



# Tower Talk

2015 Newsletter Award Winner

John Livingston

March 2017

**Upcoming Events:**

**Chapter Events:**

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

**Iowa DOT Calendar:**

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

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## Runway Zero

*by Warren Brecheisen,  
Chapter 227 President*



Brian Finnegan reports that he is getting very close to completing his RV-6. He has run the engine and has the instrument panel and wiring done. All the necessary paperwork for registration has been submitted and he expects to have his final inspection within a month if there are no paperwork glitches.

Chris Roberts is doing well and, in fact, is back to work full-time. She is now able to put some weight on the leg with multiple fractures and no longer needs a boot on the other leg. I was with Rex Pershing last week and he is able to drive and walk with a cane. His recovery from surgery on knee one is going well. He will have knee two done in the near future.

I hope many of you have had a chance to take advantage of the great weather we've had recently to get out and hone your piloting skills. John Bender has had a number of fly-outs the last couple of weeks. I went on several of these outings and got about 5 hours of time in during this period. I intended to go to Lone Rock with the group for breakfast on Sunday, February 19<sup>th</sup>, but could not get out of ALO in time to meet there at 10:00am due to fog. I hate to miss fly-outs to Lone Rock because it's so pretty flying across the Mississippi and along the Wisconsin River.

EAA is holding two Sport Pilot Academies this year. Attendees spend three weeks at the EAA Aviation Center in Oshkosh and earn their Sport Pilot Certificates. This looks like a great way to get started flying. The dates are May 20-June 10 and September 9-30.

Please remember to pay your dues. Dues are \$15 for single and \$20 for family memberships.

Let's get some daylight under those airplane tires!

Warren Brecheisen  
President,  
EAA Chapter 227

*Congratulations to*

*Ed Thurow*

*for passing this Private Pilot check ride in a Piper Warrior on Feb. 17<sup>th</sup>  
Ed is a student of Dave Hummel and new member of 227*

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## **2017 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 31<sup>st</sup> shall forfeit membership privileges

\$15 Regular (Single) / \$20 Family  
Please make your check payable to: EAA Chapter 227

Send/give your dues to:  
**Dave Hummel**  
**621 Eagle Ridge Rd**  
**Cedar Falls IA 50613**

Please let us know any updates or (better yet) fill out a membership form  
[Click here for a downloadable/printable membership application](#)

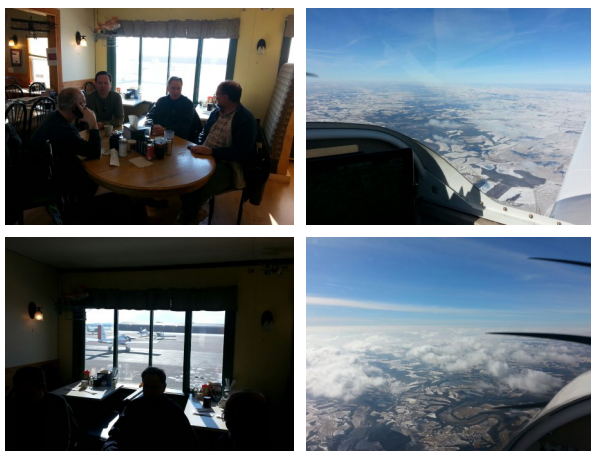
Not a member but would like to join?  
See our website: [eaa227.com](http://eaa227.com)  
or ask any chapter member

### Boone Fly Out, February 1<sup>st</sup> by John Bender

Windy, but smooth at higher Alt.  
 Good day for all of us.  
 Went to Jimmy's BBQ place.  
 Nice group at the airport lounge.  
 Great day overall. Cloudy in places. Had to get under the clouds about 10 miles out from Boone.  
 Great leaving. Climb on top and smooth all the way.  
 Open when I got back.



### Lone Rock Fly Out, February 5<sup>th</sup> by John Bender



Cloudy going up until we got within 10 miles of Lone Rock. Opened up there and was sunny. Was totally open when I got back. Paul said it was still cloudy going south. We had a great time. Food was good as always. Brian told us he is near getting the RV-6 project to running. Great progress.

### Ottumwa Fly Out, February 6<sup>th</sup> by John Bender

Warren forgot to remind me to take any pics ! HA !  
 We had another great day today. Smooth air. Warmer. Hazy but nice.  
 Always great food at Hy-Vee deli on north end of Ottumwa.

