

Tower Talk

John Livingston Chapter

December 2014

Upcoming Events:

December Chapter Events

- **2 - Tuesday, 7:00:**
Board Meeting, Airport Conference Room
- **6 - Saturday, 8:30:**
Breakfast, Cedar Falls Family Restaurant
- **13 - Saturday, 5:30:**
Chapter Christmas Party & Gift Exchange, Cedar Falls Family Restaurant

Iowa DOT Calendar:

www.iowadot.gov/aviation

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Runway Zero

by Warren Brecheisen, Chapter 227 President

Those of you that did not attend the November 18th chapter meeting missed out on some great bargains at the silent auction. The large B-17 banners brought \$1 apiece, the service cart netted \$5 and the propeller went for \$30.

Various folks on our fly out list have been going to the fly outs coordinated by John Bender. We have been back to the Mason City airport café several times recently. The food has been good and it's hard to beat the great flying with the extra performance due to cooler weather. So far, it looks like the café at the KMCW airport will stay in business for a while and we are trying to help support it. The owner is putting up pictures of local aircraft. She asked our group for pictures, so if you have a framed 8 x 10 of your plane that you can

spare take it up there and have a moment in the spotlight.

I didn't participate in today's (Nov 25) fly out. The weather looked great but the first obstacle was clearing the ice and snow in front of the hangar. I spent about half an hour chipping, scrapping and running the snow blower until I was satisfied that I could get the airplane out of the hangar and taxi without driving through 4 to 6 inch drifts. I then called Ground Control on my handheld and asked about braking conditions on the active runway. They indicated a pilot had reported only fair braking conditions a short time previously. That did it for me. I was not willing to land my tail dragger on a slick runway. Also, I need to remove my wheel pants



for flying when there is a potential to get them packed with ice and snow and I didn't have enough time to do that and get to the lunch.

Member Todd Loes was flying home last weekend from Sioux Falls and encountered some low ceilings somewhat east of I-35. He landed in Ackley and left his plane tied down for a couple of nights. Understandably, he was anxious to get the plane back to home base (Washburn), so we drove to Ackley, where we cleared the snow off the airplane and let the plane preheat while we went to have lunch. After lunch the

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**“Let’s fly
somewhere!”**

engine fired right up and he was able to bring it home. So what’s the point of telling about this? I was impressed with Todd’s inexpensive and lightweight solution for preheating away from home. He has a heat gun with a section of flexible aluminum vent tubing attached. He simply opens the cowling and aims the hot air outlet at the crankcase and carb. It seems to work quite well and would be a good item to carry along on winter flights, even if you have crankcase heating pads as this would allow one to get more heat to the carb to help improve starting. Who doesn’t love a creative cheap solution to a need?

As everyone knows, we’ve had a lot of activities this past year. I’m very proud of our chapter and our accomplishments. This year we had three special activities that are not normally on our calendar: (1) Young Eagle flights for Boy Scouts, (2) B-17 visit and (3) Thunder in the Valley airshow. I have been working on the calendar for 2015. So far, it’s contains pretty much the same things that we have been doing for the past few years. The biggest activity is the September Young Eagle Rally. I would like to add another major activity. There are a number of things we could do, but I would like input from the chapter. Please let me know of any ideas you have.

The board will be discussing the calendar at the next meeting and it would be great to have some new ideas to consider.

The chapter Christmas Party is on December 13th. The advertising flyer can be found on the chapter website. Please call me and let me know how many will be in your party and their entrée and dessert choices. Also remember to wear your name tags.

Let’s fly somewhere!

Warren Brecheisen
President,
EAA Chapter 227

New Airport Director at the Waterloo Regional Airport

**Welcome
new airport
director,
Keith Kaspari**

The Waterloo Regional Airport has a new director. Keith Kaspari comes from Capital Region International Airport in Lansing, Mich. where he was senior vice president and chief operating officer.

Experienced in airport marketing and public relations, Kaspari previously

worked at airports in Marquette, Mich., Abilene, Texas, Sioux City and Grand Forks, N.D. He is already looking for ways to grow and expand service at ALO.

Kaspari and his wife look forward to making the Cedar Valley home.

Keith Kaspari can be reached at 319-291-4483 and keith.kaspari@waterloo-ia.org.

EAA Chapter 227 welcomes Keith Kaspari and looks forward to working with him in support of general aviation.



