



Tower Talk

2015 Newsletter Award Winner

John Livingston

November 2017

Upcoming Events:

November Events:

- **4 - Saturday, 8:30**
Breakfast, Cedar Falls Family Restaurant
- **7 - Tuesday, 7:00**
Board Meeting, Airport Conference Room
- **21 - Tuesday, 7:00**
Annual Chapter Meeting, Airport Conference Room

December Events:

- **8 - Friday, 5:30 Social/ 6:00 Dinner**
227 Christmas Party, Cedar Falls Family Restaurant

Iowa DOT Calendar:

lowadot.gov/aviation

Inside this Issue:

Annual Chapter Meeting Notice, Nov. 21st	2
Save the Date! Annual Christmas Party, Dec. 8th	3
Annual Chili, Soup & Salad Dinner by Marty Hoel	3
Fly Outs by John Bender	4
Contact Tower by Larry Lyman	6
Listen to LiveATC.net	6
Tech Notes - The Great Debate by Mike Lewis	7
B-25 Restoration from eaa.org	8
Chapter Classifieds	9
227 Leadership Contacts	10

Runway Zero

by Warren Brecheisen,
Chapter 227 President



I attended the October airport commission meeting. One item of interest was the FAA 5-year capital improvement plan for the airport. The most important 2018 capital item is reconstruction of the west end of the terminal apron. The next capital expenditure will be in 2020 when taxiway Bravo will be reconstructed between runway 18/36 and taxiway Alpha. This, obviously, will have a large impact on traffic flow. Runway maintenance will be performed on Runway 12/30 in 2021. Since that is the primary runway the work will be expedited as much as possible. Taxiway A from the terminal apron to Runway 36 will be reconstructed in 2022. Keith Kaspari told me that the terminal apron reconstruction planned for 2023 may be deferred in order to purchase an airport suitable street sweeper.

Another item I found interesting at the meeting was zoning around the airport. The old zoning was established in the late 50's and needs some revisions to align with FAA's current rules. The crux of the matter is establishing height restrictions for potential obstructions, such as windmills and towers, which could present hazards to air traffic. Two members from each of the Planning and Zoning Commissions for Waterloo, Cedar Falls and Blackhawk County plus Keith Kaspari will serve on Planning and Zoning for the airport. An airport board of adjustment will be set up similarly to address requests for variances.

We had about 36 members show up for our annual soup and salad potluck on October 17th. After dinner, we had an interesting presentation by Ted Vosberg on his experiences flying youngsters to Shriner hospitals for their medical treatments. Thanks to Jeff Blank for leading our prayer before dinner and Dorothy Brecheisen for doing the decorations.

Our next monthly breakfast will be on Saturday, November 4th, at the Cedar Falls Family Restaurant.

Continued on page 2

Runway Zero from page 1

**“Your
chapter
needs
you.”**

Our annual meeting will be in the airport board room on Tuesday, November 21st. Officers will be elected for 2018 and 2019. 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.

Let’s get some daylight under those airplane tires!

Warren Brecheisen
President, EAA Chapter 227

Plan to Attend the Chapter 227 Annual Meeting - November 21st

**Elections will be held for our
Executive Officers and Director At-Large**



2018-2019 Officer Nominations:

President:	Todd Loes
Vice-President:	Ed Thurow
Secretary:	<i>position available</i>
Treasurer:	<i>position available</i>
Director At-large:	Dave Hummel, 2-year term

Please contact John Dutcher or Dave Hummel to volunteer for the available officer positions. The floor will open to additional nominations before casting the vote. Terms will begin January 1, 2018. Executive Officers will serve 2-year terms.

**Please plan to attend this very important meeting.
We must have a quorum present (20% of the voting members)
to hold this election.**



Save the Date!
227 Christmas Party



Friday, December 8th
Social - 5:30 Dinner - 6:00
Cedar Falls Family Restaurant

Annual Chili, Soup & Salad Dinner! by Marty Hoel

Aircraft in the Livingston hangar provided a perfect backdrop for EAA Chapter 227's 2017 Annual Chili, Soup & Salad Dinner! The decorations were festive (and tasty!) and were complements of Dorothy Brecheisen's creative efforts. Nearly half of our membership gathered for great companionship, great food and a great program, provided by Mr. Ted Vosburg. The weather could not have been better; we enjoyed one of the last of our splendid autumn evenings with the door open, the food delicious, and the laughter and friendship in abundance for celebrating another chapter gathering.



