

# Tower Talk

2015 Newsletter Award Winner

John Livingston

July 2016

## Upcoming Events:

### July Chapter Events

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

### July Events

- **25 - 31**  
EAA AirVenture Oshkosh  
[www.eaa.org](http://www.eaa.org)

### Iowa DOT Calendar:

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

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## Runway Zero

by Warren Brecheisen,  
Chapter 227 President



Thank you Chuck and Rhonda Rottinghaus for, once again, hosting our annual picnic at their airstrip home. I didn't get an exact count of attendees, but it was somewhere around 40. Six airplanes were flown in for the picnic—a new record for this venue. Everyone had a great time. Thanks again to Chuck and Rhonda as well as their son, Alex, who flew in to handle duties at the grill and his friend, Leslie, for shuttling food back and forth.

We used our new trailer for the first time to haul the



chairs, tables, grill and supplies to the picnic. It made it much easier to move and

unload the equipment as compared to hauling all the stuff in pickups. We just pulled the trailer inside the hangar building and had everything unloaded in less than 10 minutes. Picnic attendees enjoyed touring the trailer for the first time. Of course, the airplanes attracted a lot of attention and provided a sort of rally point for the requisite hangar talk.

Airventure is nearly here! Each year, I always look forward to Oshkosh with great anticipation. I get to renew old friendships and meet new people that share my passion for aviation. It's a great time to interact with the EAA staff to catch up on aviation news and particularly EAA happenings. I get awed by all the latest technology and learn new things that help me to better operate and maintain my air-

craft. I always have a great time helping people as a volunteer. I hope you are planning to attend Airventure this year.

The monthly breakfast for July will be held on Saturday, July 2<sup>nd</sup> at the Cedar Falls Family Restaurant. There will be no chapter meeting in July to permit everyone to go to Oshkosh.

John Bender had particularly good fly-out on June 16<sup>th</sup>. Ten people showed up in seven planes to have lunch in Forest City and tour the Winnebago plant.

Let's get some daylight under those airplane tires!

Warren Brecheisen  
President,  
EAA Chapter 227

# The Annual 227 Picnic, June 4<sup>th</sup> by Marty Hoel

Thank you to Chuck & Rhonda Rottinghaus for their hospitality



“There could not be a better setting for the picnic...”

The Chapter 227 annual picnic was a huge success! Finally the weather cooperated and about thirty members and guest flew in and drove in to enjoy Chuck and Rhonda Rottinghaus’ hospitality, good food and the use of their fabulous facility. The



weather was only matched by the good companionship and the hardy meal cooked for us by Rhonda, Chuck and their son Alex. We all brought a dish to share and no one left hungry. We had six planes fly in with a breeze

out of the west, so we all came in over the wires and departed toward the sunset.



There could not be a better setting for the picnic then Chuck and Rhonda’s hangar and this year we didn’t have to hide from the rain. It was the first practical use of the



chapter’s new trailer, and it

performed beautifully. Thank you to everyone who pitched in on the planning and set-up. We will appreciate that trailer for years to come.



A special “THANK YOU” goes out to Chuck, Rhonda and Alex for all of their effort and for graciously hosting this event. They make the picnic one of the highlights of the year!

### Fort Dodge Fly Out, June 1<sup>st</sup> by John Bender

Another great Flyout.  
Think there were 8 of us.  
Went to Sports Page restaurant.  
All went well.  
Strong winds at 7500' coming back.  
About 35 kts.



### Newton Fly Out, June 2<sup>nd</sup> by John Bender



Another great FLYOUT to Newton today.  
All went well.  
Weather as good as it gets.



**Mason City Fly Out, June 8<sup>th</sup> by John Bender**



Great lunch in Mason City.  
These are pics on the way home.  
Was flying at 7500'.  
Ground speed was 133kts.  
For my small plane,  
that is covering ground.

**Belle Plaine Fly Out, June 10<sup>th</sup> by John Bender**

Another great FLYOUT.  
5 of us.  
Was getting warm and windy.



**Denison (DNS) Fly In, June 12<sup>th</sup> by John Peacock**



This was a good flight.

**Platteville Fly In, June 15<sup>th</sup> by John Bender**

Wind at 7500' going over was 40 plus kts.  
Coming back, hit 50 kts for a while at 6500'.  
Nice event.



**Forest City Fly Out, June 16<sup>th</sup> by John Bender**



GREAT day! 10 of us total.  
Tour of Winnebago Ind.  
was longer than I expected.  
2 1/2 - 3 hours.  
Lots of \$ rolling down  
the assembly line.



