

Tower Talk

2015 Newsletter Award Winner

John Livingston

July 2017

Upcoming Events:

July Chapter Events:

- **1 - Saturday, 8:30**
Breakfast, Cedar Falls Family Restaurant
- **8 - Saturday**
Annual Chapter Picnic,
11:00 - 12:00 Social
12:00 Lunch
Rottinghaus Hangar,
South of Dunkerton

July Events:

- **16 - Sunday**
Iowa Aviation Museum's
Wings Fly-In/Drive-In
7:30 - 11:00 Breakfast
Greenfield, IA
flyingmuseum.com
- **24 - 30**
EAA AirVenture Oshkosh
eaa.org

Iowa DOT Calendar:

iowadot.gov/aviation

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Runway Zero

*by Warren Brecheisen,
Chapter 227 President*



I've been participating in the fly-outs that John Bender sets up for us as much as possible. I took my grandson on the June 7th foray to Lone Rock for breakfast. We had something like 10 airplanes and 14 or 15 people on that one, with folks from the Quad Cities and Platteville as well as some of our regulars. I let my grandson fly the plane all the way back to Waterloo and he got a big kick out of it.

As I noted in the email I sent out a few days ago, we need to keep our eyes on the Trump administration's proposal to privatize air traffic control. When I read through the ATC Principles document, it raised a lot of flags with me, e.g. it appears that the company(s) that would run the system would be autonomous with no right for Congress to review fees etc. and that users would only be able to suggest representatives for the governing board. We will have to see how this plays out, but I suspect we, as members, will be asked to contact our representatives in Washington with appropriate input.

Member Jon Gutknecht passed away suddenly last week. Our condolences and prayers to his family. I sent flowers to the funeral on behalf of the chapter, but I couldn't attend as we were out of town.

The first Saturday of the month breakfast will be on July 1st, 8:30am, in the Cedar Falls Family Restaurant. Don't forget to put our July 8th annual picnic on your calendars. Once again, Chuck and Rhonda Rottinghaus will be hosting the picnic at their private airport. The picnic will double as the July chapter meeting.

Let's get some daylight under those airplane tires!

Warren Brecheisen
President,
EAA Chapter 227

Gone West: Jon Gutknecht

**John
Gutknecht**

June 24, 1939

-

June 6, 2017



Long-time member Jon Gutknecht passed away at his home in Hudson on Tuesday, June 6th. He was born June 24, 1939 in Hudson. Jon and Charlotte were married on May 25, 1985. Jon worked for John Deere for 35 years and after retiring, for Hawkeye Tile. Jon served in the Marines Corps Reserves from 1957-1963. He was also a member of several military organizations and the Hudson Volunteer Fire Department.

Our condolences to Charlotte, Robert and Rhonda, all members of Chapter 227. Jon was a loyal member and support to our chapter and was involved with many activities. We will miss him.

Proposed Bylaw Amendment to be Voted On at the July Chapter Picnic

To: ARTICLE IX, Section 3, Paragraph 2 (red)

Purpose: to update the Bylaws and be consistent throughout

ARTICLE XI -- Amendments

Section 1. These Bylaws may be amended at any regular or special meeting of the Chapter by majority vote of a quorum of members attending such meeting or voting by proxy. Notice of this meeting with proposed amendment or amendments shall be given at least three (3) days before the meeting by Chapter Newsletter, in writing, or electronic means.

Current By-Law:

ARTICLE IX – Standing Committees and Positions

Section 3. Nominating Committee – A Nominating Committee consisting of three (3) and not more than five (5) members, none of which presently hold an Executive Office of the Chapter, shall be appointed by the Executive Officers no less than one hundred and twenty (120) days, or four (4) months prior to the annual membership meeting. A temporary chairperson shall be appointed by the Executive Committee.

The Nomination Committee shall interview the existing officers and members of the Chapter and shall select one or more candidates for each Executive Office and/or Board of Directors to be filled. They shall present the slate to the members not less than thirty (30) days prior to the election meeting, ***either by mail or by including such slate in the Chapter Newsletter mailed to the members.***

The Nominating Committee shall review and be familiar with the responsibilities of each leadership position they are seeking candidates for.

Proposed by-law change (blue):

The Nomination Committee shall interview the existing officers and members of the Chapter and shall select one or more candidates for each Executive Office and/or Board of Directors to be filled. They shall present the slate to the members not less than thirty (30) days prior to the election meeting ***by Chapter Newsletter, in writing, or electronic means.***

DON'T MISS THE ANNUAL CHAPTER 227 PICNIC!

