



Tower Talk—Fall 2018

EAA CHAPTER 227

2018

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2019 Dues are being collected now! See Dave Hummel



Young Eagles

Led by the enthusiasm and hustle of John Dutcher, EAA Chapter 227 held three Young Eagle events this summer and expanded beyond our normal “ALO” base by including Oelwein and Waverly as event sites. The turnout varied but the appreciation of the kids was evident at all three events. Approximately 200 kids were flown and media coverage was abundant via several sources including KWWL television, the Waterloo Courier, the Waverly Democrat, and the Oelwein Daily Register. Reaching out beyond ALO was successful enough that there are now thoughts of adding

a spring event in Independence. Donations offset expenses by approximately \$500. We have a good start on promoting 2019 events!

Links to the event coverage (you may need to hold “CTRL” while selecting the link):

KWWL videos at OLZ: [Link 1](#), [Link 2](#)

Oelwein Daily Register: [Link 3](#)

Video of “Stunt Plane” (piloted by Brian Finnegan): [Link 4](#)

Flight (video) with Marty Hoel: [Link 5](#)

Anelia Dimitrov’s videos (Waverly Democrat): [Link 6](#), [Link 7](#)

Waverly Democrat article: [Link 8](#)

Waterloo Courier article: [Link 9](#)

As a bonus, unused “2017 Young Eagle credits” from EAA headquarters were used to acquire “uniform shirts” for the pilots without chapter expense! We also generated enough interest to pick up an enrollee for the 2019 Air Academy. Great work 227!

Summer Picnic

See Page 7 for more photos

Chuck and Rhonda Rottinghaus and their family hosted EAA 227’s picnic on Saturday, June 9th. The picnic was well attended in spite of low ceilings preventing the fly-in option. As usual, Chuck and Rhonda spend a significant amount of time prior to, during, and after the picnic taking care of logistics so the chapter could have a fun and care-free event. I’d like to thank the Rottinghaus family once again for hosting our event. It’s really easy to take our volunteers for granted and events like this wouldn’t happen without them. Approximately 45 folks attended this year. Nice turnout!



Picnic (continued from Page 1)



*Special thanks
are due to
Chuck, Rhonda,
and the entire
Rottinghaus
family for
hosting another
great event!*



**Low ceilings did not dampen
spirits!**

Member Profile: Edward Thurow



“It (Airventure) always seemed interesting, but even when I was young, I didn’t necessarily know that I would be a pilot one day”

Name	Edward Thurow (Vice President, EAA 227)
Residence	Cedar Falls, IA
Place of Birth	Wisconsin
Home Town	Wisconsin
Occupation	Engineer, John Deere Product Engineering Center
Pilot ratings	Aircraft Single Engine Land, Private pilot.
My aviation background	My name is Eddie Thurow and I am the current Vice President and Treasurer for EAA Chapter 227. I am fairly new to the chapter, as well as new to being a private pilot. I started taking lessons with Dave Hummel back in January 2016 with a goal to receive my private pilot’s license by the end of the year. That time of that year seemed to be especially cloudy and/or cold, and with that, coupled with a growing list of others who wanted to schedule a checkride with the local Designated Pilot Examiner, it took many reschedules and several months of calendar time before I landed on a day that was acceptable to fly (and the plane would start). I received my private pilot’s license in early 2017 and have been renting planes from Waverly and Waterloo since.
My EAA history	While I have only been a pilot a short time, my history with EAA goes back a bit further. When I was a child, we lived close to Oshkosh, Wisconsin, and my father worked for a company that sponsored the EAA Fly-In. We were able to get free tickets to the shows, so we frequently able to make it down to see the displays and the airshows. It always seemed interesting, but even when I was young, I didn’t necessarily know that I would be a pilot one day. I do have an uncle and the husband of a cousin who are pilots (recreationally and professionally, respectively), but only recently did it all come together and a goal emerged of being a pilot myself.
My aviation goals	Currently, my goals are to continue to gain experience and have fun while flying. Being originally from Wisconsin, one general flying goal is to stretch myself into more airports in Wisconsin. At the time of this writing, I’ve flown to Prairie Du Chien and Boscobel, as well as all the way up to Appleton earlier this summer to pick up my two children from a week at their Grandma and Grandpa’s house. One day I’d like to fly up to Ephraim in Door County, Wisconsin (the peninsula jutting up into Lake Michigan) as well as hop over to Northern Michigan where my aunt and uncle live – a short 30 minute flight from Ephraim but a 9 hour car ride! While some day I would like to have an instrument rating, I’m not planning on starting towards that certificate just yet.

