

Tower Talk

John Livingston Chapter

January 2014

Upcoming Events:

January

- **4 - Saturday, 8:30:**
Breakfast, Ramada,
Waterloo
- **7 - Tuesday, 7:00:**
Board Meeting, Airport
Board Room
- **21 - Tuesday, 7:00:**
Chapter Meeting, Airport
Board Room
- **25 - Saturday,
11:00AM - 2:00PM,**
Greenfield IA (GFZ),
17th Annual Chili Fly-In
www.flyingmuseum.com

July

- **July 28 - August 3:**
EAA AirVenture Oshkosh
www.eaa.org

August

- **23 - 24:**
Thunderbirds Airshow

Inside this issue:

<i>FAA to Delay Sleep Apnea Policy</i>	2
<i>Chapter Dues are Due!</i>	2
<i>Woe is Me</i> <i>by Warren Brecheisen</i>	3
<i>Baby It's Cold Outside</i> <i>but the Chili's Inside</i>	4
<i>Thunderbirds</i> <i>Returning to the Valley</i>	4
<i>Richard's Unforgettable Adventure</i> <i>by Richard Shepherd</i>	5
<i>Leadership</i> <i>Contacts</i>	6

Runway Zero by Warren Brecheisen, Chapter 227 President

I'm very excited to serve as president of Chapter 227 for the next two years. A large part of that excitement is the great staff you have elected to serve with me. In my conversations with the officers elect, I'm impressed with their strong sense of commitment and desire to take our chapter to the next level.

The executive officers elect are:
President-

Warren Brecheisen

Vice President-

Bob Federhofer

Secretary-

Robert Gutknecht

Treasurer-

Dave Roberts

In addition to the executive officers other board members elect are:

Dave Dunn

Marty Hoel

Dave Hummel

I set forth a couple of conditions that had to be met before I would take the job as your president. The first was that someone serve as newsletter editor. I feel very strongly that the newsletter should be published monthly and should contain some interesting articles and information, besides containing the agenda and other nuts and bolts information. We are very lucky that Chris Roberts has stepped up to take the job. Let's all support her by providing information and articles that she can use in the publication. You don't have to be a scholar or writer to provide information that she can use and there's no

minimum word limit! Maybe you read a book about a WWII air battle that you would like to review or perhaps a hint for homebuilding or would like to discuss a trip or flight breakfast you attended. I'm sure Chris will be asking for members to give her articles and pictures for

volunteering to present a program. Keep in mind that you don't have to be a Toastmaster to present a program. You will be talking to your friends about one of your favorite topics - aviation!

As most of you already know,



the newsletter, but please don't wait for her to contact you. Getting people to contribute is the hardest part of the job, so let's make it easier.

The second condition was to have a program chairman/committee. Fortunately, several folks, i.e. Marty Hoel, Dick Poppe and Scott Weinberg have stepped up to the plate to serve on this committee. Marty Hoel has agreed to chair. They will be looking for programs from both within the chapter as well as from outside sources. There is a tremendous knowledge base within the chapter on a wide range of aviation related topics. Please support the Program Committee with your ideas for programs and/or by

John Bender has volunteered to serve as our fly out coordinator. I think John's the perfect person to do this because he flies about 125 hours per year and has a good circle of pilot friends both inside and outside the chapter. He's always looking for places to fly that are interesting or serve a better pancake, so if you have favorite spots to fly to or places you have wanted to go, let John know so he can get them on his list. I told John he could handle this position anyway he desired, so I know you will see some folks on the fly out list that aren't members of our chapter-perhaps we can even recruit some of them.

Continued on page 2

**“Let’s fly
somewhere!”**

Runway Zero from page 1

Matt and Rebecca Evers will continue to direct the Young Eagles event. I thank them for their commitment to this project. The tentative date is September 20, 2014.

Mike Lewis will continue to serve as tech advisor. His knowledge of the details of airplane construction, having built two airplanes, qualifies him well for the position.

I feel very privileged to have the opportunity to work with these individuals.

One other thing that is in the works is rebuilding the website. The current website was built using software that is no longer supported, so we must make a change. EAA now provides the software for chapter websites at no extra cost over our annual chapter dues to the national

organization. Dave Roberts has volunteered to be the Web Master and Marty Hoel will provide some support as required to put together a new site. We will drop the old website and avoid \$59 in annual fees that we were paying Lycos.

Let’s fly somewhere!

Warren Brecheisen
President, EAA Chapter 227

**“...try to hash
out a
compromise
that will
address FAA’s
concerns...”**

FAA to Delay Sleep Apnea Policy from EAA.org

EAA Aeromedical Advisory Council chairman Dr. Stephen Leonard learned from the FAA today that the agency will delay implementation of its new sleep apnea policy planned for next month in order to gather additional input from the aviation and medical community.

