



# Tower Talk

2015 Newsletter Award Winner

John Livingston

October 2017

## Upcoming Events:

### October Events:

- **3 - Tuesday, 7:00**  
Board Meeting, Airport Conference Room
- **7 - Saturday, 8:30**  
Breakfast, Cedar Falls Family Restaurant
- **17 - Tuesday, 7:00**  
Chili, Soup & Salad Potluck, Livingston Hangar

### November Events:

- **21 - Tuesday, 7:00**  
Annual Meeting, Airport Conference Room

### Iowa DOT Calendar:

[iowadot.gov/aviation](http://iowadot.gov/aviation)

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## Runway Zero

by Warren Brecheisen,  
Chapter 227 President



Welcome to our newest chapter members.

Thanks largely to the efforts of our membership chairman, Dave Hummel, our chapter continues to grow. If my count is correct, we now have 90 members.

As 2017 winds down, it's time to think about the future of our chapter. Terms of office for key leadership positions are ending at the end of 2017 and people are needed to take over these important roles for the next two years. These positions don't require experience, but rather just an interest in seeing our chapter continue to grow and promote general aviation. The outgoing officers will be available to help the new leadership learn about their positions and smooth the transition. Additionally, EAA provides training for chapter leaders on certain weekends. The lodging, training and meals are provided. Transportation is the major expense for participants. I attended one of these training sessions and can attest to the fact that they are both educational and fun. The nominating committee still has some opportunities to serve in chapter leadership positions. Please consent to fill one of these positions when asked or call John Dutcher or Dave Hummel to volunteer. Your chapter needs you.

Dorothy and I just returned from a two week camping trip. The main point of the trip was to visit Shenandoah National Park in Virginia. It's in the Blue Ridge Mountains which are part of the Appalachian Mountains. The Appalachian Trail runs through the park and we hiked part of it. It's beautiful country. We also rode on the Cass Historic Railway, an old logging train, in West Virginia. The amazing Shay locomotives they use are gear driven with vertical cylinders and are all wheel drive. A visit to the National Corvette Museum in Bowling Green, Kentucky was a special treat for me and Dorothy and I both were in awe of the quilts in the Quilt Museum in Paducah, Kentucky. One of the quilts took 16,000 hours to make. How many airplanes could you build in that many hours?

Our annual soup and salad potluck is scheduled for Tuesday, October 17. See Chris's poster that follows for further details.

Let's get some daylight under those airplane tires!

Warren Brecheisen  
President, EAA Chapter 227

*Thank you to all the volunteers who helped at the Young Eagles Rally!*  
*With your help we flew 105 Young Eagles!*

### ***Chapter 227 Tours Todd Loes' Build Project! by Marty Hoel***

As many of you know, in addition to his Cessna 172, Todd Loes is constructing a **Cygnets SF-2A**. The project has progressed to the point of "looking like an airplane", so for our regular Chapter Meeting on September 19<sup>th</sup>, Todd graciously invited us to his "Airplane Factory" (Todd and Robin's home).

Todd attached the wings, and he had his creation prominently displayed in his backyard for our inspection. After a brief meeting (highlighted by John Dutcher's report on the Young Eagles Event) Todd took the floor for a synopsis of his journey to bring the project along to where it is today.



Todd described in detail the work required to assemble the distinctive lattice of the wooden wings. You can see in the photographs, the amount of detail required for the joining of each wooden slat; each slat requires as many as sixteen individual connections to the underlying structure.

Another significant challenge was the need to modify the structure in order to accommodate Todd's large physical stature. Todd is nearly six and a half feet tall and the original design of the SF-2A was for a more average sized pilot. Todd needed to increase the height of the cockpit, which correspondingly required a redesign of the windshield, of the upper canopy and of the turtle-back. As builders know, these changes require a great deal more fabrication of components and construction time which complicates the project.



Todd talked with the group, and answered many questions about the history of the design, the power-plant (modified VW), his technique for hand-molding the Plexiglas, the various decisions that will need to be made for the fabric covering, and many other topics. The meeting continued into the evening with the members gathering around the aircraft for a more detailed examination.

A big "Thank You" to Todd and Robin for hosting the meeting and for sharing the details of Todd's project.

