

Tower Talk

2015 Newsletter Award Winner

John Livingston

August 2017

Upcoming Events:

August Events:

- **1 - Tuesday, 7:00**
Board Meeting, Airport Conference Room
- **5 - Saturday, 8:30**
Breakfast, Cedar Falls Family Restaurant
- **15 - Saturday, 7:00**
Chapter Meeting, Airport Conference Room

Iowa DOT Calendar:
iowadot.gov/aviation

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Runway Zero

by Warren Brecheisen,
Chapter 227 President



Our annual picnic was held on July 8th in Chuck and Rhonda's hangar building on their private landing strip. The weather was perfect and we had at least 10 people fly-in (8 airplanes-a new record!). Thirty five people attended the event. The food was great. Our resident chef, Marty Hoel, did a fine job of cooking the brats and hamburgers and there were lots of yummy sides and desserts furnished by members and their spouses.

The trailer made it very easy to get our equipment to the venue. Thanks to Bill Salyer and Dave Dunn for helping to set up. Of course, a special thanks goes to Chuck and Rhonda for inviting us to use their place for the picnic. They went to a great deal of work to prepare the hangar for our enjoyment and I know we all appreciate it.

A short business meeting was held during the picnic after everyone had gorged themselves on the goodies. A proposal for a minor change in the by-laws was passed (see July newsletter for details). John Dutcher gave an update on Young Eagles and on progress in getting a roster of candidates for the chapter elections in November. Larry Lyman spoke briefly about why he believes ATC privatization is a bad idea.

I went to the Forest City flight breakfast on the 16th of July and sat with Doug Mattson and John Dutcher. John mentioned that he had helped fly Young Eagles the day before in Cedar Rapids. He was impressed by the efficiency of the Cedar Rapids rally and intends to use some of their methods to improve our YE rally coming up in September.

In last month's newsletter I wrote briefly about ATC privatization and why I think it would hurt general aviation. Since then an email from the national EAA was sent to the membership asking us to act now to make our feelings known to our representatives in Washington. This is an important issue and I would ask that each of you take the time to look at the pros and cons of this proposal, draw your own conclusions then make your feelings known to the appropriate folks in Washington. I wrote a letter and sent it to Grassley, Ernst and Blum. I received prompt responses from Grassley and Ernst and, although noncommittal as far as how they might vote, I was satisfied that they (likely their staff) have an awareness of my concern.

Continued on page 2

Runway Zero from page 1

The first Saturday of the month breakfast will be on August 5th, 8:30am, in the Cedar Falls Family Restaurant. The next chapter meeting will be held on August 15th, in the airport board room, at 7:00pm. I won't be able to attend the chapter meeting, so Marty Hoel will preside.

Let's get some daylight under those airplane tires!

Warren Brecheisen
President, EAA Chapter 227

EAA 227 ANNUAL PICNIC 2017!

by Marty Hoel

On Saturday, July 8th the chapter members gathered for our annual picnic/fly-in. Once again, Chuck and Rhonda Rottinghaus graciously hosted the event at their fabulous hangar/airport south of Dunkerton. Thirty five members and guests attended; some drove and other flew into Chuck's airstrip. This year a record eight airplanes flew in!

We couldn't ask for a nicer venue than Chuck and Rhonda's beautiful hangar and we couldn't have asked for a more perfect day. The winds were light, allowing for most of the pilots to land on 09 and depart on 27. Rhonda Rottinghaus (with a little help from her friends) cooked the burgers and brats, and everyone brought a dish to share. The perfect weather was matched only by the companionship, as we gather outside and then we dined in the air-conditioned comfort of the hangar.

Warren called a brief meeting to order and the Chapter voted unanimously to adopt the minor by-law change that enables us to communicate via email rather than by USPS.

Larry Lyman spoke and, with his many years of experience, expressed his concern over the proposed transfer of our aviation infrastructure to private interests. He strongly cautioned that, despite the current promises made by politicians, this change would undoubtedly result in higher costs for General Aviation (this proposal has been identified by some as "the biggest public giveaway to the airlines since the depression"). Larry encourages each of us to become an activist and to contact our representatives in opposition, along with EAA and with AOPA to continue asking everyone to pay their fair share with fuel taxes, just as we have done for many years. The current model is far better than Canada (where you pay for every flight) or in England where you pay about \$1 per mile for your flights.

