

The Lippisch Letter



Experimental Aircraft Association Chapter 33

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

Editor: David Koelzer
david.koelzer@mchsi.com

EAA Chapter 33 Officers

President: Todd Millard
319-393-2284
todd@planetdiscover.com

Vice President: Alan Kritzman
319-378-9149
alkritzm@collins.rockwell.com

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

Treasurer: Steve Ciha
319-438-1204
slciha@peoplepc.com

Flight Advisor:
Dave Lammers
319-377-1425

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

Young Eagles:
John Anderson
319-362-6159

Directors:
Terry Scherman
Tom Olson
Mark Anderson

Biplane in a Bean Field

By Todd Millard

I could lie and tell you I was relieved and grateful after safely landing the Skybolt in a bean field without any damage, but I won't. All I could think about was what in the heck do I do now.

It all started on a beautiful, sunny September afternoon. It also happened to be September 11th, but I'm not superstitious. I had been flying the Skybolt in progressively steeper banks, wingovers, and pushovers all summer. I decided it was time to try my first aileron roll in the Skybolt. Climbing to around 4500 ft AGL, I did a couple of wingovers to get warmed up. A little dive to 150 knots, pull up 30 degrees, and neutralize elevator. This was the moment, I gritted my teeth and smoothly gave it full left aileron. The Skybolt did the most beautiful roll. Okay, I'll admit I'm a little biased here. I was on top of the world. It was like a new window on flying had just been opened and I was loving the fresh air.

After that wonderful feeling, I couldn't stop at just one. A handful of more rolls and I started to head back to the airport. The warm glow I was feeling evaporated instantly when I noticed the oil pressure had dropped below redline and the

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Keegan & Todd Millard and Jack Rezabek keep the Skybolt company in the beans

oil temperature was moving off the top of the scale. Uh-oh. Time for a quick decision, try to nurse the plane back to the airport or make a precautionary landing in field. Right or wrong, I chose to try to nurse the plane back to the airport.

As I got closer to the airport, the engine started losing power and it was obvious that the engine wasn't going to get me home. Best look for a good spot to land. Why had I been so focused on the engine and not been looking for landing spots earlier? Lots of corn fields around, don't want those. That pasture over there? No, too hilly. Watch out for those power lines there. How about that bean field to my left? It is funny how your mind works at these times. This train of thought took only an instant.

I pulled the power back and the engine immediately stopped. Sure was quiet. Tim Busch's article on flying gliders had rekindled my interest in gliders, but this wasn't what I had in mind. Short base and turn to final, everything was looking good. At about 200 ft I realized the field was actually quite hilly. Too late to worry about it. At about 50 ft I realized that I was going to be landing uphill. As I rounded out I flared as hard as I could. The Skybolt bounced once fairly hard and then started rolling through the beans. With the beans brushing the bottom of the wing, I was sure that I had ripped the landing gear off the plane. Up and over the hill, the plane finally came to a stop.

I quickly turned off the mags, master switch and gas. Oops, should have done that before landing. The seat belt came off quickly and I hopped out of the plane. To my amazement not only was the landing gear still on, the plane was in perfect shape!

As I mentioned at the start, rather than being relieved I was both mad at myself and feeling guilty for ruining the Skybolt's engine. I was also concerned because I was supposed to be back in Cedar Rapids in an hour to pick up my daughter McKenzie (Mac) from preschool. First things first, I pulled out my cell phone to call my wife at work and have her pick up Mac. I was a bit surprised when her office manager came on first with a computer question. Not really wanting to tell her what had happened, I stood in a bean field next to the biplane playing computer tech support for a few minutes. Finally I got Denise, told her what had happened and braced for impact. I was stunned as she calmly told me she was glad that I was okay and would have her mom pick up Mac and oh, was there anything else I needed. Have I ever told you how much I love my wife? So now I just had to deal with the question "What do you do with a biplane in a bean field?"

This spring I had a chance to spend a little time with Paul Poberezny when he was here to speak at Ladies

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Night. One of his comments stuck with me. He said that while planes and flying are fun, it is the people that really make the EAA such a special organization. Over the next day I came to fully understand this.

