

Tower Talk

2015 Newsletter Award Winner

John Livingston

December 2017

Upcoming Events:

December Events:

- **2 - Saturday, 8:30**
Breakfast, Cedar Falls Family Restaurant
- **8 - Friday, 5:30 Social/ 6:00 Dinner**
227 Christmas Party, Cedar Falls Family Restaurant
- **12 - Tuesday, 7:00**
Board Meeting, Airport Conference Room

Iowa DOT Calendar:

iowadot.gov/aviation

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Runway Zero

by Warren Brecheisen,
Chapter 227 President



I am writing this Runway Zero with mixed emotions because, as of the end of December, I will no longer be president of our chapter. On one hand, there is a sense of relief at no longer having the responsibilities that go along with serving as president. It will free up a little time that would have been spent planning and doing the things necessary to keep the chapter operating. I also won't miss having to send flowers and condolences to relatives of members who have passed away, which for me was the saddest part of the job.

On the other hand, I will miss a number of things. I certainly will miss planning the annual calendar and getting approval from the chapter board. I also have really enjoyed the relationship I have with the EAA folks in Oshkosh, who have always been very supportive. I will especially miss working with members of the board. Without them, it would have been impossible to properly manage the chapter. They were always there to take on the responsibilities of leadership and to try to keep me on the straight and narrow. Although some of our board meetings dealt with contentious issues, by and large the meetings were fun and the board members worked well together. So, what will I miss the most? That's an easy one to answer—working with the members of the chapter to achieve our objectives. We have many really fine people in our chapter and I've always been impressed how our members consistently rise to the occasion when called upon to help with this or that function. My hat's off to all of you who have worked to ensure that we have a viable chapter.

Are there things left undone that I would like to have achieved? You bet there are! I'm still looking for one or two original ideas for promoting general aviation which would really make our chapter stand out. There are other things I've dreamed about also, but haven't accomplished. For example, how about having a chapter fly-out that would involve site-seeing and an overnight stay on some weekend. If EAA risk management gets approval to cover parades on chapter insurance policies (they supposedly are working on it), I think it would be pretty cool for the chapter to build a float, possibly with a steampunk type flying machine theme. Another thought is to hold a flight rally that would test how well we as pilots know the performance of our planes.

Continued on page 2

Runway Zero from page 1

**“Your
chapter
needs
you.”**

In conclusion, it's been a privilege to serve as your chapter's president and I believe that the chapter will continue to grow and prosper with the new leadership taking over in January.

I'll say it one last time:

Let's get some daylight under those airplane tires!

Warren Brecheisen
President, EAA Chapter 227



Congratulations to the

2018 - 2019 Officers & Board Members

President:	Todd Loes
Vice-President:	Ed Thurow
Treasurer:	Ed Thurow
Directors At Large:	Warren Brecheisen, Past President Bob Gutknecht, 2 nd of 2-year term Dave Hummel, 2-year term

Terms will begin January 1, 2018.
Executive Officers will serve a 2-year term.

Happy
Holidays!

EAA Chapter 227

Christmas Party

Friday, December 8th

Social – 5:30 Dinner – 6:00

Cedar Falls Family Restaurant
2627 Center Street, Cedar Falls

Ham OR Baked Chicken
Lettuce Salad, Vegetable, Mashed Potatoes, Roll
Apple or Cherry Pie, Coffee, Tea (hot/cold), Pop
\$20.00 per person (CASH/CHECK ONLY - cash bar)
And Lots of Door Prizes!



RSVP with your choice of
entree by December 5th
to Warren Brecheisen
319-277-2118



Charles City Fly Out, Oct. 29th by John Bender



Overcast, but 7000', so no problem.
Had a great breakfast at Dave's.
All went well.

As a side note, another RV-12 from
Rochester flew in just per chance.
I did not get to talk to them.



