The Lippisch Letter



Experimental Aircraft Association Chapter 33

July 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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Officer's Column

By Steve Ciha, VP

ing me feel welcome.

lower. Through contacts in me out. this chapter, I got to know Lyle Hefel in Dubuque. I have had rides in a Glas-Lyle has built many RVs,

I have been privileged to be winning awards every time a member of Chapter 33 for he goes to Oshkosh. He is six or seven years. I must also willing to share his talsay that I never expected to ents with other builders. serve as a vice president. Lyle told me to put the atti-Being a somewhat shy per-tude indicator directly in line son, it was difficult for me with the control stick, so it to contact the then presi-would be in perfect aligndent, John Giordano, and ment with forward vision. then come to a meeting When I rubbed shoulders where I knew no one. I with others that knew a lot honestly think that no one about building planes, a little in our chapter intends to of it rubbed off on me. I was ignore a visitor, but after able to bring my rudder to you have been away from Tom's house once when he your flying friends for a had a metal working seminar month, you naturally want one Saturday and have him to visit with them rather critique it. Tom taught me than spend time with some- that a scratch in aluminum one that you don't know. needed to be buffed out, oth-John did a good job at mak- erwise it would fatigue crack if cycled under loads. Later in the building process, At that time I was involved Terry Scherman passed with trying to figure out along some of his epoxy which kit airplane that I knowledge when it was time wanted to build. After set- to glass in the windscreen. I tling on the RV and order-learned why metal airplane ing the tail kit, I became builders call fiberglass "the acquainted with Tom Ol- material from hell." Marv son. Now, I know that had Hoppenworth inspected the I never attended a Chapter engine installation and made 33 meeting, I would have some improvements. When still completed my plane, it was time to go to the airbut I also know that the port and do final assembly, of construction there were members willing would have been much to share their time and help

Next Meeting by Tom Olson

The July meeting will be held at 12:00 noon on Saturday July 8 at the Monticello airport. This meeting will be a potluck lunch with the chapter providing drinks and hamburgers/ hotdogs. We will have a short business meeting and ride share after the lunch. Please join us for an afternoon of fun and fellowship.



Stearman, Bonanza, Long Eze, and a Skybolt. None of these things would have happened without the contacts that I made with other Chapter members.

Flying and riding in airplanes is lots of fun, but the thing I value most is the friendships that have been made over the years. Aviation is a binding agent that unites us all. In closing, I ask that whenever we see a new face at our meetings, or even a long time member that may rarely come, that we as members make a special effort to welcome them. I wish for these people the same benefits that I have received from being a member of Chapter 33.

Blakesburg Flyout Report

By Tom Olson

Once again the winds were a little The June Meeting was held after our event. However, they were well aligned with Antique Airfield runway. For those that did brave the trip, the visit was well worth it. The museum has a number of hangers We had a beautiful day for Young eagle with many antique and one of a kind aircraft plus engines and a wide variety aviation nostalgia. There are even some aircraft that are for sale if you are in the market for an antique. Tom Meeker, who arranged our outing, grew up in near by Ottumwa and knows the folks that run Antique Field well. We were treated to a special tour of the Museum by the grandson of Bob Taylor who is the Director of the C182 and Piper Cub. Antique Airplane Association and Museum.

For Lunch, Brent Taylor, Bob's Son, lent us his car so Tom Meeker could drive us into Ottumwa and feast at the Canteen. This was most fitting since the restaurant is an historical landmark, open since 1936. I believe they serve the best maidrites and home made pie that can be had anywhere. So stop by if you are going through down town Ottumwa.

If there is anyone else in the chapter who knows of an interesting destination, please volunteer to arrange a chapter outing for the rest of us. Many thanks to Tom for setting this up. Special thanks are also offered to Walter Rich who set up a similar outing to Beech Aircraft in Wichita last spring as well

June Meeting Report

By Tom Olson

high on our second date for this Saturday Young Eagles event at the Iowa City Airport. Many thanks go to the Iowa City Airport for their hospitality.