Jack Rezabek, his son Steve, and John Graff spent 13 years painstakingly crafting the wonderful Skybolt that I have been blessed to fly. So I dreaded telling Jack that it was now sitting in bean field and the engine was most likely trashed. Thankfully he was just relieved that I was okay. Although Jack was neck deep in his own project, he dropped everything and quickly drove down to give me a hand.

We covered cockpits and decided there wasn't anything more we could do until the next day. So it was off to Menards to

get rope and tie downs to secure the plane for the night. In one of those strange but fortunate twists of fate, as Jack and I were coming out of Menards, we ran into John Ockenfels and his son in the parking lot. Without hesitation John said he had the perfect truck and trailer to haul the biplane out on and would take the next afternoon off work to help us retrieve the Skybolt. He also suggested that we try to get a police escort and bring the plane back intact. Removing the wings and then putting them back on and re-rigging them is a major job, so Jack and I were thrilled by the prospect of leaving the plane in one piece.

After tying the plane down, Jack and I quickly determined that the bean field gates were plenty wide enough for the Skybolt's 22 ft wingspan. The next morning I made a few calls to the Sheriff and police departments and they both were happy to help. The move was on!



Jack Rezabek gets the Skybolt ready to go onto the trailer



Jack Rezabek and John Ockenfels tie down the Skybolt

All day I dreaded the move and my mind kept thinking about all the things that could go wrong. So by 4 pm that afternoon when John, Jack and I joined up, I was expecting the worst. Boy was I wrong.

The plane had stopped on a strip of grass running through the bean field. So we were able to drive right up to the plane without destroying any more crops. The plane rolled easily up the ramps and onto John's trailer. After carefully tying the plane down to the trailer, we started out of the field. Though the ride

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was a bit rough in spots, the tie downs held firmly and we were quickly out of the field and driving up the gravel road to Highway 1. It had only taken us a little more than an hour to get the plane this far. We had an hour to spare as we waited for the deputies to arrive at 7 pm for our escort.

Now for the 3 mile trip up Highway 1 to the airport. John started driving slowly down the shoulder, but it quickly became clear that the traffic going the other way was leaving us the whole road. John pulled up on the pavement taking almost the whole road, but he was able to run 30 to 40 mph the rest of the way. We ended up making it to the airport in about 12 minutes and had minimal impact to traffic. The police and the deputies were great! It was quite a sight to see the biplane traveling down the highway.

The final and most challenging hurdle was actually getting the plane through the fence at the airport. The widest gate in the airport fence is only 20 ft, a bit of problem when your wings are 22 ft wide. After discarding ideas like driving through the gates really fast and clipping a foot off each wing, John came up with a plan to work the plane through the gate by moving it back and forth. We pulled the plane off the trailer and sure enough, after about 5 minutes of maneuvering, the plane was through the gate. A few minutes later, just as it was getting dark, we were all very relieved to have the plane tucked back in its hangar. A huge thanks to John and Jack. You represent the EAA at its finest. I don't know what I would have done without both of you.

A few days later, after a little detective work by Keith Roof, we believe that the oil pickup in the external oil tank (the engine is an AIO-360 which has a dry sump) stuck in the inverted position cutting off the oil flow. As expected, the oil filter was full of metal, some of it ferrous metal, so we decided to give the engine a complete overhaul. The engine is now on its way to Performance Aero to get the same treatment as Justin Fishbaugh's beautiful IO-540. The Skybolt will also be getting a thorough refurbishing of everything firewall forward, including is a new inverted oil system.

While this has been a financially painful experience, it could have been worse, much worse. The plane will be better than ever and should be flying again soon. I look forward to continuing my dance with the sky.



Honor the Day in Flight

By James Zangger

I departed the CID airport at 0730 so as to be in flight as the chronology of events of September 11, 2001 occurred. I flew runway heading and climbed to 3,000' msl (2,136' agl) until I reached the outer ring of the Class C airspace. I throttled back to 1,700 rpm and maintained about 65 mph indicated. I didn't have any place to go, just remain airborne for a couple of hours! I flew counterclockwise around the circumference of the outer ring (a little over 72 miles) until it was time to land. The controller thought it was a good idea and he said he intended to fly that afternoon also. It took 1:15 to fly the complete circle!

