

Tower Talk

John Livingston Chapter

October 2015

Upcoming Events:

October Events

- **3 - Saturday, 8:30**
Breakfast, Cedar Falls Family Restaurant
- **13 - Tuesday, 7:00**
Board Meeting, Location TBD
- **20 - Tuesday, 6:00**
Chili, Soup & Salad Potluck, Livingston Hangar

November Events

- **17 - Tuesday, 7:00**
Annual Meeting, Airport Conference Room

Iowa DOT Calendar:

www.iowadot.gov/aviation

Inside this Issue:

Chapter Trailer Motion	2
Annual Meeting Notice: Upcoming Elections	2
Young Eagles Rally-Congrats!	3
50th Anniversary Party! at the Chili, Soup & Salad Potluck	4
Wind, Water & Trees-Oh Boy! by Richard Shepherd	5
Fly-Outs to Vinton & Platteville by John Bender	7
Mel Hemann's Farewell Party-October 18th, Livingston Aviation	7
Tech Notes-Smoke & Mirrors, Part 4 by Mike Lewis	8
The Safety Checklist-The Flight Review by Dave Hummel	9
"Like" us on Facebook!	10
Chapter Classifieds	11
Leadership Contacts	12

Runway Zero

by Warren Brecheisen,
Chapter 227 President



Congratulations to Matt and Rebecca Evers for another very successful Young Eagles Rally. We gave rides to a little less than 200 youngsters. From my perspective, everything ran quite smoothly, even working through the initial glut of "customers". The pilot briefing was excellent. It really is valuable to have the controllers attend the briefing and ensures that everyone is on the same page. All of the guests that I took for rides were excited, polite and indicated how much they appreciated the experience. One of the high school students that flew with me said he wants to be an airline pilot, which was great to hear. I even got to catch up on things with several of my former colleagues from work who brought their kids out to participate. It was a fun day and is one of the best things that we currently do to promote aviation.

Our Fall Soup and Salad Pot-

luck will be held in Livingston's shop on Tuesday, October 20, starting at 6:00pm. In case you weren't aware of it, 2015 is our chapter's golden anniversary—yes our chapter is 50 years old! We will be celebrating this during the potluck. Chris Roberts is working on a plan for the celebration and has a special surprise for us. The last I knew, Chris could use some help with preparations for the celebration, so please call her and volunteer to help if you can haul the tables and chairs, etc. to the shop at 5:00pm on the day of the potluck.

John Bender had another one of his fly outs today (Sep 23rd). This one was Platteville, WI to tour the mining museum. The weather cooperated, so the flying was good. Platteville has a nice airport with two paved runways. It turned

out that the mining museum is two museums in one. One is from the personal collection of Rollo Jamison and has a lot of artifacts relating to the history of the area. The other is the mining museum itself along with a tour of a lead mine and a mine train ride. We had lunch at an excellent local restaurant and all agreed that it was good enough that we would fly to Platteville again just to eat there. Thanks for another great flying adventure John.

The nominating committee presented the slate of candidates for office at the September meeting. For the most part, the current cadre has agreed to stay on for another two years. I'm assuming that the slate of candidates will be elsewhere in this newsletter.

Continued on page 2

Runway Zero from page 1

**“...purchase
a trailer to
store and
haul...”**

Also at the last chapter meeting it was proposed that the Board be allowed to purchase a trailer to store and haul our tables, chairs, grill, flag standards etc. The motion was tabled until we have

a quorum at a meeting and to get more information, e.g. where we could store the trailer and more specific costs, both initial and ongoing (purchase price, taxes, license and insurance).

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-port 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.

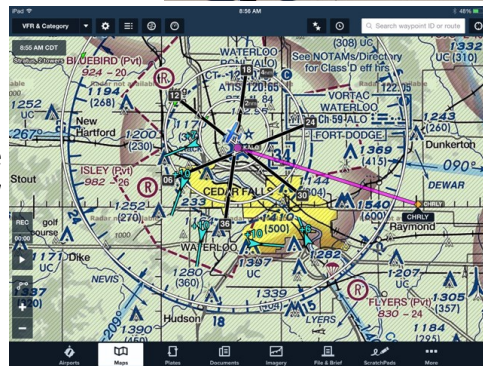
Thank you to all who helped at the Young Eagles Rally - September 19th!

We flew 198 Young Eagles!

