

Tower Talk

2015 Newsletter Award Winner

John Livingston

June 2017

Upcoming Events:

Chapter Events:

- **3 - Saturday, 8:30**
Breakfast, Cedar Falls Family Restaurant
- **6 - Tuesday, 7:00**
Board Meeting, Airport Conference Room
- **20 - Tuesday, 7:00**
Chapter Meeting, Airport Conference Room
- **July 8 - Saturday**
Annual Chapter Picnic, Rottinghaus Hangar

Iowa DOT Calendar:

iowadot.gov/aviation

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Runway Zero

by Warren Brecheisen,
Chapter 227 President



Here is an opportunity to get some experience building airplanes:

"In celebration of the 25th anniversary of the Young Eagles program, EAA will hold a volunteer build of the unique twin-engine, open-cockpit Lockwood AirCam, to be used for flying Young Eagles out of Pioneer Airport in Oshkosh.

The first build session is scheduled for June 5-9, and we (are) seeking volunteers to help! This build session is open to individuals of any experience level. EAA will provide housing and meals. We just ask that you be willing to work each day. Work sessions are 8:30 am to 5 pm on Monday through Friday."

[Click here](#) to learn more and sign up for the upcoming build session. Each build session is limited to 12 people so fill out and submit your form ASAP.

I'm anxious to get in the air again. The weather has been poor during the last week and a half. As it turned out it was a convenient time to have a hiatus from flying as I have been working on building sets for the Cedar Falls Community Theatre (CFCT) during that period. CFCT is doing "Guys and Dolls" in June. It promises to be a fun show as there are a number of very talented people that will be on stage. If you enjoy live theatre, I highly recommend you spend an evening enjoying "Guys and Dolls" at the Oster Regent Theatre.

I attended the Airport Board meeting on May 23rd. There was nothing discussed that directly affects our chapter. Of note was a discussion about American Airline's (AA) local shuttle associate, Sky West. Sky West's record has been less than stellar when it comes to mechanical problems, leading to flight cancellations. Apparently, this has been occurring at Waterloo and other airports. Keith Kaspari will be meeting with an AA official to discuss the issue and corrective actions that Sky West is implementing. Corrective actions include more mechanics and more spare airplanes.

Continued on page 2

Runway Zero from page 1

**Let's get
some
daylight
under those
airplane
tires!**

The first Saturday of the month breakfast will be on June 3rd, 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.

Let's get some daylight under those airplane tires!

Warren Brecheisen
President,
EAA Chapter 227

**More
information
in the
July
Tower Talk**

***Don't Miss the
Annual Chapter 227 Picnic!***

Saturday, July 8th

***Chuck & Rhonda
Rottinghaus' Hangar***

Details to Follow

West High ROTC /227 EAA Young Eagles Rally, April 25, 2017

by John Dutcher, Young Eagles Coordinator

On April 25th from 4:00 to 7:00, EAA 227 in coordination with West High ROTC successfully completed a joint Young Eagles Rally at Livingston Aviation, Waterloo Regional Airport (KALO).

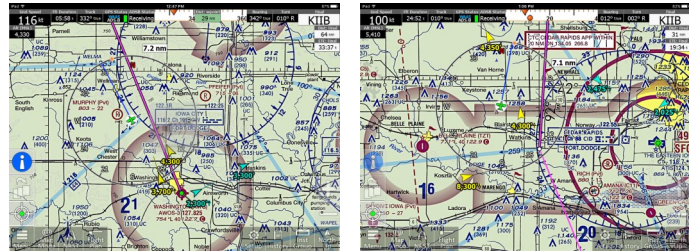
- ✈ 18 ROTC students participated, 16 Young Eagles and 2 Eagles.
- ✈ West High ROTC instructor is Major David Richards.
- ✈ EAA event insurance was covered by Warren Brecheisen.
- ✈ Livingston Aviation assisted and opened their facility to all.
- ✈ Setup was supervised by Warren Brecheisen, Doug Mattson and John Dutcher.
- ✈ FAA Tower traffic assistance and transponder codes by Jill Klaren.
- ✈ Ground event leader was John Bender.
- ✈ Forms and paperwork completed by Connie White and Mary Maas.
- ✈ Ground plane traffic control by Carl Campbell.
- ✈ Tower tours, transportation and supervision by Anne Campbell.
- ✈ Helicopter and tours provided by the Army National Guard, Aviation Division.
- ✈ Event pilots: Dick Poppe (172 Cessna), Warren Brecheisen (RV 6), Doug Mattson (RV 6), John Dutcher (172 Cessna). Special thanks for providing planes, fuel and time at no cost to any of the students.
- ✈ Runners: Dave Hummel, Mike Papenthien, Ed Thurow, Jeff Blank and Larry Maas.
- ✈ Pizza provided by Marco's Pizza, 3032 Ansborough Avenue, Waterloo, kindly donated to the ROTC group and the Young Eagles event. Coordinated and picked up by Lori Young.
- ✈ Water and pop at a cost of \$18.30 offset by a \$35 donation can. Net profit of \$16.70 plus lots of bottled water. Served by Ron White and coordinated by John Dutcher.
- ✈ Ice for the coolers donated by Keith Kaspari.
- ✈ All paperwork has been checked and mailed into EAA.