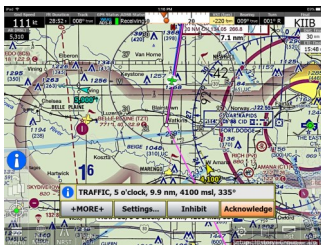
## Ames Fly Out, February 10<sup>th</sup> by John Bender

Windy trip to Ames. Went to Hickory Park ( like there is another place ).  
Great as always. Good time and good day.  
Was in the 60's at ALT.



## Washington Fly Out, February 13<sup>th</sup> by John Bender

A SUPER day.  
Really glad to see Keith Williams join us from the QC International Airport.  
We went to the place Paul remembered better than I did, downtown.



Nice place. Good prices.  
Was nearly full when we were leaving.  
Windy, but smooth above 3500'.  
Attached two screenshots of us going.  
Keith was the plane ready to land.



## Platteville Fly Out, February 16<sup>th</sup> by John Bender



Another very good day today.  
Was glad to have Dave Roberts join us.  
We went to Cuba City (usual).  
Great food, great prices.  
Air was smooth if you got high enough.  
Very nice FBO.

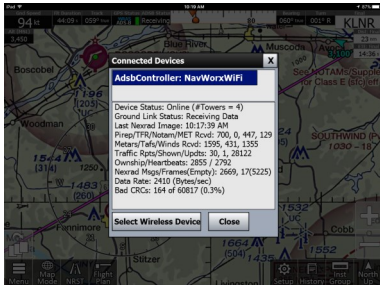


### Mason City Fly Out, February 17<sup>th</sup> by John Bender

SUPER day to fly.  
Nice lunch at Mason City airport restaurant.  
We had a good time.  
Forgot to take pics as usual.  
Took these following Warren to takeoff.



### Lone Rock Fly Out, February 18<sup>th</sup> by John Bender



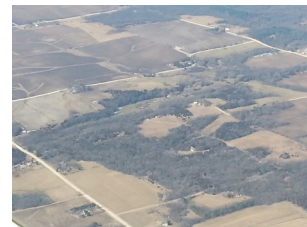
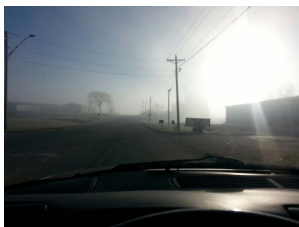
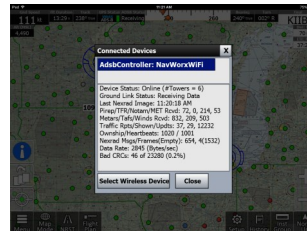
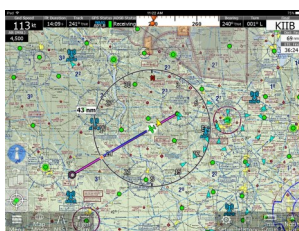
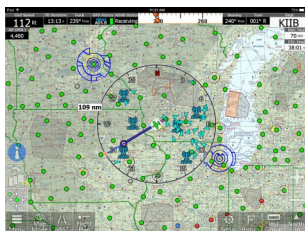
Really nice day.  
Another RV-12 flew in.  
It was one of the teen built planes that was at OSH last year.  
Really looked nice. He was the head of the group.  
Of course I forgot to take a pic of it.

The picture shows there were 30 other planes within range of my ADS-B system.

### Lone Rock Fly Out, February 19<sup>th</sup> by John Bender

Good day flying, but Waterloo folks could not get out due to fog.  
Lone Rock was really busy.  
Saw another RV-12 guy and his wife, part of our group.  
Met a Sonex builder who Ken knew. Very nice couple.  
Low winds. Great temps.

I zoomed way out so I could see all traffic within 100 miles of me.  
I think 37 on one screen.



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

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

This month will be short and sweet...by the end of March, I hope you have had the chance to log some time! Remember to spend a bit of time in the pattern, and take advantage of those practice areas that we have. Not all aviators have the luxury of such a nice airport facility or so much room for practice. Think about filing a VFR flight plan when you go to Mason City or Cedar Rapids. Don't forget to open and close your flight plan. Practice these good habits so that as you venture further away these are just a part of your routine....a routine that could become very important if anything should go wrong when you are on a trip alone.