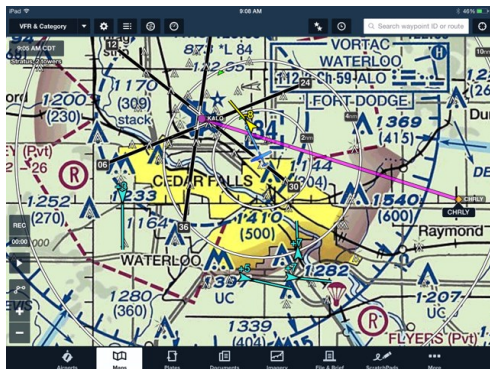


Rally Action courtesy of Chuck Rottinghaus

This is a screen shot from my iPad on the day we flew Young Eagles. The little blue airplane is me. Each blue arrow point represents another plane.



In this shot the plane ahead of me is yellow as a warning of close proximity. I just slowed down and turned slightly to the right to regain good separation.



This info is through Foreflight on my iPad. It was a good feeling being able to see where everybody was.

Help us celebrate Chapter 227's
50th Anniversary

at the

Chili, Soup & Salad Potluck

Tuesday, October 20, 2015

6:00pm

Livingston Hangar

Come prepared to share memories...

Please bring your choice of one:

chili or soup

an appetizer

*a side: salad, vegetable, toppings,
sandwiches, bread, cornbread or crackers*

The chapter will provide:

celebratory cake

beverages

table service

Wind, Water & Trees – Oh Boy!....by Richard Shepherd

Friday, August 21st had been a day I was looking very much forward to for quite some time since I had learned about Earl May sponsoring a “Manager Getaway” up to Lake Okoboji, Iowa. After being told by my District Manager that my store in Cedar Falls had met the corporate goals for the 6 months I had managed the store qualifying me for the trip, I was stoked to go and have a great weekend.

First order of business was to google the trip by land: over 3½ hours of driving one way did not seem like the most pleasurable way to go, so I looked up OF3 - Spirit Lake Airport, only 130 nm WNW from Waterloo, less than an hour in the Arrow I thought, a much better option for the trip, of course depending on the weather forecast for those 3 days. After contacting Missy at Livingston Aviation and getting the go ahead to be able to keep the Arrow for that extended time period at no charge, my mind was set on flying up to the Getaway for sure.

As the days passed and the time to make the “Go or No Go” call came, things looked good to fly, a bit breezy per the forecasted winds but totally doable. Friday came and I arrived out to ALO at 11:00a.m. to prep the Arrow for the trip. Missy explained the Arrow was up with Tim

completing a “Check Ride” and they would be back soon—which was the case. I did get to congratulate a nice young man on passing his “Commercial Check Ride.” Tim took the time to personally get a bucket of soapy water and wash down the Arrow before he would let me start my preflight check which was very nice of him. I loaded up my bags for the trip, completed my preflight checks and taxied out to runway 18 as I believe the winds were 20mph gusting to 25 at 190.

The takeoff with that head wind was quick and I climbed out to 8500’ and set the auto pilot to track me to Spirit Lake. Flying still amazes me and going on my first “Official Business Trip” using my skill as a pilot was very satisfying personally. Ok, back to business here. The trip up was going great; I was making good time with the Arrow trimmed out and was doing about 140mph. Spirit Lake does not have any automated traffic to listen to so at about 30 miles out I tuned the radio to SPW – Spencer Municipal, which is 14 miles south of Spirit Lake, to get a bearing on what that wind was doing, 30mph winds gusting to 35 at 190. That got my attention for sure as the one runway at Spirit Lake is N – S, 16 – 34 to be exact.

At 15 miles out I started announcing my intentions to

land full stop on 16. I started my decent smoothly coming in over the north end of East Lake Okoboji and at 4000’ I started my turn west to make a long base for the airport. I put the gear down and then the flaps down one notch. Wow! That wind caught me coming sideways and I really had to hold on. Turning into the headwind and coming down to 3000’ over Center Lake, I dropped another notch of flaps and checked the gauges. The airspeed on the Arrow was reading 110mph and on my I-Fly pad, 70mph. OK, that got my attention. I announced “On Final” pulled flaps full and was down to about 2000’ and then checked the gauges again. The Arrow showed 100mph and the I-fly pad showed 60mph. I pushed the throttle to the firewall and brought up the speed a little bit; it was rough but manageable.

