

Tower Talk

2015 Newsletter Award Winner

John Livingston

November 2016

Upcoming Events:

November Chapter Events

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

Iowa DOT Calendar:

iowadot.gov/aviation

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Runway Zero

by Warren Brecheisen,
Chapter 227 President



The Soup and Salad potluck was a great success.

There was a lot of yummy food including a variety of soups, salads and desserts. John Dutcher brought a huge bowl of his world famous "Death by Chocolate" dessert which I for one could have eaten until I was sick. Fortunately, I had a little more common sense than to overdo it on that dish. Keith Kaspari gave an interesting talk about TALPA, the new runway condition reporting system, and airport improvement plans. Thanks to all who brought food and helped with setup and cleanup. Once again the trailer proved it value as a time and labor saver for moving our equipment.

The elections are nearly here and I can't wait for them to be over. I'm so sick of misleading political ads that I could scream. I take them all with a grain of salt. Be sure and make your voice heard by voting on November 8th.

Last month, I talked about the cracked right step on my RV-6. I sent it to the person who makes the steps for repair and reinforcement. He did a beautiful job. I painted it and am ready to rivet it back in place. I also took part of the instrument panel apart to see if I could fix a gremlin in my GPS nav/com radio. Occasionally, it acts like it's been turned off and then back on again. I rewired the power inputs and grounds and found and corrected a problem with seating of the D connector on the radio tray. Unfortunately, all that work did not correct the problem. I've done a lot of work over the past several years attempting to resolve the issue, and now I've exhausted all the possibilities that I can think of. I may just have to live with it.

The 227 Annual Meeting will be November 15th, 7:00p.m. in the airport board room. We will need to elect one Director-at-Large for a two year term. Bob Gutknecht's term will expire at the end of 2016. Bob has graciously accepted the nomination for another two years. In addition to the election, we will look at the ideas for promoting general aviation that passed the filtering process done by the board.

Runway Zero from page 1

**Look for
details about
the
Christmas
Party**

Our Christmas party will be on Friday, December 9th at the Cedar Falls Family Restaurant. Details will follow later.

Let's get some daylight under those airplane tires!

Warren Brecheisen
President,
EAA Chapter 227

October Program:

**Keith Kaspari, Director of Aviation
Waterloo Regional Airport**

After the October potluck, Keith Kaspari presented several improvement plans and important updates that are coming up at the Waterloo Regional Airport. His program covered:

1. The snow and ice control plan
2. CIP update (Bravo Discussion)
3. 2016 Taxiway Charlie, Runway Joint (at B-1 intersection) and 12/30 Rehab – now bumped to the spring/summer of 2017



**Thank you
Keith
for a
terrific
program!**

Keith followed up with a question/answer session.

We are grateful that Keith walked us through the plans and appreciate the information and participation.

And thank you for bringing the great dishes to the potluck and serving us!



Photos Courtesy Keith Kaspari

Thank you!

to everyone who brought the delicious dishes at the annual chili, soup & salad potluck,
to Keith Kaspari for the informative and entertaining program,
to Livingston Aviation for allowing to use your hangar,
and to all who helped set up and take down the event.

Save the
Date!

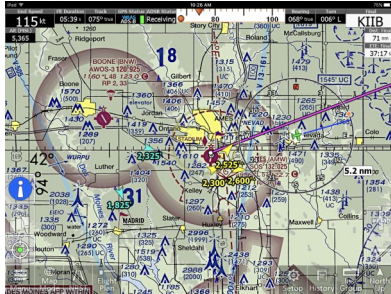
227 Christmas party
Friday, December 9th, 6:00p.m.
Cedar Falls Family Restaurant

Lone Rock Fly Out, October 9th by John Bender

Super day.
Place was busy.
Standing room only inside.
Someone was LATE !
Oh, ya, it was me.
Still learning AP. Working very good.



