

Tower Talk

John Livingston Chapter

November 2014

Upcoming Events:

November Chapter Events

- **1 - Saturday, 8:30:**
Breakfast, Cedar Falls Family Restaurant
- **18 - Tuesday, 7:00:**
Chapter Meeting, & Silent Auction, Airport Conference Room

November

- **8 - Saturday, 3:00:**
FAA Safety Meeting Biennial Foibles, Accident Review, Human Factors & IAPG Meeting, Ames Municipal Airport, Brian Aukes Hangar
www.faasafety.gov

Iowa DOT Calendar:
www.iowadot.gov/aviation

December

- **13 - Saturday, 5:30:**
Chapter Christmas Party & Gift Exchange, Cedar Falls Family Restaurant

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Runway Zero

by Warren Brecheisen, Chapter 227 President

The Soup, Sandwich and Salad evening on the 21st was a most enjoyable evening. The food was great, as it always is for our potlucks. The tables were beautifully decorated by our resident experts, Ann Campbell and Glenda Salyer.



Carl Campbell and Richard Shepard helped with logistics and a number of folks helped move tables, chairs and various supplies to and from the storage room. Bob Dieter presented a very interesting program about the three men from Iowa who volunteered for the Doolittle Raid on Tokyo in April 1942. He made it very personal, since one of his cousins was on the raid and did not survive.

Thanks for the program Bob.

N146WB is back on active flight status. John Bender, Doug Matson, Richard Shepard and I flew to Mason City on the 25th for the Liars and Flyers breakfast that's held there every Saturday. The weather and the camaraderie were great. The airport restaurant is open once again and hopefully the proprietors will be able to stay in business. The food I had was good and I certainly would go there again.



The November first Saturday breakfast will be on November 1st at 8:30. It will be held at the Cedar Falls Family Restaurant. Don't forget



your nametags.

The next chapter meeting will be in the airport board room on Tuesday, November 18th at 7:00 pm. We will have a silent auction for several items that belong to the chapter. These include Dallas's service cart, two B-17 banners from hosting the B-17 last summer and an Aeromatic prop. Proceeds go to the chapter, so bid them up high. If you have anything you would like to donate to the chapter for the auction, feel free to bring it.

When I had my class III medical a month ago, the

AME indicated that he didn't believe anything would come of the push for eliminate the requirement for

Continued on page 2

Runway Zero from page 1

**“Let’s fly
somewhere!”**

many of us private pilots. Whether he is prophetic or not, things are starting to move along, so we should know the outcome by the next time I’m required to take the physical. To find out more, read the advocacy section in the latest Sport Aviation.



Let’s fly somewhere!

Warren Brecheisen
President,
EAA Chapter 227

October 21st Program: Bob Dieter, The Doolittle Raiders



After the Soup, Salad & Chili Potluck, Bob Dieter treated us to a presentation about the Doolittle Raiders, a group of volunteers whose mission was to drop bombs over Japan and fly on to land in the free part of China. This raid on April 18, 1942 played a huge role in the outcome of the Battle of Midway and the rest of the Pacific War. Bob’s cousin was a member of a crew that crashed and, unfortunately, did not make it back. Bob has also promised to write an article about the mission for an upcoming newsletter. Thank you Bob for a wonderful program!



The Iowa Raiders

- Cpl. Leland Faktor did not survive the bailout in a storm at night. Recovered from China and buried in the Family Plot in Plymouth, IA
- Sgt. “Billy Jack” Dieter was severely injured in ditching at sea, drowned. Recovered from China and buried in Golden Gate National Cemetery.
- Cpt. Ross Greening survived the Raid, was sent to Europe in B-26. Shot down and captured. Escaped and recaptured. Died in 1957.



CHAPTER 227
2014 CHRISTMAS PARTY

Join us for a night of gift giving & cheer

Saturday, December 13th

Happy Hour - 5:29pm Dinner - 6:00pm

Cedar Falls Family Restaurant

2627 Center Street in Cedar Falls

Menu

*Choice of roast beef, baked chicken or ham
served with salad, vegetable, baked potato & dinner roll*

coffee, hot tea or soft drink

choice of ice cream or tapioca pudding

\$13.95 per person (does not include tax and 18% gratuity)

Annual Gift Exchange

Following dinner, we will hold our gift exchange gala with Rex Pershing, Master of Ceremonies

