

Tower Talk

2015 Newsletter Award Winner

John Livingston

May 2017

Upcoming Events:

Chapter Events:

- **2 - Tuesday, 7:00**
Board Meeting, Airport Conference Room
- **6 - Saturday, 8:30**
Breakfast, Cedar Falls Family Restaurant
- **16 - Tuesday**
Chapter Meeting, Airport Conference Room

Iowa DOT Calendar:

iowadot.gov/aviation

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Runway Zero

by Warren Brecheisen,
Chapter 227 President



Dave Roberts reports he is recovering nicely from his hip replacement surgery. Immediately post-op, his hip was much less painful than prior to the procedure. He has no weight restrictions which is a real blessing and hopes for a quick recovery. Rex Pershing had his second knee replacement recently. The surgery went well and he is mending nicely. Barb indicated that he is bored and anxious to be on the go again-no surprise there. Jim Salyer is recovering from his recent knee replacement. He is having physical therapy to regain full mobility of the joint. Please contact them and let them know that we are thinking of them.

After a delay of one week, we were able to have the Young Eagle event for the Junior Air Force ROTC students from West High on the afternoon of April 25th. In addition to the airplane rides, the students got to tour the control tower and see a National Guard helicopter. They also enjoyed pizza and soft drinks after their flights. From my perspective as one of the pilots, it appeared that the event went well. The main disappointment was that only 16 students showed up to participate.

I attended the April Airport Board Meeting. Major topics included hangar repairs and associated budget, agreement with the tenant farmer and commercial airline service. The only item on the agenda of direct interest to our chapter was the approval of the hangar lease for Todd Loess.

I had a nice flight to the Minneapolis area on the 22nd of this month. On the way up I stopped at Mason City for breakfast with the Liars and Flyers group. There was a good turnout with around 20 people. Harassment and counter-harassment was the order of the day. I was even dinged for being the first person in the restaurant! Good times! I then proceeded to Flying Cloud airport (KFCM) in Minneapolis. It was easier than I anticipated. Minneapolis Approach assigned altitudes as required to keep me clear of the KMSP Class B airspace and finding the airport was not difficult. The main thing to remember is KCFM has parallel runways so one needs to know their left from their right and also avoid landing on the parallel taxiways (sorry

Continued on page 2

Runway Zero from page 1

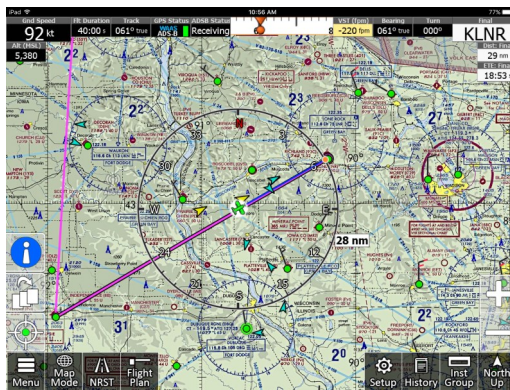
Let's get some daylight under those airplane tires!

Harrison). Fortunately I had reviewed which hand was right and which was left, so it didn't present a dilemma.

Let's get some daylight under those airplane tires!

Warren Brecheisen
President,
EAA Chapter 227

Lone Rock Fly Out, April 7th by John Bender



Only knew of 5, but 10 showed up. GREAT time for all. Smooth above 5000'.

Waitress asked if I wanted a Coke before I even asked (lets see - have we been there a few times in the past) ! ha



Ames Fly In, April 8th by John Bender

Massive crowd at Ames.

Had to wait in line for at least 15 - 20 mins. to get to food. Line was out the door and went across the front of their big new building, down one side, then across the rear.

Lots of displays. Some super nice planes to look at.

Was as busy as any airport around. You really had to be ready to jump in to announce.



Ottumwa Fly Out, April 12th by John Bender

Another great day.
7 of us made it to Ottumwa.
Great lunch at Hy-Vee.
Nice temps.
Glad to see Rich and brother make it.



