

The Lippisch Letter



Experimental Aircraft Association Chapter 33

November 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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Ravings of an Aviation-Crazed Newsletter Editor

By Tim Busch

Congratulations to Gary naturally creeps into Sharp on the first flight of publications over his RV-6A. Through a complete accident of timing, I am envious when Sport Aviation construction articles described Funny, it seems that over the \$250,000 airplanes built in weeks by the owner's employees managed to be present for several first flights. I know and how the aircraft won an award. Or how a fine airplane was restored when the owner hired out the restoration of the airframe, interior, engine, and avionics to pristine condition.

I am very impressed with the number and quality of projects within Chapter 33. While it is a wonderful thing these people did, I don't think they represent the real core of EAA, the spirit that says, "I did this. I know how every piece works to form a flying, heavier than air machine." Low and Slow, Fast Glass, Standard Aluminum, Tube and Rag...it's all right here. Over the past year, I have been privileged to see and photograph many outstanding examples of the hard work and dedication it takes to produce a real flying airplane.

Some years ago, I became very annoyed at Flying magazine. With articles like "Best Affordable Airplanes Under \$150,000", I felt left out. I dropped that subscription like a brick. At that time, I felt like \$10,000 was the "affordable" level. I think it's something that regular folks are here, in real



life, within Chapter 33. If you have a story, let us know. I would be glad to print it to share with the membership. And, if you figure out a practical way to own an airplane for the price of a luxury car, let me know. I'm sure everyone would like the answer to that question.

Only Burt Rutan could get away with saying it. He commented at Oshkosh this year that if manufacturers figure out how to build a credible, mass-produced airplane for a reasonable price, there wouldn't be a need for homebuilders. He makes a good point. Currently, homebuilders build airplanes that are more capable than production airplanes because that is the only way to own them. He finished by saying that then, people will only build airplanes because they want to build. I hope he's right. Real, affordable production airplanes AND homebuilts...

Next Meeting

By Tom Olson

The November 3rd meeting is our annual election night. Please look elsewhere in this newsletter for a report from our nominating committee. The floor will also be opened at the meeting for additional nominations prior to the vote. Please attend, as this will be your opportunity to assist the direction of our chapter over the next year.

The meeting will be held at Hills Bank and Trust in North Liberty. The bank is located at 25 Hwy 965 in North Liberty. Take the North Liberty exit off of I380 and head East approx. 2 miles or so to Hwy 965 and turn right. The Bank is a few blocks South of this intersection on the right (West) side of 965.

Doors will open at 7:00 with the meeting starting at 7:30. The evening's program will be a video tape of flight operations on a US Navy Aircraft Carrier.

Don't forget to bring a few extra dollars so you can go home with one of the new 2001 EAA calendars that Max Dirks has arranged to provide. Thanks Max!

Don't forget to reserve Friday evening, December 1st on your calendar for the annual Chapter 33 Christmas supper and Chinese gift exchange. We have tentative reservations for the back room at Bishops in Lindale Mall. Start your holiday season off right with family, friends, food, and flying stories.



Nominating Committee Results

By Tom Meeker

The time is drawing near. At our next meeting, Chapter 33 will be electing officers for the upcoming year. The candidates are winding down their campaigns and making last minute preparations for the big election. Polls show that the outcome this year will likely be very lop-sided with the party of the North (Cedar Rapids area) showing far superior numbers to the party of the South (Iowa City area). The reason for that, unfortunately, is because the Northern party is running unchallenged. So far, no candidates from the Iowa City area have thrown their hats into the ring. Of course, that could change. There is still time. Nominations will be accepted from the floor during the meeting, so other areas still have a chance to be represented.

The current slate of nominees is as follows. For President, Tom Olson. For Vice President, Steve Ciha. For Secretary/Treasurer, Terry Scherman. For Newsletter Editor, Dave Koelzer. All are incumbents and running for re-election except Dave Koelzer. Also incumbent and running unopposed for the positions of Board of Directors are John Banes, Ron White and Dave Yeoman Sr., all of the party of the North. Of particular interest this year is the race for the position of Secretary/Treasurer. Terry Sherman has held the office for three years and is running again, but feels he would like to move on to some other things. For anyone interested in running for this position and helping out the chapter, this is a grand opportunity. The electorate would likely swing quickly in your favor. As for the rest of you (the electorate), come on out to the meeting and have a good time with other aviation enthusiasts and lets have a great election year 2000.