Bring a gift with a value of no more than \$10 for each person in your party

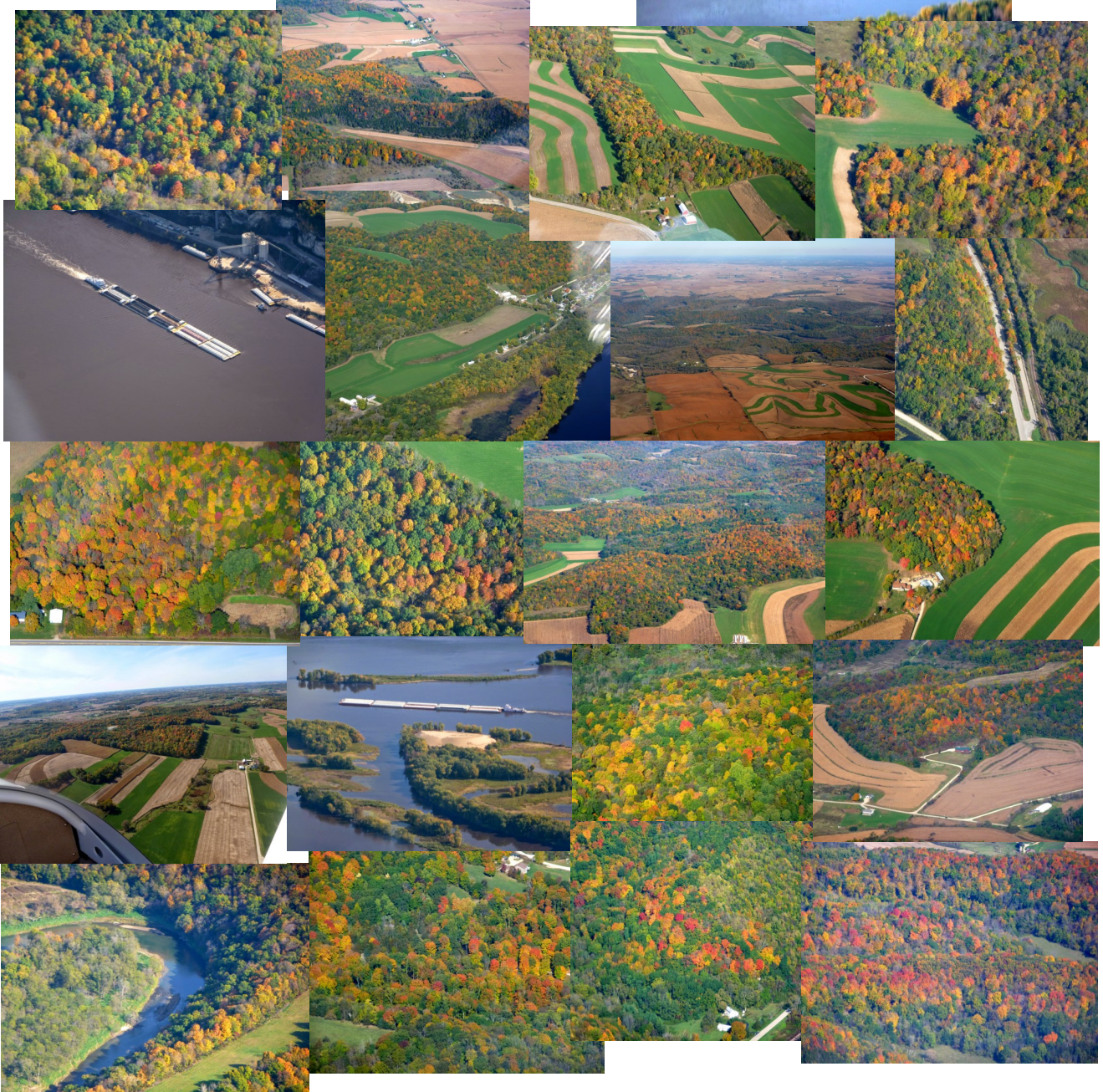
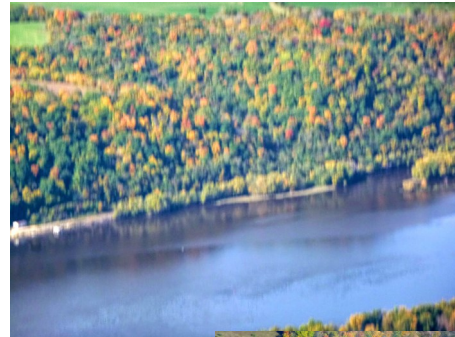
Remember that you are not likely to take home the same gifts that you bring!