SATURDAY, JULY 8TH

ALL ARE INVITED TO ARRIVE BETWEEN 11:00 – 12:00
PLAN TO EAT AT 12:00

CHUCK & RHONDA ROTTINGHAUS' HANGAR

PLEASE BRING:

- ↪ A DISH TO PASS
- ↪ YOUR OWN PLATES AND SILVERWARE

THE CHAPTER WILL PROVIDE:

- ↪ MEAT (BURGERS AND BRATS)
- ↪ BUNS
- ↪ KETCHUP, MUSTARD, PICKLES, ONIONS
- ↪ DRINKS
- ↪ NAPKINS AND SOME TABLE SERVICE ITEMS

RSVP by July 6TH TO WARREN: 277-2118

PLEASE CALL WARREN if you can help set up Friday AFTERNOON

DIRECTIONS:

DRIVE IN: 345 N CANFIELD Rd, WATERLOO
(4½ MILES SOUTH OF DUNKERTON ON THE WEST SIDE OF THE HIGHWAY)

FLY IN: 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.

Aerial View Over the Rottinghaus Airstrip



This picture is from the west end of the runway looking east.

Our house is the one on the north side at the middle of the runway.

This picture is from the east end looking west.

Don't miss out on the fun!



Sully Fly Out, May 31st by John Bender

SUPER fly out today to Sully. 7 of us.
 All went well.
 BUGS were in great supply.
 I always keep my plane clean.
 This is one landing and takeoff on turf.



Lone Rock Fly Out, June 1st by John Bender



Great day to have a fly out.
 Everyone enjoyed a good time,
 and good food as usual.

Fillmore Cty Fly Out, June 2nd by John Bender



Another great day to
 Fillmore County. Went to
 Branding Iron Supper Club
 up on hill.
 Really nice place.
 Window seats. 6 of us today.



Glad Paul got his gauge reading
 back working well
 and on his way.
 Mike at Decorah helped him.



Platteville Cinnamon Rolls, June 4th by John Bender

Really nice morning. Joe and Bill & Elaine are from there, and were there. Ken from Oelwein, Bret, and Warren got there. Cinnamon rolls were warm and way too good. The rumor that I had more than I should have is greatly exaggerated! ha ha ha
Air was smooth.

The pic has a tiny little spec which was a plane.
My ADS-B showed me where it was, and it was right there.
About 3500' feet above me crossing my path.



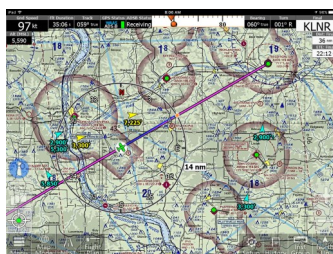
Pella Fly Out, June 6th by John Bender



Super day. 5 total of us. Clear, smooth, good temps.
Went to Mill Cafe downtown. Warren forced us to stop at Bakery before we left. That's my story - - - - -.

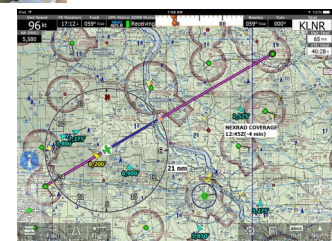
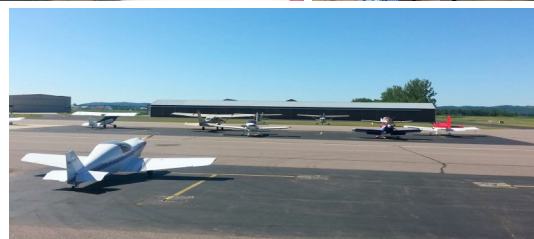
Lots of traffic on way down as you can see on screenshot attachment.

Lone Rock Fly Out, June 7th by John Bender



Really nice day. Way more than expected showed up. Think there was maybe 12 with grandkids etc. Super time. Did not get to talk to everyone.

Note the pic off my right wing, it is another plane that showed up on my ADS-B system, and it is gnat size.



Monticello Fly Out, June 9th by John Bender

Very good day. Went to family restaurant downtown.
Very good food.

Nice temps early. Will be getting hot later. Smooth both ways.



The one pic shows what happens when you forget your iPad. Grrrrrrr.

