

# Tower Talk

John Livingston Chapter

April 2015

## Upcoming Events:

### April Chapter Events

- **4 - Saturday, 8:30:**  
Breakfast, Cedar Falls Family Restaurant
- **7 - Tuesday, 7:00:**  
B-17 Committee Meeting, Airport Conference Room
- **21 - Tuesday, 7:00:**  
Chapter Meeting, Airport Conference Room

### Iowa DOT Calendar:

[www.iowadot.gov/aviation](http://www.iowadot.gov/aviation)

### June Events

- **11-14**  
B-17 Aluminum Overcast Tour Stop, Waterloo  
11th - Media Day  
12th-14th - Open to Public

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## Runway Zero

by Warren Brecheisen,  
Chapter 227 President



Dorothy and I escaped to Hawaii to get away from the cold weather and were gone for 19 days during February. We were on a Road Scholar tour that included five of the islands and we had a great time. If you haven't heard of Road Scholar they provide tours that include both sightseeing and learning experiences. This was our third trip with them and all of them have been awesome. On this particular trip we did a lot of sightseeing and had hikes/walks with guides that were very knowledgeable on a wide range of topics. Some evenings we were treated to presentations by experts on specific topics. We learned about volcanoes and how the islands were formed, Polynesian culture, Hawaiian language, local flora and fauna, history and ecology. Our tour leader was an expert on World War II history.

One special place we visited was the leprosy colony on the island of Molokai. It was heart rending to hear the history of the people sent to this special place. It is a National Historic Park now and is accessible only by boat, airplane or a foot path down the face of a cliff. We flew in on Cessna Caravans and I felt honored to sit in the right seat for the flights in and out.

Since I was gone I missed the chapter meeting in February. I'm sure Bob did a good job of sitting in for me. I understand attendance wasn't good due (hopefully) to cold weather. Marty presented status and plans for the B-17 visit in June. This will be an "all hands on deck" effort and, together with our Young Eagles rally in September will be our major events for

the year. Be sure to add June 12-14 to your calendars. If you have any connections with people or businesses that might be willing to help sponsor the B-17 visit please let Marty know. Also, if you know any veterans (or others) that you think might be interested in riding in the plane be sure and let them know about the event.

Our first Saturday breakfast will be on April 4<sup>th</sup> at the Cedar Falls Family Restaurant at 8:30. The April chapter meeting will be on the 21<sup>st</sup>. Don't forget to wear your name tags.

Let's fly somewhere!

Warren Brecheisen  
President,  
EAA Chapter 227

## March Meeting Program:

### *FUNDAMENTALS OF AIRCRAFT ICING*

**“...anticipate,  
avoid and to  
deal with  
exposure...”**

After the March 17<sup>th</sup> meeting, Marty Hoel treated us to a NASA produced program on aircraft icing, presenting prac-

tical information for the general aviation pilot to help anticipate, avoid and to deal with exposure to icing condi-

tions. Thank you, Marty, for bringing this interesting and informative program to our chapter.

## *SAVE THE WATERLOO VOR!*

*BY MARTY HOEL*

**“VHF  
navigation is  
a distributed  
system that  
is not  
vulnerable...”**

It is my understanding that the Feds are attempting to decommission the Waterloo VOR (not the airport: KALO, but the VOR: ALO). There are a couple of reasons that we should work to oppose the dismantling of our navigation infrastructure.

For the instrument pilots (and for those who aspire to fly IFR) we have six approaches into Waterloo that are based on the VOR. Additionally, the VOR is used to identify intersections that are integral to other approaches. Many older planes are not equipped with certified GPS navigators and the pilot training syllabus for Private and Instrument ratings require knowledge of the VOR system. Pilots also use ALO for in route navigation, for training purposes, and for the occasional periods of “temporary disorientation”.

Sadly, many pilots have abandoned their navigation skills

and rely solely on the GPS. I can relate, from personal experience, that GPS is a very fragile system. The microwave transmissions that are received by civilian GPS units can be easily blinded by commercially available GPS jammers. These jammers were originally popularized by people to avoid being tracked (for example, if their truck or vehicle is tracked by an employer). Unfortunately, our devices can be adversely affected by this technology. This strikes me as an Achilles heel to the entire Next-Gen navigation system, but maybe the “big-thinkers” have a plan to mitigate this vulnerability... maybe. Meanwhile, we know that VHF navigation is a distributed system that is not vulnerable to an area-wide single point of failure. It lacks pin-point accuracy but it is robust. Although we enjoy “direct-to” navigation out in rural areas, the vector airways are still used in congested airspace. Although

you may not personally use it much, we should oppose the loss of this technology.

Please join me in emailing our representatives, and ask them to reconsider dismantling the Waterloo VOR (ALO). Thank you for your help.

