forward by May 1st, I will thank Greg for his generous offer but the chapter will have to decline.

Any proceeds would likely be earmarked to go toward a permanent meeting site for the chapter. This is another subject we can discuss at the February meeting.

This summer we have fly-in meetings at the Monticello and Green Castle airports in July and September respectively. We would like to find one or more volunteers to help plan and arrange some activities such as orientation rides and contests such as spot landing, shortest landing, shortest take-off etc. The Iowa City fly-in will be busy with Young Eagle rides thus no contests.

We have picked a tentative date of April 7 for our ladies night and would like to find a volunteer to canvass a few restaurants as to availability of nights and price for meals. Perhaps some of you will go ahead and talk to a restaurant or two before the February meeting and let us know what alternatives exist. The only other requirement is that we need a private room for about

(Continued on page 3)

## Final Lippisch Letter?

Dues Are Due!

EAA Chapter 33 covers a wide geographical area, loosely bounded by Vinton, Monticello, Tipton, Washington, Belle Plaine, and back to Vinton. This area includes the Cedar Rapids and Iowa City metropolitan areas.

The January and February issues of The Lippisch Letter were sent to all EAA members within the 522, 523, and 524 area codes, roughly equaling the coverage of Chapter 33.

The officers of Chapter 33 hope that you have enjoyed the newsletter and hope that you will consider continuing receiving The Lippisch Letter as a member of Chapter 33. Please fill out and mail in the membership registration form at the end of this newsletter. Without sending in the registration form, this will be your last Lippisch Letter.

If you have already paid your membership fee for 2000, thank you. Please take a moment to let us know how we're doing, via email, snail mail, or telephone. We hope you will plan to be involved in chapter activities throughout the year.

# January Meeting

by Tom Olson

What a way to start out the new year. Who would have ever believed that a January meeting could be a successful fly-in, in Iowa! I

Belle Plaine area. I would like to extend a sincere welcome to our guests, some of them signed up to be chapter members and we will have the opportunity to meet them again at future meetings.

up the facilities for us and accommodating us so well.

Paul Jones provided an excellent chronology of his Solitaire project. As many homebuilt projects, his was the result of many years of dedication and painstaking work. One of the most interesting aspects of his project was the custom mechanism to extend and retract the engine. This is a true work of art and engineering combined together. This is not to say anything against the rest of the airplane either. It is a first class machine from end to end.

Paul related some of the regulatory difficulty with trying to certify modifications to homebuilt airplanes. It seemed like the certification trouble was more difficult than the technical challenges of building the Solitaire.



Paul Jones shows off the fine points of his Rutan Solitaire. The engine extension/retraction demonstration amazed chapter members.

recall counting about 15 airplanes and about 45 people at the Belle Plaine airport. It turned out to be a beautiful day and due to our most westward meeting ever, we had several new attendees from the

For those members who have not been to the Belle Plaine airport, I would encourage you to stop in. They have a first class facility and first class people with Roger Miller and Dan Brown. They have a nice large hanger to perform maintenance



Chapter 33 President Tom Olson presents Paul Jones a certificate of appreciation. To Tom's right is the unique engine/prop installation.



Dan Brown with his pride and joy, a Bakeng Duce.

and a 24 hour credit card 100 LL Fuel Pump. I would like to take this opportunity to thank them both for setting

Dan Brown then presented his Bakeng Duce project. Dan recently acquired this project and it is a Gem. He has vowed to finish it without compromising any of the quality that is already in it. We will



**Chapter Senior Technical Counselor Marv Hoppenworth looks over the details of the Solitaire.**

*(Continued from page 1)*

50 people and a projector screen for Don Gurnett's presentation of Mars exploration. To those of you new to the Chapter, Don is heavily involved with the space program through the University of Iowa and has given outstanding presentations previously that will be of great interest to all present.

For my final request I have an easy one. We are still looking for a program to present in our March meeting at the Hills Bank in North Liberty. If you don't have something to present please let us know what you would be interested in seeing someone else present! I am counting on a number of you to let us know what you want to see/hear about.

