

# Tower Talk

2015 Newsletter Award Winner

John Livingston

April 2017

**Upcoming Events:**

**Chapter Events:**

- **1 - Saturday, 8:30**  
Breakfast, Cedar Falls Family Restaurant
- **4 - Tuesday, 7:00**  
Board Meeting, Airport Conference Room
- **18 - Tuesday**  
AFROTC Young Eagles Rally, Livingston Aviation

**Iowa DOT Calendar:**

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

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## Runway Zero

*by Warren Brecheisen,  
Chapter 227 President*



Last month, Dorothy and I spent a few days in Florida on a Road Scholar tour of the coast along the panhandle. We really enjoy the Road Scholar tours as they provide many learning opportunities as well as site-seeing. This particular tour started in Tallahassee and went as far west as Pensacola. We got a fantastic docent-led tour of the Naval Aviation Museum at Pensacola. Our docent was a retired Navy pilot and now is the “manager” of all the museum docents, so we certainly got our nickels worth. For me this was the highlight of the whole program. Aircraft on display include a replica of the Navy’s first airplane, the Curtiss Triad and include most Navy planes up to the present. The plane that meant the most to me personally was the SBD Dauntless on display. It is the only known surviving aircraft from the Battle of Midway, which was a major turning point in the Pacific Theatre during WWII. The docent indicated that, unlike most air museums, they let you touch the aircraft. I rested my hand on the Dauntless for a couple of minutes and silently gave thanks to the heroes that fought for our freedom.

John Dutcher and I were invited by Major David Richards, commanding officer of the Junior AFROTC program at West High, to talk to his classes about Young Eagles on Tuesday, March 18<sup>th</sup>. We essentially “taught” the five ROTC classes that day as we had the full class periods to work with the students. Luckily, we brought along plenty of slides and other materials to fill the classroom time. We talked about flying in general, EAA, the Young Eagle and Air Academy programs and took them on a picture tour of Airventure. As with most any group, there were some that were really excited and some that couldn’t have cared less, with every level in between. I don’t know what the students thought of our presentation, but John and I had fun. After five classroom sessions, I was so tired I came home and took a nap. I have to admire teachers that can teach a number of classes each day. Elsewhere in this newsletter you will find information about our special Young Eagle rally for the AFROTC students on April 18<sup>th</sup>.

Continued on page 2

## *Runway Zero from page 1*

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

Congratulations are in order for Brian Finnegan. Bill Kyle inspected his RV-6 on March 24<sup>th</sup> and issued him an airworthiness certificate. By the time you read this, Brian will be flying the 40 hour test program.

Let's get some daylight under those airplane tires!

Warren Brecheisen

President,

EAA Chapter 227



# Congratulations Warren Brecheisen!

for being awarded the

## Wright Brothers Master Pilot Award

FAA's most prestigious award recognizing individuals  
who have exhibited  
professionalism, skill, and aviation expertise  
for at least 50 years

## Monticello Fly Out, March 3<sup>rd</sup> by John Bender

Another great day.  
 Only was sure of 2 others, but we ended up with 10 of us.  
 Went to Pizza Ranch in Monticello.  
 Only a mile from airport.  
 Food good as always.  
 Enjoyed a great day with young and old(er) friends.



## Knoxville Fly Out, March 9<sup>th</sup> by John Bender

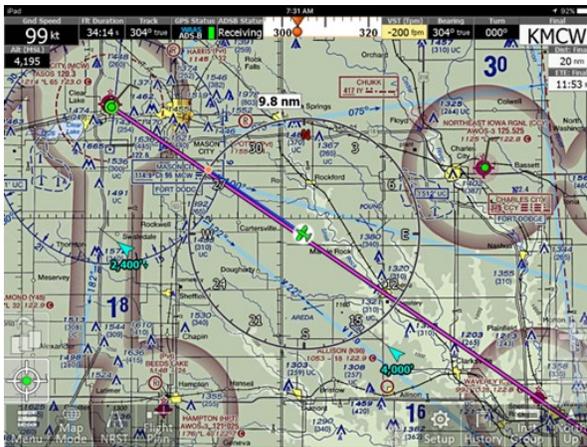


Another super day.  
 Went to Mr C's just north of racetrack.  
 All good. The pics while flying back were  
 of very thin layer of clouds just below me.  
 Only showed up well on the one pic.



## Mason City Fly Out, March 11<sup>th</sup> by John Bender

We joined the Mason City group at the restaurant. About 15 total of us.  
All went well. Cold for sure. Never got above 20 until after home.



## Ankeny Fly Out, March 22<sup>nd</sup> by John Bender

SUPER day for us to go to Ankeny. The courtesy car was brand new. Had 263 miles on it.  
We had a great time. As usual these guys forgot to have me take pics. What am I to do ! ha ha ha





*Save the date!*

**AFROTC Young Eagles Rally  
Tuesday, April 18<sup>th</sup>**

We need pilots and ground support

Contact John Bender  
and let him know how you can help  
*Details to follow*

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### ***EAA Launches Blog to Share Stories from eaa.org***

EAA is excited to announce the launch of its [new EAA blog](#), where you'll read inspirational and educational stories that will get you excited about flying and share the impact of EAA's youth programs, give tips for pilots and those learning to fly, share unique member experiences, highlight our communities and EAA chapters, and more.