The new policy, which would mandate obstructive sleep apnea (OSA) testing and evaluation for pilots with a body mass index (BMI) of 40 and above,

was scheduled to go into effect in January. EAA and its aeromedical council objected strenuously to the policy, saying such testing was not FAA's role, was of questionable medical use relating to pilot fitness, would cause additional financial burdens to pilots, and would overburden an already taxed special issuance system for medical certificates.

"We are pleased to see that the FAA will...get all concerned

together, and try to hash out a compromise that will address FAA's concerns about sleep apnea with all of our concerns about cost, intrusiveness, and adverse effect on the industry," said Sean Elliott, EAA's vice president of safety and advocacy. "EAA stands ready to assist and represent the aviation community in any way possible."

**Would you like
to contribute to
Tower Talk?**

**Please send your
articles,
comments,
information
and/or pictures
to:**

chrisr@cfu.net

2014 CHAPTER DUES ARE DUE!

Don't forget to renew your Chapter 227 membership!

Dues are due January 1st!

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

If you haven't already paid your dues, please make out your check to EAA Chapter 227. A single membership is \$15 and a family is \$20.

Send/give your dues to:

**Dave Hummel
621 Eagle Ridge Rd
Cedar Falls IA 50613**

Not a member but would like to join?

See our website:

eaa227.com

or ask any chapter member.



Aeronics at Pioneer Airport
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Woe is Me by Warren Brecheisen

Several weeks ago I received an inquiry that was sent to all parties that participate in the Matronics forum specifically for RV-6's. It was from an RV-6 owner who had a cracked engine mount. It should be noted that the tail dragger version of the RV-6 has sockets (tubes) built into the engine mount that the main landing gear plugs into. The owner was requesting help from anyone who had knowledge of this type of failure. I remember thinking at the time, "Poor fellow-he's going to have to remove his engine and mount and probably replace the mount". I did take note however, as I hadn't heard of this problem on RV-6's before and since my annual was coming up, I resolved to examine my engine mount even more carefully than usual. Some of you may remember that Mike Lewis went through this problem several years ago on his RV-4. He decided to replace the engine mount in order to get the longer/stiffer gear legs that came in later kits. Based on Mike's experience I knew the general location to examine carefully.

At first the annual progressed pretty well. I found the oil leak I'd been having problems with and as I suspected it was the front crankshaft seal. Since Irv Swieter was going to install the new seal, I was working in his shop. When I got to the engine mount examination, I started at the top front and proceeded back and down with a light and a mirror. I examined every weld in its entirety. The last part of the mount I examined was at the bottom of the landing gear sockets. On the left side I saw a very small area where the powder coating had been disturbed. I thought it was probably just from flexing of the gear as it didn't look

like a crack. When I proceeded to the right side, I saw what appeared to be a crack at the edge of the weld between the lower bolt bushing and the gear socket. I couldn't tell how long the crack might be since it extended around the back of the socket, but I knew it had to be at least a half inch long. To make sure, I sprayed some dye penetrant on it and sure enough it was crack! You can only imagine my dismay. I almost cried. Just that morning I had been flying and thinking what a fun airplane the RV-6 is. And now I had been condemned to tear down and repair my baby.

When I got home from the airport, I called Van's Aircraft and got hold of one of their tech support people. After discussion of what I found, he indicated it's definitely repairable and he suggested adding the



strengthening gussets that were on later versions of the engine mount. I ordered the gussets and did not touch the airplane over the weekend. I needed time to recover from the shock. When I went to work on it on Monday, I wasted



about half the day trying to get myself psyched up to start the teardown. I also was planning how to approach the problem, i.e. did I want to remove the engine and then the mount or remove them as a unit. I decided the safest way was to separate the engine from the mount and then remove the landing gear and engine mount from the airframe. After the initial shock I started looking at the opportunities that this presented. The RV-6 has little space between the engine and the firewall, making it very tedious

to work on anything behind the engine. I had been thinking it was about time to change all the hoses in the engine compartment and it

will be much easier with the engine off. The firesleeves on all the gas lines were not sealed as well on the ends as I would like, making them vulnerable to oil and solvents that might be

“After the initial shock I started looking at the opportunities that this presented”

Continued on page 4

Woe is Me from page 3



used to clean the engine, so this can be improved. Also I will be able to repaint the entire engine mount, which acquired

some scratches over the years. Even though these are not monumental items it just shows that problems usually provide opportunities. After the engine is removed, I will move to my hangar to remove the landing gear and engine mount. Drop by Hangar 28 and visit for a while as I can use the company. If I'm around, the pickup will either be in front of the hangar or over at Swieter's.

**“Drop by Hangar 28
and visit for a
while...”**

Baby it's cold outside, but the chili's inside

*The tradition continues...*our annual Chili Potluck Dinner was held October 22 at the Livingston Hanger. Although it was chilly outside, we were all warm and cozy with a delicious assortment of chili favorites. Chapter members also added a wonderful selection of sides and desserts. Thank you to everyone who contributed to a feast that could knock your socks off.