Ames Fly Out, October 13th by John Bender

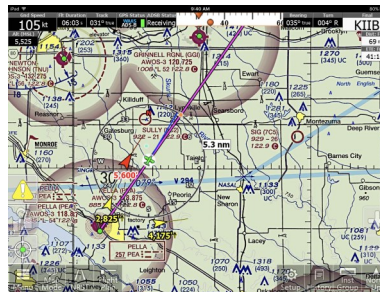


A super Fly Out to Ames today.
These are screenshots leaving Ames.
Fairly busy on ADS-B IPad screen.

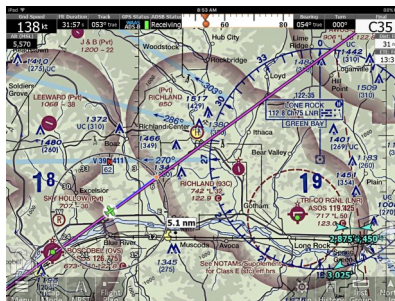


Pella Fly Out, October 18th by John Bender

Another great Fly Out to Pella.
Food was great. All went well.
Here are 2 screen shots of us arriving.
7 total of us had a great time.



Reedsburg Fly Out, October 23rd by John Bender



Windy day, but smooth up high.
Was hoping leaves would be better,
but not much color today anyway.
Screenshots show traffic in area.
Good food, and
everyone was happy to get out.
Nice day.

NOTE : My AP got its first test today -
worked very well.

Ottumwa Fly Out, October 24th by John Bender

Great time again today. Went to closest HY-VEE on far north end of Ottumwa. Always good food and variety. Thanks to all who attended.



Iowa Falls Fly Out, October 29th by John Bender



We went to a new place in Iowa Falls. 502 Grill. Downtown. Smooth air at 3500 - 4500'. Fun day.

Charles City Fly Out, October 30th by John Bender

Sorry. Forgot cell phone. 5 of us went to Charles City. Went to "Dave's". Great Buffet.



Spirit of Aviation Mobile Experience Debuts at NBAA

from eaa.org

**“Welcome
to
EAA”**



EAA’s Spirit of Aviation mobile experience trailer is bringing EAA’s mission and passion to aviation and non-aviation events throughout the country, with its debut at the National Business Aviation Association (NBAA) Business Aviation Convention & Exhibition in Orlando early in November.

The mobile experience has been in the works for more than a year and is designed to bring the EAA brand to aviation enthusiasts through hands-on, member-tested activities engaging people in what EAA is all about.

“We want to promote EAA, our passion for flight, and our mission of growing participation in aviation in way that’s fun and engaging,” said Dave Chaimson, EAA’s vice president of marketing and business development. “The Spirit of Aviation mobile marketing unit brings EAA to life through immersive activities and virtual reality experiences, giving visitors a glimpse into the world of aviation, as well as inviting them to be part of EAA’s dynamic, growing, and innovative member community.”

Visitor experiences include flight time in two Redbird TD flight simulators, a “Welcome to EAA” 360-degree virtual reality video, and two hands-on EAA-branded activities: a sheet metal cookie cutter project sponsored by Aircraft Spruce & Specialty, and an FT Venture foam glider, sponsored by Flitetest.

**“...we can
engage
people
of all ages...”**

The 53-foot semitrailer is also a rolling billboard for EAA, which includes graphics highlighting a Long-EZ homebuilt aircraft and its futuristic design representing EAA’s experimental aircraft roots. It also features visibility for EAA AirVenture Oshkosh and the 25th anniversary of the Young Eagles program. Other unique features of the mobile display are a reproduction of the Wittman Regional Airport control tower, a pop-out stage, and an activity area that can be repurposed for presentations and other activities.

“Naturally we want to welcome current EAA members at aviation events, but this experience reaches beyond to non-aviation events, where we can engage people of all ages who are fascinated with flight,” Chaimson said. “EAA has always been open to everyone who wishes to participate. Going beyond the usual airport and aviation locations will allow EAA to connect with more people throughout the country in ways we haven’t been able to previously. We’re taking Oshkosh on the road!”

Following the Spirit of Aviation debut at the NBAA convention, the trailer will head to the U.S. Sport Aviation Expo in Sebring, Florida, in January before embarking on a full tour during 2017. Complete schedule information will be announced as it is finalized.

