

Tower Talk

2015 Newsletter Award Winner

John Livingston

April 2016

Upcoming Events:

April Events

- **2 - Saturday, 8:30**
Breakfast, Cedar Falls Family Restaurant
- **5 - Tuesday, 7:00**
Board Meeting, Airport Conference Room
- **19 - 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



It's time to write to our Senators and Congressmen again, this time to support the FAA reauthorization bill that was just passed by the Senate Commerce Committee. This bill fortunately does not contain any language about ATC privatization or GA user fees. It includes a provision that officially permits restoration, construction and repair of personal use aircraft in hangars constructed using federal grants. It also contains the aeromedical reform that the Senate passed as part of the PBOR 2 in December. There are several other provisions that are friendly to GA. Please contact our representatives and let them know you favor this legislation.

I've been working on the annual on the RV-6. Even though it's a pain to go through this process, it's one I do not take lightly. I don't assume anything about the condition of the airplane. It's also a good time to do some maintenance on various components that don't require servicing at specific time or date intervals. There are always a few items to repair and this annual has been no exception but, fortunately there hasn't been anything major.

John Bender's fly out list continues to grow. The word is getting out among pilots in the region, who are requesting to be added to the list. I

think the list contains somewhere around 90 or 100 names now. Thanks for your continued efforts John.

The monthly breakfast will be in the Cedar Falls Family Restaurant next Saturday, April 2nd at 8:30am. The April chapter meeting will be on the 19th at 7:00pm in the meeting room at the airport terminal.

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

Warren Brecheisen
President,
EAA Chapter 227

March Meeting Program: Unmanned Aerial Systems (aka: "Drones")

by Marty Hoel

***"Ben gave us
an excellent
presentation
about the use
of UAS..."***



UAS Pilot Ben Sullivan

"Drones", or, Unmanned Aerial Systems (UAS) are a hot-topic in the news these days, and no more so then for pilots. Our guest speaker for the March Meeting was Mr. Ben Sullivan. Ben is a fellow pilot, a commercial UAS pilot and a Geospatial Specialist for the Foth Companies in Cedar Rapids.

Ben gave us an excellent presentation about the use of UAS by his company and the role that drones play in mapping, surveying, agriculture, construction, environmental analysis and a number of other disciplines. The unmanned vehicle implementations present exciting new possibilities, and some new chal-

lenges, for Ben and his company as they move forward with these cutting-edge technologies. Ben briefed us about the legal requirements and limitations for recreational

and commercial operation of UAS. We learned about the government's struggles to keep-up with this fast changing field and the explosion of UAS usage among the professionals and the amateurs.

To the surprise of many of us, the commercial use of UAS includes fixed-wing aircraft with impressive performance. These planes are capable of high speeds and precision tracking. They fly patterns

over the target area taking overlapping high-definition photographs that are then computer-blended into

mosaics. Not only are these great aerial photographs, these seamless images can yield three-dimensional topographic maps as well as infrared images.

Ben showed us examples of the finished product and also clips of vehicle launch, operation and recovery. He brought along a small rotor-craft for our inspection and he answered questions about how "drones" should be operated and the effect that they have on all of



Warren goes hands-on with a UAS

us. A big "Thank You" goes out to Ben Sullivan for this interesting and educational program.

***"...these seam-
less images
can yield three-
dimensional
topographic
maps..."***

Fly Out to Ames, March 11th by John Bender



Paul Fisher

Great time at Hickory Park in Ames.
Had to wait 15 minutes for a seat.
Can't believe that place.
Super good food and value (might explain it huh?)

Warren Brecheisen



**Contact
John Bender,
Fly Out
Coordinator,
for more
information**

Fly Out to Monticello, March 18th by John Bender

Thanks to all who flew to
Monticello today for a great Fly Out.
Great food at Pizza Ranch.



***“Thanks
to
all...”***

Fly Out to Platteville, March 21st by John Bender

**“Great
time
again
today.”**

GREAT time again today.
9 people joined us.
Went to The Owl in downtown Platteville.
Great food.
All went well.
Thanks to all.



Fly Out to Washington, March 25th by John Bender

**“Very
good
time.”**

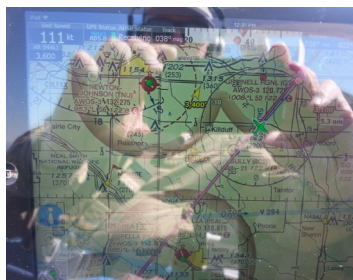
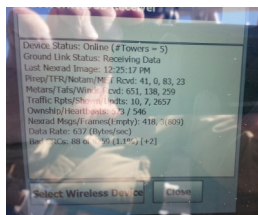
Thanks to all who made it to the Fly Out today.
13 total people.
Went to the Frontier Restaurant in Washington.
Food was great.
Very good time.



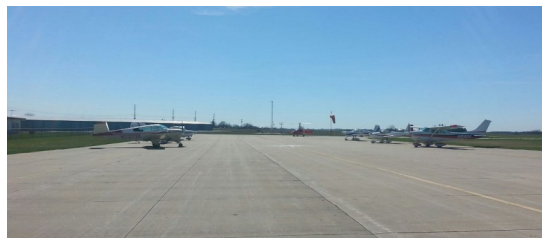
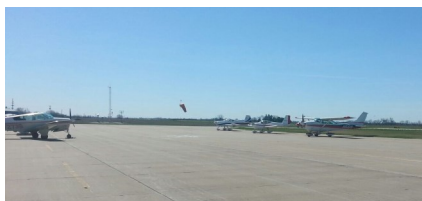
Fly Out to Knoxville, March 28th by John Bender



THANKS to all for another great Fly Out to Knoxville.
Found a very good place to eat.
Super nice weather.
7 people total. 6 planes.