Fly In - Drive In  
Chapter 227 Annual



# Chili, Soup & Salad Potluck

Tuesday, October 17, 2017  
6:00pm (set up at 5:00)  
Waterloo Regional Airport (KALO)  
Livingston Aviation Hangar

Please bring your choice of one:  
chili or soup  
an appetizer  
a side: salad, vegetable, sandwiches or bread  
a dessert

Please bring your own table service.  
The chapter will provide:  
toppings, crackers  
water, coffee

**2018 Membership dues will be accepted**

Take advantage of this opportunity before leaving for the winter!

\$15 Regular (Single) / \$20 Family

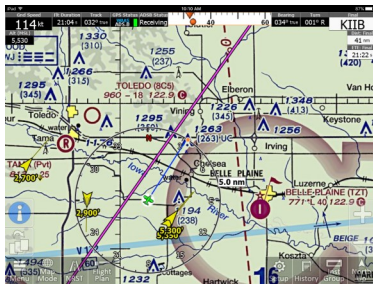
Please make checks payable to: EAA Chapter 227



### Pella Fly Out, Sept. 1<sup>st</sup> by John Bender

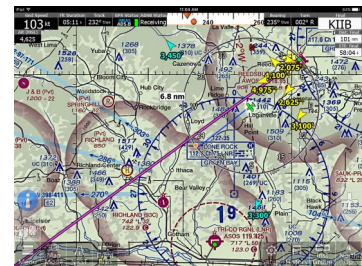


Hazy, smoky day. Great time at Pella. Two of the pics off right wing are of Doug and Warren. Can hardly see in these pics. Overall, great day.



### Reedsburg Fly Out, Sept. 3<sup>rd</sup> by John Bender

Very foggy early. Had to delay. Headed toward Lone Rock, but half way there changed to Reedsburg. All ended up well. Food was great as usual.



## Ames Fly Out, Sept. 11<sup>th</sup> by John Bender

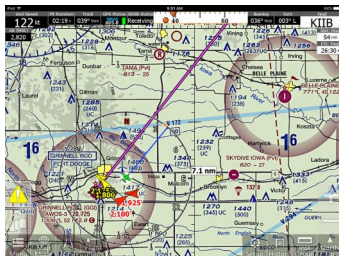
[https://youtu.be/1N\\_phx7aKCE](https://youtu.be/1N_phx7aKCE)

Video is of Morris far below me going into Ames. Tiny but you can see him about the middle of the pics.  
Screenshots are of us returning from Ames. Morris showed up once we got close to Waterloo.  
Great time as usual. Food is almost TOO good. New people joining us seemed to really enjoy our outing.  
Thanks to all.



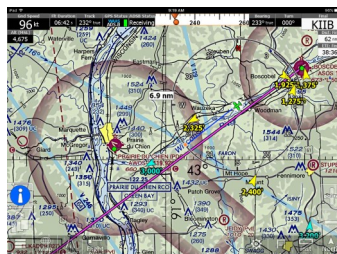
## Grinnell Fly In, Sept. 23<sup>rd</sup> by John Bender

Really nice flying.  
Not everyone arrived at 8, but glad all could make it.  
Was busy at Grinnell, and also when I got back they were giving some scouts a ride in several planes.  
Fun day. Really good French Toast.



## Boscobel Fly In, Sept. 24<sup>th</sup> by John Bender

Super day. Foggy early at Boscobel, but got better soon. Smooth. Good food. Lots of drive-ins.  
Good day. Screenshot shows it was busy. Lots still going in while we were returning.





## *Lone Rock Fly Out, Sept. 27<sup>th</sup> by John Bender*

Nice day. Clouds, but could get above them to smooth air.  
About 9 - 10 people showed up. GREAT TIME.



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## *Decorah Fly Out, Sept 28<sup>th</sup> by John Bender*

Very nice day to fly. Went to usual place on Mechanics St. Very good breakfast.  
Nice place. Good service. Great day.



## ***Flight Instructor Support Now Available For EAA Young Eagles in Sporty's Online Learn to Fly Course from eaa.org***

*Embry-Riddle Aeronautical University joins Sporty's online course for Young Eagles*

Embry-Riddle Aeronautical University's Daytona Beach Campus has joined Sporty's Pilot Shop in helping EAA Young Eagles achieve their dreams of flying, with Embry-Riddle flight instructor support now part of the Sporty's online Learn To Fly course available to all Young Eagles.

More than 45,000 young people have enrolled in the Sporty's course since 2009, as it is free of charge to all kids who have taken a Young Eagles flight. The course guides students through all knowledge required to pass the ground school requirements for an FAA private pilot certificate.