Contact Tower *by Larry Lyman, Retired ATC*

Have you taken a tour of the control tower?

As helpful as a familiarization flight can be for a controller, a visit to the tower may help you to understand the bigger picture while you are in the National Airspace System (NAS). At Waterloo, we are fortunate to have both an operational FAA control tower and a TRACON (Terminal Radar Control).

Call in advance to schedule a tour, and see how the system works from the controller's perspective. Don't be afraid to ask those questions that you may have, and share your concerns with the controllers...everyone benefits when we are all communicating well. Safety is the controllers' first consideration, and you will see how safety permeates everything the controllers do. This is a good time to visit, as traffic is a bit slower in November and thus there may be more time to visit.

Have a good visit and Happy Thanksgiving to all!

*“Don't be
afraid
to ask
questions...”*



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)

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*Listen to
Live
ALO
Air Traffic*

Tech Notes - Power Up! Part 5

by Mike Lewis

We were talking about cylinders and the various inspection points last month. I promised to discuss options if your cylinder has issues which do not pass inspections.

Let's talk about the head first. Probably the big issue is cracks. What do you do if a crack is detected?

***“... can
the
cylinder
be
salvaged?”***

As I noted in last month's column, the head is not replaceable, so can the cylinder be salvaged? I would answer that with a qualified yes, at least in some cases. There are cylinder shops that can weld a crack. Is a weld in the cylinder head going to make the head as good as new? I've heard arguments on both sides of that issue. I would generally have to stand on the side that says no. My goal when overhauling the engine for my project was to have it run essentially trouble free for a reasonable overhaul period – 1000 to 2000 hours or more. I think that the probability that an aluminum head that has been welded will survive that long is low. That doesn't mean that there may not be good reason for doing it. It might be that you have a particular engine that is very difficult to impossible to find a replacement cylinder for.

How about the barrel? There are more options here. If the barrel cannot simply be honed, there are at least a couple options. You may be able to have the cylinder rebored (some nitride barrels cannot be rebored – check your overhaul manual). Lycoming barrels can be rebored to either .010 or .020 inch oversize. Corresponding pistons and rings are then sold.

The other option is to have the barrel chrome plated. Note that chrome plating requires different piston rings than steel or nitride barrels require – don't mix them up! When the cylinder shop chromes the barrel, it is first rebored to get it round and straight. Then it is chrome plated back to the standard size bore. Normal aircraft plating is referred to as channel chrome. That is because the surface contains a series of fine channels giving it an appearance somewhat like a cracked egg shell. This channel surface is done to improve oil retention.

***“Some
say
they
last
forever...”***

Several years back there was another proprietary chrome process called Cermichrome. This was a chrome process where some form of ceramic material was infused into the surface, the purpose of which was also to retain oil. Cermichrome was originally a highly regarded process. As such it became quite popular and as so often happens, the vendor (ECI) had to “farm out” some of the work to keep up with demand. Unfortunately ECI lost control of the process, and Cermichromed cylinders developed a very high failure rate, which ultimately killed the process.

Several years ago, I had a chapter member ask why anyone would want chromed barrels. As discussed above, it is a way of rebuilding barrels back to standard bore. Perhaps another plus for chromed cylinders is that they wear very well. Some say they will last forever (maybe at least 'till the head cracks). The other positive feature of chromed cylinders is they don't rust. The down side is that they will probably consume slightly more oil. Those channels let a little more oil go through. Similarly a differential compression test may show slightly lower compression. I think both of these issues are very minor though.

Some vendors also offer a nickel plating process. I really know nothing of that so if you are interested I would defer to the vendor (ECI).

The other option is replacing the entire cylinder assembly, either from OEM (Lycoming or Continental) or an aftermarket assembly from Superior or ECI. I'll continue with that discussion next month.

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



FOR SALE:

Continental C85-12F Engine
 from a Cessna 140.

I cleaned and pickled
 this engine before 2000.
 Asking \$2500

C85-12F Engine

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.



Carburetor

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**

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