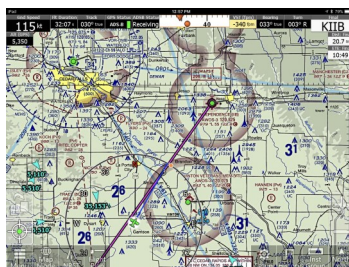
Perry Fly Out, Oct. 31st by John Bender



Another great Flyout. New stop for us.
Nice courtesy car(s). Nice airport.
We will go there again.

Pella Fly Out, Nov. 3rd by John Bender

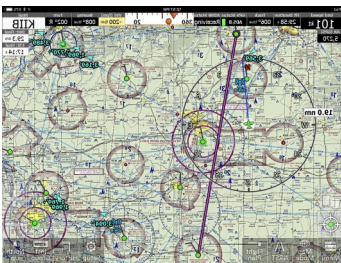
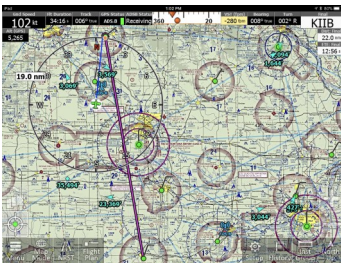
SUPER DAY! 9 of us made it to Pella.
Morris forced us to go downtown
to be sure we stopped at the
Bakery after lunch !!!!!
Couldn't help myself.
All went well. Nice group.



Washington Fly Out, Nov. 7th by John Bender



Really nice day. All went well.
8 of us.
Went to Frontier as usual.
Always good.



Ottumwa Fly Out, Nov. 10th by John Bender

COLD, but nice day. All went well.
4 of us went to the usual Hy-Vee north in Ottumwa.



Charles City Fly Out, Nov. 19th by John Bender

Great day. Went to lunch at Dave's, then flew around area, then went to seminar on Basic-Med at Charles City.

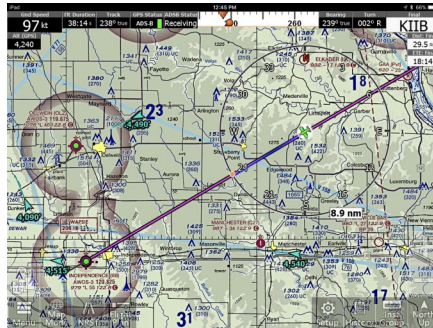
About 15 attended. Good day.

(again - Warren forgot to tell me to take pics !)

Lone Rock Fly Out, Nov. 22nd by John Bender



SUPER DAY !
Cold, but very light winds.
We had a great time at Lone Rock (as usual).



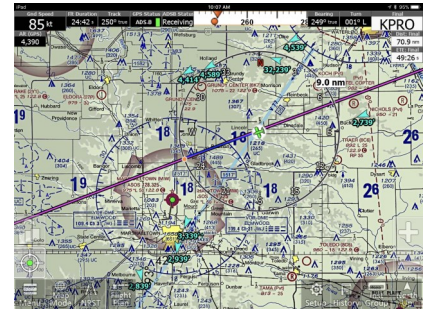
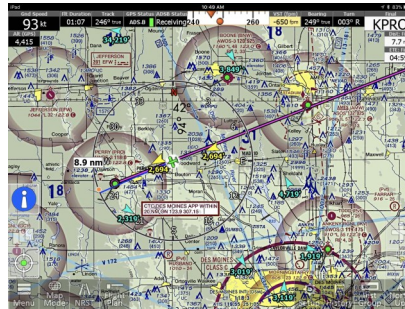
Reedsburg Fly Out, Nov. 25th by John Bender

I was not able to go because of a Thanksgiving get together with family.

Brian reported there were 9 that showed up.

Perry Fly Out, Nov 26th by John Bender

Really super day for late Nov.
 7 of us made it to Perry.
 Saw several people while we were there.
 All went well.



