



The Lippisch Letter

December 2011

Experimental Aircraft Association Chapter 33

EAA Chapter 33 Officers

President: Denny Hodge
319 373-3465
dennyhodge@mchsi.com

Vice President: Tom Caruthers
319-895-6989
tacaruth@dybb.com

Secretary: Dave Miles
585.703.2485
david.miles@mchsi.com

Treasurer: Denis Sailer
319-294-0084
rv9a@mchsi.com

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

Membership Chair: Minnetta Gardinier
319 351-8188
m.gardinier@gmail.com

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

Flight Advisors:
Dave Lammers 319-377-1425

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

Young Eagles:
John Anderson 319-310-7089
Connie White 319-393-6484

Tool Librarian:
Marv Hoppenworth 396-6283
www.eaa33.org

Last Meeting: Vijay Pisini RV-10 Project Visit



On December 3rd, Vijay Pisini graciously opened his house to the chapter members to show us his progress on his RV-10 project. He currently has about 720 hours invested in it. So far he has completed the empennage sub kit but they are not joined together yet, in the wing sub kit he completed one set of fuel tanks, ailerons, flaps, front spar and ribs and is working on the rear spar. Everyone was impressed with how efficiently Vijay has been working on the project. He hasn't worked on it the last 3 months but that is only because he was building a shed from scratch so he can move all the non-airplane related material out of his garage to make more room. Vijay also plans on installing additional fuel tanks in each wing for his planned trip around the world which he has already done quite a bit of planning on. The chapter wishes him good luck on his endeavors.

Day to Remember

Steve Rezabek



What do you get when able opportunists stumble across P-51 Mustangs sitting on the ramp, ready to take passengers for a ride? You get Rick and Jack Rezabek in the back seats of two with a huge smile on their face, and Mike "Mick" Lewis cheering them on from the ground as a witness. That is what happened this year at Airventure when Rick decided he was going to make a donation to the CAF for a P-51 ride and cross that off his bucket list. But then the weather moved in and the ceilings came down and the flight was delayed until Thursday, then Friday morning out of Fond du Lac.

On Friday morning the skies were clear and the three went to the airport for "Rick's experience". Well as luck would have it, there were three Mustangs on the ramp, and all it takes is "fuel expense" to get them in the air, so Rick informed Jack that he would be riding in THAT one. How can you say "no" to that, even though Jack tried...Rick is a pretty convincing, generous guy that has appreciated his dad every day of his life.



Both men mounted their steeds, with a little assistance, and saddled up for the rides of their lives. Jack was in Man O War and Rick was in Gunfighter, which was loaded with onboard cameras. Man O War departed first with Gunfighter in hot pursuit. They flew out toward the lake and then made a gun run on a farm shed with a heavy pull to follow. After chasing each other around, they came back and made a high speed pass on the runway next to a Citation Jet that was just touching down, with a chandelle to follow right into downwind for landing.



Rick made a couple of observations after the flight. He was amazed at how slowly they advanced the throttle when applying take off power, even though you were forcefully set back in your seat. They also were informed that Man O War was down the following day with a malfunctioning shroud at the prop hub and was in need of repair. To say the least, they both enjoyed themselves and will talk about it for the rest of their lives. One less thing on the list and what a day to remember!!!!

Water, water everywhere

Dave Yeoman

I have been canning my flying fuel from local filling stations for 35 years, with never a problem. Last week changed all that.

I had the engine in my Luscombe running, anticipating a flight to Brodhead to attend their antique fly-in. It was chortleing along while I talked to my wife. Unexpectedly it “just stopped”, and would not restart. I decided it must a fuel problem so pulled a sample from the gascolator. No indication of water in either the plastic test tube or the gascolator, but it did not pass a smell/taste test. I kept draining and sampling, again with no water indication. During one sample I noticed that a plastic ball within the tester was lying at the bottom of the tube. I distinctly recalled seeing the ball at the very top of the tester during a previous sampling.

I’ve never noticed the ball before, and didn’t understand its function. In fact, I don’t even recall ever seeing such a ball before. Presently I have four of the sample tubes and a check of the collection showed that only one had the ball. This tester came with the plane when I purchased the Luscombe a year ago.

Some testing of the new tube showed that the ball position indicates the presence of water. The ball “floats” on water, but will sink in gasoline. We are accustomed to looking for the line of demarcation between fuel and any water within the test sample.

Think of this situation! If the quantity of water in the test sample is sufficiently large it will completely fill the test tube. There will be no demarcation between fuel and water, thus no warning of water in the expected sense. In the tester containing the ball, however, the ball will float at the top of the full tube. With all fuel and no water, the ball will rest on the bottom. With a mixture of water and fuel, the ball will float at the demarcation between the water at the bottom, and fuel at the top of the tube. In my case early gascolator samples floated the ball at the top, unnoted. Only when I had the system sufficiently drained did I note the difference in the ball position and discovered that I had a LOT of water in the system.

I continued to drain the entire 14 gallons into 5 gallon containers, taking samples at intervals, occasionally detecting further small quantities of water.

I have a “water separating” funnel that I usually use when filling the plane with canned fuel. In this case, I drained through the funnel and discarded any remnants as I progressed. When pitching the remnant on the concrete hangar floor the fuel within the sample spread out, but any water beaded up in small puddles.

