

Tower Talk

2015 Newsletter Award Winner

John Livingston

November 2015

Upcoming Events:

November Events

- **3 - Tuesday, 7:00**
Board Meeting,
Location TBD
- **7 - Saturday, 8:30**
Breakfast, Cedar Falls Family
Restaurant
- **17 - Tuesday, 6:00**
Annual Meeting, Airport
Conference Room

December Events

- **12 - Saturday,**
Chapter Christmas Party

Iowa DOT Calendar:

www.iowadot.gov/aviation

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Runway Zero

by Warren Brecheisen,
Chapter 227 President



Dorothy and I were unable to attend the Fall Soup and Salad Potluck and 50th anniversary celebration as we were out of town. I heard that it was a fun evening. I looked at the postings on Facebook and it looked like everyone had a great time. The decorations were fantastic! The event was mentioned in the EAA FridayGram. Quoting from the FridayGram: "Rick Larsen, Charlie Becker, Dick Hanusa, Brett Hahn, and Kyle Voltz were in Waterloo, Iowa on Tuesday evening to join EAA Chapter 227 on its 50th anniversary". Congratulations to Chris and her committee which consisted of Richard Shepherd, Ann Hoel, Ann Campbell and Glenda Salyer. Fantastic job! I'm really sorry I missed it.

We have a couple of im-

portant agenda items for the chapter meeting on the 17th of November. That's election night for chapter officers for next year. Also, we will be voting on the motion to allow the Board to purchase a trailer for hauling our equipment to functions. We need a quorum for these important items, so please plan to attend.

I attended the farewell for Mel Hemann last weekend. He is moving to Florida permanently. For me, it was one of those both happy and sad occasions: happy for him, but sad to see him move away. He taught a lot of people around here to fly and will be missed not only for his flying instruction but also for just being a joy to know.

While talking about events, we have the opportunity to sort of eat our way around the area on Saturday, November 7th. That's the day of our first Saturday breakfast (8:30am, Cedar Falls Family Restaurant). Also, there will be a Fall Chili Fly-In at the Independence Airport from 11:00am to 2:00pm. Pilots eat free at this catered event, which will include a pumpkin drop.

Let's get some daylight between the tires and the ground!

Warren Brecheisen
President,
EAA Chapter 227

Regarding the purchase of a Chapter trailer:

***“It has been
moved
and
seconded...”***

Chapter 227 By-Laws require: “Any meeting where a vote will be taken on the adoption of resolutions, direction, or action, members shall be notified through the Chapter Newsletter, writing, or electronic means no less than three (3) days prior to the meeting.”

It has been moved, and seconded, that the Board of

Directors be authorized to purchase an enclosed trailer for the storage and transportation of the Chapter’s tables, chairs, stanchions and miscellaneous supplies.

This motion will be brought to the membership for a vote. Please note that Irv Swieter, proprietor of Swieter Aircraft, has graciously offered the Chapter permission to

park this trailer under his t-park on the east side of the east t-hangars at the Waterloo Airport. This trailer will save a great deal of loading and unloading every time that we have an event. Additionally, the sides of the trailer can serve as a billboard for our Chapter logo.

Chapter 227 Annual Meeting - November 17th

Elections will be held for our Executive Officers and Directors At-Large

The Nominating Committee submitted the following slate of candidates at the September Chapter Meeting:

***Plan to
attend the
Annual Meeting
November 17th***

President:	Warren Brecheisen
Vice-President:	Marty Hoel
Secretary:	Richard Shepherd
Treasurer:	Dave Roberts
Directors At-large:	Dave Hummel, 2-year term Robert Gutknecht, 1-year term

The floor will open to additional nominations before casting the vote. Terms will begin January 1, 2016. Executive Officers will serve 2-year terms.

Please plan to attend this very important meeting.

We must have a quorum (20% of the voting members) present to hold this election.