Flyouts! *Courtesy of John Bender*

Date	Place
April 23 rd	Lone Rock, WI
May 7 th	Rushford, MN
May 24 th	Rushford, MN
June 13 th	Monticello
June 23 rd	Hampton
June 30 th	Reedsburg, WI
July 2 nd	Pella
July 3 rd	Fillmore County, MN
July 6 th	Lone Rock, WI
July 10 th	Belle Plaine
July 17 th	Lone Rock, WI
August 1 st	Mason City
August 9 th	Decorah
August 10 th	Mason City
August 13 th	Reedsburg, WI
August 19 th	Waukon
August 18 th	Abel Island (Guttenburg, IA)
August 24 th	Ames
August 30 th	Ottumwa
September 7 th	Prarie du Chien, WI
September 11 th	Ames
September 13 th	Monticello
October 4 th	Mason City



Top and Middle: Montecello

Bottom: Rushford

There are more flyout photos on the chapter's Facebook page.

<https://www.facebook.com/EAA227>

New Members by Todd Loes

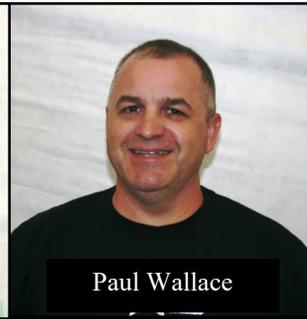
Please welcome our newest EAA 227 members.

- Scott Morris
- Greg Robinson
- Paul Wallace
- Craig Burke
- Dave Faber

Be sure to introduce yourself and strike up a conversation when you see these gentlemen. The best way for our chapter to thrive is to embrace those who seek us out.



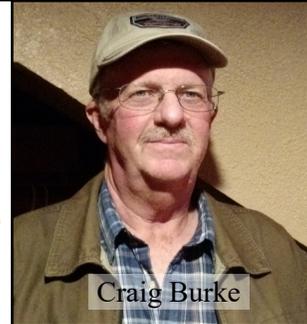
Scott Morris



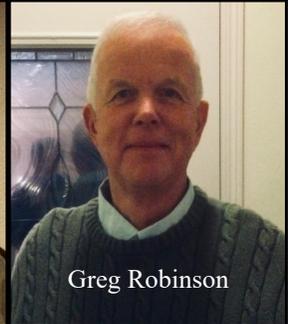
Paul Wallace



Dale Faber



Craig Burke



Greg Robinson

Outreach Seminar by Todd Loes

Each fall I've been doing a seminar at my house for the local elementary schools. It started as a favor for my wife who was working at Kinglsey Elementary (which is walking distance from my home). She's been teaching "Gifted and Talented" programs as well as "Talent Development". Since I frequently roll the Cygnet out of the garage to work on it, she asked me to host her students for a seminar. Well, apparently I didn't screw it up too badly, she keeps asking me to do it and now it's ex-

panded to the point where I spent two days to host five schools last fall.

The general theme is to tie in the experimental aircraft with the "science and invention" aspects the school is trying to foster. For me, this means explaining how incredible it was for a couple of bicycle mechanics (Wright Bros) to research all existing documentation on attempted human flight, disprove many of the "bad" publications, invent a proper airfoil, invent a wind

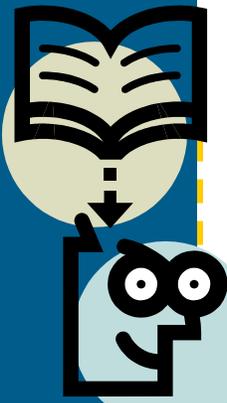
tunnel to test the airfoil, invent the propeller, and invent the method for controlling the aircraft. We discuss those aspects and then move on to the problems I've encountered and the inventions I've used to overcome them while building my Cygnet.

This is the kind of activity I'd like to build upon and try to expand using our enclosed trailer and a few volunteers with the gift of gab. Can we take this show on the road? I hope so.

Flyouts

L to R: Reedsburg, Mason City, Lone Rock





Have you recently enjoyed a good book? Pass it on to an EAA 227 member.

His mother handed him a diary and said "Write it down Jimmy"

Book Review:

Tail-End Charley-Stories From an American Fighter Pilot in World War II by James Brown

A Book Review by Warren Brecheisen

Who doesn't love a P-51? Indeed, the P-51 was a key factor in enabling long range bombing missions into the heart of Germany during World War II, with stunnable losses of bombers. However, another aircraft that was instrumental in winning the war was the P-47 Thunderbolt, which has been described as the real workhorse of the war. Its role was often less glamorous than the air-to-air combat usually associated with fighter aircraft. The P-47 was a fighter/bomber and was better suited than the P-51 for ground support. The P-51's liquid cooling system was vulnerable to ground fire, whereas the air cooled radial engine in the P-47 did not have that weakness and often would keep the plane in air in spite of battle damage. Because of its large size (for a fighter) and its ability to sustain damage the plane was nicknamed the Jug, for Juggernaut. The P-47 was much loved by the pilots who flew her.