> flights and about 45 young eagles were flown in a wide variety of aircraft. I would like to extend a special thanks to all of the pilots who brought their planes and those

> that assisted with the paperwork. This includes Pat and Keith Williams, Betty and Armin Jacobs, Tim Busch, Terry Scherman, Tim Swift, Steve Ciha, and John Banes. Sorry but I don't recall the names of the pilots who flew the new

> Afterwards we set up the grill and had a picnic in the large hanger on the North East corner of the airport. This is the same hanger that we may be able to gain temporary access to. It worked very well to provide shade and electrical power on a warm day. We had a great time and shared a few rides afterwards.



Weekend Work Party at Oshkosh

By Steve Ciha

This year, as always, Chapter 33 has been invited to help prepare the convention grounds for our convention which starts July 26. Last year Chapter 33 had four fly-ins and two Those of us that ent drive-ups. spent Saturday installing about two miles of snow fencing that is used for crowd and vehicle control. Two of the regular maintenance personnel cracked the whip, and we got a lot of fencing up.

Two possible dates for this activity are: July 7-9 or July 14-16. Last year we went on the earlier date and had the bunk house all to ourselves. If you elect to go, here is what you can expect: we will leave on Friday evening about 7 PM from the Cedar Rapids airport and arrive at Oshkosh before 8:30.

We will work all day Saturday and until noon Sunday and then return home. The good folks at Oshkosh will provide meals and a bunk for You need to bring a towel, soap, shaving kit, sleeping bag, and a pillow slip. The bunk house is nice. Air conditioned, and a well stocked refrigerator. Maybe a little snoring. Well, ok, maybe a lot of snoring, but it's only for two nights. Saturday evening a host usually takes us for a tour either through Pioneer Airport or the museum. I never tire of the museum.

I plan to fly up and have the right seat vacant. I encourage everyone to give this a little thought. Yes, it is work, but it is also a lot of fun. If you would like to go, please contact me a 319-438-1204 and I will coordinate the transportation.



Eagle Flights A Success By John Anderson

Saturday, June 3rd began as a crisp cool day with clear blue skies. What a day for a first ride in an airplane! We had nine Chapter 33 planes and pilots show up along with forty seven kids at Iowa City. Sounds like a lot of planes but all but two or three were only two placers. That's enough traffic to make Cedar Rapids approach take notice. Probably the most notable aircraft in the fleet was Todd Millards J-3 Cub. I almost lied about my age to get a ride but figured I couldn't cover the bald head well enough to convince Mrs. Williams I was under 18.

The weather the following day at the Washington airport was not up to par. Four two-placers showed up along with about 33 kids and we managed to fly twenty six or seven before the weather shut us down. That left six Young Eagles sitting at the gates. Tim Swift will try to get them flown in his Long-Eze as soon as possible and he may call for some help.

Clearly, us two passenger folks can burn a lot of fuel if we give our YE pilots any ride at all and I suggest looking into the Phillips program. I realize some of us burn highway gas but for those of us that folks that kept things moving at have to buy the "good stuff" that buck a gallon rebate adds up fast when you fly news letter, we one kid at a time.

A special thanks goes to the flight opera- Last but not least, Jill Fishbaugh did tions at both airports. They not only a great job of promoting the proworked around us but provided some gram. This person has some connecspace for waiting and doing the paper tions and enthusiasm. Thank you work. Jack Rezebek, Mark Anderson,

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.

1940 Taylorcraft For Sale

As many of you may know, John Giordano owned ½ share in a 1940 BC65 Taylorcraft. Susan is now offering this for sale, please help her get the word out to the local flying public. Carl Carson is the other partner and the aircraft has been in his family for all but 4 years since it was new. It has been well cared for and is in great shape.

The engine was given a major last year and the prop was replaced the year before that. It was recovered in 1991 and is hangared in a T hanger at Mcbride Airport. Please contact Susan at 377-3399 or feel free to contact David Yeoman at 298-8864. David was the prior partner with Carl and can provide additional information on the aircraft.