The Chapter 227 50th Anniversary Celebration at the Chili/Soup & Salad Potluck

What a wonderful way to celebrate the 50th Anniversary of Chapter 227: in the Livingston hangar with Richard Shepherd's glorious Fall displays, about 60 people joining the fun and bringing delicious food to share, personal stories from earlier days, so touching they brought a tear to the eye, and an EAA delegation from Oshkosh who flew in to celebrate our special evening. As we met their plane, the crew of five greeted us with a crock pot of award-winning four alarm chili—"It's a potluck after all!" The EAA group included Brett Hahn, Manager of Chapters, Rick Larsen, Vice President of Communities and Member Programs, Charlie Becker, Director of Chapters, Communities and Homebuilt Community Manager and President of Oshkosh Chapter 252, Kyle Voltz, Chapter Administrator, and pilot Dick Hanusa, President of DH Aviation Safety Consulting and AirVenture Flightline Safety as well as several other AirVenture responsibilities. As we walked in the door Brett looked around and said "Wow, you just can't write this stuff!" Those from EAA also brought a large banner to commemorate 227's 50th which we hung on the Livingston hangar door.

As we caught up with each

other, many investigated the history table displaying the Chapter Charter Certificate and original binder of the founding members and first president, Jim Lyon, and an array of pictures of past events and awards. Food was abundant and delicious. Thank you everyone for bringing such fine fare. After the meal, we photographed the anniversary cake with the five from EAA who enthusiastically served it to the membership—"because," as they said, "chapter members are the true heroes."

Several members shared personal stories from the past: stories of when and how their passion for aviation got started, stories of their relationships with EAA and Chapter 227, stories of new beginnings.

Dick Poppe spoke of his first airplane ride in a 1947 Cessna 140. His fascination with aviation and inspiring relationship with pilot, Harold White, changed his life forever. Dick and Harold were together through thick and thin, they were there for each other during the hard times and their bond grew stronger and stronger. That particular plane sat in a hangar for some time so Dick and Harold decided to restore it; they brought it up to date and Dick polished it to its original

sheen. The plane turned heads wherever they went. In 2002, Dick bought the plane from Harold who was suffering from Alzheimer's. Dick stayed by Harold's side, continuing to fly together until Harold's death in 2004. The plane received the People's Choice Award from the International Cessna 120-140 Association in 2006 and again in 2007, AirVenture's Outstanding Cessna 120/140 Award in 2009 and the Lindbergh Trophy for the Best Class II (81-150HP) in 2010 at AirVenture. To this day, Dick embraces the plane as a tribute to Harold and their undying friendship.

For Matt Evers there were: three tidbits that came to me that might be worth sharing, so here goes...

The first one is that when I moved to town about 16 years ago, the first EAA Chapter 227 member I met was Dallas Aldredge, out at Flyers Field in Washburn. He introduced me to the chapter and I became a member. He lived and breathed aviation, and told me many of his stories... one was how he as a kid got to meet Lindbergh, and how special that obviously was to him. He also showed me his workshop where he built his Taylor Monoplane. He was a great

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"Chapter members are the true heroes."

"He lived and breathed aviation..."

The 50th Anniversary Celebration and Potluck from page 3

“...being involved in an EAA chapter exposes you to new things...”

inspiration to all those around him.

The second one is how being involved in an EAA chapter exposes you to new things... I was talking to a co-worker the other day after he helped out at our Young Eagles Rally, trying to explain what aviation was all about. While showing him what I fly, I mentioned that being a part of EAA can help you experience many different types of aircraft, which is beneficial for many reasons, especially if you plan to eventually purchase one. While I said that, I had no idea how many different types or models I've experienced in my life. So I tallied them up one evening and the total came to 39, which surprised me. Had it not been for EAA, the total would likely have been around 5, which is likely typical for many non-EAAs. These experiences really helped me become a wiser aircraft purchaser/owner.

“...there is something even more important...”

The third one is how being involved in an EAA chapter opens doors in your life... Ten years ago at Oshkosh, Krista Nelson from the chapter took me down to the Vintage volunteer booth to sign-up. They had me working on the Vintage Flightline, and on Saturday I was stationed at Classic Point. It was there that I met my future wife, who was also volunteering on the Flightline. I found out she was also a pilot and enjoyed aviation.