**Lone Rock Fly Out, June 17<sup>th</sup> by John Peacock**

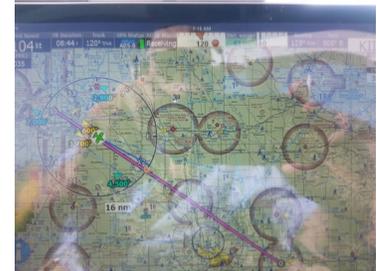


A good day!

### Mason City Liars & Fliers, June 25<sup>th</sup> by John Bender



Was nice to get back into the air again. Dozen of us. All good. The one picture of display was to show 48 KNOT crosswind. Another one was rain moving into Mason City area, and lots of ADS-B traffic. Good day for all.



### Holland Airpark Fly In, June 26<sup>th</sup> by John Bender

Holland Airpark in Wisc. I know some folks there. Great place if you have not been there. Food was beyond great. Those folks know how to do chicken.



Had to climb to 8500' to get to smooth air about 1:30. The one picture I am trying to show the 60 knot wind from the west. My track and heading were about 30 degrees different.

Johnny Peacock was there, and others I knew from there.



## EAA Chapter 227 Finds a Way to Make Life Easier

by Warren Brecheisen, from EAA E-Hotline



Look for this  
article in  
EAA  
E-Hotline

**June 15, 2016** - You know how it works when your chapter hosts an event: you load all the equipment needed in the back of pickups, haul everything to the site, and when it's over, do it all over again and head back. For years, the members of Chapter 227 in Waterloo, Iowa, have moved equipment and supplies from a storage room to event locations and then back again. This typically involves loading tables, chairs, crowd control barriers, barbecue grill, and boxes of supplies in several pickup trucks twice, once for the trip out and once for the trip back, unloading and reloading everything at each end point. Handling all the paraphernalia has been at best inefficient and at worst frustrating.

With the proceeds of hosting a B-17 *Aluminum Overcast* tour stop, Chapter 227 recently purchased an enclosed trailer to address this challenging process. It's 7 feet by 16 feet, equipped with a ramp entry at the back and a door on the right side. Outfitting the interior is still a work in progress, but at this point, there's a bin in the front for stanchions with a large shelf on top, slotted rails with straps on both sides to tie down two folding chair dollies, tables, and grill. The chapter logo was added to the sides and rear of the trailer to dress it up and advertise EAA and the chapter. It was put to work right away to haul equipment for a chapter picnic and made unloading easy and efficient!



Find ALO  
updates  
on the 227  
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Tower Talk

*Do you know a young person  
who is interested in the EAA Air Academy?*

**Let's help  
someone  
go to the  
Air Academy**

Our EAA Chapter has credits of \$770 available to help defray the cost of the EAA Air Academy for a young person (ages 12-19) this summer. We had a couple interested students, all of which

are unable to go this summer. Please let us know ASAP if you are aware of any kids who are interested in attending. If we don't find someone within our chapter, we will gift these credits to

another chapter and student. Credits will be awarded on a first come first served basis.

Matt & Rebecca Evers  
319-266-0421

**Contact Tower** *by Larry Lyman, Retired ATC*

**"...controllers  
are there  
to  
help you..."**

As I enter a new chapter in my life, I'd like to take the next few months to share some insights regarding pilot/controller interaction that I have observed over more than thirty years in aviation. I have been blessed to work in airfield management with the Air Force (20 years), terminal air traffic control with the FAA (20 years) and I taught enroute air traffic control with the Minnesota Air traffic Control Training Center in Eden Prairie, MN for two years. If you would like a particular issue addressed,

please feel free to let me know what it is! I may not know the answer, but I will find the person who does.

Aviation is exciting, and we all enjoy the freedom that comes with flying...so why do pilots feel intimidated when working with controllers? Too often, pilots view air traffic controllers as authoritarians who act as "sky police", when in fact controllers are there to help you get from point A to point B safely. What can you do to make things a bit smoother when flying in the

National Airspace System? First and foremost, make sure that you understand what the controller is telling you, and ask for clarification if anything isn't clear! Guessing, assuming or ignoring what was said to you are simply dangerous choices, because the controller plans traffic flow and separation based on your response to control instructions. In the next few months, we'll look at a number of ways to make your trip easier, more fun and more comfortable when working with controllers!



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## ***Tech Notes - Power Up! Part 1***

***by Mike Lewis***

You have been working on your home built for some time now and then comes the realization that you are going to need an engine for that masterpiece. You undoubtedly knew approximately what type of engine you would need when you started the project, so now you just have to find it. Since my experience is not with auto conversions, I will avoid that topic. More specifically my experience is with Lycomings, but I believe the Continentals are very similar.