Asking price is \$7,500.

Tom Olson - President

Betty Jacobs, Keith Williams and Pat Williams provided the support for the Iowa City project which made for a smooth operation. I neglected to get the names of those Washington but if they read this appreciated it.

Greetings from Chapter 111 in Muscatine.

Our chapter has committed to take part in a flying parade of planes as part of Muscatine's Great River Days celebration on Saturday August 19th. The flying parade will take place at Approximately. 1:30 pm. This will require flying in trail along the Muscatine river front over the river. NO formation flying will be required.

We are asking all interested people with a plane if they would like to be a part of this. We are trying to get as many experimental planes as possible, but any type of plane is invited to join us.

All interested people are required to attend a meeting at the Muscatine airport on August 12th at 2:00pm to organize the fly by. For safety reasons the meeting must be attended or the person cannot take part.

Contact Jim Hughes at [319] 263-0684 or e-mail me at icdevitt@home.com

Jim Hughes, President

Jill.

I was able to get some of the flight leader pilot numbers for those that did not remember. Anyone desiring to know their number, please give me a call at 319-399-5711 during the day. If this was your first mission, you will be assigned a number and notified by mail.

Editor's Soapbox By Tim Busch



I managed to sneak up to Waterloo on the Sunday morning of FlyIowa 2000. FlyIowa is a good program for Iowans to get behind aviation. Our brothers and sisters in Chapter 227 did a great job providing activities for the kids like wing rib building, film canister rockets, and balsa wood airplanes. Check out the FlyIowa photos on the following page.

I got a chance to talk to some of the Chapter 227 and Chapter 33 folks that attended and we started thinking about the need to do some teamwork with the Iowa EAA Chapters. could be something simple, like a barbeque or potluck, or something more involved. Since this newsletter is mailed to all the Iowa Chapters, I will pose the question to all Iowa EAA members. Would you like to do an annual Iowa EAA event? What would it be? When would we do it? I think it's safe to say that we would have to start in 2001 at the earliest, but that gives us time to work out all the details. What do you think? Please give me some feedback and I will spread the word.

To me, Waterloo always seemed like a great "pilot's" airport. It has lots of runways, gobs of instrument approaches, two FBOs, and not a lot of airline traffic. As a kid growing up on a farm south of Waverly, Waverly's C25 was my home field. It was a sleepy little field where the lo-

cal businessmen felt sorry enough for the kid that kept hanging around that they gave me a couple of airplane rides when I was 16. The hook was set for good. I saw my first ag plane there, as well as one of the few flying Aeronca twin Champs. Then there was the time a couple guys in their 70s showed up in a Champ, dragging six feet of weeds behind all three gear. The outer six inches of the prop was green too. They told us "it took three passes to mow down enough hay that we could take off!" What a sight! I would like to know what barn that airplane is in today...

Anyway, with a set of wheels, I started heading for Waterloo to peer over the fence and drool on the airplanes. I got to ride to Chicago in Sam Scherf's Cherokee. Not Stan Sheriff, the former coach at UNI. I guess they used to get each other's mail all the time. The excuse was that the trip was for ham radio, which I was into in a big way at the time. But I wasn't going to pass up an opportunity to fly!

All this might explain why I have been so involved in Young Eagles. I feel a genuine need to pass along the generosity those folks showed me as a kid.

I didn't waste any time thinking about the opportunity to fly Tom Olson's beautiful RV-6A. I had never been in any of Van's creations, so I was curious about how they fly. With that stubby little wing, I expected it to be very squirrelly, but it turned out to be a fairly calm steed. It is certainly no spam can though as the controls are very light compared to any production airplane I've flown.