We've enjoyed EAA and aviation together ever since, and have been further blessed with two children... one who's already a good back-seat flyer, and the other who is warming up to noisy airplanes.

Dave Dunn shared:

When I would hear ultralights approaching my house, I would run outside to watch them fly over. Curiosity got the best of me and I started hanging around the airport watching and waiting for an opportunity to ask questions. Taking their advice I attended AirVenture 1994 at Oshkosh and it was there that I joined EAA. At the time it looked like the only way to be able to afford an airplane was to build one. A few weeks later at a Chapter 227 event, Barbara Pershing asked if I was a member of Chapter 227 and I said “no.” I was soon approached by Carl Campbell, the membership chairman, and before I knew it I was a member of Chapter 227. Actually, at the next meeting I told everyone how Carl twisted my arm to get me to join. I don't think he will ever let me live that down. My work schedule prevented me from attending a lot of meetings but the EAA Chapter 227 annual Christmas party was one event that was not to be missed. A nice dinner and something called a “Chinese gift exchange” brings back the childhood

thrill of opening a gift that someone bought for you. The only caveat is the person opening the gift might not be able to keep the gift if someone else wants it. Exchanges get interesting but in the end everyone has fun and gets to go home with a gift. After a few years I realized that it was not a good idea to try to build an airplane when I didn't even know how to fly one. I started taking flying lessons and a year later I had a pilot's license and a realization that what I thought I wanted to build was something I really didn't want. After being a member of Chapter 227 for 21 years I have learned that although flying an airplane can be exciting and a lot of fun, there is something even more important: people.

The following is Marv Hoppenworth's story of early Chapter 227:

Hello to Chapter 227. This is Marv Hoppenworth and I have a few stories to pass on to you. The first meeting that I attended in Waterloo was set by Dallas Aldredge. It was held in the Telephone Company building where he was working and at that time I got to meet Jim Lyon also. I don't remember any of the other people that were at the meeting the other night that were there,

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The 50th Anniversary Celebration and Potluck from page 4

unless it might have been Jim Salyer.

That first meeting night we drove up from Cedar Rapids, I brought a projector and some slides to show of airplanes from early EAA Conventions in Milwaukee and Oshkosh. The slide projector got bumped and the bulb broke. Jim Lyon proceeded downtown and got a new bulb and away we went. I had known Dallas Aldredge for several years because I had looked at the Taylor

Mono-plane he was building. I got to meet Jim Lyon that night.

I have to tell you a story about Polly Lyon. We were attending an awards presentation meeting at Oshkosh about 20 years ago. The Master of Ceremonies was an attorney from, I think, South Carolina. His presentation got to be rather raunchy and all of a sudden Polly Lyon got up and in about 45 seconds she let him know that his sense of humor was not appreciated. She let him know that this was a family affair with women and children present. When she got done,

the entire audience got up and applauded for almost two minutes. That is the only time I heard a speech where the applause was longer than the speech. Polly was a true EAA'er and she was an ex-Navy wave from WWII. She had a very good sense of judgement.

My wife, Cathy, and I enjoyed being there the other night. It was good to visit with many of the people from Chapter 227. We thank you very much.

our recent events. He went on to say that Chapter 227 "is all the buzz" at EAA. Charlie Becker brought a copy of *Sport Aviation* magazine from April 1965 that introduces the new Chapter 227. It also mentions that Marv Hoppenworth was the fourth lifetime member of EAA. To his surprise, Marv Hoppenworth recognized the cover photo; his recollection of details from 50 years ago impressed us all. Brett, Rick and Charlie presented a stunning 50th Anniversary plaque to the

chapter and took a picture with the current and former chapter officers.



There were other members who shared their stories. I hope to continue with more of them in the next Tower Talk.

Rick Larsen followed sharing about EAA's renewed spirit of going back to when chapters were more empowered rather than the most recent top-down philosophy. This plan will enable chapters to influence the policies and programs they need to grow. Brett Hahn was very generous in thanking the chapter for our energy and the success of

It was truly a special evening. Thank you to everyone for bringing great food and helping set up and clean up afterwards, to Richard Shepherd for his fabulous displays and allowing us to take them home(!), to Livingston Aviation for consenting to allow us to take over their hangar and polishing it up for the celebration and to the group from EAA for flying in to help us celebrate, bringing chili, honoring the chapter for our achievements and for their support that night and throughout the year.

