

Tower Talk

2015 Newsletter Award Winner

John Livingston

February 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

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Runway Zero

by Warren Brecheisen,
Chapter 227 President



It's a new year and you know what that means.

Am I talking about New Year's resolutions? No!

This is much more important than that. Got it yet? Yes! Your EAA Chapter 227 membership dues are due. The deadline is the end of March at which time folks who haven't paid their dues will put on inactive status. Please submit your dues to either Dave Hummel or Dave Roberts as soon as possible. Dues are \$15 for single and \$20 for family memberships.

By now most of you probably know that Chris Roberts fell and broke both legs several weeks ago. She is able to get around with the help of a walker. It will be about six more weeks until she is able to bear weight on her left leg.

Rex Pershing had a knee replaced on January 16th. He is recovering nicely and plans to have the second knee replaced in about 6 weeks.

It's been proposed that our chapter participate in one of the work weekends at Oshkosh prior to AirVenture. Dates available are May 6-7, May 20-21, Jun 3-4, Jun 10-11, Jun 24-25, Jul 8-9, and Jul 15-16. Our chapter did this a couple of times about 25 years ago. EAA provides food and lodging for the weekend. Men sleep in the bunkhouse and women have other accommodations on the EAA grounds. They provide 3 meals on Saturday and 2 on Sunday. There are many different jobs that one may be asked to do, such as construction, building picnic tables, fencing, mowing and general maintenance and repair. We will vote on this during the February chapter meeting.

The outcome of an important meeting between FAA, EAA and aviation industry members on January 17 is being hailed as a major breakthrough. A proposed simplified process for Parts Manufacturer Approval of low risk safety enhancing avionics and other equipment was developed. This builds on the positive response to the STC issued last year for installation of certain Dynon products in certified aircraft. All parties recognized that the "one size fits all approach" to certification simply is not valid in today's world of fast moving technological

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Runway Zero from page 1

***“...an excellent
working
relationship...”***

improvements. EAA's philosophy of cooperation and seeking solutions through discussion and negotiation has resulted in an excellent working relationship with FAA, without which this breakthrough would likely not have happened.

Let's get some daylight under those airplane tires!
Warren Brecheisen
President,
EAA Chapter 227

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 31st 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:
ea227.com
or ask any chapter member

Lone Rock Fly Out, December 28th by John Bender



Another great day to FLYOUT to Lone Rock. High clouds, but air was smooth above 1000'. 7 total of us. All went well.



Reedsburg Fly Out, January 1st by John Bender



Almost great day. Lorin had a tire problem. Great that someone from the FBO helped. All else went well. We had a good day overall.



Monticello Fly Out, January 14th by John Bender

Forgot to take pics. 7 of us enjoyed a great day at Monticello. Went to Pizza Ranch. Fast and all you want.

We were discussing AP's and what happens if you just let it go past the airport. One said his turns and circled the airport. On the way back I tried mine again. At 4.2 miles beyond the airport, I dialed in home airport and did fine. Might be a programming option, not sure.

Great day.

EAA Insurance Solutions: Aircraft Insurance and Medical Reform A-OK! from eaa.org

By Bob Mackey, Senior VP, EAA Insurance Solutions administered by Falcon Insurance Agency, Inc.

“...we have all been waiting a long time to see...”

Finally! Medical reform for pilots is going to happen and being able to obtain aircraft insurance will not be a problem.

As a result of the new final rule published by FAA and dubbed BasicMed, if you are a pilot and you held a valid FAA Medical in the 10 years preceding July 15, 2016, you may not be required to obtain another FAA Medical. Needless to say, this is great news that we have all been waiting a long time to see.

What could go wrong? There are other stakeholders in the community of personal aviation, including insurance companies, who provide legal and financial protection from certain risks for pilots whether they are flying an aircraft they own or do not own. How will insurance companies respond to BasicMed?