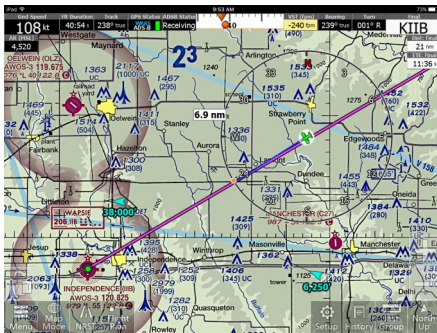


John Dutcher spoke about the Young Eagles Program and the upcoming event scheduled for September. John also requested that members volunteer for the leadership positions that will come available at the end of this year. John is the chairman of the Nomination Committee and they are tasked with identifying the future leadership of our chapter. This organization does not run without the dedicated leadership of the executive committee, so please step forward and lend your hand.

The EAA Chapter 227 Annual Picnic was fantastic and again, a great big **THANK YOU** to Chuck and Rhonda Rottinghaus for hosting this event, as only they could!



Lone Rock Fly Out, June 27th by John Bender

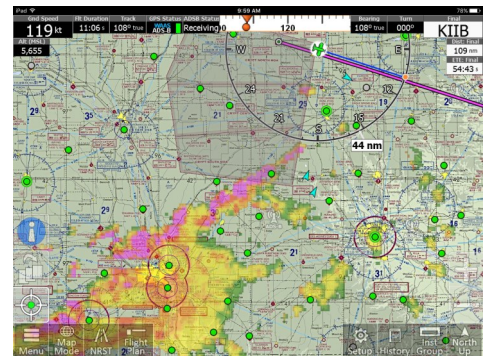
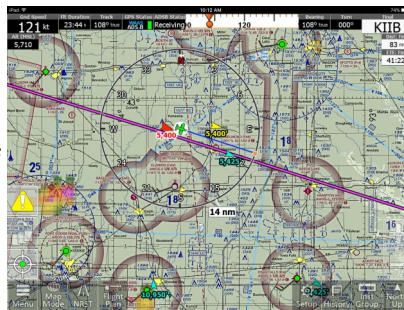


Really nice day. Smooth, good vis. No empty tables at Lone Rock. Lots of planes on ramp. All went well.



Emmetsburg Fly In, July 2nd by John Bender

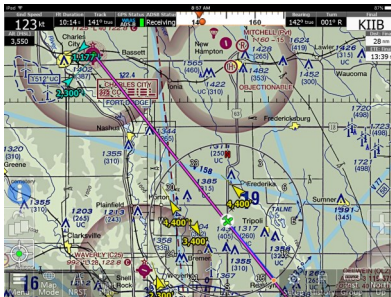
Strong winds, but smooth at Alt. EXCELLENT breakfast there. Lots of planes and people. Nice airport. 300 miles round trip. 12 gallons of fuel. Usual 25 MPG fuel burn. The one pic shows in lower right winds of around 50 knots at 5500' from roughly 220 degrees. Was not a direct tailwind, but was doing 146 kts ground speed at one point. Great day. Landing back home was near my limit. Landing on 18 with winds from 240, 11, gusting to 21 kts.



Iowa Falls Fly In, July 4th by John Bender

Was OVC early but cleared in time for us to get to Iowa Falls. At least 10 that I knew I think.
Once again, Warren forgot to remind me to take pics.
Air was smooth. Very humid. All went well. Lots of planes there.