Thanks for your patience in reading all of this. Please remember that the chapter is only what we make of it. It is not a free ride but an opportunity for us to get involved and share our knowledge, experiences, and love of aviation.



**50% done, 90% to go! The Bakeng Duce looks good on its gear.**

## February Meeting

Please note that the next meeting has been delayed by one week to Friday February 11 at 7:30 PM, doors open at 7:00. We will meet initially in the Rockwell Collins hanger at the Cedar Rapids (Eastern Iowa) Airport, which is located just west of the tower and Signature aviation along Wright Brothers Blvd. When entering the facility use the door nearest to the round hanger on the east side of the building.

We will have time to visit and a hold short business meeting there before going en masse to the Control Tower at 8:00 sharp. In the event that a large number of people turn out some of us will stay at the Collins hanger until the first shift gets through the tower. The Tower is not well suited for large visits but they will have extra staff and break the group into smaller groups of about 10 each to tour separate areas of the facility at the same time. Sounds similar to threading a Piper Cub between two 737's in the pattern, but if we are all careful and follow instructions no one should get hurt in the capable hands of our Tower staff.

This should be an interesting visit. Be prepared with your ATC questions. Special thanks go to Collins Flight Operations and the Eastern Iowa Control Tower Staff.

### Errata

Well, my first attempt at the Chapter newsletter wouldn't be complete without errors. Apologies to Dave Yeoman, who was inadvertently left off the list of directors.

## Feature Project

by *Tim Busch*

January's Feature Project is a Pereira GP-4 under construction by Mike Rieff of Cedar Rapids. Mike is an engineer at Rockwell Collins.

The GP-4 is a retractable, two-seat, all-wood speedster with an advertised cruise speed of 240mph. It has a wingspan of

the GP-4. It is a pure plans-built experience. Mike has created a special scarf-joint fixture for his router and says he is getting good at creating scarf-joints. At the beginning of the project, he said the special joints were intimidating, but after doing a few times, he feels comfortable with them.



**“This is the aileron, and the flap is next to it on my right.” Every piece, metal or wood, is hand-crafted.**



**Mike Rieff and the GP-4 fuselage. The notch under the cockpit will sit over the wing. The near-horizontal hoop surrounding the cockpit is the base for the sliding canopy frame.**

24 feet and a gross weight of 2000 pounds. It has three fuel tanks: two 18 gallon tanks in the leading edge of the wings and a 12 gallon header tank ahead of the instrument panel.

Pereira first flew the GP-4 in 1974. Mike has seen six GP-4s and flown with George Pereira in Sacramento in his own GP. As far as Mike knows, this is the only GP-4 under construction in Iowa.

There are no kits available for

wing tanks.

From his description, it seemed like every part of the airplane had a taper in every direction. This was intended to be a hand crafted airplane, not a production built!

Mike has been meticulously tracking his time on the project and says he has nearly 2500 hours invested so far and plans a

The fuel tanks are fiberglass and fabricated over molds. Mike has the header tank completed and has the molds nearly finished for the

total of 6000 hours to complete the GP-4. He started work in May of 1994, so the project is a test of his perseverance.

Mike has already benefited from the experience of Senior Technical Counselor Marv Hoppenworth's experience. Marv has stopped by a few times to check out the GP-4 and Mike has greatly appreciated his advice and experience.

While I have no experience as an Oshkosh judge, I am willing to bet that this is a future EAA award winner as Mike is truly creating a work of art.

Mike is an instrument rated pri-



**“The tail-cone is fiberglass, attaches to the bulk-head here, and fairs the rudder and elevators into a point.”**

vate pilot and had his first flying lesson in a Rockwell Flying Club Grumman Traveler in November of 1977. Most of his primary training was in a Grumman AA-1 Yankee. Since then he has flown Yankees, Cheetahs, Tigers, Piper Arrows, Cessna 172s and 150s.