Ottumwa Fly Out, June 15th by John Bender

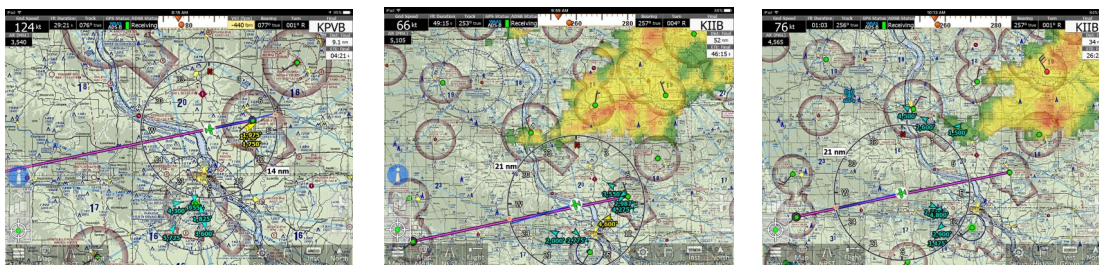
SUPER FLY OUT today. Ended up being 6 of us. Went to Hy-Vee on north end of Ottumwa. Food good as usual. Since they only have a Chevy Cruz for a courtesy car, one of the very nice ladies there let us use her Mercedes. Was a struggle, but we managed. Smooth air at various Alts. Overall a great day. Thanks to all who were there.



Platteville Fly Out, June 20th by John Bender



Super day.
Weather was to the north of us, but not a problem.
Saw two barges on the river.
Lots of targets on ADS-B screen.
Went to Cuba City to Nick's.



Contact Tower *by Larry Lyman, Retired ATCS*

Text your questions and ideas to Larry to include in future issues

Well, it's hard to believe that July is here already, and with that, comes good times, great flying weather, and EAA AirVenture at Oshkosh! Are you going to be there this year? I hope so, it is a fantastic experience of all things GA. As a retired air traffic controller, I am always ready to enjoy a day at the airport, and a day at Oshkosh is like no other day! Have you ever wondered how ATC controls all those airplanes safely? I would like to pull back the curtain a bit and tell you how we do it.

It is imperative that any pilot coming to AirVenture read your NOTAMs and understand what you are reading. Air traffic depends on you following those NOTAMs, and we control based on the information contained therein. Though there are many ways to come to the show, I am going to describe just one...an arrival through Fisk. This will be your first encounter with Oshkosh ATC. Monitor the frequency and respond as noted, finding another aircraft to follow and then following it. Listen carefully, as these controllers are establishing the sequence for one of two sets of arrival controllers! That's correct, there are two separate teams of controllers working arrivals at the same time, one team for runway 9/27 and one team for runway 18/36. There are two more teams on the runways controlling the departures! Each of these four teams uses their own frequencies, and is in communication with the corresponding team for their runway. You will be told which frequency to monitor as you leave Fisk. Though you will only hear the controller working the arrival sequence for your runway, bear in mind that there is another team working the crossing runway as well as two departure teams....each of these teams has four controllers working together to complete the task safely!

That is a glimpse into what goes on from the controllers' perspective. It all works when everyone, pilots and controllers, listen carefully and work together. For roughly two weeks Oshkosh becomes the busiest airport in the world, and with your help, it will remain one of the safest airshows to come to, as well.

I would love to visit with everyone from 227 at the "Contact Tower with ATC" forum on Thursday, July 27, from 4-5:15 on Stage 2. Bring your questions and a smile; until then, hope to see you there!

LiveATC.net
Live Air Traffic — From Their Headsets to You.

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)

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Tech Notes - Dolly's Garden of Interesting but Probably Useless Information by Mike Lewis

If you ever listen to Dolly Fortier on the radio you will recognize that phrase. Since I'm having such difficulty coming up with subject matter for this column, and Airventure is getting close, I thought I'd share some campground discussion from last year. This stuff falls under Dolly's above category.

This discussion involves radial engines, in this case the Pratt and Whitney R-985. It helps to have a bit of an understanding of how a radial engine works. If you have not seen this U-tube video, you really should do it. Go to www.youtube.com/watch?v=qjnQKXNPsk4. This not only illustrates the workings of a radial, but depicts some fantastic wood working efforts. Anyway the discussion came about because of an article by Kyle Franklin. It seems he had to replace a cylinder on his R-985 on his airshow plane, "Dracula". It was the number five cylinder which is located on the lower left as you face the engine, (about 6:30). What caught my attention was that Kyle said this was the cylinder that had the master rod. The master rod is the only connecting rod that is connected directly to the crank pin. All other rods are called slave rods and are connected to the master rod. Ian's above mentioned U-Tube video illustrates this nicely. My puzzlement came from the fact that every illustration I had ever seen had the master rod in the number one position (even some R-985 cartoons!), as does Ian's model. I thought why in the world the P & W put the master rod in the number five position? I posed this question to several mechanics and nobody knew. Wee, at the campground I got the answer.

