

CALENDAR OF EVENTS

Program Chairperson: Krista Nelson

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Email: knelson22@hotmail.com

JANUARY 5: SATURDAY MORNING BREAKFAST
Wader's Restaurant - Waterloo Airport - 8:00 am

JANUARY 17: CHAPTER 227 MONTHLY MEETING
Chapter Meeting Room - Waterloo Airport Terminal - 7:00 pm

JANUARY 19: EAA WORKSHOP - OSHKOSH, WI
Topic: Test Flying Your Project

JANUARY 19-20: EAA WORKSHOP - OSHKOSH, WI
Topics: Sheet Metal, Composite Construction, Electrical Systems and Avionics, Fabric Covering, and Introduction to Aircraft Building

FEBRUARY 1-2: MIDWEST AVIATION MAINTENANCE SYMPOSIUM
Gateway Center - Ames, IA
For more information contact:
Phil Conn: 319-295-5221
E-Mail pjcoon@rockwellcollins.com
Dave Kuykendall: 319-296-2320 ext. 1323
E-mail dkuykendall@hawkeye.cc.ia.us

FEBRUARY 2: SATURDAY MORNING BREAKFAST
Wader's Restaurant - Waterloo Airport - 8:00 am

FEBRUARY 21: CHAPTER 227 MONTHLY MEETING
Chapter Meeting Room - Waterloo Airport Terminal - 7:00 pm

MARCH 1-3: IOWA FLYING FARMERS CONVENTION
Ramada Inn - Mount Pleasant, IA

MARCH 1-3: EAA WORKSHOP – OSHKOSH, WI
Topic: RV Assembly

MARCH 2: SATURDAY MORNING BREAKFAST
Wader's Restaurant - Waterloo Airport - 8:00 am

MARCH 21: CHAPTER 227 MONTHLY MEETING
Chapter Meeting Room - Waterloo Airport Terminal - 7:00 pm

My First Young Eagles Flight of 2002

By Randy Dunham



On January 3rd, I flew my first two Young Eagles of 2002. Chanel Guyton from Waterloo and her cousin Brittany Thomas from Greensboro, North Carolina braved the cold and windy but sunny day. They assisted with the pre-flight and helped roll the plane from the hanger. The two youngsters then exchanged their nice warm earmuffs for ice-cold headsets and settled into the Cessna 172. As we circled over Chanel's house Brittany was the first to spot it. To my amazement, she then used perfect aerial observation techniques to point it out to Chanel. She must have read my old Army AO handbook. After the flight over the metro area, the two eager Young Eagles once again pitched in and helped put the plane back in the hanger, plug in the Tanis heater, and put the engine cover (old sleeping bag) into place. It was a good way to start off the New Year with winter flying at it's best and three happy people.

✈ Inside This Issue ✈

- 2** President's Report, Officer & Committee News
- 3** EAA Scholarships, Aviation Web Links, BrainTeaser
- 4** General Aviation Under Attack, Flying Down to Florida
- 5** Happy Landings!, Eugene Ely
- 6** Young Eagles, Christmas Party
- 7** Days Gone By, Upcoming Events
- 8** Officers, Directors and Committee Members Directory

President's Notes

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

Well - Dave Hummel has officially passed the baton to me. I now have a neatly arranged box full of Chapter 227 "stuff". I will guard it with my life. A sincere thank you to Dave for all of your help. I look forward to a great 2002, and serving as your President. I hope we can be a big happy family and make the most of this organization. We are all volunteers and our love of aviation and fellowship is what keeps us going. If any member has a suggestion or constructive criticism or anything - feel free to tell me. I'm not really that hard-headed, regardless of what my wife might have told you.

I started off the year with a late afternoon flight on New Year's Day. As I departed to the northwest, I observed a herd of deer just beginning to cross the runway 200 feet southeast of the runway 12 numbers.

A flock of geese flew just off my left wingtip as I made a climbing turn to the southwest. I notified the tower and they diverted an incoming commuter plane to runway 36. I was reminded of the time three years ago when a deer jumped over the right wingtip of the old Checkerboard 4646R while I was doing stop and goes at night on runway 36. That shook me up a bit, as I was sideways on the runway after swerving to miss several other deer.

Back to 2002 - I flew out over Dike International and noticed that Carol had a really beautiful lighted tree in her front yard. It was getting dark and it really looked good from the air. I'm not sure, but I may have even seen the airport manager waving at me. It looks like a good place to have a picnic sometime (Hint). ➔

Secretary's Report

Forty-four people attended the monthly Saturday breakfast December 1st at Wader's. We had good turnouts throughout the year 2001 and hope this will continue in 2002. There was no regular business meeting held in December. ➔

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

Welcome to the Home of EAA Chapter 227!