Washington Fly Out, Nov. 27th by John Bender

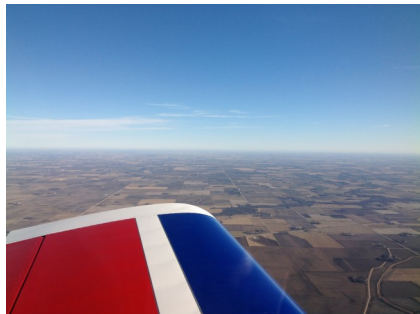
Weather [Winds]		(ADSB Live, Towers = 3)
55 nm, DBQ		
3000'	220° @43 kt	<input type="radio"/> METAR
6000'	230° @37 kt, 54°F (12°C)	<input type="radio"/> TAF
9000'	240° @33 kt, 45°F (7°C)	<input checked="" type="radio"/> Winds
12000'	250° @28 kt, 34°F (1°C)	<input type="radio"/> PIREP
18000'	280° @44 kt, 12°F (-11°C)	
24000'	280° @48 kt, -9°F (-23°C)	
30000'	290° @52 kt, -36°F (-38°C)	
34000'	280° @54 kt, -56°F (-49°C)	
39000'	280° @67 kt, -76°F (-60°C)	
74 nm, MCW		
3000'	220° @49 kt	
6000'	230° @41 kt, 61°F (16°C)	
9000'	240° @39 kt, 48°F (9°C)	
12000'	240° @38 kt, 36°F (2°C)	
18000'	270° @47 kt, 14°F (-10°C)	
24000'	270° @50 kt, -9°F (-23°C)	
30000'	270° @66 kt, -38°F (-39°C)	
34000'	270° @68 kt, -54°F (-48°C)	
39000'	260° @67 kt, -74°F (-59°C)	

Super nice day for late Nov.
 Really strong winds at Alt.
 The one screenshot is on way home.
 Other shows a jet overhead going
 just a bit faster than we were.



Owatonna Fly Out, Nov. 29th by Warren Brecheisen

John Bender organized a fly-out, for the 227 Fly-Out Group, to Owatonna, MN on November 29th. Arrival was set for 11:00 am and three of the four planes attending arrived with 5 minutes of one another. Paul Fisher won the farthest traveled award by flying up from Davenport in his RV-7. Five people attended. John Dutcher brought a guest who is a neighbor of mine. We ate at Famous Dave's and then shopped at Cabela's before returning home. As can be seen in the photo I took from my plane, it was a picture perfect day to fly and we all agreed we would hate to have missed it. Thanks again John B. for organizing the fly-out in spite of the fact that you could not attend.



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ICAO: KALO IATA: ALO Airport: Waterloo Regional Airport
KALO Flight Activity (FlightAware)
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Tech Notes - Last Call by Mike Lewis

Fuel tanks were another topic of debate at the time I built my first airplane. The commonly accepted methods were welded aluminum, riveted aluminum or fiberglass. In today's world of kit builds, that decision may be made for you, however if you are building from plans, you may have that choice.

When I built the Diamant, I had not done any significant riveting, and welded aluminum was out of the question. The Diamant by design had three tanks; one 10-gallon tank in each wing leading edge root, and a 20-gallon tank in the fuselage ahead of the panel. I have never seen a welded aluminum fuel tank that does not show some distortion so that was not even an option for the root tanks. The fuselage tank did not allow sufficient room for radios or gyros either. In discussing this with Tony Bingelis he asked, do you really need 40 gallons? My thought was no, so I opted to make two 15-gallon root tanks out of fiberglass. A messy project!

When it came to the RV-4, riveting was the specified method. By that time, I had a lot of riveting "practice". Part of the key to a riveted aluminum tank is in sealing the rivets. The original sealing material was called Pro Seal, a product of the Coast division of Teledyne. Pro Seal is a two-part, dark gray, rubbery sealant that is incredibly sticky and messy! There are other similar sealants today but all are similar in mess coefficient! It is helpful to have a bucket of acetone handy to throw your Clecros in and clean up your rivet sets and bucking bars as you go along. At the time I did my tanks, Van was recommending using a sloshing sealer after completion of the riveting.

