

CALENDAR OF EVENTS

Program Director: Krista Nelson

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APRIL 13: CHILI FLY-IN

Fort Dodge Airport: Fort Dodge, Iowa
10:00 am - 2:00 pm *Rain Date: April 14

APRIL 18: CHAPTER 227 MONTHLY MEETING

Chapter Meeting Room - Waterloo Airport Terminal - 7:00 pm

APRIL 21: DECORAH AVIATION DAY

Decorah, Iowa: 9:00 am to 5:00 pm

APRIL 28: FLIGHT BREAKFAST

Municipal Airport - Sac City, Iowa - 7 am to Noon

MAY 4: SATURDAY MORNING BREAKFAST

Wader's Restaurant - Waterloo Airport - 8:00 am

MAY 16: CHAPTER 227 MONTHLY MEETING

Warren Brecheisen's home
3011 Abraham Drive, Cedar Falls - 7:00 pm

MAY 18: FLIGHT BREAKFAST

Cherokee, Iowa - 7am to Noon

MAY 18: FLIGHT BREAKFAST

Desoto, Iowa - 7am to 10:30 am

JUNE 1: SATURDAY MORNING BREAKFAST

Wader's Restaurant - Waterloo Airport - 8:00 am

JUNE 1-2: EAA FAMILY FLIGHT & BALLOON FESTIVAL

EAA AirVenture Museum - Oshkosh, Wisconsin

JUNE 2: FLIGHT BREAKFAST

Audubon, Iowa - 6:30 am to 10:30 am

JUNE 2: PANCAKE FLIGHT BREAKFAST

Mason City, Iowa - 6:30 am to 12:30 pm

JUNE 2: FLIGHT BREAKFAST

Washington, Iowa - 7:00 am to 11:00 am

You can also check our website for an expanded calendar of events including additional details and contact information. If you don't have web access please feel free to call Randy or Penny Dunham at 319-235-7438 for more information.

My Oshkosh Journey

Former member Scott Christensen relocated to the Dallas, Texas area and is now a member of Chapter 168. Scott wrote, "I just wrote the following for our Chapter newsletter. (Yeah, a bit late as OSH was how many months ago?) You are welcome to put it your in newsletter." AirVenture will be here before we know it, so enjoy reading an article that will start you anticipating your Oshkosh journey.



Scott Christensen's Varienze over Lake Texoma north of Dallas, Texas

I've been to OSH six years in a row, however in previous years I only lived 5 hours away by car. I always drove to the show, the last four years with a pop-up camper in tow. Now that I live in Texas there was much more incentive to fly my Varienze rather than drive the 30 hours to get there and back home again.

(Continued on page 6)



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President's Notes

Randy Dunham (EAA Chapter 227 President)
eaachapter227@yahoo.com

Spring is here and I hope to get up in the air more often now. The fair weather folks are starting to drift back home from their winter retreats. Carl Campbell is back and I imagine that he will reprimand me for not doing a very good job collecting dues during his absence. Have heard reports that the Nelsons, Kubiceks and Pershings are all back as well.

I did get a few, but we still have several unpaid. Expect to hear from our membership chairman if you haven't paid your dues yet. As you know this is a volunteer organization and every dues paying member is important. We cannot succeed without a strong membership and dedicated volunteers. Thanks to everyone for your supporting this chapter.

I would like to ask that all Young Eagle pilots be prepared for action on short notice. Ann Campbell is back and I expect to be scolded for not getting many Young Eagles flown during her absence. She has a list of kids that want to fly.

Looks like Carl and Ann will just have to stay home and tend to business next year, as I can't be depended upon. I noticed several times during the last couple of months that the Campbell's Cherokee 140 found it's way out of the hanger and into the air. Pretty good trick when you are out of state - what's the deal????

Everyone attending the March meeting was treated to a very informative program on weather phenomenon. Les Raisch presented his theory on the jet stream and weather predictions. His experiences as a corporate pilot and dealing with weather were a real eye opener. Les provided us with some charts and diagrams, which we will try to make available to the members soon. The fly-in breakfast season is soon to be in full swing.

I can't wait. BE SAFE! →

NEWSLETTER INFORMATION:

EAA members who would like to be added to our mailing list, contribute items to the newsletter, or let us know of corrections to previous newsletters please contact the Newsletter Editor.