A special thanks to all named and unnamed volunteers who made this event run smoothly and made it meaningful to all of the ROTC students.

Because of your efforts each student will remember this event for life!

Washington Fly Out, May 3rd by John Bender

SUPER DAY !
Only KNEW of two of us that were going.
Ended up being 8 of us.
Great meal and lots of good conversation.



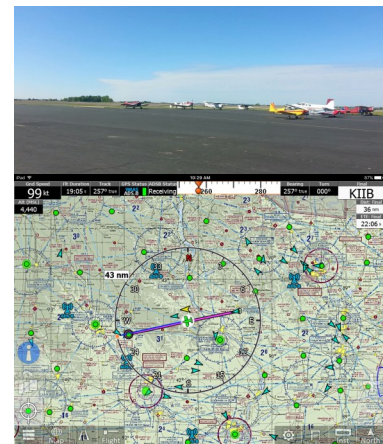
Rushford Fly Out, May 5th by John Bender



Windy, but good day.
Root Beer Floats are just plain hard to beat.
Had to climb to over 8000' to get to smoother air at
this time of day, but fun.

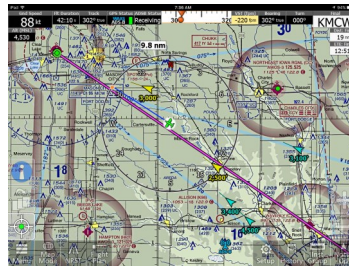
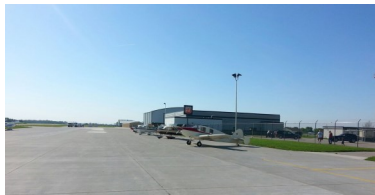
Platteville Cinnamon Rolls, May 7th by John Bender

Very good day to fly. We went to Platteville for cinnamon rolls. They were VERY fresh.



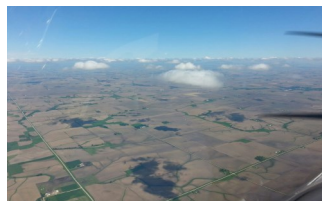
Mason City Fly Out, May 13th by John Bender

SUPER DAY !
About 2 dozen of us attended.
Smooth air. Windy, but smooth at Alt.



Ames Fly Out, May 25th by John Bender

Low ceiling to start with, but got just good enough to let us go.
As usual, great time at Ames.
Had to use both courtesies. 9 of us.
Food great as always.
Was smooth above clouds (as usual)



Contact Tower by Larry Lyman, Retired ATCS

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

As summer comes on, it's time to get out and enjoy flying with friends! As you get out, though, please be mindful of the fact that this is the time of year for upgrades, improvements and changes to the airfield! That means potential reroutes for taxi to the active runway, closed taxiways or runways and potential conflicts as you taxi if we aren't all listening to the controllers! In talking to Mr. Kaspari regarding the Waterloo airport, we can anticipate painting and crack filling projects that will, at certain times, close taxiway C, either in whole or in part. Expect that runway 12/30 will be closed at some point, as well as runway 6/24. He recommends (and so do I!) that you check your NOTAMs as a part of your preflight planning. If you have questions, he has asked me to include his phone number in this article. It is: Keith Kaspari, 319-291-4483. As always, if you are still uncertain when given taxi instructions, ask for clarification, don't guess! Listen to all instructions before taxiing out, and listen closely to the tower instructions after landing....you do not want to find yourself on a closed taxiway. See you soon!



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)

Listen: [KALO Gnd/Twr/App](#)

[KALO Gnd/Twr/App Audio Archives](#)

Sponsored by: [FlyALO.com](#) and [EAA Chapter 227](#)

Tech Notes - Add Lightness, Part II

by Mike Lewis

Last month I was discussing weight control. This is a continuation of that discussion with a focus on some of the detail areas that may impact weight.

If you are building from a kit, much of the task of weight management has been done for you by the kit designer/manufacturer. You still have a lot of choices that affect weight, but the temptation to “beef it up” is certainly less than if you are building from plans. If you are plans building, never substitute a thicker gauge of metal, or thicker plywood than called for in the plans.