Finally, in addition to making sure your flying machine is ready to go as spring approaches, review your procedures to ensure that YOU are ready to go. Review airport markings to make sure you know what they mean. Review your phraseology to ensure you understand the controllers and that they can understand you. I recommend listening to ATC Live on the computer...stream ORD or LAX, JFK or even ALO! Don't worry, winter won't last forever!



**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> )
<b>KALO VFR Sectional Chart</b> ( <a href="#">iFlightPlanner</a> )
<b>KALO IFR Low Chart</b> ( <a href="#">iFlightPlanner</a> )

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

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

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

## ***Tech Notes - Fuel Tank Pressure Test*** ***by Mike Lewis***

Have you thought about pressure testing the fuel tank you are building for your home-built? Nothing legally says you have to, but it sure seems like a good idea to me. It's a lot easier to fix a leak before you have had fuel in it than after.

One of the commonly described methods employs a balloon fastened over one of the fittings (fuel pick-up or vent line). You then apply just enough air pressure through the other line to blow up the balloon. You need to close off the line you delivered the air through and allow the tank to sit over night and then observe the balloon to see if it remained inflated. You can close the air supply line by using a valve, or if using a soft (Tygon) tube for supply, you can just pinch it off with your vice-grips or something similar.

I used a slightly different method on both of my airplanes' fuel tanks. At the time I was building I read somewhere that Wichita tests to 2 psi. I can't verify that now, but it seems like a good number. I don't know how much pressure a balloon takes to blow up, and finding a pressure gauge that is accurate in that pressure range and at a reasonable price (Cheap!) is next to impossible.

My system was basically a manometer made of clear Tygon tube and an old gallon can. I soldered a ¼ inch o.d. brass tube to the cap that was long enough to just about reach the bottom of the can. Then I soldered another short section of tube to the cap just long enough to go through the cap. My tank has a fitting for fuel supply and another for the vent. I connected one of those fittings to a short piece of tube that had a small shutoff valve in it. The other fitting goes to the short tube in the cap. The can needs to be filled about half full with water. Now with the cap screwed in to the can, the long tube is connected to a length of clear Tygon tube that is long enough to get the open end of the tube about five feet above the water line in the can. You can fasten that Tygon tube to anything that will keep it at about that five foot level. A little extra height is fine. Make a mark on that tube that is 4'-7" above the waterline in the can. Now you can apply air through that valve line and watch the water level in the five foot section of clear tube rise. When it gets to that 4'-7" mark quit and close the valve. Why 4'-7" ? One foot of water column is equal to .43 p.s.i., so two p.s.i. requires 4'-7" of water column. Again, you leave it set over night, and then check the water level in the clear tube. If you have lost pressure, it might be good to check all the fittings in the manometer system before knocking yourself out looking for a leak in your tank. If the manometer is tight, you'll probably have to go around with a soap solution and look for bubbles. So why did I choose this type of system? This gives me a good reliable way of knowing how much pressure I am testing to. The second benefit I see is that is nearly impossible to over pressurize your tank. Any excess pressure will just blow water out the top of the tube.

