



# Tower Talk

2015 Newsletter Award Winner

John Livingston

December 2016

### Upcoming Events:

#### December Chapter Events

- **3 - Saturday, 8:30**  
Breakfast, Cedar Falls Family Restaurant
- **6 - Tuesday, 7:00**  
Board Meeting, Airport Conference Room
- **9 - Friday, 5:30**  
Chapter Christmas Party Cedar Falls Family Restaurant

Iowa DOT Calendar:  
[iowadot.gov/aviation](http://iowadot.gov/aviation)

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## Runway Zero

by Warren Brecheisen,  
Chapter 227 President



Tim Newton and I attended the November airport board meeting. NextGen came up as a topic. Most of the board members were not aware of this FAA initiative and I was asked about it. Since I was not conversant on all aspects of the NextGen program, I discussed it from my personal viewpoint, i.e. the ADS-B part. Chris Harshbarger was aware that Waterloo might not get the necessary equipment to provide the services from our location, which raised concern. The board decided to contact our legislators in Washington to ask them to push for Waterloo to get the equipment.

A very interesting article from Saturday's (November 19<sup>th</sup>) Wall Street Journal was shared at the airport board meeting. The gist of the article was the major airlines, especially United, are planning to expand their domestic flight routes at smaller airports. Waterloo was specifically mentioned and I quote: "Taking passengers to Waterloo in Iowa looks more attractive-and profitable-than its namesake in Belgium". It will be interesting to see if this eventually leads to more choices for destinations from ALO.

Waterloo Airport had an FAA inspection/audit last week, according to Keith Kaspari. The formal results will be available in about a week. The inspector indicated that the airport has improved over last year. Congratulations Keith. Keith also mentioned that we have a badger problem at the airport that needs attention.

The EAA Chapter 227 Annual Meeting was held on Tuesday, November 15, prior to the regular chapter meeting. The treasurer's report was discussed and approved. Robert Gutknecht was elected to serve as an ad hoc board member. The meeting was adjourned and the regular meeting was opened. A motion was made to discontinue the Christmas Party gift exchange. The motion passed, so please note that there will not be a gift exchange at our party on December 9<sup>th</sup> (see flyer elsewhere in this newsletter). Also, initiatives to help promote general aviation were discussed and voted on. There were three that survived the cut, based on a rigorous evaluation done by the board, of all the ideas submitted by the membership. Two ideas were approved at the meeting: (1) to have more YE rallies for specific groups, such as AFROTC, Boys and Girls Clubs, and Scouts and (2) to provide more activities at YE rallies. There was interest in the idea of making a high quality video that could be used at various

### *Runway Zero from page 1*

**“We are  
looking for  
someone  
to help...”**

times to promote the chapter and its events. More information, such as cost, usage and content needs to be put together before it can be brought to ballot. We are looking for someone to help flesh out the video idea.

John Dutcher has volunteered to take over as the chairman of our Young Eagles program and Todd Loes has accepted a position on the soon to be formed YE committee. Matt and Rebecca Evers will also be on the committee. John is looking for more people to serve on the committee, so if you are interested please contact him. Young Eagles is our most important GA promotion activity and therefore deserves our enthusiastic support.

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

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### *Pilots: Do Not Voluntarily Surrender Your Medical*

*from eaa.org*

**“...they will  
make the  
request  
abundantly  
clear.”**

It has come to EAA's attention that some pilots have been counseled to voluntarily surrender their medical certificates in anticipation of the implementation of aeromedical reform provisions signed into law in July. Some claims have been made that such surrenders preserve a pilot's eligibility to fly under the new law, which the FAA has been directed to implement by mid-January.

The FAA generally treats a voluntary surrender of a medical certificate as a revocation, which would make the pilot ineligible to fly under the provisions of PBOR2 as well as the current sport pilot rules.

Pilots are always free to allow a medical to lapse at any time and preserve their eligibility.

If at any point the FAA would like a medical certificate to be returned (usually during the application process), they will make the request abundantly clear.

The same applies to other certificates. The decision to surrender should never be made lightly or without consultation with an aviation attorney.

EAA's Legal Advisory Council stands ready to answer basic questions for members, and its Aeromedical Advisory Council and Pilot Advocate AMEs stand ready to help members with medical questions. Call 800-564-6322 for more information.