Our honored guest speaker this year was Mr. Ted Vosburg. Ted is an accomplished pilot and an honored member of the "Flying Fez" the aviation wing of the El Kahir Shrine. This illustrious group of pilots' motto is "Making Good Men Better By Helping Children". The mission of the Flying Fez is transporting stricken children, free of charge, to Shrine Hospitals for medical treatment.

Ted shared with us many of his experiences flying these children and their parent or companion to the Shrine Hospitals. Ted was called upon for many missions because his Cessna Skyline and his Instrument Rating enabled him to complete trips through adverse weather and to deliver the children for their much needed treatments. Ted related stories, many heartfelt and poignant, of the little children and their afflictions. We all shared the depth of emotion that is felt for children who are suffering.

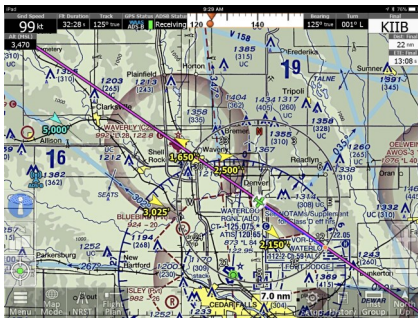


The Shriners open their hearts and their wallets to treat all children who are in need... regardless of their ability to pay. We listened as Ted recalled the children whom he transported many times over the years. As the children grew and as their treatments progressed, Ted witnessed these almost miraculous recoveries as they, with the selfless assistance of the Shrine, grew beyond their injuries and afflictions and blossomed into young adults, who are the future for all of us. As the children reach the age of eighteen, they grow beyond the Children's Hospitals and move on, past Ted's relationship with them. Each of them has touched Ted's life, and he can be sure that he has made a truly significant difference in each of their lives. Thanks to Ted sharing his experiences with us, we were able to

glimpse a truly noble use of the versatility and utility that is possible within general aviation. Thank you Ted Vosburg, and a special thanks to Livingston Aviation for the use of their facility!

Mason City Fly Out, Sept. 30th by John Bender

Joined the group from Mason City.
15 - 16 total. All went well. Breezy at Alt. Good day.



Platteville Fly Out, Oct. 1st - UMMMMMMMMMMMM 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.

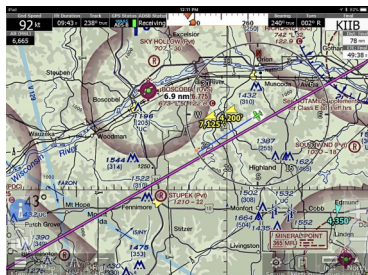
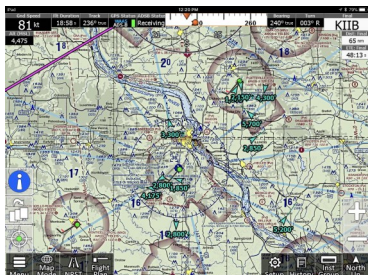
Ft. Dodge Fly Out, Oct. 4th by John Bender

Serious breeze above 3000'. Went over at 2900'. Returned at 7500'.
Pics are going by Waterloo. Went to Sports Bar just south of airport.
All went well.



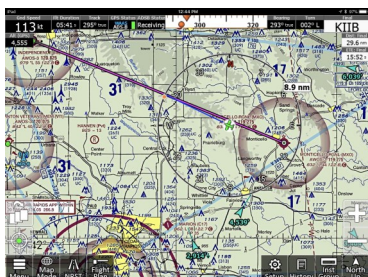
Lone Rock Fly Out, Oct. 17th by John Bender

Super day for a Flyout. All went well. Strong wind from S W at Alt.
Have to look closely, but Warren is in the one pic.



Monticello Fly Out, Oct. 19th by John Bender

Really nice day. 10 of us I believe. We (ok - me) over ate at the Pizza Ranch. Good stuff.
We have enjoyed going there, and only 1 - 2 miles from airport.



Ames Fly Out, Oct. 26th by John Bender

Great day again for our AMES Flyout.
All went well. Windy at ALT.
New ADS-B seems to be working very well.