Newsletter Editor: Penny Dunham
Address: 230 Gayle St, Waterloo, IA 50701-1812
Phone: 319-235-7438
Email: chapter227towertalk@yahoo.com

Secretary's Report

Keene Petersen (EAA Chapter 227 Secretary)
keeneflyer@yahoo.com

Our biggest snow of the season hit with our March 2nd breakfast. Only two hearty souls, Dave Hummel and Matt Evers, ventured out to Wader's.

Twelve people attended the March business meeting. The treasure's report was read and several members gave updates on their projects (see page 4).

Our March program was by corporate pilot Les Raisch who gave us a very informative presentation on weather phenomenon. Les started flying in 1965. By 1972 he was flying professionally and has been a corporate pilot for about twenty-two years. He was a jet engine mechanic and holds a number of ratings including A&P, and Flight Instructor. He also holds ratings to fly just about everything but hot air balloons.

The main focus of the program was on the jet stream's impact on weather. Les presented a number of interesting charts and diagram as well as a lot of good safety tips to help avoid bad weather conditions. →

Treasurer's Report

Matt Evers (EAA Chapter 227 Treasurer)
matthewevers@mchsi.com

Our beginning balance for the year was \$12918.02. Total deposits were \$387.90. There have been no reported expenses to date. The March ending balance is \$13305.92.

If you have any questions about the Chapter budget or financial status, contact Matt Evers at the above email address or by phone at: 319-233-5083 →

Membership Chairman

If you haven't paid dues yet, your membership is now expired and your newsletter subscription has ended. Send \$15 for individuals or \$20 for family to:

Carl Campbell
222 Desoto Ave, Waterloo, IA 50701

Our Program Director, Krista Nelson, would welcome any suggestions you may have regarding program ideas for upcoming meetings and events. Please contact her by:

Phone: 319-266-1929 **Email:** knelson22@hotmail.com

Waterloo Girl Receives EAA Youth Membership From National

Director Emeritus Ray Scholler donated eleven Youth Memberships to EAA. Chapters were asked to seek out young people with a genuine interest in aviation that would otherwise be unable to afford to join EAA and experience the many joys that aviation brings.

Randy and Penny Dunham nominated Chanel Guyton and we are happy to report that she was selected as one of the eleven recipients nationwide. We look forward to her participation in our activities this coming year. We extend our thanks to Ray Scholler for his generosity and to EAA for making this possible.



Chanel awaiting takeoff on January 3rd, 2002

Chanel is a 6th Grade student at Logan Intermediate School. She and her mother Tracy Jennings live in Waterloo. She took her first Young Eagle ride on October 26, 2000 with Randy Dunham and enjoys going up flying whenever she has a chance. ➔

Boeing 307 Stratoliner Ditches

The beautifully restored Boeing 307 Stratoliner, which made its public debut at AirVenture Oshkosh last July, was forced to ditch in Seattle's Elliott Bay last week 45 minutes after takeoff, according to the US Coast Guard. All four people aboard were safely rescued.

The plane, the only remaining Boeing 307 Stratoliner, ditched at about 1:15 p.m. near the shore of West Seattle when it experienced engine trouble. Guided by original drawings from company archives, about 30 retired Boeing employees spent six years restoring the aircraft in Seattle, Washington. It was named "The Clipper Flying Cloud" when Pan American Airways took delivery of the aircraft in 1940. The Stratoliner was to be a centerpiece at the Steven F. Udvar-Hazy Center; the new companion facility of the Smithsonian's National Air and Space Museum scheduled to open at Dulles International Airport in 2003. ➔

SLIGHT RISE IN GA ACCIDENT RATE

The NTSB has released its annual aviation accident statistics, and general aviation was the only category of air transport to report an increase in its accident rate for 2001. General aviation aircraft had fewer accidents and fewer fatalities overall in 2001, but the aircraft also flew about 3 million fewer hours than the year before. The accident rate per 100,000 flight hours increased from 6.33 in 2000 to 6.56 in 2001. Let's make every effort to be safe. ➔

Aviation Links

Air Force Link Jr. for Young Enthusiasts

<http://www.af.mil/aflinkjr/jr.htm>

FltPlan.com - IFR Flight Planning

<http://www.fltplan.com>

Low Approach.com - The Place for Aviation Databases

<http://www.lowapproach.com>

Woman Pilot Magazine

<http://www.womanpilot.com>

BrainTeaser

7. Localizers and VORs operate in the same VHF frequency band, but you can always distinguish a LOC frequency because:

- It is always in the frequency range 108.00 to 111.95 MHz
- It always has an odd digit to the right of the decimal point
- Both (a) and (b)
- This is a trick question: there's no way of telling if a particular frequency is assigned to a LOC or VOR