RSVP by December 10th to Warren Brecheisen, 319-277-2118, with choice of meat and dessert

October Fly-Ins & Fly-Outs

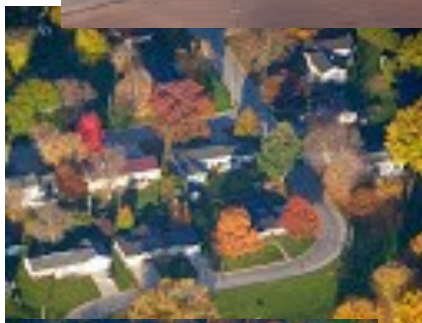
Reedsburg, WI - October 10th from John Bender

Doug, Sharon, Chuck & I had to suffer thru a long trip to Reedsburg for lunch today. Scenery was terrible as you can plainly see. HA !
WHAT A GREAT DAY!



Decorah - October 20th from John Bender

John and Warren took a beautiful flight to Decorah.

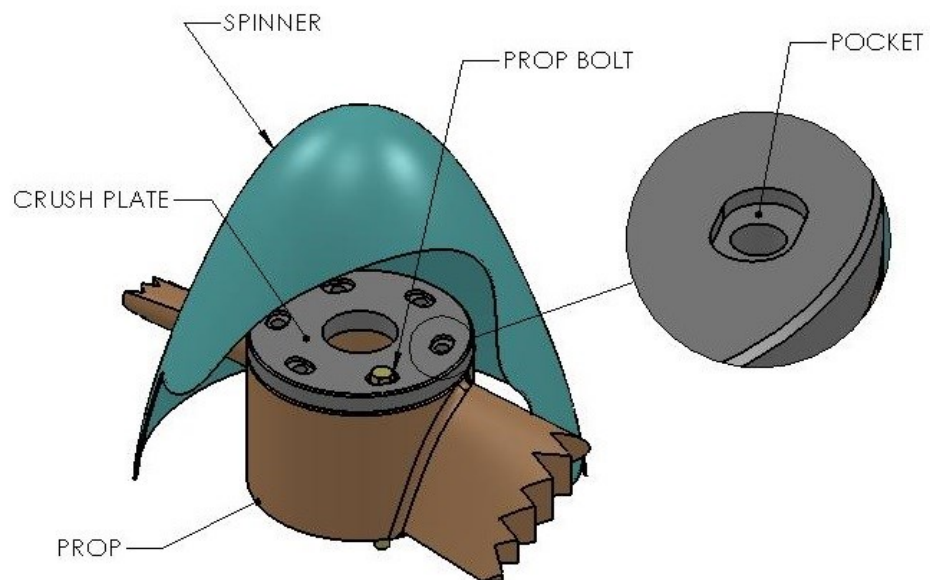


TECH NOTES – CAPTURE A PROP BOLT BY MIKE LEWIS

“...wood changes dimensions as environmental conditions change...”

When I built my Diamant, I used a wooden propeller. I soon learned that there are certain maintenance requirements for a wooden prop that are not common with a metal prop. Because wood changes dimensions as environmental conditions change, it is necessary to check prop bolt torque frequently. Usually when going from summer to winter, humidity goes down and the wood shrinks. Therefore if you do not re-torque prop bolts, they will be looser than required. As a minimum prop bolt torque should be checked at least twice a year; four times might be better. I typically would loosen the bolts and let the wood relax overnight, then re-torque.

Initially this involved removing the spinner, and cutting safety wire. What a pain!! I soon came up with a different method. I made a pocket in the crush plate that would just fit two sides of a prop bolt head. My shaft extension originally had threaded drive lugs installed. I replaced those threaded drive lugs with unthreaded drive lugs. I then installed the bolts through the crush plate, spinner back plate, prop and shaft extension. I used nylon insert lock nuts on the prop bolts. In this way the bolt heads were captured so I could tighten or loosen the nuts from the back side of the spinner without removing the spinner. Below is an illustration of the system.



“...I could not get a standard socket and torque wrench to fit...”