EAA Chapter 227



# Christmas Party

Friday, December 9<sup>th</sup>  
Happy Hour – 5:30 Dinner – 6:00  
Cedar Falls Family Restaurant  
2627 Center Street, Cedar Falls

Buffet Dinner:  
Ham and Grilled Chicken,  
Lettuce Salad, Vegetable, Mashed Potatoes  
Apple Pie, Coffee, Tea (hot or cold), Pop, Water  
\$18.00 per person (cash bar)

RSVP by December 7<sup>th</sup>  
to Warren Brecheisen:  
319-277-2118



### Fillmore County & Rushford Fly Out, November 3<sup>rd</sup>

by John Bender

SUPER day for a Flyout. We went to Fillmore County airport first, then courtesy car into Preston to Supper Club on the hill overlooking the town. Great place. Warren then suggested an Amish place just east of town where we had Apple Turnovers. We then flew to Rushford and had root beer Floats. Enough calories for the day I'm sure.

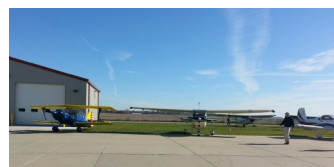
Everyone seemed to have a very good day.



### Independence Chili Feed & Pumpkin Drop, November 5<sup>th</sup>

by John Bender

Super day for Nov. Upper 60's, light winds and lots of planes. EXCELLENT !





## Decorah Fly Out, November 7<sup>th</sup> by John Bender

Good day for flying.  
6 of us made it to Decorah.  
Leaves were just not as good this year. Screenshot is of a Cessna doing T & G's in Decorah. Because he had ADS-B out, I could see his tail number even while he was on the runway.



## Mason City Fly Out, November 12<sup>th</sup> by John Bender

22 of us enjoyed a great get together. We joined the group that regularly meets on Sat mornings. Great time. VERY GOOD WEATHER.



## *Reedsburg Fly Out, November 20<sup>th</sup> by John Bender*



Cold,  
but great day  
for a FLYOUT.  
8 of us I believe.  
Always good food.  
All went well.



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## *Monticello Fly Out, November 21<sup>st</sup> by John Bender*

Enjoyed another great  
FLYOUT today. 7 of  
us. Food was good as  
usual. All fit tightly in  
one courtesy vehicle.



## **Medical Certification – will you need another 3<sup>rd</sup> class medical?**

**by Marty Hoel**

(This summary was gleaned from the AOPA and the EAA. It is accurate to the best of my knowledge.)

Of the utmost importance is to always remember that the pilot is responsible for medical self-assessment. If we know of any reason, or if we suspect that there is a reason that we are not medically fit to fly, then we must stand-down. This self-policing of our own fitness has always worked well, and it will continue to be the best determination of medical condition.

As you may know... the “Pilot’s Bill of Rights 2” was signed by President Obama and was passed into law on July 15, 2016. The FAA has not completed writing the specific regulations yet, so the law will not be *enacted* until either January 12, 2017 or, at the latest, July 16, 2017 (depending upon the speed at which our bureaucracy moves). When it happens, we’ll call this the Enactment Date.

When it is “*all said and done*” the 3<sup>rd</sup> Class (not for hire) Medical will no longer be required; it will be replaced by a “simplified process”.

First, the aircraft and operations: The pilot may operate aircraft with up to 6 seats (5 passengers) and up to 6000 pounds gross weight (single or multi-engine). Operations can be VFR, IFR, day and night up to 18,000 feet, at a maximum speed of 250 knots.

Secondly, you will need to have received a traditional Medical Certificate within the past 10 years. It may have been either a Regular, or a Special Issuance. If it is expired, that is not a problem, as long as you have held one at sometime, since July 16, 2006. If it’s been longer than that, or if you have never held a Certificate, then you will need to go through the traditional process one more time. If your current Medical Certificate expires prior to the Enactment Date, you may either go through the traditional process one more time, or else you may suspend your flying until after the Enactment Date. *Question: What if you held a Certificate within the last 10 years, but you have subsequently been denied, suspended or revoked? I have not been able to find an answer to that question!*

Here is the “simplified process”: Every two years you will need to complete an on-line education course. AOPA intends to host this course, free of charge to it’s members. Then, every four years, you will need to be examined by your personal physician (does not have to be an FAA Flight Examiner). This exam will include a questionnaire (filled out by you, in advance) that includes your medical history, list of medications and details of any certificate denials, suspensions and revocations. Then there will be a checklist of items to be examined (you can already review this list of items on the internet). The doctor and the pilot will both need to sign the completed form, but the form will not be submitted to the FAA unless they request it. Please note that if the physician is not willing to sign-off the pilot, this is not a show-stopper. Nothing prevents the pilot from seeking out a different physician and another opinion.

**“...the pilot is responsible for medical self-assessment.”**

**“...it will be replaced by a ‘simplified process’.”**

*Continued on page 8*

## *Medical Certification from page 7*

**“These conditions are not insurmountable...”**

Show-Stoppers: There are still going to be disqualifiers. The List of Medications remains unchanged, so be very careful about what prescriptions you get. Be sure to review the list of approved medications (available from AOPA) with your prescribing healthcare professional, prior to you accepting the prescription. In addition to medications, there are three health related events that will ground you: Cardiovascular; if you have a heart attack, heart surgery or a transplant. Neurological; if you have any episode of losing consciousness or if you develop epilepsy. Mental Health; if you whack-out and go nuts (I’m sorry... was that insensitive?). These conditions are not insurmountable, but you will be required to complete a traditional Medical Certification process prior to returning to flight.