As I was clearing down through about 1000’ with the wind roaring over West Lake Okoboji and slamming into the shoreline, buildings and trees really made holding the Arrow steady difficult and I was not comfortable enough to want to come down any further. There is a very tall row of trees on the east side of the runway that seemed to be looming up quite close in my airspace so I gently pulled back, tripped the gear

Continued on page 6

***“...my mind
was set
to fly up
to the
Getaway...”***

***“That got
my attention
for sure...”***

Wind, Water & Trees – Oh Boy! from page 5

“...was this going to happen or not...”

up lever, climbed out a bit more in the swirling winds and started putting flaps clean up again. I called my intention to “Go Around”, climbed back up to 3000’ and turned back out over East Lake Okoboji with intentions to go way out over Big Lake Okoboji and gather my thoughts; was this going to happen or not or do I have to fly all the way back to ALO and get in the car?

I have always said that in my life, when hearing my conscience in my head, it’s my Mom’s voice that comes through, “Richie, don’t do that.” Since I have learned to fly, my “flying” conscience voice is Dave Hummel’s voice I hear, “Slow this plane down Richard.” On this day in the sky in this incredible wind, my thoughts flashed back to a time I went flying with Dave Dunn some years ago. When I was first learning to fly Dave was gracious enough to take me up flying quite often. If I remember correctly I flew from the right seat of his Cherokee over 20 hours. I remembered a day we took flight out of Oelwein with winds gusting 40 to 50mph, right down the runway mostly. He always would say to me when we went flying on hot days that the thermals were rolling the Cherokee all over and on windy days that were blowing us all over, it

“...tried to become one with the Arrow...”

was “Great Experience” for me. I remember he had me land on Oelwein’s runway 13 in a howling 40+ mph wind that was coming down the runway pretty much at 150 degrees. His words of encouragement and guidance were to either come in with no flaps or maybe just one notch of flaps which would make it much more doable and I landed the Cherokee quite nicely in the wind that day.

So in this instance, my “land this dang plane” conscience voice was Dave Dunn’s. I turned back in for a long final over the Big Lake, went down to 2000’ over Center Lake, put the gear down and set one notch of flaps. I held on tight, tried to become one with the Arrow feeling the wind’s force and gently counteracted it to maintain my glide path and course. Dave was correct yet again. The wind, still howling and rolling over the lake’s shoreline into the trees, was hard to manage but had less effect on my approach. 1000’ now and still looking good but the wings were rocking quite a bit. 500’ now, still lined up, throttle in full, Arrow’s gauges saying 110, the I-Fly pad saying about 65. Closer now and at about 150’ or so, being underneath the flow of the wind that was taking

over the trees, the force of that wind practically disappeared and the plane roared forward. I pulled back the throttle to idle, held her right down the line with all the rudder I felt I had and basically drifted down like a feather on that short 3000’ runway. A little squeak from the tires, hard on the breaks and that was it. Other than the sweaty palms, I was good. I was down at 0F3 and was thanking Dave Dunn for helping me be a better pilot than I would have been without having him as a friend.

I know the majority of the Earl May Managers & Corporate Staff who attended that 3-day weekend event have great and fond memories of the days they spent there on the grounds sight-seeing, shopping, eating out and all they did together. I know my fellow pilots will understand this: my most memorable part of that entire weekend was surely the couple of minutes I spent in that windy air above the ground the day before the event started landing that Arrow.

**FLY ALL YOU CAN
WHENEVER YOU CAN!
Truly a Miracle
Being a Pilot!**

Vinton Cookout 9-1-15 by John Bender

I actually remembered to take a few pics!
Great evening in Vinton.
Several from our group were there.



Platteville Mine Tour 9-23-15 by John Bender

I only had a cell phone and it was fairly dark in the mine. We had a great time and a great lunch in town. I would recommend this trip to anyone.




You are invited to
Mel Hemann's
Farewell PARTY

Come for a time of fellowship and to wish Mel farewell as he moves to Florida to stay this fall...
Sunday October 18th from 3-5 p.m.

At Livingston Aviation-Waterloo Airport
Please RSVP by calling (319)234-1783

Come say
good-bye
to Mel
on October 18th!
He plans to move
in November.

Tech Notes -***Smoke and Mirrors - Part 4******by Mike Lewis******“...it may be difficult to know...unless it is extreme.”***

I sometimes get asked by a builder if he should use an ammeter or a volt meter as an electrical system monitoring device. My choice is a voltmeter, preferably a digital meter. I had an analogue ammeter in the Diamant and I found it almost useless. Since the ammeter was part of a cluster I left it in but I added a volt meter. The ammeter had a 60 amp scale (I think I had a 50 amp alternator). In normal operation the current draw on the system was so small I couldn't tell if the needle was just a little to the right of 0 (charging) or a little to the left of 0 (discharging). Current draws may vary depending on devices in operation, battery condition, alternator condition, etc., but it may be difficult to know if what you are seeing on the ammeter is normal or abnormal, unless it is extreme. As mentioned before, system voltage with the alternator operating should be about 14.4 volts. If the bus voltage is at that level as read on your volt meter, you know the battery is being charged, the voltage regulator is functioning properly and the alternator is functioning. That's all you need to know.