[http://  
www.grassley.senate.gov/  
constituents/questions-and-  
comments](http://www.grassley.senate.gov/constituents/questions-and-comments)

[http://  
www.ernst.senate.gov/  
content/contact-joni](http://www.ernst.senate.gov/content/contact-joni)

[https://blum.house.gov/  
contact/email](https://blum.house.gov/contact/email)

**Chapter 227  
to Host B-17 Tour Visit  
June 12<sup>th</sup>–14<sup>th</sup>**



Help us celebrate the 70<sup>th</sup> Anniversary of the end of World War II this summer! EAA is offering historic flight experiences in its beautifully restored B-17G Flying Fortress *Aluminum Overcast*. One of only 12 Fortress's still flying, this aircraft is an icon of the Allied strategic bombing effort that helped turn the tide of battle in World War II. Unlike reading a history book, you can actually fly a mission back in time and feel the might of this magnificent machine, just as those brave young men did during the war.

Chapter 227 has been chosen to host an *Aluminum Overcast* tour visit at the Waterloo Regional Airport June 12<sup>th</sup>-14<sup>th</sup>. We ask your help spreading the word about this extraordinary visit and encourage your participation that day. The flight experience lasts one hour which includes a briefing, nearly a half hour flight, and debriefing at 10:00 – 11:00 – 12:00 – 1:00PM. Once the aircraft is in the air, you will be allowed to move about freely to visit the various compartments like the nose, bomb bay, navigation/radio, cockpit and waist sections. Discounted advance reservations are made by visiting the [EAA B-17 website](#) or by calling EAA's B-17 Tour Office at 1-800-359-6217. B-17 flight jackets are available only to flight experience participants. Ground Tours are scheduled from 2:00 until 5:00PM and can be purchased at the onsite merchandise trailer. Ground tours are free to all active military or veterans.

Opportunities for sponsorship to cover the costs of the tour stop are available. Complimentary rides are available to sponsors whose donations meet the EAA eligibility requirements. To become a sponsor for the visit, please contact [Marty Hoel](#).

B-17 merchandise will be available for purchase on site and at the B-17 website. Proceeds from the tour help keep *Aluminum Overcast* flying and will assist the continuing restoration, maintenance and preservation efforts of EAA.

We ask for your help to make the *Aluminum Overcast* visit a great success! We will need volunteers to help with crowd control/security, ground tours, and merchandise sales. If you would like to volunteer on June 12<sup>th</sup>, 13<sup>th</sup> and/or 14<sup>th</sup>, please contact [Gary Witcombe](#).

For more information about the Waterloo visit, please visit the [Chapter 227 website](#), the [EAA B-17 Tour Stop page](#), or contact [Marty Hoel](#).

*Here is a chance for our EAA 227 chapter members  
to get up close and personal with the B-17 Aluminum Overcast!*

We are looking for chapter volunteers to help June 12<sup>th</sup>-14<sup>th</sup> (Friday-Sunday)  
when the *Aluminum Overcast* is open to the public  
for flight experiences and ground tours  
at the Waterloo Regional Airport.

Positions and shifts available:

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

Available shifts are:

- A. 9:00 - 12:00
- B. 12:00 - 3:00
- C. 3:00 - 6:00

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

Available shifts are:

- A. 9:00 - 12:00
- B. 12:00 - 3:00
- C. 3:00 - 6:00

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

Available shifts are:

- A. 1:30 - 3:30
- B. 3:30 - 5:30

If you are interested in helping,  
please contact [Gary Witcombe](#) with your preferences  
and they will be added to the schedule.

Please email Gary  
with the day (Friday, Saturday or Sunday), the number of the position (1, 2 or 3)  
and the letter of the shift (A, B or C).

The sign-up sheet will also be available at chapter gatherings.

If you have any questions about volunteering, please contact Gary.  
*Thank you in advance for your participation.*

***Tech Notes -******Can, Can't and Think About It!******by Mike Lewis***

Sometimes we hear discussions about what can or can't be done with experimental amateur built aircraft. I thought I'd spend just a little time to discuss this issue this month. All of the following comments refer to Experimental Amateur Built. There are different rules for Experimental Light Sport Aircraft and Special Light Sport Aircraft (ELSA and SLSA).

First let's set the stage a bit for the FAA definition of our home built aircraft. We operate with a Special Airworthiness Certificate in the Experimental Category Amateur built. This certificate is pink in color as opposed to the airworthiness certificates issued for type certified aircraft. Note that not all Experimental aircraft certificates are amateur built, and each has its own ground rules. By definition, the purpose of an amateur built aircraft is for education and recreation.