Good luck with your project Mike. We're looking



**Mike Rieff points out a scarf-joint on the main spar.**



**Instrument Panel, Header Tank, and Firewall.**



**“This is the mold for one of the 18 gallon wing tanks. “**

## **YOUR FIRST STEP IN LEARNING TO FLY** ***flying start™***

Have you noticed during our Young Eagle events that there are a lot of long-faced adults wishing they could have a flight too? How many people that know you fly have said they really wished they could do it, but for one reason or another, never commit to learning to fly? How many people do you know who have started learning to fly at some point in their lives, but never finished?

Flying Start is a program started by Chapter 579 in Aurora, Illinois and adopted by headquarters. Its purpose is to provide interested people the opportunity of learning about getting started in flying through EAA Chapters, and other local aviation resources, along with the support of EAA and the National Association of Flight Instructors (NAFI). It is the vision of the EAA Flying Start program that this program will successfully facilitate new pilot starts in all types of aviation and will introduce new enthusiasts to the fun, enjoyment, and benefits of EAA and local EAA Chapter membership.

So far, Chapter 33 has not participated in Flying Start. There are just a few simple steps in getting involved as a chapter:

- Locate an EAA Flying Start Coordinator or Coordinators.
- Select a date, time, and location for the event.
- Recruit volunteers to help with specific duties.
- Invite CFIs, Flight Schools, and FBOs.
- Promote the event.
- Host the Flying Start event.
- Have fun!!!

Since the general public knows very little about the process of getting a pilot's license, the purpose of the program is education, but also maintaining contact with participants to keep up their motivation and involvement. The end result is more pilots and more active pilots.

Is there someone in the chapter interested in becoming a Flying Start Coordinator? If so, contact me and I can give you materials from Oshkosh to help you get started.

## Fly Market

Send your buy and sell items for publication here to the address on the back of the newsletter or: [t.busch@www.mebbs.com](mailto:t.busch@www.mebbs.com).

### Wanted:

Beg, borrow, or rent any RV building aids, tools, jigs, patterns, plans, radios, etc.

Jim Neagle 319-298-9068

I am looking for individuals who are interested in owning property on a rural Air Park in Eastern Iowa or simply persons interested in buying land for a private airstrip.

Walter Rich 319-364-3733

Looking for miscellaneous AN hardware, 4130-N tubing and fittings.

Tom Harris 319-362-6323

### For Sale:

One set of RV6-6A plans with manuals & newsletters.

Merrill Knouse 319-732-2861

Acro Sport II, fuselage on gear, wings nearly ready to assemble, fittings cut out, most material to finish. \$8500.

Warren Lacy 319-462-4009

## Tool Shed

Once upon a time, in a faraway newsletter, there was a list. A list of tools. Really handy things. Things that you might need once or twice, but not every day. Things that fellow Chapter 33 members would loan to another fellow airplane builder. If you have some of these tools, please drop a note to me and I will compile the list in this column.

## Ride Share

Some of the best discoveries are accidents. For example, a couple years ago we had a Young Eagle event that just didn't work out. We had a bunch of airplanes and just a handful of kids to fly. After staring at each other and our airplanes for a while and noticed that, "Hey, I've never been in a Sliprocket 6 before!". We finished the day by flying in each others' airplanes.

In order to facilitate this activity, let me know if you are willing to share rides in your bird and I will publish it here for chapter members.



All the figures are in for 1999 and we have a new grand total to announce. Drum roll please, ..... 563,128 total Young Eagles flights. In 1999 the total number of youth participants came to 104,104, our best year yet. The number of pilots participating in the program also grew to 8,367. So far, 48 Chapter 33 pilots have participated in Young Eagles. Of those, 29 have double digit Eagles and four have over 100 Young Eagles flown. Congratulations and continue the good work!

I challenge every active pilot in Chapter 33 to give 12 Young Eagle flights this year. That's only one per month (or two per warm month, for you open cockpit folks!).