Insurance companies within the aviation communities have always established their own standards when it comes to pilots and medicals. As an example, prior to BasicMed, some insurance companies required annual medicals for senior pilots flying certain aircraft (e.g., high performance, 6-place aircraft). In other situations, insurance companies have stipulated that pilots with certain medical waivers obtain additional medical tests above and beyond that required by the FAA. These are exceptions and do not come up very often. It is very likely, even with medical reform in those rare situations where the pilot is “older” (an undefined term), and the aircraft is high-performance and/or configured with six or more total seats, the insurance company may require either an annual FAA medical and/or annual FAA medical and an annual flight review or recurrent training.

“...100 percent of these insurance companies support the new FAA medical reform...”

After the advent of the sport pilot rules, insurance companies needed to examine their insurance policies to determine if their policy language required any changes. What almost all of the insurance companies found was that their policies did not require any modifications. The reason was the policies already stated that the pilot must hold the certificates, ratings, and medical required for the aircraft being flown (i.e., if the aircraft was sport pilot eligible the insurance policy did not require any alterations).

The aviation insurance professionals at EAA Insurance Solutions administered by Falcon Insurance Agency, Inc., contacted all of the insurance companies who underwrite aircraft insurance through the independent insurance agency and brokerage community and we found 100 percent of these insurance companies support the new FAA medical reform and they also did not anticipate any change in their underwriting approach to pilots flying owned or non-owned aircraft that will no longer require an FAA medical. That having been said, we recommend that pilots check with their agent to make sure their insurance coverage will not be affected if they choose to fly under the new BasicMed.

If you have any other questions on how the FAA BasicMed program will impact aircraft insurance, you may contact EAA Insurance Solutions administered by Falcon Insurance Agency, Inc. One of our aviation insurance professional will be more than happy to help you. You may reach

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us at www.EAA.org/insurance or call us at 866-647-4322 (4EAA). Whatever you do, make sure your aircraft insurance fits. With EAA Insurance Solutions you will find the right insurance at the best price!

Bob Mackey is senior vice president with Falcon Insurance Agency, the official administrators of EAA Insurance Solutions. If you have any comments about this article or if you would like to see a specific aviation insurance topic addressed in a future article, [send him an e-mail](#).

“...find the right insurance at the best price!”

BasicMed and Its Effect: First Week Questions from eaa.org

One week after the release of the third-class medical reform law by the FAA, overall reaction has been very positive. As with any change or new procedure, the questions are inevitable. EAA’s staff has received numerous questions about what the new law means or what may happen when it becomes effective on May 1.

PILOT’S OPINION: [BasicMed is a great accomplishment](#)

Some of those questions include:

My medical expires soon; what should I do until May 1? Our initial advice to those members who might find themselves in that situation is to wait until May 1 to act as pilot in command, if you wish to use the BasicMed process. A pilot is always able to visit an AME and renew a medical certificate as another option. Jack Pelton will further address this question in the February issue of *Sport Aviation*.

Does my last medical count for the four-year physical? No, according to our last discussion with the FAA on this specific matter. A pilot whose medical has expired or will expire before May will need the BasicMed physical with doctor sign-off before they fly under BasicMed. The online medical education course will also need to be completed. This is not a perfect solution, but one where EAA will continue to work with FAA.

What is going to be done about the doctor signature block? EAA is working with our Aero-medical and Legal Councils for possible solutions. Additionally, at this time EAA’s Aeromedical Council – a group of EAA-member AMEs who advise us on medical policy – is happy to be a resource for individual doctors who may have questions or concerns about this signature block. They can provide information on an individual, peer-to-peer basis. As with any medical form, individual doctors are not required to sign it if they are not comfortable with it.

It’s important to remember that BasicMed is both a huge milestone after more than 25 years and numerous attempts to reform medical certification, and a stepping stone toward further evolution. EAA will work to ensure that BasicMed will be a breakthrough for thousands of pilots and a baseline for moving forward in the future.

“...BasicMed will be a breakthrough for thousands of pilots...”