Answer on page 7

Takeoffs and Landings

A local CFII would like to pass on the following tip to Chapter members:

Try to keep the number of your landings equal to the number of your takeoffs. Takeoffs are optional. Landings are mandatory. ➔

Young Eagles Update

We haven't had any reports of anyone making Young Eagle flights this past month. We didn't have many good flying days either! With hopefully better weather ahead, I know everyone is looking forward to flying. If you would like to fly some children and need some names of those interested contact Ann Campbell (319-234-2294) or Randy Dunham (319-235-7438) and they will try to put you in touch with some kids. ➔

Wright Brothers Attempt New Record

The Wright Brothers (Jerry and Jimmy) are planning to set a record of their own. The brothers (no relation to Orville and Wilbur) are planning to set a record by becoming the first to take off and land at all 3,805 hard-surface public airports in the United States.



Jerry and Jimmy Wright

They began their journey last December and you will never guess where they plan to make their final stop in 2003 for the Centennial of Flight Celebration. They are flying a Piper Cherokee and are carrying a flight recorder sanctioned by the National Aeronautic Association (NAA).

For more information visit:

<http://www.airstripamerica.com/wb.htm>

LINDBERGH 75TH ANNIVERSARY PILOT SOUGHT

EAA will recreate Lindbergh's historic 1927 flight from New York to Paris in one of its flight simulators in honor of the 75th anniversary on May 20-21. EAA is looking for a volunteer to play the role of the man himself, Charles Lindbergh. And recreate the flight in real time. Yes, the full 33 hours! (Five minutes rest per hour will be allowed.) If you think you have what it takes to match Lindy's powers of endurance, contact Museum Director Adam Smith by:

Phone: 920-426-4842

E-mail: asmith@caa.org.

AVIATION EXPO

Elliott Aviation, a full-service business aviation center with facilities in Omaha, Nebraska, Moline, Illinois and Minneapolis, Minnesota will hold an aviation expo from 10 am - 4 pm at the Moline Airport (MLI).

Representatives from Beechcraft, Cessna, Mooney, Piper, and others will be on hand with demo models. Other exhibitors representing avionics, maintenance, insurance and finance companies will also attend. ➔

IOWA AVIATION BUDGET SLASHED BY 75 %

The Iowa House of Representatives has dealt a severe blow to aviation in Iowa by refusing to fully fund aviation spending.

The state had originally planned to entirely stop spending money on aviation in Iowa. Pressure by concerned EAA members, other aviation organizations and the Iowa Public Airports Association (IPPA) did have some impact on the legislators.

Only \$500,000 has been allocated to fund such niceties as windsocks, line painting, directories and maps, not to mention safety programs and airport improvements. Fully funded, Iowa's aviation programs would cost \$2.2 million. It's now up to the Iowa Senate to put the money back into aviation. ➔

Project Updates

Tom Barter installed the spring aluminum gear on his Avid. He said if everything had gone as easily as that had he would have had his plane done a long time ago!

Warren Brecheisen is at the wiring stage on his RV 6. He made the decision to have some of the wiring done by McCandless. It turned out to be a good decision as they discovered a problem with the intercom. Come check out his progress at our monthly meeting May 16th (see "Getting Wired" on page 7 for details).

John Peacock has the wings of his Mustang II nearly finished. In a correction to last month's update - it was his engine mount not the engine that was lost in shipping. His engine is a 0-290-D2 Lycoming. It was used in a French helicopter for 1400 hours then the engine was returned to the USA. It was then fitted with new 0-435 cylinder jugs (that have angle valves in the head for more power) and used in a Cassutt airplane for air shows and fun. The engine now has 1581 hrs total time and should develop 174 hp at 3400 RPM. ➔

Sport Pilot Update

FAA Online Sport Pilot/Light-Sport Aircraft Forum Now Live

The FAA is currently hosting a first-ever public on-line forum to solicit questions and answers for the sport pilot/light-sport aircraft NPRM. The electronic Q & A is intended to supplement the traditional comment period, scheduled to run through May 6, 2002, to produce "a clear and comprehensive final rule." The forum opened at 9 a.m. EDT on April 1 and will close at 4:30 p.m. EDT on April 19, 2002. The web address for getting on the forum area is: <http://www.rulemakingpublicforum.com>