As you would guess with a short wing, the stalls were fairly abrupt,

but nothing scary, at about 60mph clean and 55mph dirty. Tom was very trusting in allowing me a couple of landings at Belle Plaine. The power-off sink rate with full flaps was about 700 fpm. I felt pretty good about the first landing and confirmed on the second one that it was no accident. This is a fun flying airplane! It will loaf along at 150 mph indicated or get serious with a high altitude cruise near 200 mph TAS. Thanks Tom!

I hope to see you at the Monticello Chapter meeting July 8 at noon. Paul Elmegreen says the airport will still be open. Due to the widening of highway 151 and the path it takes around Monticello, the Monticello airport will be getting a new, longer runway.

Wouldn't you just know it? Just when everything seems to be going well, gas prices go through the roof. Where are those promised aviation diesels when you need them? I understand Senator Grassley is checking into the oil companies pricing system. Stand by on this one. If this year's EAA convention theme is Speed, maybe next year's theme will be Economy.

And speaking of Oshkosh, the convention will be here soon. There will not be an August newsletter because yours truly will probably be spending time in Wisconsin. Besides, with all of you up there, who would read a newsletter anyway?

There are plans to get together Saturday night, August 29 after the airshow. It is the traditional Chapter 33 potluck. To find it, go straight south of the campground fire station. There should be a Chapter 33 flag up high.

Happy Flying!

FlyIowa 2000 Waterloo Airport





Left: Mary Hoppenworth shines up one of his creations. 17,000 plans sold and counting!

Above: A little one tries Marv's P-51.



Don Gurnett's beautiful SNJ-4 made it to Waterloo.



The teens enjoyed building wing ribs.



Chapter 227
Young Eagle
Chief Ann
Campbell was
on hand to
promote aviation to the
youngsters.



Chapter 227 provided many activities for the kids. These future astronauts are making film canister rockets.



Dallas Alldredge flew his Dal's Pal for the last time before donating it to the Grout Museum in Waterloo.



Military trainers from the Eastern Bloc countries are showing up all over the world!

Schedule of Chapter Programs for AirVenture 2000

Wednesday July 26th

10:00am to 11:00am (Chapter House) - Chapter Roundtable Discussions -- (Deck-1) "Chapter Leadership Transition" & (Deck-2) "Attracting and Retaining New Chapter Members"

1:00pm to 2:00pm (Chapter House) - Chapter Roundtable Discussions - (Deck-1) "Tax Exempt Status for Your Chapter" & (Deck-2) "Chapter Aircraft Projects"

Thursday July 27th

10:00am to 11:00am (Chapter House) - Chapter Roundtable Discussions—(Deck-1) "Chapter Flying Clubs" & (Deck-2) "Introduction to EAA Chapters" (How to form a Chapter, How to Find a Chapter etc...)

1:00pm to 2:00pm (Chapter House) - Chapter Roundtable Discussions -(Deck-1) "Chapter Insurance Program Overview" & (Deck-2) "Chapter Clubhouses and Hangars"

Friday July 28th

8:00am to 10:00am (Vette Theater in the AirVenture Museum) - Chapter Newsletter Editor's Workshop --, Come Meet the Editors of Sport Aviation, Scott Spangler and Mike DiFrisco (both former EAA Chapter Newsletter Editors).

10:00am to 11:00am (Chapter House) - Chapter Roundtable Discussions—(Deck-1) "Chapter Insurance Program Overview" & (Deck-2) "Chapter Fundraising Ideas"

10:30am to 12:30pm (Vette Theater in the AirVenture Museum) - Chapter Web Editor's Workshop --, Come learn how to create a Chapter Web Site and how to make your existing Chapter Web Site more effective.

1:00pm to 2:00pm (Chapter House) - Chapter Roundtable Discussions - (Deck-1) "How to Become a Good Chapter Leader" & (Deck-2) "How to Make your Chapter More Active!"

Saturday July 29th

8:00am to 10:30am (EAA Nature Center) - Chapter Leaders Breakfast --, Join us for a morning of interacting with other Chapter Leaders from all over the world, meet EAA Staff Members, and enjoy a great Breakfast (FREE)! Please RSVP by sending your name, Chapter Number, and EAA Number to 800-236-4800, ext. 4876, fax at (920) 426-6560, or e-mail to chapters@eaa.org.