Contact Tower by Larry Lyman, Retired ATC

*Text your
questions to
Larry for
future issues*

So the long winter is starting to wear on you a bit; here are some ideas to consider as you wait for spring to get here! First, this is a great time to review your charts and make sure that you have the most up-to-date information with you when you fly cross country.

This is also a good time to consider a tour of the control tower! Call in advance, and try to schedule your tour during a weekday between 9am and 3pm. Try to tour with other pilots if possible, as this will allow for a more efficient use of the controllers' time. I recommend that you write down your questions, if you need specifics explained or if there has been some confusion when you've been flying in controlled airspace. That way you won't forget to ask your questions until after you are back home....we've all been there!

I am asking for your help. What questions do you have about ATC, or the NAS system, that I might be able to help with? Text me at 507-312-0691 by March 1st and I will try to answer those questions in April's issue.



*Listen to
live
ALO
Air Traffic*

ICAO: KALO IATA: ALO Airport: Waterloo Regional Airport
KALO Flight Activity (FlightAware)
KALO Airport Info (AirNav) (iFlightPlanner)
KALO VFR Sectional Chart (iFlightPlanner)
KALO IFR Low Chart (iFlightPlanner)

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

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

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Tech Notes - Gotcha! by Mike Lewis

I'm having trouble coming up with things to talk about in this column – it may get pretty boring in the future.

I'll share a little incident I had with my Diamant. It was the first time I was going to fly cross country after completing my phase I. I was heading for LaCrosse, WI. Just about the time I got to that hilly country, my Lycoming decided to run rough, and I mean really rough! I immediately went through the normal check things, mixture, carb heat, fuel selector, boost pump, mags. Nothing seemed to help. It was still running so a 180 was definitely in order. About 2/3 of the way through the turn, the old Lyc smoothed out – perfectly happy. Well I wasn't about to try for those hills again so I continued back to ALO. Trying to guess what was going on all the way back. Only thing I could speculate on was something in the gascolator, or one of the filters. No more problems all the way back, but as soon as I got back to the hangar, the cowl came off and I disassembled the gascolator to look for anything in the bowl or screen. Nothing! Well maybe it was one of the fuel filters. They were in the cabin. Again an inspection revealed nothing. Well the only filter left is on the inlet of the carburetor. Better check that. I went to take the fuel line off and I discovered that the float bowl on the carburetor was loose. I could wiggle the bowl just a degree or two. Hmm! That's certainly not right! Tie wires were on the bolts correctly. Well since I was that far I cut the tie wires to inspect the bowl and the gasket and the inlet filter. Nothing abnormal other than loose bolts.

So how did that happen? I could only see two possibilities. One the fasteners was never properly tightened. I bought that engine from the chief mechanic at Degner Aircraft in LeMars, Iowa at the completion of a major overhaul. I am not sure if they rebuilt the carburetor, or sent it out to a carb shop, but in either case, I thought the mechanics were highly reputable and the likelihood of them leaving the bolts loose was very remote. The other possibility I think was more likely. I bought that engine about ten years before I completed the airplane. My guess is the gasket between the float bowl and the carburetor body shrunk in that time resulting in a loose connection. That allows gasoline to be sucked directly from the float bowl into the throat, causing a very rich mixture.

I'm really not sure why a gasket should shrink, but I have heard of it happening. One possibility is that the mechanic that reassembled the carburetor soaked the gasket in something. I have heard of folks soaking them in gasoline or even water. That will cause the gasket to swell slightly as well as soften it. Perhaps that was done and in the ten year storage it shrunk back. At any rate, after I reassembled the carburetor, I never had the problem again. Seems like kind of a freaky thing to happen, although I have heard of at least one other person having that happen.

So much for hangar tales. If anybody can think of anything else to write about let me know. Otherwise this is going to get even worse!

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

**“So how
did that
happen?”**



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

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

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.

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
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eaa227.com



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EAA CHAPTER 227 LEADERSHIP

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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.