Let's talk a little bit about wire. What kind of wire should you use? I would highly recommend staying with the aircraft wire MIL-W-22759. The aircraft wire insulation is a fluoropolymer (Teflon type). It provides superior abrasion resistance, will not support combustion, and does not produce toxic fumes. Automotive wire is typically vinyl insulated which probably fails on all of those points.

There are a few places where it is advisable to use shielded wire. MIL-C-27500 is the equivalent aircraft grade wire with a braided shield. Typically shielded wire would be used between the bus bar and the I terminal of the voltage regulator and from the F terminal of the voltage regulator and the F terminal of the alternator and between the B terminal of the alternator and the bus bar. Failure to shield will probably result in whine in your audio system.

How about wire termination? I'm pretty old fashioned, so I prefer to use ring terminals (that means buy your devices with screw terminals). Along with that old fashioned choice, I prefer to solder terminals. I still use the crimp on terminals, but then I solder on the ring side. Guess some of that comes from working at Collins Radio when I was young. I certainly don't mean to imply that a crimp on terminals is bad. Only thing I'd recommend if you are not going to solder is to get a good crimper. The better crimpers will not release until the proper crimp pressure is achieved.

“I'll just pass along a couple tips...”

If you get into radio wiring you will most likely have to make soldered connections. I have met several builders who have somewhat of an aversion to soldering. Soldering is really pretty easy. I'll just pass along a couple tips that I think help in making good solder joints. I assume everybody knows that you use rosin core solder (not acid core) in electrical work. Next is your soldering iron. I often hear recommendations for a small iron to avoid heat damage. My philosophy is somewhat the opposite. You don't want to get carried away here, but I find that you want an iron big enough to transfer heat to the joint rapidly and then get off. This was Collins' philosophy too. For most of the work I would do on aircraft wiring, I used a system sold by Weller (formerly the Ungar products). They sell a handle which uses thread in heaters, and the heaters in turn use a thread on tip. I use a #7760 handle (or 7500 etc.) with a 4037-S heater and a PL113 tip. That heater is 45 watts which I find about right for most aircraft wiring. That particular tip is a 1/8 inch chisel tip which is iron clad. I would highly recommend the iron clad tips;

Continued on page 7

Tech Notes - from page 3

they'll out-last a copper tip by about 100:1. As a side note, and I'm sure there are those who will disagree, but I have never in my life found use for one of the big soldering guns.

The other part of the equation is the solder. Typically electrical solder is about 60% tin and 40% lead. That's common. What I find more significant is the size. I like a .032 inch solder wire. You probably can't find that size in the hardware store or Radio Shack, but you can find it at McMaster-Carr (www.mcmaster.com). The smallest you can find in the hardware stores is usually .062 inch. I find the smaller wire easier to control and it gets to flowing temperature more rapidly.

OK, I'm out of wind. Just remember to keep the smoke in!

**Look for
"Tech Notes"
in the
November
Tower Talk**

The Safety Checklist: The Flight Review - (Resource AOPA) *by Dave Hummel*

Formerly known as a biennial flight review or BFR for short, questions about the flight review continue to confuse pilots. Simply put, you cannot act as pilot in command without a current flight review endorsement (with the exception of a student pilot on a solo flight with proper endorsements).

To act as pilot in command, pilots must complete a flight review every 24 calendar months. A calendar month means that the endorsement runs to the end of the 24th month. For example, if your flight review endorsement is dated March 15, 2013, you have 24 calendar months, or until March 31, 2015, to receive your next flight review. The logbook endorsement must be specifically for a flight review. Advisory Circular 61-65E suggests using this wording:

*I certify that (First name, MI, Last Name), (pilot certificate), (certificate #), has satisfactorily completed a flight review 14 CFR 61.56(a) on (date).
/S/ (date) Instructor's name, certificate number and CFI Exp. date of expiration.*

No logbook endorsement is required for an unsatisfactory performance of a flight review. The flight time may be logged as training time from an instructor.