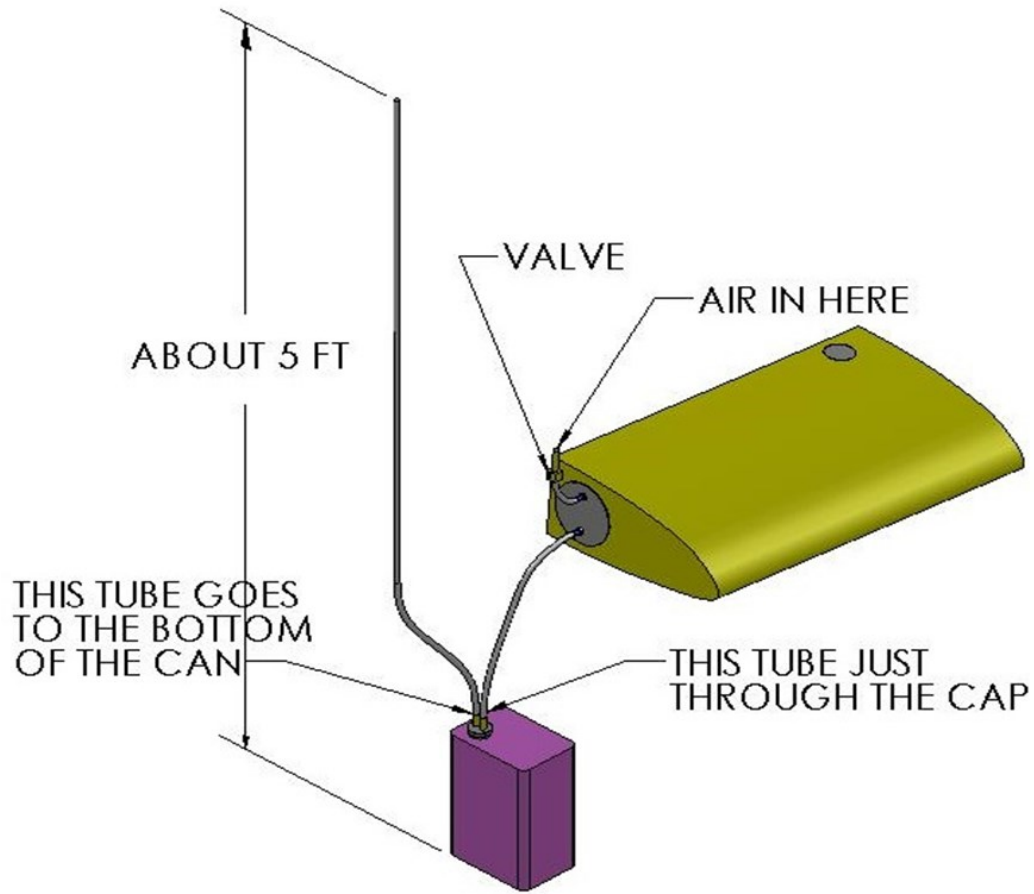
*Continued on page 8*

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

***"This gives  
me a  
good  
reliable  
way..."***

**Tech Notes** from page 7

Below is an illustration of the system I used



So much for this month.



## ***Aircraft Anniversaries Celebrated at AirVenture 2016*** *from eaa.org*

EAA members are justifiably proud of their attendance at EAA AirVenture Oshkosh, celebrating anniversaries spanning decades of flying in — or driving to the event — years of camping in the same spot, surrounded by the people who, although they may meet only once each year, have become good friends, or even family. Each year we also celebrate the aircraft that bring us together. In 2016, the RV-6, Navion, Chipmunk, L-Bird, and Spartan Executive, as well as Ultralights at Oshkosh, Cessna, and Boeing marked milestones at AirVenture 2016.

[Click here to watch the video on You Tube](#)

***“We also  
celebrate  
the aircraft  
that bring us  
together.”***

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## ***Chapter Leaders Learning How to Best Serve You*** *from eaa.org*

With the new year comes a new beginning and a fresh start for EAA’s nearly 900 individual chapters. The organization offers two leadership workshop opportunities for chapter officers and leaders to learn more about EAA’s programs and resources for chapters.

Last week EAA Chapter 976 hosted a [Chapter Leadership Boot Camp](#) in Carrollton, Georgia, with 35 participants from chapters all along the eastern seaboard and southeast region in attendance. EAA’s boot camps are one-day cram courses to learn about topics ranging from member recruitment and Young Eagles to insurance and how to best use chapter resources.

A second workshop, EAA’s Chapter Leadership Academy, is currently in session at the EAA Aviation Center in Oshkosh. Just over 50 members from all over the country arrived Wednesday night to network, share, and learn best practices for how to better serve their chapter. The Chapter Leadership Academy is an immersive three-day workshop. Chapter leaders learn a tremendous amount about EAA and its different programs, and have an excellent opportunity to network with other chapter leaders as well as interact with EAA staff.

Visit [www.EAA.org/chaptertraining](http://www.EAA.org/chaptertraining) to learn more about our upcoming sessions and opportunities for chapter leaders. If you are interested in hosting a boot camp, please contact us at [chapters@eaa.org](mailto:chapters@eaa.org).