CHAPTER 227
2014 CHRISTMAS PARTY

Join us for a night of gift giving & cheer

Saturday, December 13th

Happy Hour - 5:29pm Dinner - 6:00pm

Cedar Falls Family Restaurant
2627 Center Street in Cedar Falls

Menu

Choice of roast beef, baked chicken or ham
served with salad, vegetable, baked potato & dinner roll

coffee, hot tea or soft drink

choice of ice cream or tapioca pudding

\$13.95 + 18% gratuity + tax = \$18.00 per person

Annual Gift Exchange

Following dinner, we will hold our gift exchange gala with Rex Pershing, Master of Ceremonies

Bring a gift with a value of no more than \$10 for each person in your party

Remember that you are not likely to take home the same gifts that you bring!

RSVP by December 10th to Warren Brecheisen, 319-277-2118, with choice of meat and dessert

PRE-HEATIN' TIME IN THE VALLEY! BY MARTY HOEL

“...the pre-heat comes in many varieties.”

When you live at these latitudes, everyone acknowledges the need for pre-heating an aircraft engine. As we all (should) know, the Lycoming and Continental engines that we fly have aluminum pistons that travel within steel cylinders. A cold start means that the pistons heat and expand far more quickly than the cylinders and that can cause scuffing and permanent damage. Add to that, sluggish oil circulation and the engine wear that is caused by a cold start is just too high of a price to pay.

“In order to protect our engines from corrosion, we need to keep them dry.”

So, the pre-heat comes in many varieties. The first option is the on-demand version where we blow hot air into the engine compartment. The better solution, that requires less effort, is to electrically heat the engine with anything from an incandescent light bulb or ceramic heater, to an STC'ed Tanis or Reiff heater. We all know about these (the best ones heat the cylinders as well as the oil-pan/engine case).

The source of much debate is whether we

should only run the electric pre-heater just prior to a flight, or if we should leave the heater turned on to keep the engine warm all winter. I can't make a claim of what is completely right or completely wrong, but I will tell you what I do, and why.

It's pretty-much acknowledged that the big enemy of our engines is corrosion. The biggest cause of corrosion is moisture internal to the engine. The publication, *Aviation Consumer*, made a study of this and concluded that after a flight, when our engine cools-down, moisture will form within the engine when the temperature of the engine crosses the dew-point of the air. Just as condensation forms on any surface when the temperature and the dew-point meet, our camshafts and lifters form condensation as the engine cools, and again as it warms. So, after a flight when the engine cools-down, it forms condensation which sticks around and promotes corrosion. When we turn a pre-heater on and the engine warms-up, condensation can again

form, but it will be soon evaporated when we start the engine. Perhaps you have had the experience of pre-heating an engine and then, when you check the oil, you see moisture on the dipstick. Even while the plane sits in the hangar, unattended, ambient temperature fluctuations can potentially cross the dew-point, leaving damaging moisture behind.

In order to protect our engines from corrosion, we need to keep them dry. We can do this by keeping them constantly warm enough (above the dew-point) or, alternatively, we need to keep the moisture content of the air so low that the temperature fluctuations stay above the dew-point. The easy answer is to keep the engine plugged-in and warm all winter. There are also systems available that use an air pump to circulate dry air through your engine. The air is dried with a desiccant, then circulated with a little aquarium pump. That may solve the condensation issue but it does not

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pre-heat the engine. (The dryer might be a good idea during warm weather).

The main drawback of heating your engine all winter is the cost of the electricity. The Reiff system uses 600 Watts (for a four cylinder engine) the

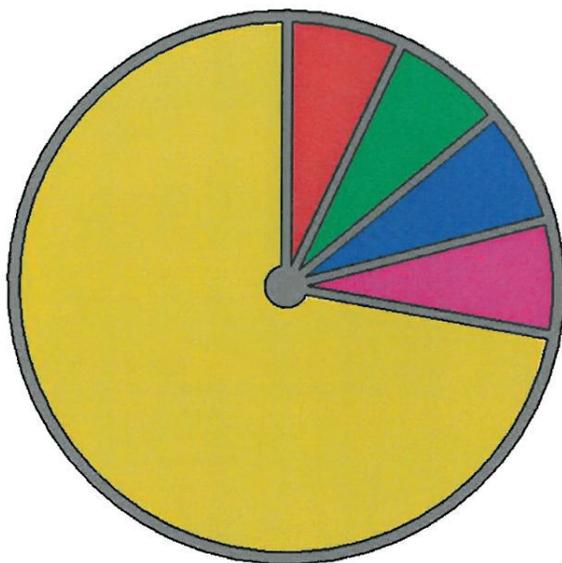
Tanis system uses about 240 Watts. The systems that only heat the oil pan, or the dip-stick heaters or a light bulb will use less energy. So, the cost of operating the Reiff system is about \$1.30 per day or the Tanis system is about 52 cents a day. A 100W

bulb would cost about 22 cents a day (based upon the utility rate of nine cents per KWh). For me, the fifty or sixty bucks it takes to run my Tanis system all winter, is money well spent. I'm sure that everyone has an opinion... now you've heard mine!

