

Tower Talk

John Livingston Chapter

August 2014

Upcoming Events:

August Events

- **12 - Tuesday, 7:00:**
Board Meeting, Airport Conference Room
- **19 - Tuesday, 7:00:**
Chapter Meeting, Airport Conference Room
- **23 - Saturday, 7:00-10:00:**
Chapter 227 Fly-In Breakfast, Livingston Aviation, Waterloo Regional Airport
- **23 & 24 - Saturday & Sunday, 8:00-5:00:**
Thunder in the Valley II, Waterloo Regional Airport
cedarvalleyairshow.com

August Fly-Ins Schedule:

www.flyins.com

Iowa DOT Calendar:

www.iowadot.gov/aviation

September Events

- **20 - Saturday:**
Young Eagles Rally and Chapter Picnic

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Runway Zero

by Warren Brecheisen, Chapter 227 President



I'm writing this on an iPad at Oshkosh, so this won't be a long treatise due to the small size of the virtual keyboard. I didn't get to leave for Oshkosh as early as usual as I had an engine warning light on my pickup. A new oxygen sensor cured the problem.

The main topic for this column is the upcoming air show. As always our members are rising to the occasion by volunteering to help in any way they can. We are responsible for three areas: a flight breakfast on Saturday morning, an aircraft display on both days and parking fly in aircraft.

The breakfast will be from 7 to 10 am on Saturday only. John Dutcher is working to get some Boy Scouts to help. Assuming this happens, it looks like we will have enough help along with the

chapter members who have signed up to help. PICs will get a free breakfast.

Gary Witcombe is coordinating the aircraft display which also includes an EAA/Young Eagle information "booth". We have 12 folks who have consented to show their airplanes in the display.

Quite a number of members have signed up to help with security and providing information in the display. Most of the people have signed up for morning time slots so Gary may be asking some of you to work during the afternoon to ensure we are adequately covered. The display will be located approximately where we had it during the 2011 air show. Gary is working on a layout for the display.

Fly-in aircraft will be parked on the Swieter Ramp. Our responsibilities will include

guiding the planes to parking, providing identification to PIC's, guiding the arrivals to the walk in gate by Swieter's and summoning golf carts to transport them to the main gate. PICs will get free admission but all other passengers will be expected to pay at the gate.

Our volunteers will get free admission to the show and a free breakfast on Saturday. The current plan is to identify our volunteers with special t-shirts and lanyards.

Duty calls. Drop by Emergency Aircraft Repair and see me at Oshkosh.

See you at Oshkosh!

Warren Brecheisen
President,
EAA Chapter 227

Chapter 227 Remembers...



In Memory of Shirley Nelson

June 10, 1930 – June 25, 2014

Long-time Chapter 227 Member, Shirley Nelson, passed June 25th at St. Mary's Hospital in Rochester, MN. Shirley was a very active mother, grandmother and great grandmother to her five children, Peter, Cy, Mark, Wade and Krista, ten grandchildren and five great grandchildren.

Shirley earned her private pilot license in 1989 and was

a member of the Ninety-Nines.

She and Dale flew many trips around the country as well as to Alaska. Dale passed on January 13, 2014. We always looked forward to seeing Shirley and Dale at our club meetings and activities and at Oshkosh AirVenture. We will truly miss her kind and generous spirit.

In Memory of Carol Severance

January 13, 1919 – June 26, 2014

Chapter 227 Charter Member, Carol Severance, passed June 26th at the Western Home Communities. She was the wife of H. Judson Severance who preceded her in death in 1993. She is survived by her children, James, Janelle, and Janet, eight grandchildren, twelve

great grandchildren, two great great grandchildren and two step great grandchildren.

We remember Carol for her involvement at many chapter activities and hosting chapter picnics at the Dike International Airport.



July Meeting Program: Tim Newton, Restoring a Bell Helicopter

After the July 15th Chapter meeting, we were privileged to hear Tim Newton, manager at Livingston Aviation and 227 member, share his experiences restoring a 1952 Bell 47 Helicopter. Tim explained that the Bell 47 was the world's first certified civil helicopter and Bell 47s are the helicopters we see in the movie and television show *M.A.S.H.*

Tim also told us that performing an overhaul/

inspection by tearing the helicopter down to the basic frame is necessary every 1200 hours. The rotor blades are made of wood and should last forever. Tim considers Bell 47s the best performing and flying helicopter made. When it was designed it was "overbuilt so that it would still be good today."