Specifically, FAA has posted 16 questions to which they are seeking responses. You can read the questions on-line and submit your answers and comments electronically. FAA is monitoring the responses on a continuing basis and may ask clarifying questions. FAA has selected topics that they are particularly interested in, but they welcome all of comments and suggestions. You can continue to make comments via the mail or electronically as well until the comment close date of May 6, 2002. ➔

Phoebe Fairgrave Omlie - Aviation Pioneer

Born in 1902 in Des Moines, Iowa, Phoebe Fairgrave became fascinated with parachute jumping at an early age. On April 17, 1921, Phoebe took her first parachute jump winding up in a tree, dangling unhurt. Within a few months she set a new world's record for women jumpers by parachuting from a plane at 15,200 feet.



She financed her early passion for flying by performing wing-walking feats and by stunt flying for the "Perils of Pauline" motion pictures. She married her instructor, Vernon Omlie, and together they set out to take aviation beyond entertainment to a higher level of respectability. They were the first to demonstrate the nonmilitary value of airplanes by flying mercy missions during forest fire and flood emergencies and serving as fire spotters. Based in Memphis, Tennessee, they also operated the first airport in the state and one of the nation's first flying schools.

In addition to all the "firsts" she won in numerous flying competitions, Omlie was the first woman to earn a federal pilot's license and the first to receive an aircraft mechanic's license. She went on to win numerous races against male pilots and later joined other pioneering female pilots, in an organization called the "Ninety Nines." ➔

*****SAFETY ALERT*****

MAKE SURE YOUR BRACKETT AIR FILTER IS PROPERLY INSTALLED

On March 9, a Cessna T210 suffered a power loss, crashed and burned shortly after takeoff. The pilot was fatally injured in the crash. According to a preliminary NTSB report, investigators found that the aircraft's Brackett induction air filter had been installed backwards. As a result, the wire-mesh screen designed to prevent the filter's foam element from being ingested by the engine was on the wrong side. The foam element was sucked into the turbocharger, blocking its compressor section and damaging two compressor blades.

It has been reported that reversed installation of Brackett air filters occurs with disturbing frequency, despite arrows on the filter frame and explicit instructions on the filter-element packaging. These filters are used in a very wide variety of piston-powered aircraft, including Aero Commander, Beech, Bellanca, Cessna, Grumman, Mooney, Piper, and many others. On some models, the filter is mounted where it can be seen and checked by the pilot during preflight; on other models (including the Cessna T210), the filter is only visible when the engine cowling is removed. If you fly an aircraft with one of these filters, make sure the screen is on the rear (exit) side of the filter. ➔

FEDS DELAY PHASE-OUT OF LAND-BASED NAVAIDS

Transportation and Defense department officials have announced that the government has once again delayed plans to rely on GPS as the primary means of U.S. navigation for fear of blocking and jamming. The 2001 Federal Radio navigation plan effectively extends the life of land-based radio navaids such as VORs and NDBs. The phase-out is slated to begin in 2010, two years later than expected, and depends on program progress and the rate of user equipment upgrades. The Department of Transportation (DOT) plans to make a decision on the future of Ioran sometime this year once studies on its viability are completed. It is hoped that this announcement provides aircraft owners adequate time for planning their navigation upgrades. ➔

Back from Vacation

The Campbells - our Young Eagles Coordinator Ann & Membership Chairman Carl, are back from vacation. If you need any information about Young Eagles or Chapter membership contact them by:

Phone: 319-234-2294

Ann's email: annam39c@aol.com

Carl's email: joinchapter227@yahoo.com

(My Oshkosh Journey - continued from front page)

On Saturday, July 21st, I started my journey with a 523-sm leg to my hometown of Council Bluffs, Iowa. The weather was beautiful and I climbed to 7500 for a "cool" July flight home. I made a quick fuel stop in southeastern Nebraska, and arrived in Council Bluffs shortly after lunch with 3.8 hours elapsed on the Hobbs.

I spent three days with my family before continuing to Oshkosh. The plan was to leave early Tuesday morning. I had never flown into OSH before and studying the arrival procedures was intimidating, to say the least. However on Tuesday morning, the weather was not cooperating. The Weather Channel showed a line of storms northwest of Omaha headed straight at me. Weather briefing was not promising, however they thought I might be able to get ahead of the front if I left immediately.