If you would prefer to operate under Light Sport Rules, then you may continue to certify with a driver’s license, and not go through any of this. And remember that the requirement for a Flight Review remains the same. Also, if you operate “for-hire” you will need your traditional Medical Certificate. That summarizes the situation for now. Stay tuned for when the Enactment Date occurs.





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

Are you travelling for the holidays this year? Flying your own aircraft? Remember some basics that will keep you safe. First, always check the weather, both at your destination and at a solid alternate. As we all know, the weather can be very unstable in December, and a good alternate allows for choices, if needed. When you file your flight plan, include that alternate on the flight plan. If you encounter conditions that may be dangerous, don't wait too long to let air traffic control know your situation. Flight following is free, and controllers can provide a margin for safety that would be difficult to find any other way. File a VFR flight plan and take advantage of the best system in aviation! Remember to be cautious when in icing conditions, and ask for assistance as soon as you realize it is needed... don't think about it for 20 minutes and then declare an emergency well after you should have. Work with your air traffic controllers to insure a safe and enjoyable trip. Be ready to go to the alternate if necessary, delay departure if the weather is not cooperating, and appreciate that Mother Nature can be very unforgiving if not respected. Have a great holiday season. Merry Christmas and Happy New Year....see you in January!

*“...a good  
alternate  
allows for  
choices...”*



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| <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> )                           |

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## ***Tech Notes - Power Up! Part 6***

***by Mike Lewis***

***“...most are  
pretty  
comparable.”***

Last month I said I would share my thoughts on buying new complete cylinder assemblies. I believe new assemblies are available for most Lycoming and Continental engines from the original engine manufacturer, or as aftermarkets from Superior Air Parts or Engine Components Inc. (ECI). I really don't know that one is any better than the other. All have had some ADs but most are pretty comparable. Generally you will get a new cylinder (barrel and head), with new rocker shaft bushings and new valve seats, new valves and valve springs and new valve keepers, new pistons and piston rings and maybe new wrist pins (and wrist pin buttons if that style wrist pin uses buttons). So what does all that cost? Going rate for superior cylinders for a Lycoming O-320 is about \$1100.00 each, and Lycoming OEM slightly higher but competitive. Sounds like a lot of pocket change doesn't it. Hey, it's Christmas – ask Santa! But is it really. Compare to paying a shop to measure your old cylinder, Zyglo the heads, install new rocker shaft bushings, install new valve guides, maybe install new valve seats and grind valve seats, purchase new valves and probably new valve springs, have the cylinder bores rebuilt (chrome or overbore), buy new pistons and piston rings, and maybe new wrist pin buttons. I'm not sure, but I'd guess you are getting pretty close to that \$1100 price tag, and you still have used cylinder heads!

***“...I've  
heard that  
anytime  
you ...”***

While I'm on the subject, I've mentioned wrist pin buttons (or plugs) Those are the little plugs that go in the wrist pin hole of the piston, outside of the wrist pin to prevent the wrist pin from scuffing on the cylinder wall. This is strictly scuttlebutt, but I've heard that anytime you remove a cylinder from the piston you should replace those buttons (they're cheap). They seem to have a reputation for causing problems if reused. Actually I did ask a Lycoming rep about that when I was at OSH. He did acknowledge some issues with buttons. They believe the problems appeared because there have been so many new and different cylinder wall surfaces; e.g. chrome, Cermichrome, nickel, Cerminil, etc . I said replacing wrist pin buttons may (or may not) be required. This is because there are different designs of wrist pin. Superior wrist pins have a reduced diameter at the very end of the wrist pin, and then there is a bronze wear surface pressed in (at least I think it is bronze). They therefore do not need a separate part to control that scuffing. I believe some Lycoming OEM wrist pins use that design too – you'd have to check with Lycoming for proper application.

One more topic. There are some vendors that sell a re-barreled cylinder. That is a used cylinder head with a new barrel. They remove the old barrel, thread in a new barrel (with the flange unmachined) to a heated head just like the original manufacturer did, and then machine the base flange. My thought on that is do you really want to buy a cylinder with a used head that you don't know the history of? Particularly when the head is the most complex, difficult to repair, and expensive part.

So much for 2016. Happy holidays and remember the four most import things in life are God, Country, Airplanes and Bacon!

## 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 [chrisr@cfu.net](mailto:chrisr@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>                 | 319-234-2394 |
| 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<br>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.