Our Chapter now has it's own website. It's located at: <http://eaachapter227.tripod.com>. The site was built through a free website provider called Tripod.com. I hope to add more photos and project information to the site soon (& as time permits). I am counting on each of you to help with this. We are looking for photos of your planes, articles about your projects and how they are progressing and technical information you would like to share with others. Following our January business meeting I will have an informal discussion on submitting materials, etc. for the website (*see page 7 for additional details about the meeting*).

Our Chapter has a lot of information and interesting stories to share with each other and with other EAA Chapters and aviation enthusiasts. Our website would be a wonderful way to be able to share it all. We also have some interesting history I would like to include on the website. Please feel free to call or email me if you have any questions on contributions of material or how to get it to me. Let's work together to make this a really cool site! ➔

Newsletter Editor Penny Dunham
319-235-7438
chapter227towertalk@yahoo.com

Treasurer's Report

2002 Proposed Budget Vote

A vote of the membership will be held at our monthly Saturday breakfast on February 2nd to approve the 2002 proposed budget for Chapter 227. The proposed budget for 2002 was posted in the December newsletter. If you have any questions contact either of the following people:

President Randy Dunham: 319-235-7438 or
eaachapter227@yahoo.com

Treasurer Matt Evers: 319-233-5083 or
matthewevers@home.com

Our Program Chairperson, Krista Nelson, would welcome any suggestions you may have regarding program ideas for upcoming meetings and events. Please contact Krista at:
Home: 319-266-1929 Email: knelson22@hotmail.com

EAA Aviation Foundation Scholarship Program

The EAA Aviation Foundation Scholarship Program has scholarships available for individuals furthering their education in the field of aviation. These annual scholarships help outstanding students who need financial help accomplish their goals.

Applicants must be well-rounded individuals involved in school and community activities, as well as aviation. Their academic record should reflect their ability to complete the educational activity for which they are requesting the scholarship. **The scholarship application deadline is March 30, 2002.**

For more information and application forms go to:
<http://www.eaa.org/education/scholarships/index.html>

You can also contact the Foundation as follows:

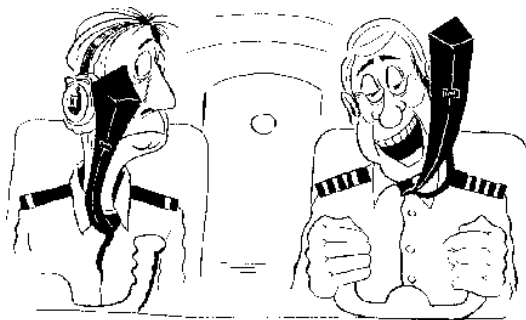
Scholarship Office
EAA Aviation Foundation, Inc.
P.O. 3065
Oshkosh, WI 54903-3065
Phone: 1-920-426-6884
FAX: 1-920-426-6865
E-mail: hsanchez@eaa.org

SCHOLARSHIP DONORS

If you or someone you know would be interested in supporting the EAA Aviation Foundation Scholarship, Internship/Work Experience or Air Academy Grant program, please call 1-800-236-1025 or e-mail development@eaa.org.



Young Eagles Chanel & Brittany helping our President, Randy Dunham, put the plane away after their flight.



ALWAYS TRUST YOUR INSTRUMENTS, SON.

Aviation Links

American Aircraft of World War II

<http://www.ixpres.com/ag1caf/usplanes/american.htm>

General Aviation News

<http://www.generalaviationnews.com>

HowStuffWorks - Aviation

<http://www.howstuffworks.com/category.htm?cat=Aviat>

NASA Kids

<http://kids.msfc.nasa.gov>

BrainTeaser

If you are taking an over-the-counter medication and the label warns of possible side effects, how soon after the dosing interval should you wait before you fly?

- As long as you are not experiencing any of the side effects, there is no reason to wait.
- Do not fly until the recommended dosing interval has passed.
- Do not fly until double the recommended dosing interval has passed.
- Do not fly until triple the recommended dosing interval has passed.

Answer on page 7

Nose gear retraction - Two airline mechanics were working on a 747 when lunchtime came. Rather than leave what they were doing, they just took their lunch break while sitting in the cockpit. While they were eating lunch, one mechanic bet the other that the landing gear would not retract if he pulled the gear lever up. *He lost the bet!*

General Aviation still under attack

A December 30th editorial/opinion in USA Today has the following gems for all of us to think about:

“Private aviation is back to business as usual - far too usual, given the warnings of Sept. 11.”

“The scrutiny that followed the terrorist attacks revealed how little is done to secure private planes and the 4,500 airports where they operate. Almost anyone can get a private pilot's license, then rent, or even steal, a small plane. In fact, the Sept. 11 hijackers had been working on exactly those kinds of schemes. One suspected terrorist went aloft three times with flight instructors from a small airport outside Washington, seeking certification to rent a plane. Another sought out crop-dusters in Florida.”