I don't believe I raised anyone's curiosity on the ground, being that high, and the arc is large enough that anyone observing me from the ground wouldn't think that I was loitering. I came within three miles of our nuclear power plant on this absolutely beautiful day and was enjoying the fact that we do still have our freedom to fly. I choose not to live my life with the paranoid thoughts the media tries to instill in us.

Some of us were affected more directly than others by these attacks and I wanted to pay my respect and honor the day by exercising my freedom to fly.

Amana Story

By James Zangger

In an effort to generate a little interest at the Amana airport, we organized a group fly in for lunch on Sunday, September 22. The weather was beautiful, with the exception of a little wind in the afternoon. We had nine airplanes and twenty-three people that were able to make it. We had a private room at the Colony Inn Restaurant. Everyplace we spent money, we mentioned how important the airport is to the community!

Those present were: Joe Weber, Cuba City, Wisconsin - Taylorcraft; John and Francine Banes, Fairfax, Iowa - Cessna 182; Tom Shreves, Carol, Hope, & Grant, Iowa City, Iowa - Cessna 172; Lee and Linda Bowden, Independence, Iowa - Taylorcraft; Richard Scarce, Deanne & Laura, Mount Vernon, Iowa - Cessna 172; Elmer Marting & Bill Remington, Decorah, Iowa - Taylorcraft; Jim & Celia Zangger, Cedar Rapids, Iowa - Taylorcraft; Tom & Dianna Shafer, Hiawatha, Iowa - Aeronca Champ; Nick & Marge McIntire, Zack & Missy, Decorah, Iowa - Cessna 172; Tom Mengis, Mable, Minnesota - Stinson 10-A.



Photo James Zangger

The food was great and everyone enjoyed the opportunity. When we left there were another eight or nine airplanes that had come for the day also. I can't remember seeing this much activity at the Amana airport! My hope is that this airport will continue to exist, as it would be a shame to lose the ability to fly down for lunch. I would hope that our chapter might consider using this airport as the chapter headquarters. We could sponsor fly-ins and other activities and possibly convince the society to sponsor some of those activities if we can show them what an asset the airport is for the Amana Community.

IOW to OSH to CID in N-X-211

By Keith Williams

This is the story of my ride to OSH in the Spirit of St. Louis with our own Dave "Lindbergh" Lammers. Really, it is two stories: one the ride **to** OSH, the other the trip **from** OSH. Interestingly, I've had far more questions about the ride from OSH, so I'll cover that, too. Since FAQs are popular these days, I'll use it as the storytelling vehicle.

1. How were you ever lucky enough to get to ride to Oshkosh in the Spirit?

Well, it was really quite simple. At the check-in desk in Iowa City, Carl had a sign-up sheet for those volunteers interested in being in the lottery for the ride back to OSH. I signed up! The fine print stated something to the effect that, "Volunteer must find own way home." I suspect this simple, unambiguous, sentence deterred many from signing up. Also, the flight was on a Monday. I understand this is a work day for many people, so that also deterred many of Carl's hard working volunteers from signing up. As a result, the list of those who signed up was rather short: one name! It's easy to win a lottery when you hold 100% of the chances!



Keith Williams "pulling ten blades"
Photo by Carl Carson

2. That's a pretty cushy job, flying the Spirit. Did Dave actually let you fly it?

Cushy job, eh? I gained a huge amount of respect for Lindbergh's achievement and for Dave and his "cushy job" during the 2+ hour flight. Flying that bugger is hard work and requires constant attention due to the instability of the design. I've heard it said that the constant attention is probably what kept Lindbergh awake for 33+ hours. I certainly agree! Once headed NE, Dave let me "steer." I referred to me as his autopilot, and I believe he was glad to have one onboard. The route took us right over the DBQ air-

port, so Dave took over for a few minutes so he could talk to the tower. With the totally unacceptable audio system in the Spirit, radio work required coming back on the power so you could hear! Dave volunteered to take her down low so the tower guys could get a good look at EAA Replica #2. Once past and over the river, he engaged the auto pilot again. At about the midpoint of the trip, I took a much needed 10-minute break, then continued on until about 8 miles out of OSH. Dave landed on 9 and we taxied to Weeks Hangar.



Dave Lammers in the cockpit of EAA's Spirit of St. Louis

3. I noticed a thing which looked like an upside-down carpenter's level in the "rafters" just forward of the "Lindbergh seat." What was that thing?

