

Tower Talk

Upcoming Events:

June Chapter Events

- **2 - Tuesday, 7:00**
B-17 Committee Meeting,
Airport Conference Room
- **6 - Saturday, 8:30**
Breakfast, Cedar Falls Family
Restaurant
- **11-14**
B-17 Aluminum Overcast
Tour Stop, ALO,
Livingston Aviation
11 - Media Day
12-14 - Open to Public
- **20 - Saturday**
227 Annual Picnic
10:00 - 11:30 Social
11:30 - Lunch
Rottinghaus Hangar,
South of Dunkerton

June Events

- **13 - Saturday, 5:30-9:00**
Fly-In for Life, ALO,
Livingston Aviation

July Events

- **20 - 26**
EAA AirVenture Oshkosh
www.eaa.org
- **25 - 26**
Fly Iowa 2015, Mason City
Municipal Airport (MCW)
www.flyiowa.org

Iowa DOT Calendar:

www.iowadot.gov/aviation

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John Livingston Chapter

June 2015

Runway Zero

by Warren Brecheisen,
Chapter 227 President



The big news for this month is hosting the EAA B-17 in Waterloo. B-17 planning committee members have been working hard for the last several months to ensure the success of this endeavor. Marty Hoel is chairing the committee and other members include John Dutcher, Robert Gutknecht, Dave Hummel, Keith Kaspari, Tim Newton, Chris Roberts, Dave Roberts, and Gary Witcombe. I view this committee's activities in promotion as a true breakthrough for our chapter. Chris has stepped up to the plate and done a fantastic job. She is getting a lot of good support in the areas of poster distribution, press releases, banner locations, etc. Dave did a great interview for the Veterans of the Cedar Valley show, hosted by Tom Hagerly, on the Cedar Falls Cable TV channel 15. You can view the interview on YouTube. John Dutcher has been busy contacting many of the local veteran's organizations to make sure they know about the event. Keith

has worked with the TSA to get clearance for the visit and published a press release about the event. Gary has been working diligently to organize our volunteers and distribute posters. I ask that you contact Gary and volunteer to help if you haven't already. The more people we have helping the less burden on us all.

The next big thing during the month of June is our annual picnic, which will be held on June 20th. This year Chuck and Rhonda Rottinghaus have again volunteered to let us use their hangar/shop building next to their landing strip south of Dunkerton. The picnic will be a potluck, with brats, burgers, buns, condiments, and drinks furnished by the chapter. Please bring at least one dish to share. Chuck says to come any time after

10:00am. We plan to start chowing down at 11:30. You can fly in or drive in.

At the last chapter meeting, the membership voted to award the Kubicek Scholar-



ship to Justin Gray. He is an A student in high school and has 38 hours, with nearly 7 hours of solo time, including a cross country flight. He is planning to take both private pilot and instrument check rides on his seventeenth birthday in December. His career plan is to be an airline pilot. I presented the scholarship check to him at Livingston Aviation on the 21st of May.

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Runway Zero from page 1

**Do you
have an idea
for a
FlyOut?**

I've mentioned getting involved in advocating for the Pilots' Bill of Rights 2 in a couple of earlier articles. I received a nice note from Rod Blum in response to an email I sent him indicating my support for bill. He mentioned being a student pilot himself, although I don't know if that's something

recent or not. I got the feeling that he at least understands the issues involved.

With the onset of good weather, John Bender is looking for ideas for new places to fly. If you have an idea for a fly out, let John know. By the way, is anyone interested in flying to the Wright Memorial

in Kittyhawk?

Let's get some daylight between the tires and the ground!

Warren Brecheisen
President,
EAA Chapter 227

B-17 EXPERIENCE HISTORY EVENT - JUNE 12-14

FLY-IN FOR LIFE - JUNE 13

Experience HISTORY

Join us for an unforgettable experience aboard one of the few remaining airworthy B-17s in the world. Visit B17.org or call 800-359-6217 for more information and to reserve your flight.

EAA Members: \$409 Non-Members: \$449
(Includes a FREE 1-year EAA Membership)

Waterloo Regional Airport - June 12-14, 2015
Hosted by EAA Chapter 227 - eaa227.com

The above prices are for advance bookings only. E-2 Fly-in members are available. Flights purchased on site are \$625 for EAA members and \$475 for Non-members. Once the B-17 is booked, the discounted prices are no longer available for that area.

© 2014 Experimental Aircraft Association, Inc. "Keep 'em Flying" Revenue from the B-17 tour helps cover maintenance and operations costs for a 100-year Overcast

FLY-IN FOR LIFE
LIVINGSTON AVIATION

Sponsored by:
-ServiceMaster by Harris
-Newton Aircraft Leasing
-American Color Imaging
-Livingston Aviation

When: June 13th From 5:30-9:00 PM
Where: Livingston Aviation, Waterloo Airport
Live Music by: Checker and the Bluetones
Everyone is Invited
Cost: \$10.00 for Burgers, Sides & Drinks (PIC Eat Free)
All profits go to support the American Cancer Society
Contact: Joel Harris at joel.harris@forbin.net

Art and Photo Design by cathypharris.com



Relive history and celebrate the 70th Anniversary of the end of World War II aboard one of the few remaining airworthy B-17s in the world!