Probably one great place to discover what is and is not allowed with your homebuilt is the operating limitations, which are issued with your airworthiness certificate. Generally they will spell out two phases. Phase one is for test purposes. A geographical area which all flights must be conducted in

will be defined, as well as the duration of the test period as well as some other requirements. Additionally, the wording of your logbook entry at the completion of phase I is spelled out.

Phase II becomes effective at the completion of phase I. Phase II allows what we would consider pretty much normal operations. It will typically contain a statement about day VFR only unless properly equipped, about instrument markings and inspections, no operation for compensation or hire, no operation over densely populated areas or on congested airways, no glider or banner towing, etc. There will be a section about annual condition inspections including wording for logbook entries.

There is also normally a section about major changes to a homebuilt. The definition of "major Changes" seems a bit vague to me so if you are in doubt, I'd call the FSDO. I think general consensus is that change to a different type or size of engine, or a different propeller (wood to metal) is considered a major change. Generally a major change requires going back to a phase I and conducting additional testing. The specifics of this additional testing have changed over time and may be unique to each set of Operating Limitations. Again I'd call the

FSDO – those guys don't bite and they are really pretty decent folks. Besides, I've heard they all have their rabies shots!

Bear in mind, operating limitations are a unique part of the airworthiness certificate. Policies have changed over time, and there may be unique practices of the writer or geographical location. Don't assume that yours will be the same as someone else's.

OK, beyond operating limitations – who can perform maintenance on a homebuilt? The answer is anyone. If you buy a homebuilt that you did not build, you can still perform any and all maintenance on that aircraft. You cannot however perform the annual condition inspection if you did not build the airplane. If you are the builder (or one of the builders) you may apply for a repairman's certificate for that airplane only, which entitles you to perform the annual condition inspection. In the case of multiple builders, only one may be granted the repairman's certificate.

A question often discussed is "can someone help build my homebuilt?" Big topic so I think I'll continue with that theme next month.

***"...the purpose of an amateur built aircraft is for education and recreation."***

***"...beyond operating limitations - who can perform maintenance on a homebuilt?"***

## *Fly Out to Mason City, March 18th*

*by John Bender*

**For questions  
about  
upcoming  
fly outs,  
contact  
John Bender**

4 airplanes flew to  
Mason City.  
We enjoyed a great  
lunch special. That  
& dessert all for \$7.  
The ceiling was  
9000'. Could see  
the horizon.

GREAT DAY.  
Glad Gary joined  
us today.



## *EAA's B-17 Part of Huge D.C. Flyover in May*

Arsenal of Democracy event part of Spirit of '45 activities from [eaa.org](http://eaa.org)

EAA's B-17 bomber *Aluminum Overcast* will be part of the biggest flyover in the nation's capital in decades when the "[Arsenal of Democracy](#)" event takes place in Washington, D.C., on May 8. This unprecedented event will commemorate the 70th anniversary of Victory in Europe (V-E) Day that marked the end of the World War II conflict in the European Theater.

Many members of the [EAA Warbirds of America](#) will also be participating in the flyover, which will feature 15 historically sequenced warbird formations representing the major battles of WWII, from the attack on Pearl Harbor to the end of the war. This flyover is also part of the year-long "Spirit of '45" festivities throughout the country to mark 70 years since the end of the war.

"We are honored to have our B-17 participate in this flyover, which will be seen by thousands of people in Washington that day and by millions around the world via television and online video," said Sean Elliott, EAA's vice president of advocacy and safety, who is responsible for EAA's air operations. "Our B-17 makes annual tours to honor the people who sacrificed during the war and to present the nation's flying history. It is fitting that this aircraft also participates in this unprecedented event that has the same goal."

Many of the aircraft flying in this salute will also attend [EAA AirVenture Oshkosh 2015](#) on July 20-26. At Oshkosh, attendees will not only see the airplanes fly, but can get up-close to them and hear from the veterans and aircraft owners themselves during the popular Warbirds in Review program.

"We fully support all events that recognize these aircraft and, more importantly, the people of The Greatest Generation who built, flew, and maintained them," said Bill Fischer, executive director of the Warbirds of America.

The [Spirit of '45 activities](#) will peak on August 15, when all warbird owners are encouraged to fly in honor of the end of all WWII hostilities. EAA and Warbirds of America will continue to release information on ways to be involved in the coming months and especially during EAA AirVenture Oshkosh 2015.

**"15  
historically  
sequenced  
warbird  
for-  
mations..."**

## *The Safety Checklist: LAHSO* by Dave Hummel

This month I want to talk about LAHSO. This is something I review and practice with my student pilots during their flight training and regular pilots, if they want.

### **What is LAHSO?** (Reference: AIM 4-3-11)

LAHSO (Land and Hold Short Operations) is an air traffic control procedure that requires pilot participation. At towered airports, ATC may clear a pilot to land and hold short of an intersecting runway, an intersecting taxiway, or some other designated point on a runway.

