

Tower Talk

2015 Newsletter Award Winner

John Livingston

February 2016

Upcoming Events:

February Events

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

Iowa DOT Calendar:

www.iowadot.gov/aviation

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Runway Zero

by Warren Brecheisen,
Chapter 227 President



I missed the January meeting but understand that it was well attended and the program was really great. Thanks to Marty Hoel for lining up another very interesting speaker and standing in for me. Dorothy and I were vacationing in Florida and so not only did I miss the meeting, but I wasn't around for the subzero temperatures. There's always a silver lining!

I received a letter from EAA concerning a major change in policy for EAA youth activities. For our chapter, that primarily means our Young Eagle program. As of May 1, 2016 certain people involved in EAA youth activities will be required to take on-line training. Additionally, they will be required to give permission to EAA to have their backgrounds checked. This requirement applies to the following (quoted from the new policy):

1. All Young Eagle pilots

2. All Chapter Young Eagle coordinators and field service representatives
3. Two-deep leadership supervisors
4. Volunteers who will work with youth in general:
 - a. Four hours or more at any one time; or
 - b. Four times or more in any calendar year; or
 - c. Four times or more with any particular youth

Note that volunteers includes, among others, parents and legal guardians of any youth participants.

The "two-deep leadership supervisors" refers to a new requirement to have two people who have had the above training roaming around during youth activities looking for problems whether they be potential or actual.

I took the on-line training and it takes less than 30 minutes to complete. It's straight forward and really is largely common sense. The background checks will be paid for by EAA. They are looking for felons, habitual drug offenders, sex offenders and others who might present a risk. If you want to find out more, go to www.EAA.org/YouthProtection.

Use the "My Account" link on the EAA website to complete the training.

Don't forget our monthly breakfast on Saturday, February 6th, 8:30am at the CF Family Restaurant.

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

Warren Brecheisen
President,
EAA Chapter 227

2016 Dues are Due!

*Don't forget to renew your Chapter 227 membership
(if you haven't already done so)*

*According to the 227 bylaws,
anyone who hasn't paid dues by March 31st
shall forfeit membership privileges!*

*If you haven't already paid your dues,
please make your check to: EAA Chapter 227*

Send/give your dues to:

Dave Hummel

621 Eagle Ridge Rd

Cedar Falls IA 50613

along with any updates or (better yet) fill out a membership form

[Click here for a downloadable/printable membership application](#)

Not a member but would like to join?

Visit our website:

eaa227.com

or ask any chapter member

January Meeting Program:

Frank Hudson – Memoirs of a WWII Airman

by Marty Hoel

At our most recent Chapter Meeting on January 18th, we were honored with a special guest speaker. Mr. Frank Hudson joined us and recounted his WWII experiences as a Crew Chief and top turret gunner on the B-17 "Ain't Misbehavin'". The weather was crummy on the night of our meeting, but our members arrived, including a great turn-out of members and friends from the Mason City Chapter 94. We had to bring in extra chairs as we gathered to meet Frank and to hear of his experiences. A big Thank You goes to everyone who braved the weather and came out to join us.

Frank told us of his enlistment and his selection for the Army Air Corps based upon his aptitude scoring. He detailed his training at various air bases around the country, including aerial gunnery in Nevada. He ultimately was paired with his crew of the 390th Bombardment Group, and together they were to serve all of their combat missions. They flew a B-17 to Europe, joined their unit and began their tour of duty.

Frank detailed the operation of the gun turret and the roles of the crew. He spoke of the added dangers of flying far

out ahead of the other formations in order to drop radar-jamming chaff. Frank recounted one particular three-legged mission that took them over Berlin, into Russia, down into Italy and back to England. On their twenty-fourth mission, they took repeat-

ed hits from anti-aircraft artillery (flack) and went down near Rammerode, Germany. Three of his fellow crewmen never made it out of the crippled airplane, the ball-gunner died attempting to parachute to safety and a fifth crew member was murdered by civilians after having landed. Frank told of how he was captured and that he spent the rest of the war in prison camps. In the POW camps he was treated fairly by the Germans, but suffered malnutrition along with his captors. Eventually, Frank was liberated by the advancing Russian Army.

Frank told about his return to France and then to England, the trip home to America and of being re-united with his wife and mother. Frank has



many more stories to tell, some of which are available through the Grout Museum's program of oral histories. Check out the Sullivan Brothers Iowa Veterans Museum for more details. Frank has provided us with a copy of his Grout interview; let me know if you would like to borrow it.

Our Chapter first met Frank on the two occasions that we have hosted the B-17. Frank is concise, articulate and we are privileged to have him share some of his history with us. A special thanks goes to his granddaughter, Dee, who helped to arrange the program and who gave Frank transportation to our meeting. I'm sorry if you didn't make it to this program... you missed a good one!

"...WWII experiences as a Crew Chief and top turret gunner on the B-17 Ain't Misbehavin'."

"...we are privileged to have him share some of his history with us."

Tech Notes -

Plumbers Friend (or Nightmare) - Part 2

by Mike Lewis

“The primary purpose for this restrictor is...”