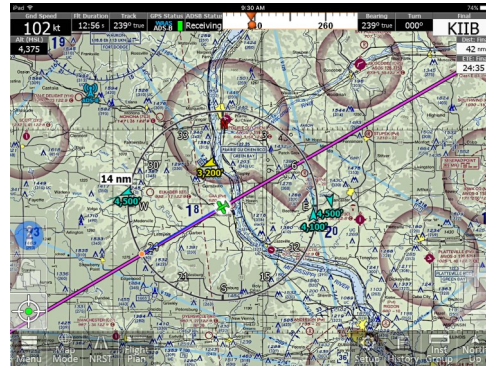
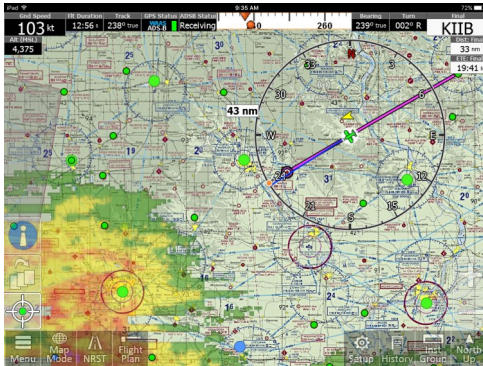
Reedsburg Fly Out, April 17th by John Bender

Another great day. Had to climb high coming home to get to smooth air (as in 9,800'). Strong winds also at Alt. All went well. 10 - 11 of us. THANKS FOR THREE LADIES COMING ALONG TODAY !!!!



Lone Rock Fly Out, April 28th by John Bender

Another great day. Going early worked well. We got back well ahead of the rain. Smooth air. Was not busy. Service was fast.



Visit eaa227.com for:

- ⇒ **Upcoming Events & the 2017 Chapter Calendar**
- ⇒ **Newsletters - Current & Archived**
- ⇒ **Young Eagles Information**
- ⇒ **Mel Kubicek Scholarship Information**
- ⇒ **The Tool Box**
- ⇒ **Cool Aviation Links**
- ⇒ **How to Join 227**
- ⇒ **Chapter Photo Albums**
- ⇒ **Waterloo Regional Airport News**
- ⇒ **For Members Only - Membership Roster, Meeting Minutes & ByLaws**

Contact Tower by Larry Lyman, Retired ATCS

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

As the daffodils fade, the tulips start retreating for the summer and the world looks glorious---just right for that last-minute flight to destinations unknown—don't allow yourself to get sloppy! One of the most often committed mistakes on a controlled airport happens when, without warning, one pilot replies to another pilot's clearance and takes the runway, either for departure or as a landing clearance. Cessna 6-9-B sounds a lot like Cessna 9-6-B, when you are visiting with passengers at the wrong time. If it sounds like the controller has confused your plane with another aircraft, be sure to confirm the instructions. Never assume that you heard correctly when your gut says, "Was that for me?"....readbacks prevent errors, and can save lives. At non-towered airports, be sure to monitor CTAF (make sure you are on the right frequency, 122.8 or 122.9 in our area), and reply if appropriate. Be sure that your communications are accurate and you will have an enjoyable flying season... and be here for the next one!



Listen to live ALO Air Traffic

ICAO: KALO IATA: ALO Airport: Waterloo Regional Airport
KALO Flight Activity (FlightAware)
KALO Airport Info (AirNav) (iFlightPlanner)
KALO VFR Sectional Chart (iFlightPlanner)
KALO IFR Low Chart (iFlightPlanner)

Listen: [KALO Gnd/Twr/App](#)

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Tech Notes - Add Lightness, Part I

by Mike Lewis

I believe the expression came from Kelly Johnson , (or perhaps one of the other famous aircraft engineers of the era). Anyway it was while reviewing an airframe structure with the designer, Kelly opined that it looked pretty good; but the designer just needed to add some lightness.

Weight is something that has a dramatic impact on your amateur built aircraft. I think weight control is something of a mind set. If you reason that “it doesn’t weigh that much more”, you are using faulty logic.