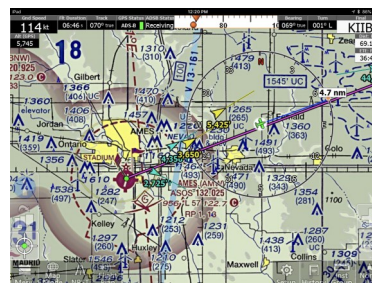
KIIB	INDEPENDENCE MUNI
Elevation	979 ft MSL
Lat/Lon	42°27'25"N, 91°56'52"W / 42.456864, -91.947675
Ownership	Open to the public
City/ST	INDEPENDENCE, IA
Attended	ALL YEAR, 0700-DUSK
Pattern Alt	Not specified
Fuel Options	100LL, Jet A
100LL Price	\$4.40 (30 days old)
ADS-B	No NOTAM's available.
Reports	
Rwy Summary	18/36, 5500 x 100 ft, Concrete
Lighting Schedule	SEE RMK
WEATHER (KIIB)	
METAR	Wind 180°@ 11kt, gusts 17kt Vis. 10 mi Clr b/w 12,000' Temp 17°C, DewPT 5°C Press. 29.56 DensAlt. 1971
Communications	

Connected Devices

ADS-B Controller: Generic / unidentified

Device Status: Online (# Towers = 5)
Ground Link Status: Receiving Data
Last Neural Image: 10:35:23 AM
Prip/FPR/Notam/MET Rwd: 234, 0, 578, 185
Meters/Tally/Winds Rwd: 2129, 510, 1249
Traffic Rptn/Shown/Upds: 13, 5, 13/57
Ownership/Hearbeats: 2140 / 2141
Rand Map/Framer/Grp(s): 7166, 1+1(12002)
Data Rate: 7143 (Bytes/Sec)
Bad CRCs: 0 of 45894 (0%)

Select Wireless Device Close



Contact Tower by Larry Lyman, Retired ATCS

Now is the time to review procedures and get familiar with changes in regulations, new equipment, and touring ATC facilities! If you are going to the Mall of America, have you considered calling the En-route Center in Farmington, Minnesota to arrange a tour? The control tower management can supply the phone number and contact name. Be sure to ask the Center what a convenient time and day would be for them...there are times when tours are nearly impossible due to staffing or traffic concerns. If you are considering going to a larger metropolitan airport in the near future, maybe you could arrange a tour of MSP tower and learn what you can do to make that flight safer and easier.

Continue to enjoy your passion for aviation, and have a Happy Thanksgiving!



*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](#)

KALO Gnd/Twr/App Audio Archives

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Tech Notes - The Great Debate by Mike Lewis

I thought maybe I could share a few of my thoughts and observations on homebuilt construction materials and techniques. That always was a hot topic when I was building.

How about composites. Guess I'll start with what I know least about. Probably the most widely recognized thing about composites is the ability to make those beautiful compound curves. You can make about any shape you want with an epoxy/glass layup. I believe this process allows rather easy correction of errors too. So what is the downside. From my experience making a few fiberglass parts for the Diamant, the process is extremely messy. I'm sure there are others who have developed methods to mitigate this mess issue, but like I said, this is the method I know least about. Then there is the health issue. Epoxies can cause a severe sensitivity to the human body, and that sensitivity can develop literally over night – one day you are not, next day you are. I think the composites may also be among the easiest to go overweight. It seems like it is so easy to just add a little resin or cloth to fix a blemish or modify a shape, or “beef it up”. I would think that issue would be significantly less if you are building from a kit rather than plans.

How about the oldest material and methods – wood. Dr. Alexander Lippisch once said that for small aircraft of the size we are interested in, that the best strength to weight ratio could be achieved with wood. Maybe, however I think wood can also be subject to the same weight growth problems as composites. It is very easy to use a slightly thicker piece of plywood, or not plane that truss member down as far as the plans call for, or use a larger gusset. Wood structures however probably can be achieved with fewer specialized tools. Wood working skills are probably more common to most of us, particularly in our younger years. For the most part wood aircraft are much like larger versions of model airplanes. One of the major downsides in wood construction for me is the horrendous amount of dust that is created. Wood is also not as inexpensive as one might think. Of course another significant issue with wood is the need for moisture protection, i.e. good drainage and ventilation in the structure and of course, indoor storage.

When I built my RV-4 I thought I would not have that horrible dust issue. Well I didn't have dust, but you have no idea how many aluminum shavings 10,000 rivet holes make! A pre-punched kit would undoubtedly help with that problem, but there will still be shavings. I did like working with aluminum. Riveting is a pretty easy skill to acquire. And when everything is riveted together, it is pretty much ready to paint. No sanding or filling. On the down side, if you make a mistake on an aluminum part, it probably means you replace it. And aluminum can corrode. Inside priming can reduce that probability, and of course dry storage. Aluminum does need moisture to corrode, and if adjacent to un-primed ferrous metal in damp conditions, galvanic corrosion is a near certainty.