I made a quick trip to the airport at 6 am. The skies looked good to the east, however very nasty to the west. I could see airliners departing out of OMA and heading SE so visibility was good. I preflighted the plane and was in the air shortly. After only five minutes flying east I could tell this wasn't going to work, as the weather appeared to be degrading quickly. So I returned to CBF and sat on the ground for the next three hours waiting for the front to pass. As luck would have it the storm was running out of energy as it reached the Omaha area, and conditions improved shortly.

I eventually got into the air around 10am with a 411-sm leg to OSH. The plan was to stop about an hour's flight out from OSH at Prairie Du Chen, Wisconsin. The arrival procedure indicated holding patterns should the airport become too busy and I wanted to be sure the plane and I could last if needed. Out of Council Bluffs the visibility was good, and even though there were these funky layers of strange clouds at various levels, I was able to climb to 5500 and get on flight following.

About 50 miles west of Des Moines I ran into a large cloud formation in front of me and my only option was to descend. Minneapolis center told me they could not track me below 3500 so I canceled service. I only had to descend to 3000 to get under the ceiling and within 20 minutes I broke out into completely clear skies north of Des Moines. The weather was no factor after that.

The stop at PDC turned out to be a good plan. I bumped into a number of other pilots in route to OSH and got the chance to chat about the arrival procedures in detail rather than interpreting some document. I choose to take the "west" arrival route avoiding the Madison airspace.

I was pleasantly surprised when arriving at Ripon and no other traffic was in sight. Later I found out that the storm in the Omaha area had blocked a lot of flights from the west. I followed the train tracks as was the procedure and followed them straight to OSH. I was directed to fly east at the strobes with a left base leg for 36 left. The only thing out of the

ordinary was tower requested that I land mid-point on the runway, however this was well covered in the arrival procedure and no surprise (plus it made my taxi closer to the EZ homebuilt area). The Hobbs indicated 3.1 hours elapsed since CBF.

I camped with the fine folks from Chapter 227 and had a wonderful time as always. My plan was to return with a direct flight to Texas on Saturday, however as the weekend was nearing, the weather was not looking good again. I hung out at the FAA weather station all morning getting updates - low ceilings and only 3 miles visibility. As the day progressed, conditions were improving, however if I did not get out prior to the airport closing for the airshow, I was going to be stuck for another day with weather predicted IFR on Sunday morning. My Varieze is day VFR only, so departing after the airport reopened was not an option. I got taxi clearance at 2:15 pm on Saturday and barely got into the air at 2:45 just prior to the airport closing. I'll have to take into consideration next year that departure taxi time can be extensive.

The weather was IFR in Missouri and Oklahoma, so I decided to return to Council Bluffs on Saturday and attempt the remainder of the trip to Texas on Sunday. Worst thing that could happen was spending a few extra days with my family should the weather not improve in the south.

Conditions were not great at OSH and considered MVFR, however the fine folks at the weather briefing station convinced me that the energy had moved to the east of OSH and conditions were only improving towards the west (minimums getting better, not collapsing around us). Just prior to my take-off a jet jock on an IFR plan reported no horizon over Lake Winnebago. Wonderful, departures were on 9 and the lake is only 3 miles from the runway, with the procedure to fly straight east over the lake until out of the 5 mile air traffic area! So I requested a left turn to follow the shoreline north until I was out of the airport area, a deviation from the procedure. I was glad for the heads up.

I was only able to climb to 1000 AGL with the low ceilings, the worst I'd ever experienced. Visibility wasn't great either, but ok. I flew north until I encountered a highway, which headed west to La Crosse, Wisconsin. The weather briefers were right on and about 30 minutes west of OSH I broke into scattered clouds where I climbed on top at 6500 in route to Waterloo, Iowa, for a fuel stop. Again after crossing into Iowa the weather was no longer a factor. When arriving in Council Bluffs the Hobbs indicated 3.6 hours had elapsed.

After spending the night in Council Bluffs, I departed late Sunday morning to Texas. The weather was not great in Oklahoma, but the briefers thought the energy would be gone prior to me getting there. I decided to wait a few extra hours to let it run its course. It worked out great. The Hobbs showed 4.0 hours this time. The big lesson I learned on this trip was a "crash" course in weather decisions, no pun intended. Also this was my largest cross-country ever at 1868 miles. ➔

Aviation Days Gone By

April Aviation Firsts:

First woman to fly across English Channel - On April 16, 1912, Harriet Quimby became the first woman to fly across the English Channel, from Dover to Hardelot, France.