Charles City Fly In, July 9th by John Bender

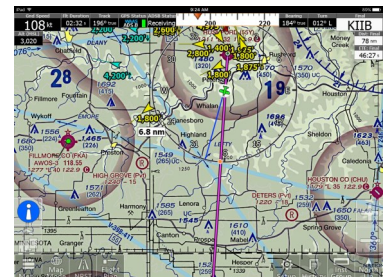
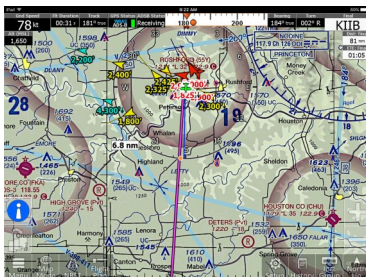


Super day to fly. Good crowd.
All went well.
Left fairly early and could see many still going in.
Attached 2 screenshots of trip back.
Several targets on screen.



Rushford Fly In Breakfast, July 15th by John Bender

Really nice day. The screenshots were when I was leaving.
VERY BUSY as you can see. 8 - 10 planes in the area was common. Great day.



Rushford Fly In Breakfast continued



Belmond Fly Out, July 15th by John Bender



Glad we went to Belmond for dinner. Nice place.
Slow going over at 8500'. 137kt grd speed coming home.
All went well. Surprised how few bugs were on turf runway.



Contact Tower *by Larry Lyman, Retired ATCS*

As the summer winds its way along, let's try to remember that, even on a clear, balmy day, vigilance should be the watchword of all pilots! How many times have I seen crop dusters flying near the airport? How many times have they popped up very near one of our local folks in the pattern? Too many times!

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

Though you might expect to be in conflict with someone on the frequency, entering the pattern from another direction, always be aware that there may be others out there we can't see, aren't aware of, and thus can't warn you about. From crop dusters to eagles (there are several in the area!) to turkey vultures to varmints crossing the runway, there are many things that might impact your arrival or departure if you don't stay focused on the flying. Controllers are very good at seeing those dangers, but no one can see everything, and you need to be alert for those hidden things we can't see.

If the controller gives you a warning about flocks of birds, and you don't see them, don't hesitate to ask where the birds are relative to your aircraft! Controllers at Waterloo don't routinely give these warnings, because they are already noted in a general warning in the NOTAMs. If the controller does give a warning, it is because of proximity and altitude. In the controller's judgment, the flock could impact your flightpath.

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ICAO: KALO IATA: ALO Airport: Waterloo Regional Airport
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Tech Notes - - Jeff Stole my Thunder!

by Mike Lewis

Since I'll be in Oshkosh in the latter half of July I am writing this in June. I intended to share a little about rotary engines. Then along came the June issue of Sport Aviation. In it was Jeff Skiles' article entitled "The Rotary Engine". Jeff did a nice job of explaining the rotary so take a look at his article if you haven't already.

Actually I got kind of fired up about the rotary at AirVenture last year. If you didn't see them there were a couple of rotaries there. One was on a Fokker D-8 from the Old Rhinebeck Aerodrome. The other was not in an airframe but rather mounted on a test stand. Several times during the convention, these engines were run in front of the antique barn. The D-8 was also flown at various times. I found these century old engines fascinating. I don't remember models of either, but the Fokker engine had the interrupted ignition type of speed control that Jeff mentioned. If you were at AirVenture when it was flying you probably heard the distinctive sound. Many folks thought it was a "sick" engine, when in fact it was just the intended method of speed control. The other rotary did have throttle.

Jeff talked about some of the advantages and disadvantages of rotaries. There are probably a couple that he didn't mention though. I expect many of you have heard of one of the very significant negative characteristics of rotaries. Most of you are probably aware of gyroscopic precession. We were taught that this is one of the factors that can affect yaw during the landing flare. As you rotate the nose up during the flare, gyroscopic precession tends to push the nose to the right. In fact, I could definitely notice this effect when I changed from a wood prop to the heavier aluminum prop on my RV-4. Well anyway, if you can feel this gyroscopic precession from a 25 pound spinning prop, think what it is like from a 300 lb engine whirling around out there. In short the gyro forces caused some very adverse control issues.