“...another great Fly Out...”



Tech Notes - Who-Dun-It!

by Mike Lewis

I'd like to spend this month talking a little bit about a trouble shooting experience I had – kind of like a mystery. This had to do with Ruth Schleusner and her Citabria. Ruth was a pilot; radio operator – not so much. To paraphrase another great Iowa aviator, Ruth was a firm believer that airplanes flew by Ber-

noulli, not by Marconi! Anyway, Ruth had a Citabria which had a fuel injected 150 hp O-320 Lycoming in it. There came a time when the throttle body started leaking fuel a little bit. Ruth dealt with that by just shutting off the fuel valve when the airplane was parked, until

annual time came around. When she took the Citabria to her mechanic for its annual, she told him about the leaking throttle body. When the annual was complete, Ruth brought her bird home, and sure enough the throttle body no longer leaked.

Continued on page 6

“...kind of like a mystery.”

Tech Notes - from page 5

***“...she said
it didn’t
seem to have
as much
‘pep’...”***

***“...it was a
fun little
learning
experience...”***

At one of the Saturday “flipping for Coke” sessions, I was talking to her about the Citabria and she said it didn’t seem to have as much “pep” after she got it back. She said it seemed a little rougher, mag drop was a little more and RPM on climb out was a little lower than it had been. I rode around the patch with her. I wasn’t familiar with the airplane enough to detect the roughness and I didn’t know normal climb RPM so that didn’t help me much. I had her do the normal mag check and the drop was more than I would expect (seems like it was dropping about 150-200 rpm on each mag). I told her I would call Lycoming on Monday and see what they thought. By the way, Lycoming has an excellent tech help department.

I talked to Lycoming and the rep was guessing she might have a partially

plugged injector nozzle. He told me how to check for that. Been so long ago I don’t remember exactly what we did, but anyway the next Saturday we went through the procedure the Lycoming rep told me to do. Didn’t show any problem. So I had Ruth get in and start it up. We went through a normal mag check again. Same results. I had her lean it out and do the mag check again. Significantly less RPM drop. I then had her go back to full rich and do a mag check at full throttle. She was getting a huge RPM drop! It dropped from about 2400 to 1500 RPM on either mag. I then had her lean it out again and repeat the full throttle mag check. Now the RPM drop was very minimal. Suggested to me that for some reason the throttle body was running rich. I told Ruth I’d call Lycoming back and tell him what we found. I also thought, just

to be sure we were communicating properly, I’d write down the model and serial number of the throttle body and of the engine.

When I called Lycoming the next Monday, I related our story and I gave him the throttle body and engine data. He immediately said that throttle body is for a 180 hp O-360! That was a short conversation! I told Ruth what I had found out and she took the airplane back to her mechanic. She soon got the Citabria back with the correct throttle body and it was working just fine.

Maybe the significance here is in recognizing that a rich mixture slows the flame front (burn rate) of the fuel air mixture. Anyway it was a fun little learning experience, besides getting a little Citabria time.

Have you seen EAA Video Channel at eaa.org?

See it here: EAA Video Channel

How many people do you recognize who have visited our chapter?

EVERY DAY IS A UNIQUE ONE AT EAA AIRVENTURE OSHKOSH 2016! from eaa.org

Each day's theme focuses on people and aircraft that make Oshkosh unforgettable

EAA AirVenture Oshkosh is already known as the “World’s Greatest Aviation Celebration” because of its weeklong gathering of people and airplanes that are unmatched anywhere else in the world, but this year’s daily themes offer special highlights and activities within the world of flight.

The 64th annual Experimental Aircraft Association fly-in convention is July 25-31 at Wittman Regional Airport in Oshkosh, Wisconsin.

Among the themes for each day at EAA AirVenture 2016 are:

- Monday, July 25 – Opening day: Plenty of aviation industry announcements, plus the always anticipated opening-night concert right after the daily air show.
- Tuesday, July 26 – Innovations Day: The latest flying technology on display, plus the “Shark Tank”-style finals for the Founders Innovation Prize.
- Wednesday, July 27 – Pearl Harbor 75th Commemoration and WomenVenture Day: A salute to the heroism of December 7, 1941. Also the annual gathering of women aviators at Oshkosh, plus the first of the week’s two night air shows.
- Thursday, July 28 – Young Eagles Day and the Centennial of Coast Guard Aviation: A celebration of the 2 millionth Young Eagle flown, plus a flight line featuring the hard-working aircraft of the U.S. Coast Guard.
- Friday, July 29 – Salute to Veterans Day and the 25th anniversary of Desert Storm Aviation: The emotional Yellow Ribbon Honor Flight highlights honors for the vets, while the aircraft made more famous by Operation Desert Storm are on display.
- Saturday, July 30 – Salute to World War I aviation and Boeing Aircraft’s 100th anniversary: Aircraft from a century ago take to the sky, while a century of progress by one of the world’s legendary aircraft makers is recognized. The second of the week’s night air show finishes the evening.
- Sunday, July 31 – Fox Valley Day/Closing Day: A salute to the Oshkosh area that welcomes the family of flight each year, plus the world’s greatest aircraft departure show.

Among other features already announced are the appearance of the Canadian Forces Snowbirds, the 30th anniversary reunion of the RV-6 homebuilt aircraft, and expanded activities including drone flying at Aviation Gateway Park. Additional highlights and activities will be announced as they are finalized, and will be posted at www.EAA.org/airventure.



**The 64th
EAA AirVenture
Oshkosh
will be held
July 25-31**

**“Additional
highlights
and
activities
will be
announced...”**

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.