Overview Main Points Concerning Flight Reviews:

1. You may not act as PIC without a current flight review endorsement.
2. You do not need a current medical during the flight review as long as the flight instructor agrees to be the acting PIC, or if you are operating as a sport pilot with a current valid U.S. driver's license in lieu of a medical.
3. You cannot fail a flight review. However, the instructor may choose not to endorse your logbook if he or she feels you have not satisfactorily completed the review. If you have not satisfactorily completed the flight review, your flight instructor should log your flight time as training received.
4. If the instructor does not endorse your logbook, you may use a different flight instructor for the flight review.
5. An IPC (instrument proficiency check), complex, high-altitude, tailwheel, or other endorsements do not count as a flight review, but they can occur at the same time - provided there is an agreement made with the inspector, examiner, or instructor prior to the flight.

**"...questions
about the
flight review
continue to
confuse
pilots."**

The Safety Checklist...from page 9

**Remember
the
Alternatives
to the
Flight Review**

Duration and Content

14 CFR 61.56 requires a minimum of one (1) hour of flight training and one (1) hour of ground training. The only specific requirement is a review of the current general operating and flight rules of 14 CFR Part 91 and, at the discretion of the person giving the flight review, those maneuvers and procedures necessary for the pilot to demonstrate the safe exercise of the privileges of the pilot certificate.

Required Aircraft

Any aircraft for which you are rated may be used for the flight review. If you are rated for a single-engine land and multi-engine land, you may complete the flight review in either a single or a multi-engine aircraft. Additionally, if you are rated for another aircraft category, such as a glider, you may take the flight review in any aircraft in that category, and satisfy the requirement for all categories.

Alternatives to the Flight Review

A flight review is not required if the pilot, within the 24-calendar-month period:

1. Completed one or more phases of the FAA "WINGS" program.
2. Received a new pilot certificate (sport, recreational, private, commercial, flight instructor, or ATP)
3. Passed a practical test to renew, reinstate, or add an additional rating to their Instructor Certificate.
4. Received a new rating, (instrument, multi-engine, or glider).
5. Flies for a Part 121 (air carrier) or 135 (air taxi) operation and satisfied the appropriate proficiency checks.
6. Additionally, Air Safety Institute's free online courses qualify for the safety seminar portion of the FAA Wings program.
7. Endorsements for high-altitude operations, complex aircrafts, high-performance airplanes, tailwheel, or the instrument proficiency check (IPC) do not substitute for a flight review. They may, however, occur at the same time, if your instructor, examiner, or inspector agrees prior to the flight to combine the IPC or checkout with the flight review. The flight review's minimums must be met, and the endorsement for the flight review must be provided.



Chapter 227 is now on Facebook!

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

Chapter Classifieds

For Sale:

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

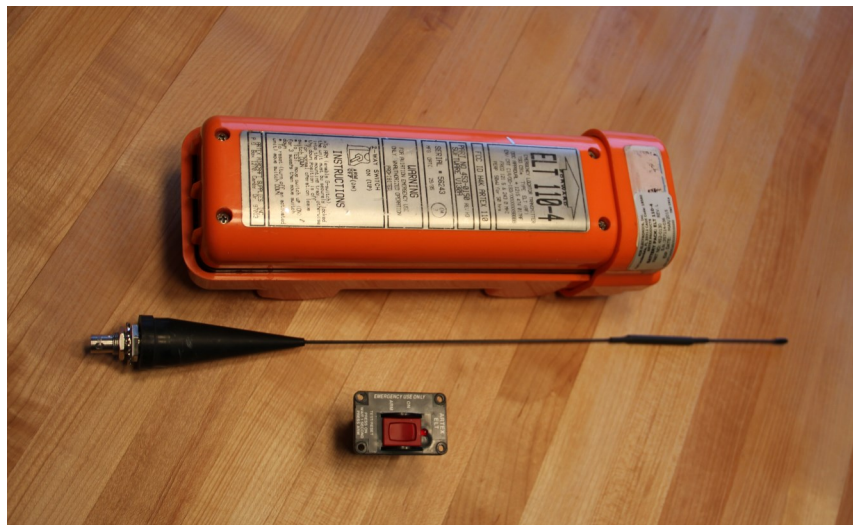
\$100.00

Contact

Dave Roberts

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

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
chrissr@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	chrissr@cfu.net	319-240-8128
Webmaster	Dave Roberts	drdave@cfu.net	319-277-8128
Public Relations	Chris Roberts	chrissr@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	doug mattson@gmail.com	319-939-0179
Historian	Dave Dunn	djrwcd@hotmail.com	319-296-2914

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.