“Regulators initially placed heavy restrictions on flying private planes, particularly over 30 major cities and nuclear plants. But now almost all of the restrictions are gone. What's left are security gaps. Thousands of smaller airports face no federally mandated security requirements, making plane theft easy. Pilots can fly in clear weather without flight plans, making threats hard to track.”

“The Federal Aviation Administration, with the blessing of the Homeland Security Office, on Dec. 19 lifted restrictions on flying over 27 major cities, leaving no-fly zones over only Washington, parts of New York and Boston and over major events at stadiums. But if small planes can be a threat over those areas, they would certainly seem to pose a threat over other major cities.”

“But the lessons learned Sept. 11 demand more, including mandates for more secure airfields and tighter pilot licensing.”

“Threats of terrorism shouldn't put general aviation out of business. Neither should small planes be allowed to go blithely on with no restrictions, as if Sept. 11 never occurred.”

We are lucky to have the leadership of EAA and other organizations like AOPA to counter these ideas. ➔

Friendly Reminder

Annual membership dues are \$15 for individuals and \$20 for family. For those of you who may not have paid your membership dues for the year 2002 yet, make sure to stay current by sending payment to:

Carl Campbell
Membership Chairman
222 Desoto Ave
Waterloo, IA 50701-1113

For more information contact Carl at 319-234-2294. ➔

Flying Down to Florida

By Mark Hissey

This year we flew the Archer down to Lake City Airport in White Springs, Florida to visit Holly, our oldest, between the two holidays. First I had to burn off 30 minutes of fuel to be within the weight and balance limits of the plane before going, so I did four touch and goes and we were all set. I came back in and Sandy, Jessica and I loaded up the plane with Christmas gifts and off we went to play Santa Claus. We made one stop on the way, which worked out to 2, three-hour legs. By filling the LH tank full and the RH to the tab, it worked out fine for refueling and keeping within the weight and balance limits again. Only \$1.90 per gal - how's that for 100LL?!!

The flight down was fine, clear and smooth at 8000. Few clouds and bumps to pass though on the way up and down but nothing bad. Winds were from the southwest between 20 and 40kts, which made a slight head wind, but we kept the air speed up with the ground speeds. Sandy kept us entertained by playing DJ with the CD player and since we were heading south she had to play Jeff Foxworthy's "You Could Be A Redneck..."

On the way back it was pretty much the same only the winds worked out as tail winds for us until we got to the Virginia mountains. They had shifted to a RH cross wind in North Carolina then to a front LH head wind. Now here comes Murphy's Law. Just as we approached the first ridge we were handed off to Richmond Center who asked me to reset the transponder. Sure enough it quit and wouldn't come back at all. Well that was kind of a good thing because going over the mountains we hit such up and down drafts that they made us fluctuate 1000 feet, 500 up then 500 down. At one point I had full throttle and the stick pulled back to a 15-20 degree climb angle, which slowed us down to 75kts and we were still losing altitude at a rate of 200 feet per minute. Wow!

All along I was reporting the changes to ATC who cautioned me about the terrain. We could still see the mountains and in that area they're about 3500 to 4000msl. We were trying to maintain 7000. We still had some altitude room but we needed to do something right away. Since the valley was just to our left and ran between the ridges at the same direction of flight, north to northeast, I knew that if we headed west to northwest into the wind we would get on the windward side to the ridge, get some lift and get out of this major down draft. I requested the direction change and without hesitation the controller gave us the go ahead. It worked much to the relief of all of us. Knowing how to approach a ridge and how the winds work in mountains I feel saved our bacon and every one who flies through or near them should know what to do. We made it home after that without any more problems.

Back Online

Ann & Carl Campbell have their computer back in working order so they can receive email again. ➔

Happy Landings!

By Mel Kubicek (CFII)

As a recently certified flight instructor I have had the opportunity to spend time with two different examiners to pass the necessary practical tests, one for the CFI and one for the CFII. It was interesting that both placed special emphasis on the same things, which I would like to share with you.

The FAA has taken special notice of the increase in runway incursions and has developed an entire safety seminar on the subject. Like many other types of accidents some of these incursions have been caused by lack of attentiveness or distraction. Even though the simple task of taxiing to the runway could give us time to dial in the radios, GPS, Transponder or VOR, those tasks should not be substituted for the pilot giving full attention to instructions from ground control and watching for other airplanes. Also do you check both ways for traffic when crossing a runway? Even though ground control has cleared you to cross, it is a good idea to look both ways. It could be possible they have missed an airplane coming in without a radio or a maintenance vehicle still on the runway. If you have not already done so, I encourage you to visit the AOPA web site and participate in their Runway Safety Program (http://www.aopa.org/asf/runway_safety) to see if you are up to date on current runway markings. It is a short quiz and if you score satisfactorily you may print a graduation certificate to add to your collection. Some flight instructors may accept that as satisfying the ground operation knowledge portion of a BFR and the "Wings" Program. Also check out the AOPA Air Safety Foundation site at <http://www.aopa.org/asf> for additional safety related topics and items of interest.