First untethered rip-cord parachute jump - On April 28, 1919, Leslie L Irvin (founder of Irvin Parachute Company in 1923) jumped at McCook Field, Dayton, Ohio in a twenty-six foot all-silk chute proving conclusively that one would not lose consciousness in a free-fall parachute jump as had been predicted by some "experts."

First law violation - On April 27, 1920 a citation was issued to Ormer Locklear for "reckless aerial driving" over Los Angeles. He was fined \$25.

Aviation History in Iowa

Clarence Duncan Chamberlain (1893-1976), born in Denison, Iowa, captured the nonstop, long-distance record by flying from New York to Berlin, and was the first to fly a paying passenger across the Atlantic Ocean. In April 1927, at age 34, Chamberlain gained worldwide fame by breaking the world endurance record in his Bellanca monoplane. He stayed in the air 51 hours and 11 minutes. This was six hours beyond the world's nonstop record and 10 hours longer than Charles Lindbergh's historic nonstop flight to Paris. In 1976 Chamberlain was inducted into the National Aviation Hall of Fame. ➔

Riding the Rails

Back in 1928, when Harold Pitcairn ran CAM 19 - the airmail route from Atlanta to New York City - one of his pilots was Johnny Kytle, a skilled pilot, but with some eccentric habits. One moonlit night over North Carolina, a little bored by the monotonous flying, he caught sight of a freight train struggling ahead on the flatlands. What he did then wasn't really nice, but memorable. Sneaking over to the other horizon, Kytle turned around, lowered his Pitcairn Mailwing to a ten-foot altitude over the straight-as-a-ruler, single-line track. A couple of miles ahead of the oncoming train he switched on one of his million-candlepower landing lights. The result was astounding. He told a friend in confidence: "I lit the fuse on the biggest sparkler you ever saw! Within ten seconds, every wheel on every freight car was flat. I'll bet they still haven't found the engine crew. When I went over, they were all jumping and running." Then he added, "Strangely enough, no one ever reported the incident to the Interstate Commerce Commission."
(Frank Kingston Smith: *Legacy of Wings*)

Getting Wired!

Our May program is "Getting Wired" or "How My Worst Nightmares Became Reality". Warren Brecheisen will host the meeting at his home, located at 3011 Abraham Drive, Cedar Falls.



Warren's RV-6 in the wiring stage

He has been working on the RV-6 instrument panel and wiring, most of the time since Christmas. As this is written, the project is nearly to the point where the engine must be mounted for completion of wiring, controls and other systems. Wings, empennage and control surfaces have been completed and will be available for viewing. Guests will be required to sign a confidentiality agreement to keep the undesirables, such as plastic airplane builders, from finding out how a real airplane is built. ➔

FAA Safety Seminar

The FAA Safety Seminar "How To Survive On Your Airport; How To Aviate, Navigate And Communicate To Stay Alive On Your Airport" will be held April 25, 2002 (7:00 pm) at the University Of Dubuque in Dubuque, Iowa.

For more information contact:
Roger Clark, Des Moines FSDO, 1-800-728-7250

Brainteaser Answer (from page 3):

c. All LOC frequencies are between 108 and 111.95 and have an odd digit to the right of the decimal point. For example: 108.10, 108.15, 108.30, 108.35, 108.50, 108.55, 111.90, and 111.95. (Reference AIM 1-1-10.) ➔

CHAPTER 227 OFFICERS, DIRECTORS AND COMMITTEE MEMBERS FOR 2001

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Experimental Aircraft Association Chapter 227 publishes TowerTalk for the use, education and enjoyment of chapter members and others to whom it is provided. Chapter and national events, new of members, member project 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 the EAA and no claim is made for technical accuracy of material presented. Submissions for publication in the TowerTalk are encouraged and should be sent Newsletter Editor, Penny Dunham at 230 Gayle St, Waterloo, IA 50701-1812 (or send by email to chapter227towertalk@yahoo.com). Meetings are normally held on the third Thursday of each month; meeting places vary and are announced in this publication. Please contact any officer for information about Chapter activities. Annual membership dues are \$15 for individuals and \$20 for family. Chapter members must be members of the Experimental Aircraft Association. For more information contact Membership Chairman, Carl Campbell at 234-2294 or by email at joinchapter227@yahoo.com. ➔

Chapter 227 TowerTalk

Penny Dunham (Newsletter Editor)
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We encourage everyone to attend our breakfasts, meetings or other events. Whether you are a Chapter 227 member, belong to another Chapter or just like aviation - come join the fun!