



Tower Talk

2015 Newsletter Award Winner

John Livingston

June 2016

Upcoming Events:

June Chapter Events

- **4 - Saturday**
227 Annual Picnic
11:00 - 12:00 Social
12:00 - Lunch
Rottinghaus Hangar,
South of Dunkerton
- **7 - Tuesday, 7:00**
Board Meeting, Airport
Conference Room

June Events

- **19 - Sunday**
Clarinda Flight Breakfast &
Air Show
7:00 - 10:00 - Chris Cakes
10:00 - 12:00 - Air Show

Iowa DOT Calendar:
www.iowadot.gov/aviation

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Runway Zero

by Warren Brecheisen,
Chapter 227 President



Thank you Richard Shepard for hosting the May chapter meeting at the Earl May store. It was a fun and educational diversion from our usual meetings. The cookies were good too!

Bob Gutknecht and I went shopping for a trailer for the chapter on the 12th of May. We stopped at four dealerships, three in the Des Moines area and one in Anita, IA. We purchased a 7' x 16' Haulmark enclosed trailer and brought it back with us. It has a side entry door and a ramp entrance at the rear. We spent the last two Sundays working on painting the inside and adding features to store the equipment that we most often move to events. The work on the trailer is not complete, but we will have it complete enough to use for our picnic on June 4th. The trailer is stored under the open canopy at the east ramp, so stop and take a look at it when you are at the airport. Dave Roberts is working

on lining up a business to add our chapter logos to the sides and rear of the trailer.

Our snowbirds have finally returned from their winter quarters. It's always good to see their smiling faces again. The Peacocks have only been back a little over a week and John has already joined us for a couple of fly-outs. Bill Salyer has also been out a couple of times.

The weather has been mostly wonderful for flying for the last week and a half. John Bender has kept us in the air many of those days with fly-outs for lunch or breakfast plus there was a flight breakfast at Mason City last Saturday (May 21st). I got 9 hours of flight time during this period and I even missed one of the fly-outs. Eight people (6 airplanes) showed up for the Belle Plaine breakfast fly-out on May 23rd.

A couple of items of interest came up at the May Airport Board Meeting. Keith Kaspari's target is to have the updated version of the new hangar lease agreement completed in June. A proposal has been made to host an AOPA fly-in at ALO. A committee has been working with AOPA and have hosted a visit to show them our airport. If AOPA approves the idea, it would likely happen either next year or in 2018.

There will be no monthly breakfast for June since our picnic will be held on the first Saturday of the month. See the ad for the picnic elsewhere in this newsletter.

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

Warren Brecheisen
President,
EAA Chapter 227

May Meeting Program: An Evening at Earl May hosted by Richard Shepherd

Thank you
Richard for a
great evening!

We had a special May chapter meeting at Earl May Store 30 in Cedar Falls. After a brief meeting in the Earl May meeting room, Richard Shepherd, with the help of assistant, Austin, took us on a tour of the center. They shared lots of great information and fun facts about gardening, landscaping and outdoor decor.



Thank you, Richard, for a terrific evening!

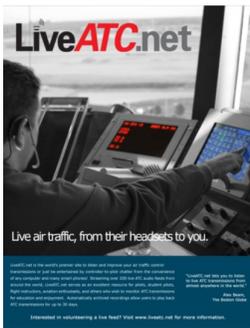
CHAPTER 227 NOW HAS A 16' TRAILER!

See the
227 trailer
at the
picnic
June 4th!



A big thank you goes to Bob Gutknecht and Warren Brecheisen for finding the trailer, bringing it home and adapting the interior so it can store chapter equipment, and to Dave Roberts for overseeing the sign on it.

Chapter 227 & Waterloo Regional Airport Logos are on LiveATC.net!



Thanks to Scott Millman, who provides the ALO feed to liveatc.net, we now have a presence on this international ATC audio feed website.

We are very excited for this opportunity!

[Listen to the KALO ATC](http://liveatc.net)

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JOHN LIVINGSTON CHAPTER

DON'T MISS THE ANNUAL CHAPTER 227 PICNIC!

SATURDAY, JUNE 4TH

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 JUNE 2ND 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 VIEWS ON NEXT PAGE)

IF YOU HAVE ANY QUESTIONS ABOUT FLYING OR DRIVING,
PLEASE CALL CHUCK AT 319-269-3182

AERIAL VIEW OVER CHUCK & RHONDA ROTTINGHAUS'S AIRSTRIP



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

The Rottinghaus' house is the one on the north side at the middle of the runway.

Don't miss the Chapter 227 Picnic June 4th at the Rottinghaus' hangar!



This picture is from the east end looking west.

Find ALO updates on the 227 Website, Facebook page and Tower Talk



Boone Fly Out, April 12th by John Bender



Great day today.
Thanks to all who joined us.
Special Thanks to Larry Geiger
from the Lincoln, NE area.
Super day for flying.
Stories were great
(and a few were true!)