Some of you probably know that I have camped with the Rezabek family at Oshkosh for over forty years. I was kicking this around with Steve R. last year. He didn't have the answer but thought his brother Rick might be of some help. Rick has a beautiful Stinson SR-9 with a P & W R-985 in it as well as being chief engineer on the F-35 at Lockheed so we thought there might be some connections. Steve got on the phone with Rick and Rick said he would look into it. A few minutes later Rick called back with the answer. It was simple – because Mr. Pratt said so! Actually there was a little more to it. He said it was really based on testing. They (P & W) thought it ran a little smoother with the master rod in the number five position. Again it helps to understand the operation of a radial in detail, but one of the characteristics of the radial is that all of the pistons do not approach top dead center at the same rate. This is due to the articulation of the slave rods relative to the master rod. The P & W engineers speculated that the slightly smoother running with number five as master had to do with positioning of the accessories; i.e. magnetos, governor, etc.

As somewhat of a side note, this variation in piston approach motion resulted in Bendix designing a special magneto for the 985 which has slightly different timing for the various cylinders. For example where the master cylinder (#5) may fire at 25° before top dead center, perhaps cylinder number eight may fire at 21° before top dead center.

Since I still haven't had any epiphanies, I'll share some more from Airventure '16 next month. (maybe if this gets boring enough, somebody else will come up with a suggestion!).

**Contact
Mike
with your
ideas for
future
articles**

**“...it was
really
based on
testing.”**

AirVenture Highlights at EAA AirVenture Oshkosh 2017! *from eaa.org*

Blue Angels Planning for First Full Oshkosh Appearance

Special crowd lines in effect on July 28-29; morning TFR on July 28

Plans are solidifying in advance of the U.S. Navy Blue Angels' first full team performance at EAA AirVenture Oshkosh, with full demonstration times now set for Friday and Saturday, July 28-29, along with other details regarding the team's visit to Oshkosh.

The Blue Angels will fly their full practice show on Friday, July 28, from 4-5 p.m., in the midst of that day's afternoon air show. The Friday afternoon air show will continue following that performance, including some always-popular Heritage Flights featuring current and World War II-era aircraft. On Saturday, July 29, the Blues will fly the final act of the afternoon air show, beginning at 5 p.m.

Commemoration of Doolittle Raid 75th Anniversary at AirVenture 2017

People and airplanes among activities that recall daring World War II mission

The lone remaining veteran of the famed Doolittle Raiders mission of April 1942 and at least 16 B-25 bombers will be part of the raid's 75th anniversary commemoration and air show activities at EAA AirVenture Oshkosh 2017.

The activities will honor those involved in the daring mission that included 16 B-25 bombers that departed from the aircraft carrier USS Hornet on April 18, 1942, and bombed military sites in Japan. The Doolittle Raiders, led by legendary pilot Jimmy Doolittle, then faced hardships after their airplanes made forced landings in China and other areas.

Among the highlights of the 75th anniversary commemoration will be an evening program on July 26 with 101-year-old Dick Cole, the only remaining member of the 80 original Doolittle Raiders, as well as Jimmy Doolittle's grandchildren, Jimmy Doolittle III and Jonna Doolittle Hoppes.

EAA to Celebrate Apollo Program's 50th Anniversary

Astronaut reunion planned for EAA AirVenture 2017

Astronauts from most of the Apollo missions that put humans on the moon for the first time are expected to be at EAA AirVenture Oshkosh 2017 to commemorate the 50th anniversary of the Apollo program.

The reunion is expected to be the largest gathering of Apollo astronauts at Oshkosh since the memorable 1994 Salute to Apollo program that brought together 15 of the men who were the faces of the American effort to put men on the moon. Many of the activities will be centered on the event's Apollo Day on Friday, July 28, which is highlighted by a major evening program at Theater in the Woods.

NASA astronauts Buzz Aldrin (Apollo 11) and Harrison "Jack" Schmitt (Apollo 17), representing the crews who made the space program's first and last lunar landings, will attend EAA AirVenture Oshkosh 2017 as part of the Apollo program reunion on Friday, July 28.

Previously confirmed astronauts attending the event include Frank Borman (Apollo 8), Walt Cunningham (Apollo 7), Fred Haise (Apollo 13), Jim Lovell (Apollo 8 and Apollo 13), and Al Worden (Apollo 15).

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
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Cedar Falls IA 50613
c) 319-240-8128
chrisr@cfu.net

Visit our website:
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

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

Membership	Dave Hummel	cfihum@cfu.net	319-266-9561
	Carl Campbell	annam39c@aol.com	
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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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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.