So what advantages did the rotary have? There is one pretty big one that Jeff didn't mention. With a radial or rotary engine the center of mass of the pistons stays pretty much centered around the crank pin (or crank throw journal). Since the crankshaft on the radial is always turning, that crank pin is always moving in a circle. That circle diameter is the stroke of the engine. In the case of the radial, that means there is a lot of mass whose center is always moving. As such, large counterweights are required on the crankshaft to counterbalance that whirling mass of pistons and rods. Now compare that to the rotary. Since the crankshaft is not turning, the crank pin is stationary. Now the mass of pistons and rods is only rotating around a fixed point, kind of like your car tire. Thus, the rotary does not require those large counterweights. That's a big weight difference.

OK, Jeff, what are we going to talk about next month?

**Contact
Mike
with your
ideas for
future
articles**

**"Many folks
thought it
was a
'sick'
engine..."**

EAA Young Eagles Program to Partner With the Stan Lee Foundation Encouraging Youth to Explore Aviation, Space *from eaa.org*

The Experimental Aircraft Association (EAA) is teaming with The Stan Lee Foundation, a public charity promoting literacy, education, and the arts throughout the nation, to promote EAA's Young Eagles program and encourage education and exploration for young people in all areas of aviation and aeronautics.

Stan Lee, the legendary creator of such comic-book heroes as Spider-Man®, The Incredible Hulk®, and the X-Men®, attended EAA AirVenture Oshkosh on July 27-29 to help kickoff the partnership. After an initial special announcement at EAA Gathering of Eagles fundraiser on July 27, a public announcement took place on Friday, July 28, on Boeing Plaza. Lee also had a photo opportunity and autograph session at 2 p.m. on July 28 in the AirVenture Welcome Center, with shared proceeds benefiting The Stan Lee Foundation and EAA's youth aviation education programs.

[EAA AirVenture Oshkosh](#), EAA's annual fly-in convention on July 24-30, annually welcomes 500,000 people and 10,000 airplanes to Wittman Regional Airport in Oshkosh, Wisconsin. Highlights this year included an Apollo astronaut reunion, full demonstrations by the U.S. Navy Blue Angels, 75th anniversary recognition of the 8th Air Force and the famed Doolittle Raid, and much more.

"I've always believed in encouraging children to read, think, imagine, and do," Lee said. "Nowhere do these positive actions come to life more than in EAA's successful Young Eagles program. As Young Eagles celebrates its 25th anniversary, I want to donate a special gift to this wonderful program, and I'll be bringing a new friend to Oshkosh to help me do it."

Young Eagles has introduced flight to more than 2 million young people at no cost since 1992, created by EAA as an important pathway for kids to discover the world of flight. Past Young Eagles chairmen include actors Harrison Ford and Cliff Robertson, legendary pilot Gen. Chuck Yeager, "Miracle on the Hudson" pilots Sully Sullenberger and Jeff Skiles, plus the current chairman, air show star Sean D. Tucker.

"Our Young Eagles volunteer pilots and ground support people have created a unique legacy over the first 25 years of Young Eagles – one that has created a new generation of aviators and changes young lives," said Jack J. Pelton, EAA CEO and Chairman. "We cannot express deeply enough our appreciation to Stan Lee and The Stan Lee Foundation for their support of Young Eagles. With their commitment announced at Oshkosh on July 28, we will bring Young Eagles even more visibility and participation in the next quarter-century."

About The Stan Lee Foundation

[The Stan Lee Foundation](#) is a 501c(3) non-profit organization founded to provide access to literacy, education, and the arts throughout the nation. Created in 2009 on behalf of comics legend Stan Lee, considered the father of the modern-day comic and co-creator of Spider-Man®, The Incredible Hulk®, Fantastic Four®, Iron Man®, Thor®, and thousands of other comic book characters, The Stan Lee Foundation promotes literacy for children and adults, creates and distributes innovative educational programs for students and teachers, and provides access to the arts in underserved communities. More information is available at www.stanleefoundation.org.

About EAA Young Eagles

Young Eagles invites young people ages 8-17 to experience aviation through a demonstration flight conducted by EAA-member volunteer pilots. Since 1992, more than 2 million young people have been flown by more than 50,000 aviators, becoming the largest youth aviation education program ever created. More information is available at www.eaa.org/youngeagles.

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
 319-939-0179



Carburetor

Carburetor "MA3SPA"

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

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

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.