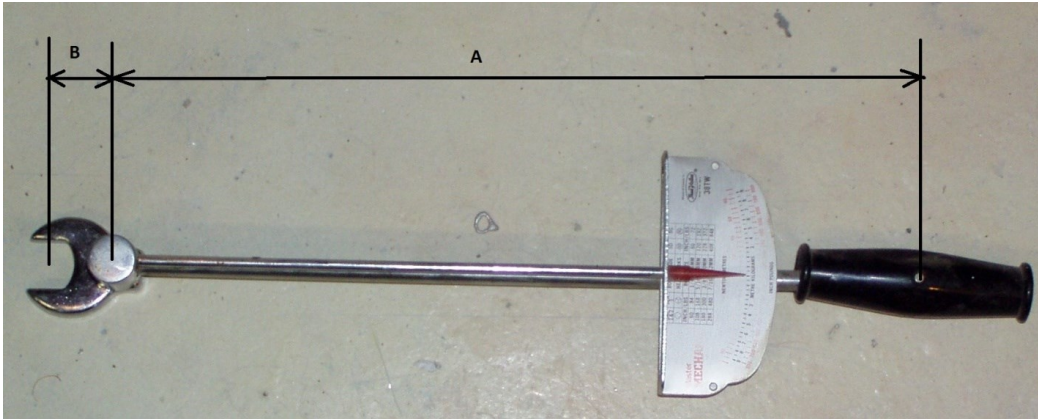
I have heard of similar solutions to this issue where the builder used a small piece of aluminum bar and bolted or riveted it to the crush plate right adjacent to the bolt head. I'm sure that works too. As long as you insure fasteners are locked in place (safety wire or whatever) and all bars are the same size (to maintain balance) that should work too.

There was one other slight issue that this change generated. The Diamant had a spool type shaft extension, and the two flanges were close enough together, that I could not get a standard socket and torque wrench to fit between the prop bolts and the bolt heads that held the extension the crankshaft. In order to tighten the prop bolt nuts I had to use a crow's foot wrench.

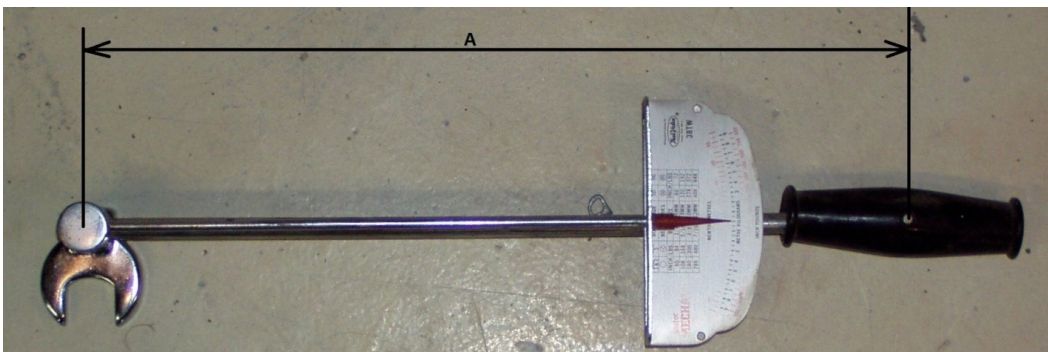
TECH NOTES – CAPTURE A PROP BOLT FROM PAGE 6

Most of you are probably aware that a crows foot can change the torque value that is applied. The crows foot adds a little bit of length to your wrench system. To compensate for this, you can divide length A by the sum of A and B and multiply that figure by the desired torque to get the torque value you should read on your torque wrench.

That is, Torque wrench reading = $[A \div (A+B)] \times$ Desired Torque.



Alternately, if you can set your crows foot perpendicular to the beam or handle of the wrench, then no correction is needed. (B=0 in that case).



Happy flying!

Be sure to watch this must see video submitted by Linda Lewis!

The very first Air Force One, Columbine II:

[Click here: THE FIRST AIR FORCE ONE](#)

“...to get the torque value you should read on your torque wrench.”

The Safety Checklist:

Aircraft Requirements for IFR Operations by Dave Hummel

Being a CFII, I have been asked by pilots what aircraft instruments/equipment are required for IFR (Instrument Flight Rules) operations (14 CFR 91.205). So the *Safety Checklist* this month will cover aircraft instruments/equipment required for IFR plus the required tests and inspections of aircraft equipment to be legal IFR.

“...aircraft instruments/equipment... tests and Inspections...”