EAA Chapter 227 will host a tour stop by the

B-17 Flying Fortress *Aluminum Overcast*

Waterloo Regional Airport (ALO)

Livingston Aviation

June 12-14, 2015

Flight experiences at 10:00-11:00-12:00-1:00 daily

Pre-booking flights is encouraged and offered at the discounted price of \$409.00 (EAA members) & \$449 (non-members)

On-site prices: \$435 (EAA members) & \$475 (non-members)

Ground tours from 2:00-5:00 daily

\$10 per person/\$20 per family (free under 8) / FREE - ALL Active Military or Veterans

For more information, visit eaa227.com or contact Chris Roberts at chrisr@cfu.net

Pre-book flights at www.b17.org, www.eaa.org, or call 800-359-6217

Attention EAA Chapter 227 members!

You can still volunteer to help with the B-17 *Aluminum Overcast!*

We still have spots available **June 12th-14th (Friday-Sunday)**
when the *Aluminum Overcast* is open to the public
for flight experiences and ground tours at Livingston Aviation

Crowd Control/Security: primarily involved with keeping people safe and parking
the B-17 in the display area

Merchandise/Ground Tour Sales Table: selling merchandise and tickets for
ground tours at the trailer brought with the aircraft

Shifts are from: 9:00 - 12:00
12:00 - 3:00
3:00 - 6:00

Ground Tours: at or in the aircraft, controls the flow of the crowd and protects the
aircraft

Shifts are from: 1:30 - 3:30
3:30 - 5:30

We also need help on Saturday, June 13th during "Fly-In for Life"
from 5:30-9:00
and listen to the sounds of Checker and the Bluetones!

Please email [Gary Witcombe](mailto:gary.witcombe@eaa.org) or call 277-4527
and let him know when you are available to help
or if you are willing to distribute posters!

Please contact Gary if you have any questions about volunteering.

Thank you in advance for your participation!

Don't Miss the Chapter 227 Fly-Out Picnic June 20th!

A chapter picnic will be held Saturday, June 20th at Chuck and Rhonda Rottinghaus' hangar facility just south of Dunkerton. It is 10.9 nm from ALO on the 108 radial. Their grass strip is 1900 feet and is situated in a 9/27 direction. They will monitor 122.75 on the ground at their place, so if pilots wish to use that frequency, everyone will be able to communicate. Caution! Watch for power lines on the east side of the road at the east end of the runway. Fly in at your own risk.

All are invited to arrive between 10:00-11:30. Plan to eat at 11:30.

Please bring:

- ⇒ a dish to pass
- ⇒ your own plates and silverware
- ⇒ your own chairs

The chapter will provide:

- ⇒ meat (burgers and brats)
- ⇒ buns
- ⇒ ketchup, mustard, pickles, onions
- ⇒ Drinks
- ⇒ napkins and some table service items for those who might forget

For those driving (and want to use a GPS) their address is 345 N Canfield Rd, **Waterloo**, just 4½ miles south of Dunkerton on the west side of the highway. If you have any questions about flying or driving, please call Chuck at 319-269-3182.

***Don't miss
out on the
fun at
Rottinghaus' s
hangar!***



The Rottinghaus place from the west end of the runway looking east. Their house is the one on the north side at the middle of the runway.

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Chapter 227 Fly-Out Picnic from page 5

The Rottinghaus place from the east end looking west.



Tech Notes -

Can, Can't and Think About It! Part III

by Mike Lewis

“How does something so far from reality even get started?”

Another question that still seems to come up is “do I have to comply with ADs if my aircraft is Amateur Built Experimental?” The 99.9% answer is no. This seems to have been bandied around for years. There have been a few over-zealous aviation journalists who proclaimed that if a component was originally type certified, any ADs on that part must be complied with even if used on a homebuilt. One such writer over thirty years ago wrote that if a certified engine was used on a homebuilt, and an AD was issued on that engine it must be

complied with. He further wrote that if you did not want to comply with the AD you could avoid that by removing the data plate from the engine and sending it (the data plate) to the FAA and they would put it in their “Dead Engines File”! WHAT????!! This was so ridiculous I wrote to the editor of the magazine (which is no longer in print) and challenged him on that statement. The editor acknowledged that that statement was in error. How does something so far from reality even get started? (No, the article wasn’t

written by Brian Williams!). The damaging thing about this however is that it spread like wildfire, being accepted by many knowledgeable people including some A&P mechanics and has persisted for over thirty years!

There was so much misunderstanding about ADs as applied to homebuilts; the FAA rewrote part of the Advisory Circular dealing with the subject. (AC39-7D). Here is the verbatim wording of the paragraph dealing with applicability.