That was a pilot indicator. The glass tube had two marks near the middle, and a small ball floating in the liquid. Anytime you wanted to know who was flying the airplane, all you had to do was look at this pilot-indicating instrument. If the ball was between the marks, i.e. centered, Dave was flying. If it was outside the marks, I was flying. This is neither battery nor vacuum powered and so never failed. It was incredibly accurate.

4. How'd you get home?

Hitchhiked.

5. Hitchhiked! Are you crazy?

That is for the State Psychiatric Board to determine but I prefer the term "Adventuresome"! When I was in college and the good ol' USAF I used to hitchhike back and forth occasionally. I always found it interesting, if not fun. I hadn't done any for several decades, so thought I'd see if things had changed much.

6. Were you scared?

Nope. I feel very comfortable using this mode of travel over routes and in areas where I am familiar and know the route. This route I knew! (By the way, the 4-lane bypass on 151 around Mineral Point is now open!)

7. How'd it go?

Not too well. I had about 7 or 8 rides, only one of them being a long nop. And these many short rides turned out to be my undoing. It took too long and I ran out of daylight before I ran out of miles. The best ride by far was from the Planeview Cafe truckstop at 151/26 to Madison! Two rides were with young ladies. Guess I must really be showing my age.

8. What do you mean, you ran out of daylight?

By the time I got to Monticello, it was about 9 and getting dark. Even though I had a light-as-day spot to thumb from, I couldn't get a ride. Traffic was very light by then, too. Solution: call Pat and ask her to come get me. She did! Some things never change: after dark, forget about getting rides!

9. All thing considered, did you enjoy the day?

You bet! I'd like to thank Dave for accepting me as his autopilot of the day and Carl for setting up the lottery so few could enter! It made for a very interesting day!



Keith Williams in the "Lindbergh seat"
Photo by Carl Carson

My Weekend With the Spirit of St. Louis

By Chris Ogren



Photo by Jill Fishbaugh

I've been a fan of Charles Lindbergh's trans-Atlantic flight for almost as long as I can remember. So, when Jill Fishbaugh told me that the EAA's replica of the Spirit of St. Louis was coming to Iowa City, I was thrilled. As soon as I had a chance, I signed up for a ride and to help Chapter 33 host this once-in-a-lifetime event. On Thursday, August 22, I headed to the airport to greet Dave Lammers and the Spirit. Even after a three-hour wait caused by bad weather in Wisconsin, my heart skipped a beat when I saw the Spirit land. The three days that followed exceeded even my high expectations.

My turn to sit in Lindbergh's seat came on Friday afternoon. Dave posed patiently for photos, then taxied down the runway. I couldn't stop grinning as I watched the controls near

my seat move as though Lindy's spirit were guiding us. In fact, Dave was expertly piloting the plane from the seat the EAA had added in place of the original Spirit's extra-large gas tank. Dave had warned me that a ride in the Spirit is anything but smooth, but my excitement overpowered any discomfort. The choppiness that I did notice only increased my admiration for the man who flew the original Spirit for 33-1/2 hours. The highpoint of my ride was flying low over the Iowa River and the University campus, when Dave said, "Pretend that's the Seine and this is Paris!"

When I climbed out of that famous seat a few minutes later, I felt like I knew an old friend on a deeper level. But I didn't want to keep it to myself; volunteering with the Spirit for the rest of the weekend, I enjoyed introducing others to this special airplane and the story of Lindbergh's flight. At the same time, I was able to get to know the plane, as well as many members of Chapter 33, even better. At the end of each flying day, a crew of us die-hard fans met Dave and the Spirit at the hanger, and pitched in to clean every inch of the plane, as well as just spend a little more time in the Spirit's presence, marveling over its unique features. On Saturday evening, we prepared the plane to be displayed the next morning by placing the "Spirit of St. Louis" panels over the FAA-required windshield. Then, we marveled some more.

I returned home each evening feeling tired, yet somehow energized. I found myself pulling out my many books on Lindbergh and re-reading anything I could find on the flight or the Spirit of St. Louis itself. As I read, I felt a new connection with the plane and the accounts of Lindy's 33-1/2 hours between New York and Paris. One book had photographs of the Smithsonian staff reassembling the plane for display in 1928; I got goosebumps as I realized how much those pictures looked like the ones I had just snapped of Carl, Jill, Justin, Tim, Jolene, Dave, Keith, and everyone else placing the panels on our Spirit!