Last month we talked about fuel lines. Probably the next opportunity for plumbing is in the oil cooler circuit. If you have a remote mount oil cooler, that installation is virtually the same as the fuel line, except bigger hose and you may not need a firesleeve. I believe most remote mount oil coolers (in our size range anyway) are set up for a dash 8 fitting (3/8 NPT and ½ inch tube). Again the options for hose types and fittings are the same. I am most familiar with the Lycomings, but I believe there are some Continental engines that have a direct mount oil cooler as did some VW conversions. In that case you can forget about plumbing an oil cooler.

If you are using mechanical gauges, you will need to run a sensing line to your oil pressure gauge. These are typically a small diameter tube (1/8 inch o.d.), usually aluminum or copper. In this case the tube is allowed to flex during engine vibration. To reduce this flexing, a 2 inch diameter loop is formed in the line. Some folks then run that 1/8 inch line through a grommet in the firewall and to the oil pressure gauge. My preference is to use a bulkhead fitting at the firewall. A grommet is more subject to wear and tear and heat deterioration.

“The only caution I would have ...”

There is another important component of the oil pressure sensing circuit. You should include a restrictor fitting at the engine oil pressure port. The primary purpose for this restrictor is in the unlikely event of a broken pressure sensing line, you will not immediately empty your crankcase. I think you will have to make this. One method of making your own is to use an appropriate AN fitting in either steel or brass. You then plug one end of the fitting with solder (you may have to insert a dowel in the other end to keep the solder from running out). Then you drill a small hole about .031 - .040 diameter (number 68 - 60 drill) through the solder. Tony Bingelis talked about doing the same thing by pressing an AD rivet into an AN flare fitting and drilling through it. I've not tried that so I can't vouch for it. Only thing I'd say is try it on the bench under pressure to make sure the rivet doesn't interfere with the flare on the mating hose or tube.

On both my airplanes I made a fitting by starting with some aluminum round stock (I think it was ¾ inch diameter). I drilled the pilot drill for a 1/8 NPT thread from both ends, leaving about ¼ inch in the center undrilled. I then drilled a number 65 (.035 inch) hole through. Next I

tapped both ends for 1/8 NPT and installed an AN 816 fitting (I used a -3 in the engine end and a -2 in the instrument end). That fitting was mounted to the engine mount and an Aeroquip 606 hose assembly was connected from the engine to the fitting and a 1/8 inch stainless steel tube was run to a bulkhead fitting.

You may be able to avoid all this if you choose to use an electrical oil pressure gauge. There will be a transducer that converts your oil pressure to an electrical signal, so all you have to bring through the firewall is an electric wire. The only caution I would have with regard to an electrical gauge is that the transducer should not be mounted on the engine (at least for the transducers I am familiar with). They do not like that much vibration. I am aware of three different installations where the transducer was mounted on the engine and they are three for three in the failure column! You will need to run a good flexible hose to your transducer.

Next month I'll talk about some of the smaller odds and ends of plumbing, like primer lines, pitot, lines, brake lines etc.

Young Eagles Pilots: Complete Youth Protection Plan Requirements from eaa.org

As EAA approaches the 25th anniversary of EAA's Young Eagles program, we can celebrate the success it has been for nearly 2 million young people. One of the biggest reasons for this success is by volunteers making the flight experience a positive, memorable one.

Continuing that positive legacy means maintaining EAA's high standards that have been part of the organization since Paul Poberezny founded it 63 years ago. Last week, Young Eagles volunteers were sent information regarding some administrative changes that keep EAA in step with best practices that are common in youth education and recreation programs throughout the nation, ranging from scout programs to youth sports leagues.

The new Youth Protection Program, which was first introduced as a concept in newsletters during 2015 to Young Eagles chapter coordinators and pilots, as well as at AirVenture 2015, will involve many EAA volunteers who work with young people. It will include online best-practices training and a basic background check to create the safest environment possible for young people in our programs and to protect our volunteers.

This training is available to all EAA volunteers who work with



youth and Young Eagles pilots, chapter coordinators, and field representatives, free of charge, at

www.eaa.org/youthprotection.

We encourage you to participate early, as we will require that all participants in EAA and EAA chapter activities that serve youth to have successfully completed the training by May 1, 2016. After that date, EAA and chapter programs for youth will require full compliance with the training and background checks.

If you're wondering whether your volunteer activities should comply with the training and background check, review the Frequently Asked Questions sheet at the website mentioned above. In the first few days of access to this website, nearly 1,000 EAA volunteers have already completed the training and background check process, and we appreciate their prompt action.

The company working with EAA in this process, AmericanChecked, is among the leaders in the industry and works with many colleges, school districts, and governmental agencies. A top priority of the exhaustive process to select the right company to work with EAA and its volunteers was the safety and security of any data collected. More information on that is available on the FAQ webpage, and we welcome questions and suggestions at any time at feedback@eaa.org.

EAA's programs have earned an outstanding reputation because of the volunteers and our organization. We aim to maintain that reputation and instill the youth protection guidelines and culture that parents and guardians seek in all programs for their kids.

“Continuing that positive legacy means maintaining EAA’s high standards...”

“...to have successfully completed the training by May 1, 2016.”

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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eaa227.com



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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.