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Each AD contains an applicability statement specifying the product (aircraft, aircraft engine, propeller, or appliance) to which it applies. Unless stated otherwise (see subparagraph 9b of this AC), ADs only apply to type-certificated (TC) aircraft, including ADs issued for an engine, propeller, and appliance. As you can see by the referenced subparagraph 9b, the FAA has held out the possibility of making an AD to apply to a homebuilt, but as history has shown, it doesn't happen.

Don't get me wrong here. I'm not suggesting you ignore ADs. The point is with the EAB (experimental amateur built) you are assigned the privilege and responsibility for making the judgment as to how to handle that issue. With a type-certified aircraft, the FAA makes that judgment, and they must make it for all foreseeable circumstances. The homebuilder is given more latitude, and with proper judgment, there need not be an increase in unreasonable risk. For example, in the past there was an AD on the impulse coupling used on many Bendix magnetos (impulse coupling aids starting). There has also been an AD on some cylinders used on Lycoming

engines. Now, would you make the same judgment on a Cub replica being flown primarily over Iowa cornfields day VFR only with the impulse coupling AD as you would on a Lancair being flown coast to coast IFR with the cylinder AD?

OK, one more question I hear asked is "can I modify my aircraft from the designer's plans (or kit)?" Of course you can! Regardless, you are the manufacturer. You might want to put this in the "think about it" category though. You need to evaluate your own abilities with respect to structures, aerodynamics, physics, etc. To illustrate how subtleties can/may have catastrophic results, I'll relate an incident and add a little of my own speculation.

The event involved a small homebuilt aircraft while in its phase I test period. The pilot had equipped the airplane with two cameras inside the cockpit so all instrument readings and control inputs could be documented (a homebuilder's "black box"). During the test period, the pilot put the airplane into an intentional spin. The fatal result was that he could not recover from the spin. The video documentation provided the NTSB with very good information. They concluded that

the pilot had tried every possible spin recovery technique. The investigators consulted with the designer about spin characteristics. This particular design originally used a VW converted engine. The subject airplane used a Continental O-200. The designer stated that the original VW powered model had been successfully spin tested, but they had never tested a Continental powered version.

Here is where the speculation comes in. The Continental is significantly heavier; depending on accessories, I would guess at least 30 lbs. Probably a heavier prop on the Continental too. So now if we have more weight in the nose, we need more weight in the tail to maintain CG. Airplanes like all other solid bodies have a property called *moment of inertia*. You might visualize that as a flywheel property. So now if we have added more weight at the extremes of the airplane, we have in effect made it a bigger flywheel. Could it be that that bigger flywheel effect made the airplane impossible to recover from a spin? I don't know – it's just a possibility for consideration.

“Regardless, you are the manufacturer.”

“You need to evaluate your own abilities...”

The Safety Checklist: LIFR, IFR, MVFR & VFR *by Dave Hummel*

General ceiling and visibility conditions

This month I will define categorical outlook terms, describing general ceiling and visibility conditions: LIFR, IFR, and MVFR and VFR. (Ref. AIM 7-1-7).

LIFR (Low IFR): Ceiling less than 500 feet and/or visibility less than 1 mile.

IFR: Ceiling 500 to less than 1,000 feet and/or visibility 1 to less than 3 miles.

MVFR (Marginal VFR): Ceiling 1,000 to 3,000 feet and/or visibility 3 to 5 miles inclusive

VFR: Ceiling greater than 3,000 feet and visibility greater

Fly Iowa 2015 – July 25-26 – MCW

Don't miss Fly Iowa 2015 at MCW!

The Mason City Airport will host Fly Iowa 2015 Saturday and Sunday, July 25th - 26th with three air shows: Saturday afternoon and evening and Sunday afternoon. Performers who will take part on their way home from EAA AirVenture are Matt Younkin, Julie Clark, The Vanguard Squadron, Erik Edgren, Mike Gallaway, and Doug Rozendaal.

The Iowa-based band, The Nadas, will perform their brand of alt-rock-country music on Saturday between the afternoon and evening air shows. Airplane rides will be offered in several different aircraft including a P-51 Mustang and a New Standard B-25 biplane. Aircraft rides can be booked in advance.

The event is free to the public. For more information, visit the Fly Iowa website at <http://flyiowa.org/fly-iowa-2015/>, the Mason City Airshow website at <http://mcwairshow.com/> and on Facebook at <https://www.facebook.com/FlyIowa?fref=ts>.

Fly Iowa promotes the role and benefits of aviation while simultaneously raising funds for Francis Lauer Youth Services.

Chapter Classifieds

For Sale:

**Artex 110-4 ELT
with remote switch
and antennae.**

\$100.00

Contact

Dave Roberts

drdave@cfu.net or

319-277-8128



Whether you are looking to sell something or
looking to buy,

please send your Classified Ad(s) to
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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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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

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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.