In 1999, we formed a new Young Eagles committee consisting of Steve Rezabek, Jill Fishbaugh, and myself. Together we hope to formalize our Young Eagle events a little more to ensure safety and become a little more efficient.

We really need help coordinating these events. It isn't a major consumer of time, but it takes a little effort to make phone calls. Please call me if you would be interested in coordinating a Young Eagles event at Tipton, Washington, Belle Plaine, Vinton, Monticello, Iowa City, or Cedar Rapids.

- Tim Busch

## UPCOMING WORKSHOPS, TRAINING SEMINARS

### Ultralight Flight Instructor Ground School - March 18th & 19th

EAA Headquarters in Oshkosh will be hosting the Ultralight Flight Instructor

Ground School on March 18th and 19th. The school is for anyone who wants training towards becoming an Ultralight Flight Instructor (UFI) or for an existing instructor who wants to sharpen their instruction skills. Subject areas included in the school are: Federal Aviation Regulation

Part 103, EAA Two-Place Training Exemption, Airspace & Airport Operations, Vehicle Airworthiness Inspections, Radio Communications, Pre-Solo Testing and Training, Student & Pilot Endorsements, Fundamentals of Instruction (FOI), Weather, Aeromedical Factors, Performance and Aerodynamics and Written Test. Advance registration required. For specific program and registration information: Call 920-426-6527 or e-mail information requests to [ultralight@eaa.org](mailto:ultralight@eaa.org)

## EAA Chapter 33 Application & Questionnaire

Name: \_\_\_\_\_

EAA #: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Daytime Phone: \_\_\_\_\_ Evening Phone: \_\_\_\_\_

Email Address: \_\_\_\_\_

Copilot's Name: \_\_\_\_\_

Pilot Ratings: \_\_\_\_\_

Aircraft Owned &  
Flying: \_\_\_\_\_

Aircraft Under Construction: \_\_\_\_\_

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 Dues are \$15/year.

### *The Lighter Side...*

Tower: "Eastern 702, cleared for takeoff, contact Departure on 124.7."

Eastern 702: "Tower, Eastern 702 switching to Departure...by the way, as we lifted off, we saw some kind of dead animal on the far end of the runway."

Tower: "Continental 635, cleared for takeoff, contact Departure on 124.7...did you copy the report from Eastern?"

Continental 635: "Continental 635, cleared for takeoff...and yes, we copied Eastern and we've already notified our caterers."

The controller working a busy pattern told the 727 on downwind to make a three-sixty. The pilot of the 727 complained, "Do you know it costs us two thousand dollars to make a three-sixty in this airplane?" Without missing a beat the controller replied, "Roger, give me four thousand dollars worth!"

PSA was following United, taxiing out for departure. PSA called the tower and said "Tower, this is United 586. We've got a little problem, so go ahead and let PSA go first". The tower promptly cleared PSA for takeoff before United 586 had a chance to object to the impersonation!

A DC-10 had an exceedingly long landing rollout after landing with his approach speed just a little too high. "American 751 Heavy, turn right at the end if able. If not able, take the Guadeloupe exit off of highway 101 back to the airport."



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**In This Issue...**

Rutan Solitaire, Bakeng Duce, GP-4 Photos!



**Lippisch X-112 Ground Effect aircraft**



## Chapter 33 Calendar

Feb. 11 Chapter Meeting/CID Tower Tour.  
 Rockwell Collins Flight Operations, Cedar Rapids Airport 7:30pm

Mar. 3 Chapter Meeting  
 North Liberty Bank 7:30pm

Mar. 3-5 Iowa Flying Farmers Annual Convention. Marshalltown

March 15-18 National Congress on Aviation and Space Education San Diego

April 7 Chapter Meeting  
 Location TBD

May 6 Chapter Meeting

June 10-11 FLY IOWA 2000 Statewide Fly-In and aviation fair.  
 Waterloo

July-26 - Aug. 1 OSHKOSH!

Aug. 27 Greenfield Wings, Wheels, and Whistles Fly-In Omelet Breakfast 7:30-11:00