"...is money well spent."

Tech Notes – Shop Time by Mike Lewis

Did you ever stop and think about how much of your shop time you spend on various tasks? I decided to account for my various activities in my shop and display them on a pie graph. Here is what I came up with.



- MACHINING AND WELDING
- WOODWORKING
- PAINTING AND FINISHING
- CLEANUP AND EQUIPMENT MAINTENANCE
- LOOKING FOR THE TOOL I HAD IN MY HAND FIVE SECONDS AGO!

HAPPY HOLIDAYS!

The Safety Checklist – Light Gun Signals by Dave Hummel

The safety checklist this month will cover light gun signals in the event of radio failure while operating an aircraft to, from, through or at an airport having an operational tower. What are the different types and meanings of light gun signals you might receive from an ATC tower? (14 CFR 91.125)

LIGHT	ON GROUND	IN AIR
STEADY GREEN	CLEARED FOR TAKEOFF	CLEARED TO LAND
FLASHING GREEN	CLEARED TO TAXI	RETURN FOR LANDING (TO BE FOLLOWED BY STEADY GREEN AT PROPER TIME)
STEADY RED	STOP	GIVE WAY TO OTHER AIRCRAFT AND CONTINUE CIRCLING
FLASHING RED	TAXI CLEAR OF RUNWAY IN USE	AIRPORT UNSAFE – DO NOT LAND
FLASHING WHITE	RETURN TO STARTING POINT AT AIRPORT	NOT APPLICABLE
ALTERNATE RED/ GREEN	EXERCISE EXTREME CAUTION	EXERCISE EXTREME CAUTION

Note: Most pilots find these hard to remember; attach them to your kneeboard or your flight log form.

EAA Seeks Path Forward on Stadium Overflights from EAA E-Hotline

EAA representatives met with FAA officials to explore possibilities to continue popular stadium overflights in experimental category aircraft, including those prior to NFL games, NASCAR races, and other major public events.

The meeting focused on the increasing popularity of individual and formation flights by experimental aircraft, both in the amateur-built and exhibition categories, for pregame overflights. Those activities became more

numerous after federal budget sequestration grounded military overflights in 2013.

FAA headquarters officials had expressed concern that stadium overflights by experimental category aircraft does not comply with current regulations and some operating limitations. The FAA reinforced these concerns with its Flight Standards District Offices (FSDOs) and asked FSDO inspectors to ensure pilots of experimental aircraft are aware

of the regulatory implications of flights over most stadium events.

Pilots and experimental category aircraft owners are urged to use extreme prudence if they are invited to participate in such overflights, so as to not commit a violation. At the very minimum, owners and operators are asked to contact their local FSDO well in advance for proper guidance.

Chapter Classifieds

For Sale:

Artex 110-4 ELT
with remote switch
and antennae.

\$100.00

Contact

Dave Roberts

drdave@cfu.net or

319-277-8128



Whether you are looking to sell something or looking to buy,
please send you classified ad to chrisr@cfu.net.

And be sure to let me know when it sells!

Visit eaa227.com to find:

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- Newsletters - Current & Past
- Young Eagles and Scholarship Information
- The Tool Box
- Cool Aviation Links - Including Fly-Ins & Fly-Outs
- How to Join 227
- For Members Only (Membership Roster, Meeting Minutes & Bylaws)

NEWSLETTER INFORMATION

If you have an article, picture, or anything else you would like to share in a future newsletter, please contact:
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Visit our website:
eaa227.com

Do you have anything aviation related that you would like to sell? Please let us know so we can include items in our new
CLASSIFIED ADS

EAA CHAPTER 227 LEADERSHIP

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Experimental Aircraft Association Chapter 227 publishes Tower Talk for the use education and enjoyment of Chapter members and others to whom it is provided. Chapter and national events, news of members, member projects, activities and general aviation items of interest to the membership are included. Editorial content is the opinion of the contributor and does not necessarily reflect the position of Chapter 227 or EAA and no claim is made for technical accuracy of material presented. Meetings are normally held the third Tuesday of each month in the Airport Conference Room. Please contact any officer for information about Chapter activities.