The aircraft must have all the instruments/equipment required for VFR day and night flight plus:

- G**enerator or alternator of adequate capacity
- R**adios (appropriate for facilities used)
- A**ltimeter (sensitive)
- B**all (slip/skid indicator of turn coordinator)
- C**lock (sweep second hand or digital presentation)
- A**ttitude indicator
- R**ate of Turn (turn coordinator)
- D**irectional gyro

The tests and inspections of aircraft and equipment that are required to be legal for IFR flight (14 CFR 91.171, 91.409, 91.411 and 91.413) are:

- a. The aircraft must have an annual inspection. If operated for hire or rental, it must have also have a 100-hour inspection. A record must be kept in the aircraft/engine logbooks.
- b. The pitot/static system must have been checked within the preceding 24 calendar months. A record must be kept in the aircraft logbook.
- c. The transponder must have been checked within the preceding 24 calendar months. A record must be kept in the aircraft logbook.
- d. The altimeter must have been checked within the preceding 24 calendar months. A record must be kept in the aircraft logbook.
- e. The VOR must have been checked within the preceding 30 days. A record must be kept in a bound logbook.
- f. ELT battery and inspection within 12 calendar months.

Sponsored
by the
DSM FSDO
FAASTeam

FAA Safety Meeting with Iowa Aviation Promotion Group and FREE meal!

Everyone's invited! Biennial Foibles, Accident Review, Human Factors, IAPG Meeting
Select Number: CE0158446

Saturday, November 8, 2014 at 15:00

Ames Municipal Airport
Brian Aukes Hangar

Paul Berge will present Biennial Flight Foibles, basic stick and rudder flying and Chris Manthe from the FAASTeam will speak on recent accidents and FSDO information. Short IAPG meeting and then FREE catered meal. Please preregister on FAASafety.gov if able. To view further details and registration information for this seminar, [click here](#).

Visit eaa227.com to find:

- Upcoming Events
- Newsletters - Current & Past
- Young Eagles Information
- The Tool Box
- Cool Aviation Links - Including Fly-Ins & Fly-Outs
- How to Join 227
- For Members Only (Membership Roster, Meeting Minutes & Bylaws)

Chapter Classifieds

Chapter 227 Historic Relic for Sale

The service cart in the picture (right) was put together by Dallas Aldridge, one of the founders of EAA Chapter 227. The Taylor Monoplane that he built and flew for many years can be seen at the Grout Museum. Dallas was a great guy and had a wonderful sense of humor. He was one of those people that made you feel important when they talked to you. After Dallas quit flying Mike Lewis ended up with the cart, which he used for a number of years. When Mike cleaned out his hangar, he turned over custodianship of the cart to me (Warren). I don't have a use for the cart any longer, so I'm donating it to the chapter. I'm thinking someone in the chapter could probably make good use of it, so I'm planning to have a silent auction at one of our meetings. In the meantime, contact me if you would like to inspect the cart and we can arrange a time. Call Warren 319-277-2118.



Chapter 227 will host a silent auction November 18th during the chapter meeting.

If you would like to donate any items to the auction, please feel free to bring them to the meeting.

Whether you are looking to sell something or looking to buy, please send you classified ad 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
h) 319-277-8128
chriss@cfu.net

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

EAA CHAPTER 227 LEADERSHIP

Executive Officers

President	Warren Brecheisen	n146wb@cfu.net	319-277-2118
Vice President	Bob Federhoffer	Fedico94@mchsi.com	319-230-6555
Secretary	Robert Gutknecht	robert.gutknecht.rg@gmail.com	319-269-7970
Treasurer	Dave Roberts	drdave@cfu.net	319-277-8128

Board of Directors

Executive Officers	See Above		
Members at Large	Marty Hoel	hoelm@mchsi.com	319-233-5126
	Dave Hummel	cfihum@cfu.net	319-266-9561
Past President	Dave Dunn	djrwcd@hotmail.com	319-296-2914

Standing Committees/Positions

Membership	Dave Hummel	cfihum@cfu.net	319-266-9561
	Carl Campbell	annam39c@aol.com	319-234-2394
Program Committee	Marty Hoel	hoelm@mchsi.com	319-233-5126
	Dick Poppe	richpoppe@mchsi.com	319-287-4788
	Scott Weinberg	scottw@butler-bremer.com	319-404-4401
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	Dave Roberts	drdave@cfu.net	319-277-8128
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Webmaster	Dave Roberts	drdave@cfu.net	319-277-8128
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	Bob Dieter	dieter@cfu.net	319-290-4447
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Young Eagles			
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Tech Advisor	Mike Lewis	mlewis@cfu.net	319-266-6461
Tool Manager	Doug Mattson	doug mattson@gmail.com	319-939-0179
Historian	Dave Dunn	djrwcd@hotmail.com	319-296-2914

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.