A few days after saying goodbye to the Spirit, I tried to explain the whole event to a friend. "It sounds magical," she responded. "Magical" is the perfect way to describe my weekend with the Spirit of St. Louis.



Photo by Chris Ogren

Spirit of St. Louis visit

Todd Millard

Our Chapter enjoyed a very successful Spirit of St. Louis visit on August 23-25th. Fellow Chapter member Dave Lammers piloted the replica down from Oshkosh and over the three day visit gave 45 rides. Of the 45 rides, 2 were complimentary so the Chapter made \$1,075 minus the appearance fee of \$500 for a net of \$575. The sales of Spirit of St. Louis pins added another \$85. As we are the first place to host a Spirit visit, Dave Lammers has worked out a deal with the EAA to waive the \$500 fee if we document our process into a cookbook for other chapters and write an article. This will give us total of \$1,160 for the visit. To thank Carl Carson, Tim Busch, and Dave Lammers for all of their efforts to make the visit such a success, the Chapter gave them each a 75th anniversary Lindbergh shirt.



Photo by Todd Millard

In addition to the Spirit rides, we flew 55 Young Eagles during the Spirit visit and signed up 3 new chapter members (1 new to EAA) at the Chapter tent on Sunday at the Iowa City Fly-In. Please welcome to the Chapter Pat Allender, Jack Else, and Tom Shreves.



Photo by Todd Millard

Last Meeting - Glassair Evening

Todd Millard

Our last summer meeting went out with a blast of hot air. Okay, I guess I should have probably just said it was hot. About 35-40 members and their families braved the heat and attended the Sept. 7th potluck cookout in Iowa City. While most arrived by car, there was a contingent of Long EZ's that flew in.

After a good time socializing and eating, we settled down for our Chapter meeting. Completion awards were given to Mark Anderson for completing his Glassair Super II FT on May 4, 2002 and David Koelzer for completing his Sonex on July 23, 2002. Great job guys!

Next on the agenda, Justin Fishbaugh showed his Glassair III project. Earlier this summer the beautiful 340 hp Lycoming IO-540 overhauled by Performance Aero was mounted on the plane. This plane will definitely be a screamer when he gets it done. Nice job Justin and Jill.

Mark Anderson discussed the test flight procedures he used on his first flights in the Glassair Super II FT. Thanks Mark and tremendous job on the Glassair. Mark has been very busy flying since his first flight in May. He has put over 100 hours on the plane in last 4 months.

Finally we signed 3 new Chapter members at the meeting. Please welcome Randy Hartman, John Tvedte, and Jeremy Whitver. Great job to those members who brought their friends along to the meeting to share our love of flying and airplanes.



Photo by Todd Millard

Next Meeting

By Todd Millard

Our next Chapter meeting will be Oct. 4th in North Liberty at the Hills Bank and Trust. Ron White will be discussing his experiences in the Emergency Repair Barn at Oshkosh and the things that pilots do to themselves to end up there. John Ruyle will present a video by Falcon Jet covering problems that can happen when flying close to the speed of sound above 24,000 ft. While most homebuilts aren't likely to be flying under those conditions, with these new tiny jet engines ...hmm. Also John Dane is going to share his video from his B-17 Aluminum Overcast ride with us. Finally Also the Nominations Committee will be presenting the nominations they have received and accepting nominations from the floor for Treasurer, Secretary, and Board Members. Should be a great meeting!

To get to the bank, take the North Liberty exit off I380 and head east about 2 miles to Highway 965. Turn right and the bank is a few blocks south on the west side of the road. The doors will open at 7:00 pm and the meeting will start at 7:30 pm. Come early, bring a friend and be sure to introduce yourself someone new. Fly safely.

Editor's Rant

By David Koelzer

Last year after Tim Etherington's presentation of the Synthetic Vision and the Highway in the Sky concepts, I wrote an editorial somewhat poking fun of the concept and question whether personal aviation is really a practical form of transportation. After all who would spend the time and money to buy and learn to fly their own private plane when the airlines were there offering safe, convenient, fast and relatively inexpensive mode of transportation to just about any where you want to go.