I remember a wise old aeronautical engineer who worked for Curtiss-Wright talking about weight control. The rule of thumb at Curtiss was that if you add a pound of weight in any particular area, it would cost you another ten pounds to get back to the original specifications. He went on to explain that if you add an extra pound to a radio rack for instance, now it would take a little more power to get the original take off performance. That meant you had to add a little more fuel capacity which in turn is a little more weight. Now the structure carrying the fuel tanks had to be a little stronger which in turn meant still more weight, and hence more fuel. If you get that taken care of, now you need a little more strength in your wing spar(s) and thus more weight. Now with that gained weight, your landing gear needs to be a little stronger (heavier). Get the picture? As that old aero E. (namely my dad) explained in a father-son discussion, by the time you make all those fixes for that added one pound weight, you will have gained another ten lbs. In our homebuilt world, we probably do not get back to original performance specs, but rather suffer in performance and probably in safety margin.

In my observations, the issue of weight control is particularly important with some of the smaller airplanes. I am reminded of a particular homebuilt project that had a design empty weight of 480 lbs. This particular example had a full electrical system including night equipment, (Strobes, position lights and landing lights), a relatively full panel and a beautiful finish and paint job. The relatively small airplane finished out at over 650 lbs. That is 35% over design weight. What do you suppose that does to performance and handling? How about load factor? Perhaps we could think of that as a comparison to a Wichita bird. A piper Cherokee 140 (OK Lock Haven) that has a design empty weight of about 1200 lbs. If we applied that same 35% weight gain to the Cherokee, it would have an empty weight of 1620 lbs. That would be a serious impact on your useful load.

What can we do in an effort to control weight. I think I’ll continue with that discussion next month.

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

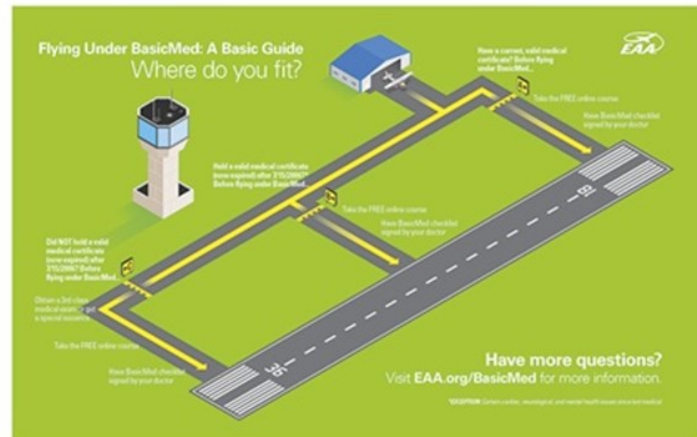
**“...suffer in
performance
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FAA Checklist, AOPA Course

Ready for BasicMed Implementation

from eaa.org

On April 24, the FAA released the final checklist for the physician visit required by BasicMed allowing pilots to visit their regular doctor in preparation for the program's official implementation on May 1. To fly under BasicMed a pilot must have the checklist, called the [Comprehensive Medical Examination Checklist \(CMEC\)](#) by the FAA, signed by a state-licensed physician and kept in the pilot's personal records. [AOPA's online medical self-assessment](#) course approved for BasicMed is also now available. AOPA's course is one of two being offered to satisfy the BasicMed requirement, the other is provided by Mayo Clinic. Mayo Clinic has released a video that discusses some of the highlights of BasicMed and provides a [preview of its own medical self-assessment course](#).



As a reminder, **before** flying under BasicMed beginning May 1, one must:

- Have held a third-class medical certificate or special issuance at any point since July 15, 2006.
- New pilots and pilots who fall outside the above window must obtain a one-time third-class medical certificate or special issuance before flying under BasicMed.
- Visit any state-licensed doctor and have them review and sign the [CMEC](#) during the visit. Retain the CMEC records.
- Take one of the online medical self-assessment courses provided by [AOPA](#) or Mayo Clinic. Retain proof of completion.

There is much more to BasicMed than the above requirements. Pilots who wish to start flying under BasicMed on May 1 are strongly encouraged to read FAA [Advisory Circular 68-1](#) and EAA's BasicMed [FAQs](#), or visit [EAA's Basic-Med Resource Center](#). If you have any questions, please call us at 800-564-6322.

**More information is available at eaa227.com,
Waterloo Regional Airport page**



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.