"Regardless of age, we know that one of the success factors for flight students is having knowledge and support available as they start their pathways to flying, especially if they don't come from aviation families," said Rick Larsen, EAA's vice president of communities and member programs. "Having the tremendous teaching resources of Embry-Riddle available as part of Sporty's course will help Young Eagles know that they can confidently start and complete the course that is a stepping stone to reaching their goals."

All Young Eagles who are enrolled and active in the Sporty's online Learn to Fly course will have a dedicated e-mail address to contact Embry-Riddle flight instructors with questions. The team of flight instructors will continue to be available to Young Eagles enrollees as long as they remain active within the online course.

"The goal for everyone involved in this effort is the same: encouraging and assisting young people who want to fly," Larsen said. "Many of the Embry-Riddle flight instructors are young aviators themselves, so they will be able to relate well to the Young Eagles who are making their first steps into aviation."

Every Young Eagle receives online course access information upon completion of his or her flight and can then activate the Sporty's course free of charge.

**EMBRY-RIDDLE**  
Aeronautical University

**sporty's pilot shop**  
*Learn to fly here!*



## Contact Tower *by Larry Lyman, Retired ATCS*

**Text your questions and ideas to Larry to include in future issues**

Well, we finally find ourselves in autumn. First of all, congratulations to everyone who participated in making over 100 Young Eagles fly!! I have always been impressed with our local aviation community and their support for the next generation. It is impressive to see so many young people being afforded the opportunity to fly with caring pilots. You are contributing to the future of aviation!

As the weather turns cooler, remember some basics. If there is fog and temperatures near or at freezing, expect frost on your aircraft and make sure icing doesn't become a problem before you are off the ground. I have seen a C-150 use nearly twice the normal runway, simply because the pilot didn't do a walk-around to make sure the airplane was ready to fly (my opinion). Frosty conditions can extend to movement area surfaces...avoid high-speed taxiing and be prepared for patchy frost on runways. Watch for icing conditions in clouds, report any conditions that could be dangerous for other pilots, and come home safe!



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## *Tech Notes - Quiz by Mike Lewis*

Wow! I'm really getting hard up for ideas to write about, so this month I'm going to delve into a little history (what else can a 72 year old do!) rather than straight tech topics. I'm going to start out with a Richard Shepherd type quiz.



OK, so what do these three airplanes have in common? Yes they were all built by Curtiss-Wright, but that's not the answer I am looking for. Don't bother checking Google – it won't be there. If I was Richard I'd offer a breakfast for this one, but we can't wait 'till next breakfast. Answer? These were all aircraft that my father did design work on.

Dad graduated from Iowa State in the first class of aeronautical engineers in 1943. He went to work for Curtiss in Louisville, KY. The C-46 which is the first picture was already in the works, as a civilian airliner. With the war effort, it was commandeered by the military. Dad did a radio rack and electronics installation on that airframe. He also did some design work on a system to transport extra parts (wing panels) on the exterior of the airplane. They bolted the cargo to the underside of the fuselage with explosive bolts, and when over the target area the bolts would be fired, releasing the load.

The second photo depicts the C-76. That was an all wood cargo airplane. Not sure what Dad's role in that one was – I think more radio installation. I do remember him telling of a test flight that resulted in the complete loss of the airplane and crew. It seems there was a large fairing between the vertical fin and the fuselage. Apparently that fairing was not tight enough and it allowed ram air to get into the inside of the fin with enough pressure to blow the skins off. Disaster! (That wasn't Dad's design!).

I have some memories of that airplane in that Dad built a scale model of it. It was about a three foot span. The 76 had a very intricate gear retraction mechanism which was accurately duplicated on the model. I can remember that mechanism well from some age of four years or younger. In fact, I still have the drawings Dad made for that model.

Somewhere along the line, the government thought Dad would be more valuable as a sailor than as an airplane designer, so he spent some time in the Navy. He was released in '46 and went back to Curtiss, but in Columbus, OH, rather than Louisville. That is where he worked on the third airplane pictured. That was Curtiss XF-87. That was a proof of concept model which was in competition with Lockheed for the government contract to build a first jet fighter. Well you can probably guess who won the contract. Ever hear of the Lockheed P-80 Shooting Star? With the loss of that

*Continued on page 10*

***Tech Notes from page 9***

contract, it spelled the demise of Curtiss-Wright as an airframe manufacturer. The Columbus plant was closed, and we moved to Cedar Rapids, where Dad was employed by Collins Radio.