Jeff Blank , Pastor at St. James Lutheran Church in Allison, fascinated us with his experiences in the Air Force as a Crew Chief on a C-130. He shared stories and brought photos that would make your heart skip a beat.



Thunderbirds Returning to the Valley



The Air Force Thunderbirds will thrill us with another air show at the Waterloo Regional Airport on Aug. 23-24, 2014. Plans are already underway and will step up after the first of the year. Some members of the chapter have already been in touch with organizers and will include updates at meetings and in our monthly newsletter.

As before, a youth day is planned for Aug. 22 during

rehearsal. Chapter 227 participation is still being worked out. If you have any suggestions or would like to volunteer, please contact Warren Brecheisen or Chris Roberts.



Richard's Unforgettable Adventure by Richard Shepherd

Yesterday I believe I had one of the most amazing experiences since I started flying two years ago. John B. was kind enough to take me along in his RV12 on a flight from IIB to OTM for lunch.

After a walk around his beautiful flying machine that included a little history lesson on the make and model of his plane and instructions on how to get in the aircraft, I was comfortably in the right seat. The first thing you cannot help but notice (and actually I could not get past it) is the unrestricted, practically 360 degree view you have all around you once your belted in. The perception is that you're not yet in the RV and are sitting outside in an empty field looking around. Headset's on, master's on, she springs to life with a reassuring roar, glass panel information system comes to life coupled to the GPS flight map, which actually is so detailed that it depicted us sitting at his hanger on the moving map. I was blown away and we had not moved yet.

We started our taxi. Being quite windy yesterday, the fairly light aircraft wanted to get up in that sky with just the wind coming across the long taxi out at IIB. John explained to me why an aircraft that has a castering nose gear as his does is different while we rolled for takeoff. Very interesting about how just the difference in how your nose gear is mounted changes the whole dynamic of a plane.

John made the announcement for takeoff and the engine roared to full power. I'd guess it was less than 500 feet the nose was off, we were off, and climbing out. Again, that view out of his flight deck is beyond anything I have seen. It felt like we could see from the west

border of Iowa to the east border.

His glass panel flight information system was mesmerizing to say the least. The detail and amount of information that is instantly relayed to the pilot is beyond anything I have flown with. The piece that interested me the most was the display that depicted the crosswind we had, the direction it was coming from and its speed. It allowed us to search out the path of least resistance at different altitudes to gain the best air speed and fuel flow setting. I have to say, John did let me take the controls for quite some time after showing me what to watch on the display for height rate and altitude hold line of sight. It did not feel like you were "flying" the plane. It became reflex and the slightest thought you had and slightest pressure you were to put to the stick changed everything in an instant. Not like the old Arrow and Archer and Cherokees I am used to flying anyway. I was torn from wanting to gawk out at the view, watch the glass panel to rein in the precise flying you can do in the RV and look down at the stick in amazement as the slightest change in its position changed the attitude the aircraft was flying at.

John let me fly the RV in on the approach at OTM quite close down to the active then he took over, of course. With the 25 mph headwind coming directly down the runway at OTM, it virtually felt like we were holding still in the air and as I glanced over at the air-speed indicator as the wheels touched we were going 51 knts. We taxied in. Morris was not far behind us and he arrived shortly and also commented on that strong wind slow speed landing coming in. OTM was kind enough to loan

us the courtesy Bonneville and off to the Hy-Vee Deli we went. Busy place but we had a great lunch for less than \$6.00 and then back to the airport. The flight home again with a breathtaking climb out, that strong headwind pushing us off the runway, and now with a tailwind our airspeed increased by close to 50 mph. The added bonus for me as the passenger, was looking over my left shoulder and watching Morris following behind us just a few hundred feet higher. That Belanca of his looked like a picture out of a flying magazine. Its silhouette against the sky behind us could not have been more beautiful to me.

As we got closer to IIB at 5500 feet, Morris pulled up alongside. We chatted back and forth then he peeled over to the left a bit, great view of the bottom of his plane and he gave her more power and pulled out in front of us heading to IIB. What a sweet ride that must be in the Classic of his. Breathtaking in the sky she is.

We came within about 5 miles of IIB and John pushed the nose over. Within no time we were down to pattern altitude, downwind, then base, then final, then home. Winds were only 10 mph at IIB.

What a day for me, for us. John B is quite the pilot--his pride in his aircraft is enduring and it made me feel quite at ease on this adventure. I still marvel at us men and our flying machines and the miracle we get to live. I plan to talk to everyone I come across today about my adventure yesterday. Looking forward to the next one and if you can, GO FLY with someone. They will NEVER forget it and that memory is MAGIC.



John Bender's RV12

"...the slightest thought you had and slightest pressure you were to put to the stick changed everything in an instant..."

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

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

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Flight Advisor			

Experimental Aircraft Association Chapter 227 publishes Tower Talk for the 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 Board Room. Please contact any officer for information about Chapter activities.