Last Meeting

By Tom Olson

The last meeting was held at John Banes Workshop in Fairfax. It turned out to be a very timely workshop for Alan Kritzman who brought his modified RV-8 control stick to be welded under the guidance of Marv Hoppenworth, our senior technical advisor. It was also very timely for David Koelzer who received some dual instruction in preparation for doing some minor welding to correct a mislocated hole in the motor mount of his Sonex. (Where's a good hole-puller when you need it? Ed.)

Terry Scherman brought materials to discuss and demonstrate fiberglass construction techniques. A potential new member, Del Morris, working on a WAR P51 replica made of glass, wood, and foam received some good advice from Terry, one of our fiberglass experts.

Of course, yours truly brought some aluminum, rivets, and appropriate tools for fabricating airplanes out of aluminum the old fashioned way. There were still a few members who were interested in trying their hand with these antiquated tools. Thank goodness that the air molecules haven't yet learned that those old Aluminum RVs out there shouldn't be able to fly so well.

Many thanks go to John and Francine Banes for hosting our meeting. John has a wonderful workshop that must have taken a while to clean up to such a nice condition and Francine provided us with treats and even a substitute coffee maker when the chapter's blew out its power cord.

President's Column

By Tom Olson

In case you haven't heard, there is a new RV-6A in town. Gary Sharp's new airplane passed the FAA inspection with flying colors. Not a single modification was required. Congratulations Gary! First flight was on a beautiful Saturday evening, October 14th. Gary's wife Pat and few chapter members, who just seem unable to escape the lure of CID, were on hand to witness the monumental occasion.

Gary reported that the RV handles very well, just as expected. We all kind of figured it from that famous RV grin he was wearing when he landed. At last report, Gary had a little over 4 hours on the tach with the only hitch being a vacuum pump that went South when Gary was flying North.



Get 'em Flying!

By Tim Busch

It sneaks up on you. You start with the best intentions. THIS year, you promise, I'm going to fly a bunch of Young Eagles. Soon the season slips away and you wonder where the summer went.

There is still time to reach the goal of 10 Young Eagles for each Young Eagle pilot this year, but you need to start now. John Anderson plans to set up a couple more events before the year is over and I know he would be glad to hear from you.

TO THE OFFICERS OF CHAPTER 33

I wish to thank you for the honor of being a lifetime member of Chapter 33. To be classified with Red Miner is indeed an honor. Thanks again.

Also, a note of interest. After a day of cleaning and touching up the two pedal trainers at the Pioneer Airport at Oshkosh, Dave Lammers came and asked me, "Would you like to sit in Lindbergh's seat"? That was his way of saying, "How would you like to ride in the Spirit of St. Louis"? He had the plane pre-flighted and ready to go. I was flattered and pleased. That was an experience. I respect Lindbergh even more now.

Sincerely,
Marvin V. Hoppenworth

Safety of Flight Bulletin for General Aviation FAA issues "Immediate" Safety of Flight Bulletin for General Aviation

In an immediate Safety of Flight Bulletin for General Aviation, # FSGA 00-06-"Increased Surveillance and Testing of Surface Movement Operations", the FAA has instructed that all pilot's receiving evaluations from FAA Inspectors or FAA Designated Pilot Examiners (DPE's) will be tested on safe airport surface movements. Pilot evaluations to receive this testing include, but are not limited to, initial certification, additional category & ratings, flight reviews, instrument competency checks, high altitude checks, tail dragger transitions, sea-plane transitions, type ratings, all written tests, etc.

The safe airport surface movement guidelines will be placed in future updates to the FAA Inspector Hand-

books (# 8700.1 and # 8400.10), the Practical Test Standards (PTS) books, the Aeronautical Information Manual (AIM), and a new FAA Advisory Circular (AC).

The new runway incursion prevention and testing program will include the following key "best practices":

1. The need to read back all runway crossing and/or hold short instructions;
2. The need to review airport layouts as part of preflight planning and before descending to land, and while taxiing as needed;
3. The need to know airport signage;
4. The need to review Notices to Airmen (NOTAM) for information on runway/taxiway closures and construction areas;
5. The need to not hesitate to request progressive taxi instructions from ATC when unsure of the taxi route;
6. The need to check for traffic before crossing any runway or entering a taxiway;
7. The need to turn on aircraft lights and rotating beacon or strobe lights while taxiing;
8. The need when landing to clear the active runway as quickly as possible then wait for taxi instructions before further movement;
9. The need to study and use proper radio phraseology as describe in the Aeronautical Information Manual in order to respond to and understand ground control instructions; and
10. The need to write down complex taxi instructions at unfamiliar airports.