The funnel contains a tight mesh screen that passes fuel, but inhibits water. I ran a test using pure water. With water depths on the order of 3 inches, there was some flow through the funnel. At levels of an inch, or less, the screen did its job. I attribute the difference was due to the increased pressure head due to the deeper depth. I continued pouring the drained fuel between several cans, always passing it through the funnel, and often noted continuing small quantities of water.

I refilled with fresh canned fuel poured through the funnel, and was rewarded with no detected water, and a running engine. Once the system was dried out, I even considered running a few gallons of ethanol blend fuel. The ethanol would absorb water. A can of "heat" would do the same.

Where did the water come from? We think that a can of gas was carried to Oshkosh to run our motor home generator and collected water during the rain up there. That can was intermixed with the others and accidentally poured into the airplane. I do not think the water came from the filling station.

The Luscombe presents a difficult situation when fueling. The gas filler neck is located high on the top center of the turtle back. Even for a fuel pump hose the filler is difficult. To fill with a 5 gallon can requires standing on a ladder, holding a 40 pound gas can at arm's length. This makes use of the funnel an additional difficulty, and we normally break the 5 gallon can into smaller quantities before pouring. In this case I had discarded the funnel this one time, just when there was water in the fuel.

I've included some photos to illustrate the operation of sample testers. How available and where the ball version of the tester is I don't know, but I certainly recommend discarding the non ball version. As mentioned above, I have 4 of these testers, three without float balls.

50-50 mix:



100% fuel:



100% water:



Help Wanted

Denny Hodge, President

The key to the survival of any organization is involvement of its members. Get involved in Chapter 33 as we remain a vibrant part of the Eastern Iowa aviation scene for the next 50 years. We need the following positions filled for the 2012 calendar year:

Newsletter Editor

This position is responsible for gathering articles, pictures and news items from members and laying them out into a predefined newsletter template. This would be a great job for someone with some desktop publishing or Microsoft Word experience. Expect to spend 8-10 hours per month getting the newsletter ready for publication. If interested, contact any board member.

Social Chair

This position will plan and coordinate the social activities of the chapter. Primary activities will include planning of the fall (October) and Spring (March/April) socials, summer cookouts and other social events as desired. This position reports to the board of directors, but does not need to be a board member. The chair should feel comfortable recruiting the help of other members (or co-pilots) to assist with the planning and coordination of the events. If interested, contact any board member.

Program Chair

The Program Chair will take responsibility for ensuring we have interesting programs at each of our monthly meetings. As several months are already taken for other events (AirVenture, Fall/Spring Socials, etc.), only 6 – 8 regular monthly meetings need to be addressed. The primary activities of this position will be locating speakers – locally or regionally – to discuss topics of interest to chapter members. This position reports to the board of directors, but does not need to be a board member. The chair should feel comfortable recruiting the help of other members (or co-pilots) to assist with the planning and coordination of the events. If interested, contact any board member.

Educational Chair

This position will focus on developing opportunities for Chapter 33 to get involved in the aviation education of young people in Eastern Iowa. Specific areas included in this position are planning, development and coordination of a continuing Air Academy program in the chapter, interfacing with local school districts to offer speakers for classroom situations, and implementation of follow-up activities related to the Young Eagles program. This position reports to the board of directors, but does not need to be a board member. The chair should feel comfortable recruiting the help of other members (or co-pilots) to assist with the planning and coordination of the events. If interested, contact any board member.

PedalJet (KidVenture) Chair

The PedalJet Chair will coordinate the activities associated with the PedalJet Venue at KidVenture, a unique part of the AirVenture experience. This includes recruiting and scheduling chapter members to work at the venue during Airventure, as well as working with Marv Hoppenworth to learn how to maintain the fleet. This position reports to the board of directors, but does not need to be a board member. The chair should feel comfortable recruiting the help of other members (or co-pilots) to assist with the planning and coordination of the events. If interested, contact any board member.

Chapter Historian

The Chapter Historian will be responsible for maintaining the “official” historical record for the chapter. This includes organizing existing historical materials, including pictures, newsletters, important chapter correspondence and other materials, as well as identifying and organizing new materials as they are created or received. This position reports to the board of directors, but does not need to be a board member. The Historian should feel comfortable recruiting the help of other members (or co-pilots) to assist with maintenance of the historical record. If interested, contact any board member.

Fly Market

Van's RV-8A project for Sale. This includes tail group, wings, and fuselage all built past the quick build stage. Sheet metal work is 99.9% completed. Van's cost for these components right now would be \$26,790 dollars, delivered to your door, (with way less work done) I am willing to sell what I have for 20,000 and if it goes to someone local, will assist them with completing the project. Contact Steve Ciha, phone [319-533-4543](tel:319-533-4543)

Zodiac 601XL-B for sale. Either ½ share of the plane or the whole thing. Contact Jerry Maxwell at 319-393-8560 or at linjunction@yahoo.com.

Next Meeting:

EAA Chapter 33 holiday gathering at the Iowa City Municipal Airport on [Saturday](#), December 17th, 5:30 – 9:30 pm.

Dinner: 6:00 – 7:00 pm

Movie: 7:00 – 9:00 pm

For your viewing entertainment, we will be showing *“Breaking Through The Clouds: The First Women’s National Air Derby”* – winner of numerous film festivals and winner of the 9th Annual Combs Gates Award from the National Aviation Hall of Fame.

The Chapter will provide roast turkey and ham for sandwiches and beverages. Please bring a dish or dessert to share.

RSVP to Minnetta Gardinier at m.gardinier@gmail.com by [Monday](#), December 12th.



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