***"...airplanes
from early EAA
conventions
in Milwaukee
and
Oshkosh..."***

***"It was
truly
a special
evening."***

50th Anniversary Celebration and Chili/Soup & Salad Potluck



Tech Notes - A Learning Curve

by Mike Lewis

I thought I'd use this month's Tech Notes to pass along a few of the things I learned after building my first airplane (the Diamant) that I used to improve the second airplane (the RV-4).

Maybe one of the first things I could mention is the need for access for future maintenance. Actually the Diamant due to its somewhat larger size as homebuilts go might be considered by some as having pretty good access. After nearly standing on my head under the instrument panel, with fuel selector in my back and my head resting on rudder pedals, I didn't consider the under panel access very good – in fact, I thought it was horrible! When the RV came along, the behind the panel access was fantastic, thanks to Van. The RV had a screw on fuselage skin panel above the top longerons and in between the instrument panel and the firewall. This made access to all the instruments, fuel lines, engine mount bolts, battery and numerous other devices infinitely better than on the Diamant. I have noticed the approach to instrument panel access on some of the type certified airplanes and warbirds. I have seen screw on panels on the top portion of the firewall on some Wichita birds, and several warbirds have a removable

top skin panel similar to the RV. Have you ever seen an AT-6 with all its access panels removed? Absolute bare bones!

Another area that I improved upon on the RV dealt with hoses tube fittings. On the Diamant most of my flexible lines were Aeroquip 303 with Aeroquip 491 straight end fittings. On several of those applications a right angle was needed: such as the oil ports on the engine's accessory case, and the ports on the oil cooler. I opted for the angled AN fittings such as the AN 822 which is a right angle pipe thread to flare fitting. That fitting in 3/8 inch size is under \$10.00. The other option I had was to have the hoses made with the right angle flair fitting on the hose. Those elbow hose end fittings cost about \$90 more than a straight end fitting. A no brainer I thought! So I used the AN pipe thread fitting. This is the common approach from Wichita too. The downside I discovered, was that invariably, those pipe threads on the AN 822 don't tighten where you want the angled leg to be pointing. So then you get in the quandary of do I turn it another half turn and hope I don't damage it, or leave it pointed where it needs to be and hope it doesn't leak. Yeah, maybe you can use some Teflon tape to make it tighten sooner, but at least in

some circles that is frowned upon. In fact some (if not all) vacuum pump manufacturers would void the warranty if anything was added to the pipe thread fittings. By the way, the recommended method of using pipe threaded fittings in aircraft is to apply a little oil to the fitting, but no pipe dope or tape – at least that's the way it was when I started this hobby. You may also try different fittings on the chance that you will get one that tightens at the right spot. Anyway, if you do get it installed in the right position, odds are, somewhere down the line, you may have to remove the fitting, and there is a fair chance when you reinstall it, it won't tighten in the same spot.

When I did the RV-4 I had the hoses made using Aeroquip 666 hose and the appropriate elbow fittings where needed and then connected to an AN 816 which is a straight pipe thread to flare. In this manner the pipe thread of the AN 816 can be tightened at any position. Significantly more expensive, but much more user friendly. Additionally the Aeroquip 303 is about a five, maybe ten, year hose. The 666 is a Teflon lined, steel braided hose with essentially infinite life. An illustration of the two different methods follows.