A lot has changed since Tim gave that presentation. In one day, a year ago this month, 4 fully packed airliners were not only deliberately destroyed but were used as missiles to kill thousands more on the ground. This was accomplished with nothing more threatening than a box cutter. Our current concept of security mandates that we take away from every law abiding person the means to defend himself or herself, leaving them with not even tweezers or nail clippers. Then stuffing those helpless, and disarmed people into a sealed container, which also carries thousands of gallons of an explosive liquid. Of course only a homicidal maniac would think of an airliner in those terms but unfortunately 19 maniacs did.

But why would terrorists choose to attack airliners? At any given time there are about 60,000 people in airplanes over this country. That is a lot of people but take a look at our highways. There millions of people using our highways every day. Why not attack them? The first reason is diffusion. For a terrorist to take one-hundred airline passengers hostage he would have to hijack an average of 1.02 airliners. For a terrorist to take one-hundred automobile passengers hostage he would have to hijack an average of 99.99 cars.

(for this example I am counting drivers as passengers, otherwise the numbers would be much higher). The second reason is uncertainty. In those 99.99 cars will be a number of people who will have the means to defend themselves. A few may have .357 Magnums, some will have tire irons, pocket knives, stun guns, pepper spray, hot coffee, tweezers or nail clippers. But the terrorist will not know who would be able to defend themselves and who would be helpless. On the other hand, we demand that our government sets up security check points to make sure that everyone (at least every law abiding one) that gets on one of those giant aluminum flying Molotov cocktails we call an airliner will be completely defenseless and without even a knitting needle with which to give a terrorist, bent on killing everyone on the plane and as many people on the ground as possible, a sharp poke in the butt!

Against that back drop, private aviation no longer seems like such a impractical form of transportation. Unlike airline travel, personal aviation is diffuse and unpredictable, which makes it a uninviting target for terrorists. Travelers could take back their travel schedule. They could be on their way home rather than waiting in a security line. They could be charting their own course rather than standing helplessly as a minimum wage "security expert" ransacks their luggage. They could be at their destination taking care of business rather than waiting for a connecting flight. They could once again be flying the "friendly skies"

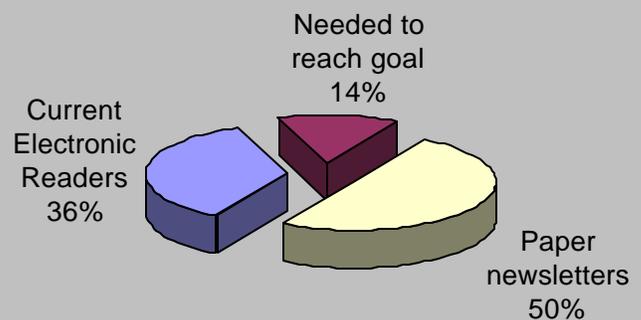
Fly Market

WANTED: Continental O-200 engine—firewall forward.. John Moffit 563-432-7711

FOR SALE: Yaesu Aviator Heavy duty air band transceiver VXA-100 radio. Randy purchased this unit new at Oshkosh in July'99. He never was able to use it in flight, only played around with it at home. The purchase price was \$357.00. It also has the battery pack for recharging. asking \$280.00 for it. Please call Bernadette Hudson 377-7464

FOR SALE: Senior Aero Sport PJ-260 aerobatic biplane project for sale. Call Mike Townsley 430 B Ave, Walford, IA 52351 319-846-2724 or email miket@southslope.net for info. Asking \$4250.00

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

In The October 2002 Issue...

Biplane & Beans, Hitchhiking the Spirit, Honor Flight, Amana Story

Chapter 33 Calendar

Oct. 4 7PM, Chapter meeting, Hills Bank North liberty, Subjects: Emergency repairs, Falcon Jet & Aluminum Over-cast.

Oct 8-9 Iowa Aviation Conference Gateway Center Hotel Ames, IA

Oct 19 Iowa Aviation Heritage Museum Open House USO Dance Ankeny, IA Airport

Oct 20 Iowa Aviation Heritage Museum Flight Breakfast, Ankeny, IA Airport

Osama bin Laden's home gets a much needed facelift courtesy of the U.S. Air Force