Thank you, Tim, for a fun and informative evening!



Bringing AirVenture to the World



While pilots and attendees are descending upon Oshkosh for AirVenture Oshkosh, EAA's digital team is bringing AirVenture to the world. Visit <http://www.eaa.org/en/airventure/eea-airventure-news-and-multimedia/eea-airventure-webcams> and get full access to the latest photos, videos, news stories, and more.

Webcams are in place and accessible via AirVenture Live, including those on the

three wayfinding towers in Warbirds/Homebuilts (Webcam North), Vintage/Boeing Plaza (Webcam Central), and Ultralights (Webcam South); the One Week Wonder exhibit where you can watch as the airplane comes together during the week. When available, you can also view from the Theater in the Woods and the Oshkosh Tower Videographer Cam during the air shows.

You can listen to several communication frequencies via LiveATC.net, and tune into EAA Radio for AirVenture broadcast 24/7. Sign up for text messages to get late-breaking scheduling and other information, and download the AirVenture app for your iOS, Android, and Kindle Fire devices.

Social media is poised for our biggest year ever. Connect via Facebook, Twitter, Instagram, EAA AirVenture Oshkosh Magazine on Flipboard, and EAA Forums. and use the EAA hashtag, #OSHI4. When posting AirVenture content, be sure to use #OSHI4 and check out AirVenture.org/live to see a live summary of the #OSHI4 conversation happening across all social media channels.

"Social media is poised for our biggest year ever."

Get-Out-Of-Jail-Free! by Marty Hoel

“This program is intended to enhance safety...”

“You can report problems as often as you feel are necessary.”

Have you ever had a little conflict with “the Feds”? As a pilot, perhaps you made a little “boo-boo”, or maybe you didn’t do anything wrong but you came under scrutiny for any variety of reasons. You don’t have to be a pilot either... air traffic controllers, mechanics or any air-crew member might have a similar encounter. Perhaps it was completely benign or it may have resulted in something more serious. In any event, now that it has happened, you may face the specter of having to make a phone call to your “controlling entity” or you may be sending your log-books into the FSDO. You may be invited to “stand tall before the man” or you may face the dreaded “709 ride” (requiring that you take an examiner aloft and demonstrate your proficiency). In a worst-case scenario, you may be facing a license suspension or revocation.

But... there is no need to panic! Just remember the “Get-Out-Of-Jail-Free” program. The program is now called the ASRS (Aviation Safety Reporting System). It was originally implemented by NASA in the interest of improving safety. The program provides a method for aviation participants to report near-accidents, incidents or minor violations without the threat of prosecution. Reports can be filed by pilots, controllers, mechanics or flight crew. If any

safety issue, or rule violation has occurred, or if you *suspect* that it has occurred, then the incident can be reported by the participant and that person will be immune from prosecution (with the exception of egregious violations... like buzzing the tower or smuggling dope!).

If you have been involved in a near-accident, incident or minor violation, you have 10 days during which you can file a report. In the old days there was a form that had to be sent in (via registered mail) but now you can file it on-line. I carried that form around for decades, and I have used the program once when I inadvertently stuck my nose across a hold-line. I quickly acknowledged my mistake to the tower, and apologized for it, and since I had caused no conflict, the incident was never “written-up”. There is no penalty for filing a report and if I had been found in violation, then I would have been safe from prosecution.

This program is intended to enhance safety by encouraging the reporting of *all* incidents that occur within the aviation system. Data are collected and recurring problems can be addressed. To encourage participation, the program also protects us from enforcement action. As pilots, this usually is initiated

by a controller observing an error that we have made. The controller may, or may not, “write you up”. If, as a result of your error, the controller takes no enforcement action, then your report is never utilized for protection. If, however, enforcement action is initiated against you, then the program will protect you. You can report problems as often as you feel are necessary. The limitation is that a report can be utilized for protection from a violation, only once every five years.

The program sends around an anonymous summary of reports, in a publication called *CALLBACK*. I used to be on that mailing list... I think that it’s sent via email now. They usually publish reports that airline pilots submit. Airline pilots are sending these reports in at the slightest provocation, since their careers are always in jeopardy from a violation. When in doubt... file a report.

Now, I know that it is highly unlikely that any of us would ever make a mistake... but just in case; here is a link to the website...

<http://asrs.arc.nasa.gov/overview/summary.html>

Don't miss your chance
to be part of
Thunder in the Valley II

Contact
[Warren Brecheisen](#)
or
[Chris Roberts](#)
to volunteer today!