Davenport Fly Out, May 2nd by John Bender

We had a great day Monday. B-17 was held over due to weather. Got to watch it leave for Neb.
9 of us then went to lunch in Eldridge. GREAT DAY!

[Watch the Aluminum Overcast leave](#)

Ames Fly Out, May 5th

SUPER day!
6 of us flew to Ames.
Went to Hickory Park.
What a place!
GREAT food. Good service.



by John Bender



Lone Rock Fly Out, May 13th by John Bender



Great FLYOUT to Lone Rock.
8 total as I recall.
The pancakes are HUGE!
Good food as usual and lots of
clouds coming home. These pics
were about the end of the clouds
after we crossed back over the
river.



Grinnell Fly Out, May 16th by John Bender

Another great FLYOUT to Grinnell today.
Weather was coming in, but no problem for us.
1st visit to the Grinnell Steakhouse (for me).
Nice place.



Decorah Fly Out, May 17th

Great time! Sorry! No pictures.

Ames Fly Out, May 18th by John Bender



Another great day.
Food is always great at Hickory Park.
We all had a great time.

Mason City Fly Out, May 19th by John Bender

Another great event.
We ate a Perkins.
Airport restaurant was not open yet.
A little bumpy on way home,
but perfect going up.



Mason City Fly In - Boy Scout Breakfast, May 20th by John Bender



SUPER DAY today!
I think maybe 10 of our regulars were there.
Lots of people and lots of airplanes.
Weather SUPER !



Belle Plaine Fly Out, May 23rd by John Bender



GREAT DAY again.
8 of us. Good breakfast.
Wind coming up —
was about 35 kts at 3000'.



Tech Notes - Hot Head *by Mike Lewis*

“I didn’t really buy that logic.”

“The Lycoming man knew what he was talking about...”

Thought I’d share a little with you on the development of the Diamant regarding cooling. I first flew the Diamant in November of 1987. Cool weather – good time for first flights. I had a newly overhauled engine. I had an oil temperature gauge, cylinder head temperature gauge and exhaust temperature gauge.

First flight went just fine, although head temperatures were a little higher than I would have liked. Running around 450° F. on climb out and about 400°F. during cruise. Oil temp was about 150° F. I discussed this with Larry Grumman. He didn’t seem to be alarmed at those temps and said head temp would probably go down as the engine broke in.

I continued flying during my Phase I time (test time). I remember landing at one of the airports in my test area where a couple of other home builders were there. We got talking about my head temps. One of these gents said, “I wouldn’t worry about head temp as long as oil temp is OK.” He further noted that most of the smaller Cessnas and Pipers do not

even have a head temp gauge (implying that head temp was not important). I didn’t really buy that logic. True enough, the Pipers and Cessnas don’t have head temperature gauges, but you can bet your bippy that their engineers did use head temp gauges on those airplanes while they were being first tested and developed, particularly cowl design. The Diamant cowl was one of a kind! I was still a little concerned, particularly since all my flying at that time was being done with air temps of 30°F - 40°F.

I decided to call Lycoming and see what they thought. I related my temps to the Lycoming rep. He said that was pretty close to what they like to see. I related that I was flying in 40°F or cooler weather and asked if when I flew in 90° weather was my head temp going to go up to 450°F at cruise? His reply was that it wouldn’t go up that much, but it would go up. He then asked about my cooling baffles. I described them to him, including the fact that I had a 2 ½ in hose from the rear baffle providing air to the cabin heater. He suggested I block that outlet off. He said he

would guess that I would drop my head temp by about 40°F if I did that. So I tried it. The Lycoming man knew what he was talking about; - 40° on the nose! So I just had to come up with another location for air to the cabin heater. I wound up making a NACA duct on the bottom of the cowl. Worked fine.

The other little tidbit of information I got from the Lycoming rep dealt with the temperature sensing location. He pointed out that their recommended head temperatures are based on a thermocouple in the thermo-well of the cylinder head. I was using the spark plug washer type. I asked if he knew how they compared. He said they had never really tested the spark plug type, but the scuttlebutt around there was that the spark plug type would read slightly higher, maybe 25°. Then he said “why don’t you put one in the thermo-well and see how they compare and let me know!” Never got that far and Larry was right-as it broke in head temps went down too.

Help Bill celebrate on June 4th!

Bill Kyle’s 50 Years in Aviation Fly In Dinner & Hangar Dance

hosted by North Iowa Air Service

Saturday, June 4th

Food: 4:00 pm / Dance: 7:00 pm

Northeast Iowa Regional Airport (KCCY)

3129 Highway 18, Charles City

641-228-3553

[Visit the celebration’s Face Book page](#)

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 you classified ad 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
507 Chateau Court
Cedar Falls IA 50613
c) 319-240-8128
chrissr@cfu.net

Visit our website:
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EAA CHAPTER 227 LEADERSHIP

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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.