You may also read the bulletin by going to the following website:

<http://www.faa.gov/avr/afs/fsga/fsga0006.doc> . If you have any other questions concerning the bulletin please contact rhansen@eaa.org

Indoor Model Flying

Flying sessions for indoor model airplanes will resume November 11 in Kirkwood's Johnson Hall gymnasium. If you have flown with us before, register now, dust off the old models, and be ready to fly at the first meeting.

If you've never flown indoor models, stop in at our first session and observe the activity. You may be surprised by the performance of these little lightweights. They're a lot of fun for a small investment of time and money. We fly gliders and models powered by rubber band or electric motors, but most of our flyers fly other types of models during the warmer months.

You may meet some old friends or make some new ones. Visitors are always welcome.

Johnson Hall—Kirkwood Campus
Saturdays 8-11am
November 11, 18
December 9, 16
January 6

Class Section #174632
Tuition \$51

Register by phone at:
398-1022 or 1-800-332-8833
M-Th 8am-6pm or Friday 8am-4:30pm

Tell the operator:
Your SSN
Section Number of the Class
Your name, address, and phone number
Whether you will pay by check or credit card

Make checks to Kirkwood Community College
Write your SSN and class section number on check.
Send to:
Business Services,
Kirkwood Community College
P.O. Box 2068
Cedar Rapids, IA 52406

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.

The following items are offered for sale by
Al Wyland
201 Tracy Lane
Williamsburg, IA 52361
319-668-1479

Dzus fasteners w/installation tools. Type	Catalog	Asking
A-4 for 0.025" to 0.025" sheets		
Installation Tools	112.90	50.00
Fasteners	15.00	5.00
CHT - Rebuilt - 3 1/8" Dia. (w/18mm spark plug thermocouple)	136.45	65.00
Sheet Aluminum - 7ft L x 0.025 x 48" W \$12.10 per running ft.	85.00	30.00
Assorted aircraft aluminum plumbing fittings. Includes flaring tool		negotiable
3 Fuel filters - New for 3/8" fuel line - each	7.50	3.00
Fuel line check valve - for 3/8" fuel line	7.50	3.00
Electric fuel pumps - new		
Automotive	45.00	20.00
Solid State electric 1/8 NPT	28.25	15.00
Sheathed throttle cables (Bowden) - 6 pieces, various sizes & lengths		negotiable
Instrument panel hole punches - Greenlee type		
3 1/8" dia.(CHT, ROC, Alt, etc.	199.65	100.00
2 1/4" (Engine gauges)	71.85	35.00
Tail Wheel Spring - new - 1 1/4" wide	60.00	30.00
Key locks for compartments		5.00
Sewing needles for fabric covered airplanes		
2 straight w/curved tip - 12"	7.57	2.50
1 straight - 18"	9.98	5.00
2 straight w/curved tip - 18"	9.98	5.00
1 curved 3 1/2"	2.77	1.00
1 curved - 6"	3.68	1.50

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. Make check payable to:
EAA Chapter 33, c/o Terry Scherman; 1203 16 St SW; Cedar Rapids, IA 52404**





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

In The November 2000 Issue...

Gary Sharp's RV-6A Flies!

Chapter 33 Calendar

November 3—7:00pm
Chapter 33 Meeting
North Liberty Bank
Elections!

November 17
Newsletter Deadline

December 1
Chapter 33 Meeting and
Christmas Party
Bishops Buffet
Cedar Rapids



Velocity XL

“Great” Opinions by “Experts”

"Heavier-than-air flying machines are impossible."
--Lord Kelvin, president, Royal Society, 1895.

"Airplanes are interesting toys but of no military value."
--Marechal Ferdinand Foch, Professor of Strategy,
Ecole Superieure de Guerre.

"Professor Goddard does not know the relation between action and reaction and the need to have something better than a vacuum against which to react. He seems to lack the basic knowledge ladled out daily in high schools."

--1921 New York Times editorial about Robert Goddard's revolutionary rocket work.

"Everything that can be invented has been invented."
--Charles H. Duell, Commissioner, U.S. Office of Patents, 1899.