How about tube and fabric. Again, I don't have a lot of experience with steel tube structures. I did have to weld a few parts for the Diamant. An oxy-acetylene rig is not terribly expensive, and gas welding is not too difficult to learn. I think probably oxy-acetylene welding is the easiest welding method to learn to a degree of good structural integrity. Maybe not always pretty, but safe. TIG welding can produce some very pretty welds and usually causes less distortion, but I believe TIG requires more skill to insure good welds, not to mention a much heavier wallet to purchase the equipment. As for fabric work. I found working with Stitts Products (now Poly Fiber) to be very enjoyable and really very easy if you just follow their instructions. If you were an old modeler like I was you may have done silk and dope. Stitts is somewhat the same except much easier. And that wonderful dope smell is still there!

So much for my observations.

B-25 Restoration from eaa.org

The Powerhouse of the Pacific

The B-25 was named in honor of Wisconsinite Maj. Gen. William “Billy” Mitchell, a U.S. military aviation pioneer. Commonly known as Billy’s Bomber, it was a twin-tail, mid-wing land monoplane powered by two 1,700-horsepower Wright Cyclone engines. Nearly 10,000 were produced from 1939 to 1945 and the aircraft became standard equipment for Allied forces during the war. The aircraft was considered one of the most deadly, carrying up to 3,000 pounds of bombs.



But for many, the B-25 is best known for its role during the raid on Tokyo on April 18, 1942, that was led by Col. Jimmy Doolittle. On that day, four months after the devastating attack on Pearl Harbor, Hawaii, 16 B-25s took off from the pitching flight deck of the USS Hornet. This attack exemplified America’s resolve to strike the Japanese homeland. The success of the raid lies in the tremendous boost in American morale and in also forcing the Japanese to devote vital resources to protecting their territory.

The Project

As part of our mission to share The Spirit of Aviation and curate aviation’s role in the United States and beyond, EAA is proud to announce a campaign to restore and return our North American Aviation (NAA) B-25H bomber back to flying condition. When complete, it will join EAA’s B-17 and Ford Tri-Motor flight experience aircraft and travel the country, bringing aviation history to life. In particular, the B-25 will continue to tell the story of World War II and of the greatest generation’s commitment to service, country, and honor.

Project Budget and the Need for Charitable Support

Passionate volunteers working side-by-side and guided by EAA’s talented mechanics have allowed our organization to begin the restoration process. But in order for this worthwhile project to succeed, EAA needs significant charitable support going forward to bring this aircraft back to flying condition by the spring of 2018. To meet this objective, EAA needs to secure \$400,000 in charitable funds to ensure that the following stages of the B-25 restoration are completed:

- Overhaul existing engines, propellers and acquire a back-up engine
- Repair hydraulic systems
- Install new brakes and wheels
- Install new avionics and engine instruments
- Interior and exterior painting
- Install new seating and passenger safety equipment

Restoring the B-25 is all about sharing the aircraft’s history, teaching the importance of it, and helping people understand the contributions made by the crews who flew these planes and those who built them.

For more information, visit [EAA’s B-25 Restoration 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:
Chris Roberts
507 Chateau Court
Cedar Falls IA 50613
c) 319-240-8128
chrisr@cfu.net

Visit our website:
eaa227.com



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EAA CHAPTER 227 LEADERSHIP

Executive Officers

President	Warren Brecheisen	n146wb@cfu.net	319-277-2118
Vice President	Marty Hoel	hoelm@mchsi.com	319-231-1367
Secretary			
Treasurer	Dave Roberts	drdave@cfu.net	319-277-8128

Board of Directors

Executive Officers	See Above		
Members at Large	Dave Hummel	cfihum@cfu.net	319-266-9561
	Robert Gutknecht	robert.gutknecht.rg@gmail.com	319-269-7970
Past President	Dave Dunn	djrwcd@hotmail.com	319-296-2914

Standing Committees/Positions

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	Dick Poppe	richpoppe@mchsi.com	319-287-4788
	Scott Weinberg	scottw@butler-bremer.com	319-404-4401
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Webmaster	Dave Roberts	drdave@cfu.net	319-277-8128
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Tool Manager	Doug Mattson	doug mattson@gmail.com	319-939-0179
Historian	Dave Dunn	djrwcd@hotmail.com	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**

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.