You have several choices in procuring an engine. You can go straight to the top of the list (\$\$\$) and buy a new engine from the manufacturer, Lycoming or Continental. Some of the kit manufacturers are able to sell factory new engines at somewhat reduced prices. You could also buy a factory rebuilt, or factory overhauled engine. In either case you would have to provide a similar core engine. You could probably find an overhauled engine from one of the many engine rebuild shops, with or without a core.

Then there are the clones. These are engines that are not actually manufactured by Lycoming or Continental, but use very similar design practices. They are typically manufactured by aftermarket parts people, namely Superior and ECI. These engines are not type certified, but rather are aimed at the home built mar-

ket. Superior's line is called the XP series and ECI's is the Titan series. They are totally new engines (with no Chinese parts). I really have no personal experience with these engines, however I see no reason to doubt their integrity.

The next option is to purchase a used engine. You can beat the salvage yards, such as Wentworth in Minneapolis, or search Trade-A-Plane or Barnstormers for a used engine. There are a couple of things I'd suggest you pay attention to when selecting a used engine. Many times I see ads for an engine with something like xxx hrs SMOH. Hours since major overhaul is only part of the story. I am just as interested in total time (if not more so) than in hrs SMOH. Most of our smaller Lycoming and Continentals have a recommended time between overhauls of about 2000 hrs. Many may go longer than that. The overhaul period is only mandatory if the airplane is doing commercial service. Many of the wear parts, e.g. bearings, piston rings, etc. may (or may not!) have been replaced at overhaul. There are some other very significant parts however that probably have a finite life, like a crankshaft and a crankcase. My own rule of thumb is I would consider anything over about 6000 hrs as somewhat suspect. If you can get a guarantee from the seller, that might influence your decision.

Another issue when looking

only at time SMOH is the fact that major overhaul is a very vague term. It may be only disassembly, inspection and reassembly. It could be anything from replacement of all parts required to get factory new tolerances, to only the very bottom edge of serviceable limits (and possibly worse).

Another part of that decision making process is how much life do you need? If you find an engine with 1000-1500 hrs total time on it, there are pretty good odds you can get another 500-1000 hrs out of it. For the average home-builder, 1000 hrs is one heck of a lot of flying! If however that same engine has been sitting in a barn for fifteen or twenty years the prospects might not be so good!

My choice when I faced this issue, was to find a first run engine and do my own overhaul. By first run, I mean an engine that has been removed from a certified airplane for time or other overhaul requirements, but has not been previously overhauled. That will provide a young core that should be good for a long time yet. Overhauling your own engine is not a daunting task assuming you use the proper diligence. These engines are really very simple compared to a modern automobile engine. I'll devote next month's column to talking about my overhauls.

***“There are a couple of things I’d suggest...”***

***“I am just as interested in total time...”***



Voting ends  
July 18<sup>th</sup>!

## 10 Best Readers' Choice Awards

Now is the time to voice your choice! We're asking readers to help us pick the 10Best. Our travel experts select the top 20 nominees in contests covering food, lodging, destinations, travel gear, things to do...the list goes on. Then it's up to you to make the final decision by casting your vote.

### Vote for Your Favorite Air Show!

You don't have to be an aviation enthusiast to appreciate the mid-air stunt shows that headline the nation's biggest and best air shows. Dozens of such events take place each year around the country, and 10Best has teamed up with a pair of air show experts to narrow the field to the best 20 in the nation. Now it's your turn to vote. Cast your ballot once per day until voting ends on Monday, July 18 at noon ET. The top 10 winners will be announced on Friday, July 22. The official Readers' Choice rules can be found [here](#).

[See the Best Air Show Nominees](#)

[Vote for EAA AirVenture Oshkosh](#)

### AIRVENTURE SOCIAL FROM EAA.ORG

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Whether you're onsite or just wishing you were here with us, social media can help you stay connected to everything that's going on at EAA AirVenture Oshkosh on the ground and in the sky! We'll publish hundreds of photos and videos highlighting the event throughout the week, and the aviation community will share thousands more. Share your posts and photos using the #OSH16 to join the conversation, use the links above to follow EAA on social media.

## 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](mailto: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](mailto:Johnnyfpeacock@gmail.com)

319-266-3417 voice only.



Carburetor

Whether you are looking to sell something or looking to buy,  
 please send you classified ad 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:  
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Visit our website:  
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## EAA CHAPTER 227 LEADERSHIP

### Executive Officers

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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.