I do have some memories as a four year old of those Curtiss days though. At that time Curtiss was a major factor in Columbus. That XF-87 project was so significant to the area that one of the breakfast food companies put a model of it in the cereal boxes. It was a little black plastic model, small enough that the Consumer Product Safety Commission would shriek in horror today!

My other memory of the Curtiss days was an open house at the plant. The one thing I can remember was seeing an aluminum propeller in a glass case, and the blades were slowly flexing back and forth; Kind of like a snake crawling. Only many years later did I realize what I was seeing. They were exiting that prop at some resonant frequency and lighting it with a strobe light that was just slightly off frequency, so one could observe the deflection of the blades. It was severe!

So that is some the early beginnings of my interest in airplanes.

**Plan to attend the**

**Chapter 227 Annual Meeting - November 21<sup>st</sup>**

**Waterloo Regional Airport Conference Room**

**Elections will be held for our Executive Officers and Directors At-Large  
Please plan to attend this very important meeting.**

**We must have a quorum present (20% of the voting members) to hold this election.**



## Chapter Classifieds

**Thank you to Rex Pershing who has donated some tools to the chapter!**  
Along with them is a prop extension to sell and donate the proceeds to the chapter.

**FOR SALE:**  
**SAE 1 Prop Spacer**  
It is a 6 inch extension off a  
Lycoming 235 that uses 3/8 inch bolts.  
\$100 or best offer

Please Contact:  
Doug Mattson  
[dougmatton@gmail.com](mailto:dougmatton@gmail.com)  
319-939-0179



Carburetor

### Carburetor "MA3SPA"

I used it on the O290 engine in  
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Asking \$400  
I have more photos if needed.  
In my hangar.

Please contact:  
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[Johnnyfpeacock@gmail.com](mailto:Johnnyfpeacock@gmail.com)  
319-266-3417 voice only.

Whether you are looking to sell something or looking to buy,  
please send your information to [chrisr@cfu.net](mailto:chrisr@cfu.net).  
*And be sure to let me know when it sells!*

## NEWSLETTER INFORMATION

If you have an article, picture, or anything else you would like to share in a future newsletter, please contact:  
Chris Roberts  
507 Chateau Court  
Cedar Falls IA 50613  
c) 319-240-8128  
[chrissr@cfu.net](mailto:chrissr@cfu.net)

Visit our website:  
[eaa227.com](http://eaa227.com)



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## EAA CHAPTER 227 LEADERSHIP

### Executive Officers

President	Warren Brecheisen	<a href="mailto:n146wb@cfu.net">n146wb@cfu.net</a>	319-277-2118
Vice President	Marty Hoel	<a href="mailto:hoelm@mchsi.com">hoelm@mchsi.com</a>	319-231-1367
Secretary			
Treasurer	Dave Roberts	<a href="mailto:drdave@cfu.net">drdave@cfu.net</a>	319-277-8128

### Board of Directors

Executive Officers	See Above		
Members at Large	Dave Hummel	<a href="mailto:cfihum@cfu.net">cfihum@cfu.net</a>	319-266-9561
	Robert Gutknecht	<a href="mailto:robert.gutknecht.rg@gmail.com">robert.gutknecht.rg@gmail.com</a>	319-269-7970
Past President	Dave Dunn	<a href="mailto:djrwcd@hotmail.com">djrwcd@hotmail.com</a>	319-296-2914

### Standing Committees/Positions

Membership	Dave Hummel	<a href="mailto:cfihum@cfu.net">cfihum@cfu.net</a>	319-266-9561
	Carl Campbell	<a href="mailto:annam39c@aol.com">annam39c@aol.com</a>	
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	Dick Poppe	<a href="mailto:richpoppe@mchsi.com">richpoppe@mchsi.com</a>	319-287-4788
	Scott Weinberg	<a href="mailto:scottw@butler-bremer.com">scottw@butler-bremer.com</a>	319-404-4401
Nominating Committee	John Dutcher	<a href="mailto:john@balboapt.com">john@balboapt.com</a>	319-240-2497
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Newsletter	Chris Roberts	<a href="mailto:chrissr@cfu.net">chrissr@cfu.net</a>	319-240-8128
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Tool Manager	Doug Mattson	<a href="mailto:doug mattson@gmail.com">doug mattson@gmail.com</a>	319-939-0179
Historian	Dave Dunn	<a href="mailto:djrwcd@hotmail.com">djrwcd@hotmail.com</a>	319-296-2914

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

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