The other part of riveting your aluminum fuel tank is that the parts must be absolutely sterile! I used Dupont 225s to clean all joining parts. If I remember correctly, Van recommended cleaning with paint thinner or Prep-Sol or something like that. I am not convinced that is adequate, as I have heard of some problems with the sloshing sealers coming off when cleaned in this manner. I called both the sloshing sealer manufacturer and Pro Seal to make sure there were no compatibility issues with 225s and their product. They both said 225s is the best cleaning/prep method although it is a somewhat harsh chemical. I think Van has since not recommended using sloshing sealer or at least only brushing it on in the joint area. At any rate, I did use sloshing sealer and I never had any problems with it coming off.

With the experience in both fiberglass and riveted aluminum, I would definitely choose the aluminum if I were doing it again. Both methods are incredibly messy, but I believe the aluminum is lighter and cleaner than glass. With the Diamant I had to install two good sized filters in the fuel lines because I continually got slight amounts of "junk" (a highly technical term) in the fuel system. I religiously cleaned those filters every 50 hours. I don't really know what that "junk" was, but I have to assume that it was a slight degradation of the epoxy (Safety-poxy). I have talked to several people who built fiberglass tanks and some insist they never had a problem with it and others say "oh, that's just fiberglass tanks!" I don't know. The other problem I had with the Diamant tanks though was that I could not completely seal the threaded fitting for the quick-drain. The fiberglass guys say they just laminate that in with the tank, which is what I did. It never leaked enough to drip, but it formed a stain around the drain.

Continued on page 10

Tech Notes from page 9

Folks, I have written this column for four years now. Shared about everything I know and then some! With that being said, this will be the last regular column I write. If someone has a topic they would like to discuss I could comment on it (truth or fiction) on an as required basis.

Happy Holidays!

Building Extravaganzas: AirVenture 2018 Air Show Planning Underway *from eaa.org*

What do you do when trying to match EAA AirVenture Oshkosh 2017's air shows that included the Blue Angels, a history of bombers, and numerous other "wow" moments?

Start with one highlight at a time.

"This is the time of year when there are lots of ideas," said Dennis Dunbar, who directs air operations for AirVenture. "We're always looking for those amazing and cool things that happen only at Oshkosh. Some people come to us and we find others. And then we go to work."

As main feature planning matures for the 2018 fly-in, which will be held July 23-29, there are ideas that began with discussions during AirVenture 2017. Sometimes, those discussions go back further, but need a couple of years to bring together. For example, there are already preliminary plans well underway for AirVenture 2020.

The International Council of Air Shows (ICAS) convention at Las Vegas in early December is also a key event, as the entire air show community is available for conversations and confirmations. An early schedule of performers is finalized shortly after that convention. Along with that, discussions with EAA's various interest groups, including homebuilts, warbirds, vintage aircraft, ultralights, and others help form other highlight events for the week.

There are also numerous anniversaries of various aircraft to consider. It offers owners of those aircraft to come together in one place and have their spotlight moment at Oshkosh.

"There's no place like Oshkosh," said Dunbar, who plans and directs air shows throughout the country. "There is so much going on and there are new things being added each year that you don't see any place else."

[Tickets for AirVenture 2018](#) are already on sale, with many people getting them as holiday gifts for the aviation nuts in their families. While the air shows are only one part of Oshkosh, they are a part that's always highly anticipated. So how *does* one match the memorable 2017 fly-in?

"That's definitely the question I've been asked most since last July," Dunbar said. "It's a wonderful challenge to have. But I'm confident that our members and visitors will be quite satisfied with what we've put together so far. I'm excited to release some details real soon and prove that 2018 will have plenty of those only-at-Oshkosh moments."



Photo by Chris Miller

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
chrshr@cfu.net

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eaa227.com



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EAA CHAPTER 227 LEADERSHIP

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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

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	Robert Gutknecht	robert.gutknecht.rg@gmail.com	319-269-7970
Past President	Dave Dunn	djrwcd@hotmail.com	319-296-2914

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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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**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.