THUNDER IN THE VALLEY II AIR SHOW

August 23 & 24, 2014

Featuring the U.S.A.F. Thunderbirds

Show Starts at 10:30 a.m.
Gates Open at 8:00 a.m.

GET YOUR TICKETS TODAY!

Children 12 and under are FREE*
* Children must be accompanied by an adult.

Purchase Tickets At	Advance Online
HuVee.	Adult: \$15.00
Adult: \$15.00	Now Through July 31
+\$.00 Handling Fee	\$20.00 thereafter
Now Through July 31	
\$20.00 thereafter	
+\$.00 Handling Fee	

For Tickets and Detail go to CedarValleyAirShow.com

Fly-In Breakfast

during the **Thunder in the Valley Air Show**

Saturday, August 23rd 7:00am - 10:00am

Hosted by EAA Chapter 227

with Livingston Aviation

\$6 gets you **Chris Cakes with sausage, coffee and juice**

Interested pilots can contact Livingston Aviation (missy@livingstonaviation.com)

or watch for the NOTAMS

Aircraft will be required to park at Swieter Aircraft

(just east of the terminal building)

Pilots will be given free breakfast and free access to the airshow but their passengers

will be required to pay the \$20 airshow fee plus breakfast

(Children under 12 receive free admission to the airshow)

TECH NOTES - Shake a Tail Feather!

by Mike Lewis

“That procedure had more effect towards reducing shimmy problems...”

The January 2014 *Sport Aviation* had an excellent article on tailwheel shimmy problems. The solutions presented there are pretty standard so I'll not repeat them here. There is another issue-solution which was not touched on in that article. Since I had a pretty persistent shimmy problem with my Diamant, I do have some experience in that arena.

The Diamant had a Scott 3200 tailwheel. I went through the things presented in the Sport Aviation article as well as several phone calls to Scott. If memory serves, Scott recommended the kingpin be as close to straight vertical as possible. Working on the kingpin angle and stiffening the spring mount helped a bit. The thing

that helped most however was none of those commonly referenced factors.

The 3200 has a grease fitting on top of bracket assembly (mount casting). This fitting is meant to be used to grease the kingpin bushing. The 3200 also incorporates an internal shimmy damper system. This is basically like a pair of clutch discs. What I discovered was that when greasing the tailwheel through that fitting, it was very difficult (impossible?) to keep grease from getting on the shimmy damper. That tends to diminish the effectiveness of the damper. After discovering this, when I needed to grease the tailwheel bushing (annuals) I disassembled the system and man-

ually applied grease to the pivot bushing area, and washed the shimmy damper so as to remove any grease from it. That procedure had more effect towards reducing shimmy problems than any other single thing I did. It still wasn't completely eliminated but it became manageable.

There is another note I have to present that I found somewhat ironically humorous. I had tailwheel shimmy problems with the Diamant with its \$1000 tailwheel. My RV-4 with its simple \$150 tailwheel (no shimmy damper) never showed a hint of shimmying!

What's In Your Hangar?

Please take the time to read this very serious Legislative Alert

[FAA Releases New Draft Policy of What is Allowed in Hangars](#)

Chapter Classifieds

Chapter 227 Historic Relic for Sale

The service cart in the picture (right) was put together by Dallas Aldridge, one of the founders of EAA Chapter 227. The Taylor Monoplane that he built and flew for many years can be seen at the Grout Museum. Dallas was a great guy and had a wonderful sense of humor. He was one of those people that made you feel important when they talked to you. After Dallas quit flying Mike Lewis ended up with the cart, which he used for a number of years. When Mike cleaned out his hangar, he turned over custodianship of the cart to me (Warren). I don't have a use for the cart any longer, so I'm donating it to the chapter. I'm thinking someone in the chapter could probably make good use of it, so I'm planning to have a silent auction at one of our meetings. In the meantime, contact me if you would like to inspect the cart and we can arrange a time. Call Warren 319-277-2118.



Used Garmin 196 for Sale

Includes everything in the picture (left) which is everything that came with it when new. In the original box. Excellent condition - looks almost new! Asking \$150.00.

Call Chuck Rottinghaus
319-269-3182.

Miter Saw, Delta 10"

Excellent condition - \$50.
Call Warren 319-277-2118.

Whether you are looking to sell something or looking to buy,
please send you classified ad to chris@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
h) 319-277-8128
chrisc@cfu.net

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

Executive Officers

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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.