Another place to manage weight is in hardware. Don’t use a longer bolt than necessary and then add washers. In fact, a serious evaluation of the necessity of washers at all may be in order. Tony Bingelis was a proponent of not using washers when bearing on steel or aluminum. That may be arguable, but it is worthy of consideration.

Electrical systems are another place for attention. Again, don’t use heavier wire than is necessary. Keep wire runs as short as possible, particularly those big wires from the battery and starter wiring. That usually means keeping the battery as close as possible to the starter (weight and balance being considered). Of course some of the newer sealed recombinant batteries offer significant weight reduction. Also, if you are doing a simple VFR panel, why use a 65 amp alternator when a 35 amp alternator will do just fine.

How about those surplus instruments? Cheap but heavy – right? Do you need a vacuum system? They are heavy, bulky, and trouble prone. What instruments do you need? What is the mission of your project? Are you going to fly those 1000 mile plus cross country trips? Or are you just going to fly around the patch? Or maybe you are a bit in between – the flight breakfast and the \$100 dollar hamburger. I’ve seen some beautiful cross country projects that carry over 300 lbs of fuel on every flight and rarely burn more than 60 or 70 lbs of it.

How about a constant speed prop? If you are in that one hour or less flight group, that constant speed prop will never even recover the extra fuel burn to climb, let alone the extra weight of the prop, governor, control linkage, etc.

While that award winning finish may get you a medal, it will probably cost you in a weight penalty which in turn is reduced performance. I recall one beautiful project that had all the rivets and panel joints filled with Bondo and finished with multiple coats of paint. It won the builder an award in its first year. By the third year there were little hairline cracks at every panel joint.

Engine installations. Remove any unused accessories and brackets. Try to use exact length throttle and mixture cables as well as tachometer cable.

Interior treatment is another place weight can be saved. Do you need upholstered side panels or would paint be adequate? How about carpet? If you are using upholstered panels and carpet, you might consider using aircraft rated materials as opposed to home furnishings. Leather and vinyl upholstery materials are particularly heavy. There is the potential to save five or ten lbs. of weight there. Of course as usual, there is probably a cost trade off.

If you are building with wood, try to use clamps instead of nails whenever possible. Also wipe up excess glue. Use triangular corner blocks instead of square ones.

Are you covering with fabric? With the modern Dacron type materials the 3.7 oz. fabric will be excessive; the lighter 2.7 oz, fabric will be perfectly adequate for most applications unless you are taking your bird to Reno.

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

***“That may
be arguable,
but it is
worthy of
considera-
tion.”***

Grounds Improvements Announced for AirVenture 2017 from eaa.org

A number of changes and improvements will be coming to the grounds of EAA AirVenture Oshkosh this year to provide more comfort, service, and convenience to members and visitors. As always, many of the upgrades come from ideas forwarded by volunteers and attendees.

New this year is the **Blue Barn**, a destination for EAA chapters and Young Eagles, which will be located across from the Forums Plaza and adjacent to Aviation Gateway Park. This site will serve as a home base for events including meet and greets and chapter forums.



Other changes on the north end of the grounds include improvements to the **Warbirds in Review** area. Audience space will be expanded and a Quonset hut is being built to provide additional staging and support for presenters.

In the **Homebuilts area** a new social pavilion is being constructed as a gathering space for those camping with their aircraft. **Ace's Café** is also expanding with a covered pavilion for improved seating.

The **activities center/craft tent** is being relocated this year from its previous location in the Homebuilts area to a new space between the Fly Market and Hangar D. This move makes it more convenient for patrons of the activities center, who largely come from Camp Scholler.

Previously on the west side of Hangar D was **GES Services**, which will be moving south near the Vintage and Ultralights entrance for improved delivery from UPS and FedEx. A small service center will instead be placed outside Hangar A for attendees to pick up mail.

In Vintage, a new judging facility is being constructed along with a new charging station where attendees can drop off various electronic devices for charging. The Red Barn is receiving a little TLC and improvements for better traffic flow.

Both the **flightline** and **Theater in the Woods** will see improvement to their audio systems, and Theater in the Woods will have a new ramp up to the stage this year for better mobility.

Changes are also coming to the **tram service**, which is being renamed this year as the **shuttle service** to clear up confusion about modes of transport. Both trams and buses will service these stops, and announcements and maps for the new shuttle service will be released in the coming weeks.

All your grocery needs in Camp Scholler, (Red Barn, West Camp Store) North 40, and now South 40 will be met by stores operated by EAA whereas in years past these were operated by an outside vendor. These locations will be your one-stop shop for various grocery needs including ice.

We'll keep you up to date on any additional upgrades as information becomes available.



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:
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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.