***“...an  
excellent  
opportunity  
to  
network...”***



## Chapter Classifieds

### Tools For Sale:

Quantity	Description	Price
1	Taylor T-2X rivet gun (new)	145
1	Unibit 1/8 to 1/2" (new)	15
1	Bucking bar (new)	15
1	1/8" dimple dies (Cleaveland, new)	25
1	3/32" dimple dies (Cleaveland, new)	25
1	3/32" close quarters dimple dies (Cleaveland, new)	25
25	Clecos, 1/8" (new)	10
50	Clecos, 3/32" (new)	20
1	Backriveting plate (new)	20
1	Rivet gage set (new)	5
1	Rivet set, 1/8" cup head (new)	5
1	Rivet set, 1/8" cup head double offset (new)	15
1	Rivet set, 1" mushroom (for flush rivets, new)	10
1	Rivet set, 1/8" cup head, 3.5" long (new)	5
1	Rivet set for backriveting (flush rivets, new)	20
6	#40 drill bits (new)	6
40	Abrasive disks, fine (new)	20
1	Dynaswivel air hose flow control (new)	20
1	Microstop (new)	20
2	Microstop (used)	15 each
3	Countersink cutters (#40, #30, #19, all new)	6
1	Rivet squeezer (Avery, 3" throat)	120
1	C-frame dimpler (Cleaveland, new)	150

Contact Warren Brecheisen 319-277-2118

## 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:  
Chris Roberts  
507 Chateau Court  
Cedar Falls IA 50613  
c) 319-240-8128  
[chrisr@cfu.net](mailto:chrisr@cfu.net)

Visit our website:  
[eaa227.com](http://eaa227.com)



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## EAA CHAPTER 227 LEADERSHIP

### Executive Officers

President	Warren Brecheisen	<a href="mailto:n146wb@cfu.net">n146wb@cfu.net</a>	319-277-2118
Vice President	Marty Hoel	<a href="mailto:hoelm@mchsi.com">hoelm@mchsi.com</a>	319-231-1367
Secretary			
Treasurer	Dave Roberts	<a href="mailto:drdave@cfu.net">drdave@cfu.net</a>	319-277-8128

### Board of Directors

Executive Officers	See Above		
Members at Large	Dave Hummel	<a href="mailto:cfihum@cfu.net">cfihum@cfu.net</a>	319-266-9561
	Robert Gutknecht	<a href="mailto:robert.gutknecht.rg@gmail.com">robert.gutknecht.rg@gmail.com</a>	319-269-7970
Past President	Dave Dunn	<a href="mailto:djrwcd@hotmail.com">djrwcd@hotmail.com</a>	319-296-2914

### Standing Committees/Positions

Membership	Dave Hummel	<a href="mailto:cfihum@cfu.net">cfihum@cfu.net</a>	319-266-9561
	Carl Campbell	<a href="mailto:annam39c@aol.com">annam39c@aol.com</a>	
Program Committee	Marty Hoel	<a href="mailto:hoelm@mchsi.com">hoelm@mchsi.com</a>	319-231-1367
	Dick Poppe	<a href="mailto:richpoppe@mchsi.com">richpoppe@mchsi.com</a>	319-287-4788
	Scott Weinberg	<a href="mailto:scottw@butler-bremer.com">scottw@butler-bremer.com</a>	319-404-4401
Nominating Committee	Dave Dunn	<a href="mailto:djrwcd@hotmail.com">djrwcd@hotmail.com</a>	319-296-2914
	Dave Hummel	<a href="mailto:cfihum@cfu.net">cfihum@cfu.net</a>	319-266-9561
	Dave Roberts	<a href="mailto:drdave@cfu.net">drdave@cfu.net</a>	319-277-8128
Budget	Dave Roberts	<a href="mailto:drdave@cfu.net">drdave@cfu.net</a>	319-277-8128
Newsletter	Chris Roberts	<a href="mailto:chrisr@cfu.net">chrisr@cfu.net</a>	319-240-8128
Webmaster	Dave Roberts	<a href="mailto:drdave@cfu.net">drdave@cfu.net</a>	319-277-8128
Public Relations	Chris Roberts	<a href="mailto:chrisr@cfu.net">chrisr@cfu.net</a>	319-240-8128
FlyOut Coordinator	John Bender	<a href="mailto:JABGood@aol.com">JABGood@aol.com</a>	319-827-3513
Young Eagles Coordinator	John Dutcher	<a href="mailto:john@balboapt.com">john@balboapt.com</a>	319-240-2497
Tech Advisor	Mike Lewis	<a href="mailto:mlewis@cfu.net">mlewis@cfu.net</a>	319-266-6461
Tool Manager	Doug Mattson	<a href="mailto:doug mattson@gmail.com">doug mattson@gmail.com</a>	319-939-0179
Historian	Dave Dunn	<a href="mailto:djrwcd@hotmail.com">djrwcd@hotmail.com</a>	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.