1:00pm to 2:00pm (Chapter House) - Chapter Roundtable Discussions - (Deck-1)

"How to Make Your Chapter More Active!" & (Deck-2) "Attracting and Retaining New Chapter Members"

Sunday July 30th

10:00am to 11:00am (Chapter House) - Chapter Roundtable Discussions—(Deck-1) "How to Become a Good Chapter Leader!" & (Deck-2) "Chapter Clubhouses and Hangars"

1:00pm to 2:00pm (Chapter House) - Chapter Roundtable Discussions - (Deck-1) "Chapter Fundraising Ideas" & (Deck-2) "Attracting and Retaining New Chapter Members!"

Monday July 31st

10:00am to 11:00am (Chapter House) - Chapter Roundtable Discussions—(Deck-1) "Chapter Flying Clubs" & (Deck-2) "Introduction to EAA Chapters" (How to form a Chapter, How to Find a Chapter etc...)

1:00pm to 2:00pm (Chapter House) - Chapter Roundtable Discussions - (Deck-1) "Tax Exempt Status for Your Chapter" & (Deck-2) "Chapter Aircraft Projects"

EAA Chapter 33 Application & Questionnaire

State:	
State:	
	Zip:
_Evening Phone:	
	_Evening Phone:

Flying Humor

An airliner was taking off from Kennedy Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight 293, nonstop from New York to Los Angeles. The weather ahead is good and we should have a smooth and uneventful flight. Now sit back and relax and. . . OH MY GOD!"....

Silence followed. Then after a few seconds, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I frightened you earlier, but while I was talking to you, the flight-attendant brought me a cup of hot coffee and spilled it in my lap. He chuckled and said, "You should see the front of my pants!"

A passenger in coach yelled loudly, "That's nothing. You should see the back of mine!"



Experimental Aircraft Association Alexander M. Lippisch Chapter 33 c/o Tim Busch 1837 Northbrook Dr NE Cedar Rapids, IA 52402



In The July 2000 Issue...

FlyIowa 2000 Photos, EAA Convention Information

Chapter 33 Calendar					
July 2 Marion	July 9 Emmetsburg	August 29 Oshkosh	August 27 Greenfield		
Flight Breakfast	Flight Breakfast	Chapter 33 Meeting	Wings, Wheels, and Whis-		
6:00-11:30	7:00-12:30	"After the Airshow"	tles Fly-In Omelet Break-		
		Look for the Chapter 33	fast 7:30-11:00		
July 4 Flight Breakfasts	July 14-16 Quad Cities	Sign in the campground			
Atlantic	Airshow - Davenport, IA	South of the fire depart-	August 27 Waterloo		
7:00-12:00	USAF Thunderbirds	ment building.	Chapter 227		
Iowa Falls			Young Eagles		
7:00-11:00	July 16 Traer	August 6 Eagle Grove			
	Flight Breakfast	Flight Breakfast	August 31–September 4		
July 6 Iowa City	7:00-12:00	7:00-12:00	Blakesburg		
Safety Seminar			Antique Aviation		
7:00 pm	July 22 Oelwein	August 20 Iowa City	Association Convention		
	Flight Supper	SERTOMA Flight			
July 8 Chapter 33 Meet-	4:00 pm -??	Breakfast	August 31 Chapter 33		
ing. Monticello Airport.			Newsletter Deadline		
12:00 Noon	July 23 Forest City	August 20			
	Flight Breakfast	Monona & Mapleton	September 9		
July 9 Platteville, WI	7:00-12:00	Flight Breakfasts	Chapter 33 Meeting 7:30		
Flight Breakfast		7:00-12:00	Greencastle Airport		
7:00-12:00	July 26-Aug 1		North Liberty		
	OSHKOSH!				