The author, James Brown, flew P-47s in the European Theatre during WWII. He flew 85 missions, from November, 1944 to May, 1945 when Germany surrendered. Most of the missions consisted of bombing and straf-

ing ground targets. Prior to leaving the States for Europe, his mother handed him a diary and said "Write it down Jimmy" and, fortunately, he did. Owing to his discipline at making entries in his diary, this book is a wonderful written documentary of each of the missions he flew. He describes the objective, the resistance encountered and the success of each mission. The author's accounts almost make one feel they are in the cockpit with him. Descriptions of hair raising close calls experienced by him as well as other pilots leave one wondering that so many actually survived the war.

He talks in some detail about the psychological effects of war on himself and others, for example, the effects of what we now call PTSD on some pilots rendering them incapable of continuing to fly missions. Instead of condemning these unfortunate souls their fellow pilots understood and had sympathy for them. The reader also shares the elation at returning safely from a mission and the terrible sadness

when a friend and fellow pilot was killed.

I thoroughly enjoyed reading this book. It gave me a great deal more insight into what it was like to fly these types of missions and the sacrifices made those who served.

P-47D Specifications

Engine – Pratt and Whitney R2800

Power – 2000 hp (turbocharged)

Top Speed – 428 mph at 30,000ft

Maximum Range – 1250 miles

Maximum Gross Weight – 14,925 lbs

Armament – Eight 50 caliber machine guns



Tech Tips by Todd Loes

Performing maintenance on a certified aircraft is rather regulated. The specific requirements for “persons authorized to perform maintenance”, requirements for record-keeping, guidance with regard to defining “major” and “minor” alterations, tasks considered preventative maintenance, and many other definitions related to aircraft service are included in the Code of Federal Regulations (CFR). The section relevant to the topics mentioned is 14 CFR Part 43. Appendix A of this document includes the specific tasks an owner of a certified aircraft may perform on his own. The list of permitted services is much larger than most people realize and it’s worthwhile to review this list periodically if you are inclined to attempt your own maintenance. For your convenience, here’s a link to the government publishing office for this documentation:

<https://www.gpo.gov/fdsys/granule/CFR-2011-title14-voll/CFR-2011-title14-voll-part43>

Appendix A is the most relevant document within this section as far as owner performed maintenance:

<https://www.gpo.gov/fdsys/pkg/CFR-2011-title14-voll/pdf/CFR-2011-title14-voll-part43-appA.pdf>

The preventative maintenance section is in rather small print starting on the lower right of “page 982”. Don’t be scared by the page number; remember this is a just a few pages from a larger book of federal codes.

Now, I’m going to side-track for a moment in order to deliver the tip I intended when I started this article. One of the first things we learn to do as owner-performed maintenance is the oil and filter change (or pressure-screen cleaning). I was eager to do this

myself after acquiring my old Tri-Pacer. It was reasonably easy to remove the cowl, access the oil drain fitting, and also to service the pressure screen. Unfortunately I noticed that after only minutes of operation with fresh oil, the new oil was already “dirtier” than expected. I didn’t immediately realize the cause but eventually put a carpenter’s level on the engine and noticed that the Tri-Pacer’s engine is mounted with “nose down”. It’s a minor angle but just the same, it was preventing me from fully draining the old oil without ballasting the aircraft tail to achieve “full extension” of the nosewheel strut. Once I started paying attention to “engine angle”, I was far more successful at getting the old oil out.

This is rarely a problem on “taildraggers” but on tricycle gear it can be quite common.

“Once I started paying attention to engine angle”, I was far more successful at getting the old oil out.”

Classifieds

For Sale:

Cessna C 661075-0106 vacuum-driven directional gyro in good working condition.

\$100

Contact:

Warren Brecheisen
319-277-2118

For Sale:

Two sets of **David Clark H10-13.4 headsets** in like-new condition. Used approximately 60 hours.

Retail price over \$300 each, Will sell both for \$200.

Call Hal at 319-234-7379

For Sale:

I was contacted by an EAA member from Missouri with a really nice **Cessna 120** for sale. If you are interested in more details, please contact Jim Smith smithdocjim@gmail.com

Submit your requests for classified ads to :
Todd Loes
taloes@msn.com

EAA Chapter 227

Mail inquires can be directed to Todd Loes:

Todd Loes
155 Woodlawn Road
Waterloo, IA 50701-4247



<http://eaa227.com/>

**Ideas needed for monthly
chapter programs!**

Contact Todd Loes with your sugges-
tions.

taloes@msn.com



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