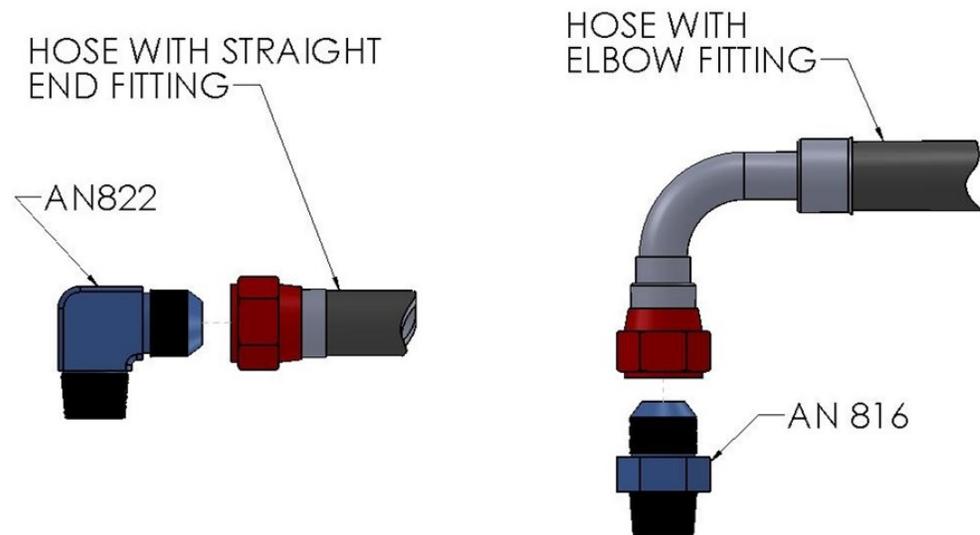
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“...do I turn it another half turn and hope I don't damage it...”

“Significantly more expensive, but much more user friendly.”

Tech Notes - from page 7

Look for
“Tech Notes”
in the
December
Tower Talk



There are a couple more improvements I made on the RV over the Diamant. I'll pass those along next month.

Chapter Advisory Council Members Needed at EAA

from EAA ChapterGram

At the EAA membership meetings held during AirVenture Oshkosh 2015, the EAA board of directors approved a multiyear chapters strategic plan. The strategic plan was the work of a special board committee headed up by EAA board member Cody Welch. A key part of that plan is to form a new volunteer council specifically charged with providing input to EAA staff.

“I’m thrilled to have a volunteer council made up of chapter leaders to help us” said new Director of Chapters Charlie Becker. “I’ve worked with the Homebuilt Council for many years and that group of dedicated individuals has helped the staff make some great improvements for our members like this year’s enhancements in homebuilt camping. It is always good to have dedicated and talented volunteers to help!”

Candidates for the council should be actively engaged members of their local chapter with a minimum of two years’ experience as a chapter officer. Terms are three years, and the council will meet annually in Oshkosh in addition to monthly teleconferences. Volunteers should plan for a commitment of up to 10 hours per month.

If you are interested in this exciting opportunity to help shape the future of EAA chapters, please complete the online application: [Click here to apply](#).



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Please visit [EAA Chapter 227](#) and “Like” us!

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Dave Roberts

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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	Marty Hoel	hoelm@mchsi.com	319-231-1367
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	319-231-1367
	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
	Marty Hoel	hoelm@mchsi.com	319-231-1367
Program Committee	Dick Poppe	richpoppe@mchsi.com	319-287-4788
	Scott Weinberg	scottw@butler-bremer.com	319-404-4401
	Warren Brecheisen	n156wb@cfu.net	319-277-2118
Nominating Committee	Dave Hummel	cfihum@cfu.net	319-266-9561
	Dave Roberts	drdave@cfu.net	319-277-8128
	Dave Hummel	cfihum@cfu.net	319-266-9561
Budget	Dave Roberts	drdave@cfu.net	319-277-8128
Newsletter	Chris Roberts	chriss@cfu.net	319-240-8128
Webmaster	Dave Roberts	drdave@cfu.net	319-277-8128
Public Relations	Chris Roberts	chriss@cfu.net	319-240-8128
	Bob Dieter	dieter@cfu.net	319-290-4447
FlyOut Coordinator	John Bender	JABGood@aol.com	319-827-3513
Young Eagles			
Coordinators	Matt & Rebecca Evers	matthewevers@mchsi.com	319-266-0421
Tech Advisor	Mike Lewis	mlewis@cfu.net	319-266-6461
Tool Manager	Doug Mattson	dougmatton@gmail.com	319-939-0179
Historian	Dave Dunn	djrwcd@hotmail.com	319-296-2914

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