ATC may issue a LAHSO clearance only when the ceiling is at least 1,000 feet and visibility is at least 3 statute miles.

### **Must a pilot accept a LAHSO clearance?**

No. Pilots may accept a LAHSO clearance *only* if the pilot determines that the aircraft can safely land and stop within the landing distance (ALD- Available Landing Distance data are published in the A/FD - Airport/Facility Directory special notices section.) Pilots unfamiliar with LAHSO and student pilots should not participate.

The PIC has complete authority to accept or decline a LAHSO clearance. The PIC must decline a LAHSO clearance if he or she believes it would compromise safety.

To accept a LAHSO clearance, you need to be familiar with all the information concerning LAHSO at that particular airport (e.g., published ALD, runway slope). Some airports also have markings, signs, and lighting associated with LAHSO. These may include yellow hold-short markings, red and white signage and/or in-pavement lighting.

If you determine that you cannot safely accept a LAHSO clearance, you have full authority to decline and request to land on the full length, or on another runway.

### **What happens if you accept a LAHSO clearance?**

A pilot who accepts a LAHSO clearance must adhere to it, unless he or she obtains an amended clearance. If a rejected landing becomes necessary after accepting a LAHSO clearance, the pilot must maintain safe separation from the other aircraft/vehicles and notify ATC as soon as possible.

If ATC gives you a LAHSO clearance, ATC needs a full read back that includes the words, "**HOLD SHORT of (RUNWAY/TAXIWAY/POINT)**".

**“...an  
air traffic  
control  
procedure  
that requires  
pilot  
participa-  
tion.”**

**“A pilot who  
accepts a  
LAHSO  
clearance  
must adhere  
to it...”**

## ***Rollout a Major Milestone for B-29 Superfortress Doc***

***from EAA e-hotline  
March 26, 2015***



Doc was rolled out exactly 70 years after it was delivered to the U.S. Army Air Forces.

EAA congratulates all the volunteers and supporters of the restored B-29 Superfortress *Doc*, which was rolled out Monday, March 23, at a special event at Wichita's McConnell Air Force Base – *exactly 70 years* to the day after its original delivery to the United States Army Air Forces during World War II. The airplane slowly emerged from a former Boeing hangar as the Air Force Song (Wild Blue Yonder) played and assembled volunteers, backers, and supporters cheered.

Over the coming weeks and months, the airplane is scheduled to undergo engine run-up, followed by a first flight and additional test flights. Once airborne, *Doc* would become the world's second flying B-29 along with the Commemorative Air Force's *FIFI*.

*Doc's Friends*, the non-profit organization that owns the aircraft, has stated a goal to fly *Doc* to Oshkosh for EAA AirVenture 2015 (July 20-26). Since the CAF has confirmed it will bring *FIFI* to Oshkosh this summer, the prospect of the world's only two flying B-29s appearing together could create a historic event for aviation enthusiasts.

According to the [Doc's Friends website](#), *Doc* was originally one of eight B-29s in a squadron nicknamed "Snow White and the Seven Dwarfs." It flew in the latter days of WWII as well as the Korean War. It was decommissioned in 1956 and parked in the Mojave Desert where it served as a ballistic target on a China Lake Naval Air Warfare Center Weapons range. Tony Mazzolini, who served as a flight engineer on a B-29 during the Korean War, acquired the airplane in 1987, and restoration began.

*Doc* was relocated to its Wichita birthplace in 2000, where over the past 15 years hundreds of volunteers have contributed some 300,000 hours to restore it. Volunteers included retirees from Boeing and Spirit AeroSystems, veterans, active duty military, and others wanting to honor those who have served. Other countless individuals and organizations have made financial and in-kind contributions to keep the project going.

EAA Chairman of the Board Jack J. Pelton serves on the *Doc's Friends* board of directors.

Visit [eaa227.com](http://eaa227.com) for:

- ⇒ **Upcoming Events & the 2015 Chapter Calendar**
- ⇒ **Newsletters - Current & Archived**
- ⇒ **Young Eagles Information**
- ⇒ **Mel Kubicek Scholarship Information & Application**
- ⇒ **The Tool Box**
- ⇒ **Cool Aviation Links**
- ⇒ **How to Join 227**
- ⇒ **Members Only - Membership Roster, Meeting Minutes & ByLaws**

# Chapter Classifieds

For Sale:

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

**\$100.00**

Contact

**Dave Roberts**

[drdave@cfu.net](mailto: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  
[chrisr@cfu.net](mailto: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  
[chrisr@cfu.net](mailto:chrisr@cfu.net)

Visit our website:  
[eaa227.com](http://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

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