Some features you may enjoy as a reader:

- Visitors can subscribe directly from the blog homepage so you are alerted via e-mail anytime a new story is posted. [Be sure to sign up today!](#)
- Each post has a place for comments, so you can engage with authors and other readers easily.

We hope you enjoy EAA's new digital content channel, and we look forward to providing you with stories that encourage participation in recreational aviation.

*If you have a story to share on our blog, please send it to [editorial@eaa.org](mailto:editorial@eaa.org).*

## *Contact Tower by Larry Lyman, Retired ATCS*

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

Welcome to Spring! It's time to go flying...breakfasts and dinners await!! But, as you enjoy the comradery and fun of fly-outs (or fly-ins, if you prefer), I hope you are still mindful of a few safety tips that might keep you safe. Let your ground controller know your destination, so that they can taxi you to the correct runway. If you want an unusual departure, make sure you ask for it...the tower and radar controllers expect you to make a standard left departure, and if you turn out to the right (who can resist flying over the farm of the friend in the right seat?), you may very well compromise safety and could cause a very serious situation. Be sure that the departure clearance you heard is, indeed, for you. In March, 2000, at the Sarasota, FL airport, a mistaken understanding of a departure clearance caused four people to die on a clear day, less than three-quarters of the way down the runway. PLEASE BE CAREFUL OUT THERE! See you next month.



**Listen to live ALO Air Traffic**

<b>ICAO:</b> KALO <b>IATA:</b> ALO <b>Airport:</b> Waterloo Regional Airport
<b>KALO Flight Activity</b> ( <a href="#">FlightAware</a> )
<b>KALO Airport Info</b> ( <a href="#">AirNav</a> ) ( <a href="#">iFlightPlanner</a> )
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## ***Tech Notes - It's a Bomb! by Mike Lewis***

Last month I talked about pressure testing your homebuilt fuel tank. That sort of reminded me of a bit of discussion regarding fuel tank safety after fuel has once been introduced to the tank.

It is not uncommon to have to do some repair work on your fuel tank. Once you have had fuel in your tank, it must be treated with the utmost of respect. In fact, they scare me to death!! I am reminded of an incident several years ago where an aircraft mechanic was removing a fuel tank flange with a battery powered screwdriver. Battery powered tools were rather new at the time and I think there was a tendency to forget that they are still electric with the associated sparks. In this case, that was a fatal error.

So what can we do to reduce the risks of explosion? This applies to not only battery powered tools but any cutting or grinding and possibly even just steel tool contact or static discharge. If you are lucky enough to have access to a MIG or TIG welding rig, you have a source for an inert gas, CO<sub>2</sub> or Argon. After draining all the fuel possible from your tank, you can flood it with the inert gas before working on it. Remember, it only takes a small amount of gasoline to make a very big bang.

I did have to reseal a rivet on one of my RV tanks. Here was my approach. Since I did not have access to an inert gas, I used water. After removing all of the fuel possible, I flooded it with water. I actually did this flooding process several times. I then removed the fuel sending unit access panel which provided the necessary room to reach the affected area. I cleaned and resealed the area. OK now you say, how do you get all the water out? Actually the water will evaporate out. It helps to provide some air flow to "encourage" the drying. In my case, I just left that fuel float access panel off and the filler cap off and set up a window fan a few feet away and let the fan blow toward the open end for a few days. Probably setting the tank outside in the breeze and sun would have done the same thing (as long as it doesn't rain).

While I'm on this subject, it might be helpful to be aware of the types of motors that are sparkers. Virtually all of the battery powered tools are powered with D.C. motors that have commutators and brushes – big time sparkers. Shop Vacs – while not strictly D.C. motors, they are what is called universal motors, but they still have commutators and brushes and spark like crazy! How about single phase induction motors? Single phase motors require some starting system which determines the direction of rotation and brings them up to a speed close to operating speed. In many cases that is a capacitor and/or another set of windings. These devices are typically switched out of the circuit by a centrifugal switch after the motor is up to speed. So when that switch opens, guess what happens? There is that spark again. I'm sure Tom Barter could better educate us on this subject, but the word is just be very cautious with motors around gasoline.

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

***"...it must be  
treated  
with the  
utmost of  
respect."***

## *EAA Launches Program for Non-Instrument Rated Pilots from eaa.org*



Non-instrument rated pilots looking to improve their safety skills and knowledge will now have an additional resource through the new [EAA VMC Club](#). Based on the [IMC Club](#), VMC Club will be a volunteer mentor program designed to enhance pilot proficiency and create a community of aviators to share information and promote safety.

“VMC Club provides organized hangar flying focused on improving aeronautical decision making,” said Radek Wyrzykowski, EAA’s IMC program manager. “We focus on practical knowledge and the exchange of experience because we believe that safety and proficiency are better developed through hands-on knowledge.”

VMC Club will be offered through EAA’s chapter network and there is no cost to chapters or members to participate in the program. Monthly club meetings will use real-world scenarios to engage participants and allow the exchange of information to improve awareness and skills.

More information on VMC Club, including a guide on [starting a club](#) in your area, is available on the VMC Club 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](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 your information to [chris@cfu.net](mailto:chris@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:  
[eaa227.com](http://eaa227.com)



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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**

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