The unfortunate experience with John Kennedy has also caused the FAA to emphasize the need for instrument flying skills. Although you may never have intentions of entering a cloud you could find yourself in a low visibility situation or a night flight with very little visible means to tell which side is up. As private pilots we are expected to be able to fly solely by reference to the instruments for a long enough time to navigate to safety. This may require climbing, descending and timed standard rate turns. If you have not done these for a while I encourage you to get with an instructor or safety pilot and practice these skills. Try doing some of these with the attitude indicator and directional gyro covered and see how you do to simulate vacuum pump failure. If you have an instrument rating, can you do a full approach partial panel? You may not think of this as fun but once you have developed the skill I think you will find it a rewarding experience. To test your instrument scanning skills, when at home, try drawing the panel layout of your airplane on a piece of paper. See if you remember where all of the instruments are located, do you know where to look quickly to get the information you need to fly the plane safely when you can't find the horizon? *Fly safely and Happy Landings!* ➔

Eugene Ely

First man ever to land an aircraft on the deck of a ship

On January 18, 1911 Eugene B. Ely who was born in Davenport, Iowa and graduated from Iowa State University became the first pilot to land an airplane on a ship. Ely had made aviation history on November 14, 1910 by making the first take-off from a ship, the cruiser *Birmingham*.



Eugene Ely wears bicycle inner tubes as life preservers prior to his historic flight.

The cruiser *Pennsylvania* was fitted with a special platform complete with 22 ropes - with 50-pound sandbags fastened at each end. Ely's Curtiss Pusher was fitted with hooks to catch the ropes as the plane touched down. After taking off from a local Army airfield Ely cut his throttle 50 feet from the ship's ramp and set his plane down. The hooks snagged the last 12 ropes and the plane stopped within 30 feet. The captain of the cruiser proclaimed the event "the most important landing of a bird since the dove flew back to the ark." After lunch with the captain, Ely roared back down the ramp and executed the second takeoff of an airplane from a ship and landed safely back at the Army base. ➔

Message from Merlin

We received an email from Merlin Biretz we wanted to share with you to let you know how he is doing.

"After almost two years of doing nothing except growing a spare tire around my mid waist, I have decided (with the doctor's blessing) to get back into the real estate business. The name of the company is AACTION REALTY. We help people who are moving in and out of the Cedar Valley area or who are moving up into bigger or smaller homes." You can contact Merlin at 319-235-6637 or 319-235-6871. You can also reach him by email at: flying140@aol.com. ➔

Yearly Changes

Every year aircraft manufacturers try to add something to their latest models. If they can't add it to the instrument rack, the speed, the handling, or the load carrying capacity, they do the next best thing..... they add a bit to the price! ➔

EAA Air Academy 2000 Summer Youth Programs

Those of you who read Zach Buccheit's article in the December newsletter know the Air Academy programs are an experience of a lifetime for the kids who attend them. If you know of any kids who would be interested, this would be a good time to check out the 2002 schedule. You can get more information on the various camps and application forms by going to the EAA website at:

http://www.eaa.org/education/youth_programs.html

You can also contact EAA about their Air Academy programs as follows:

EAA Education Office
education@eaa.org
EAA Aviation Foundation, Inc.
P.O. Box 3065
Oshkosh, WI 54903-3065
920-426-6815
or
1-888-EAA-EAA9 (1-888-322-3229)

Young Eagles Tax Deduction Information

With tax time now upon us remember those of you who flew Young Eagle and itemize your deductions can deduct expenses involving those flights. The following information is from the EAA website regarding the guidelines for taking this deduction.

The IRS has ruled that volunteer Young Eagle Pilots can *deduct direct, out-of-pocket expenses incurred in direct connection with and solely attributed to the Program*. If these conditions are met, volunteers can deduct direct out-of-pocket expenses such as (1) fuel and oil directly consumed by the aircraft in the demonstration flight, not to exceed 200 miles; (2) fuel and oil to another airport within 50 miles to meet a young person; (3) transportation, not to exceed 30 miles one way, to and from the airport; (4) the rental charge for a bus or van to bring a group of young people to the airport; (5) the rental expense of an airplane used only for the Program; (6) postage for mailing registration records to the Young Eagles Office; (7) extra liability insurance purchased solely for flights for the program; (8) landing and tie down fees at a non-home-based airport; (9) aeronautical education materials; (10) meals for the young person (*but not the volunteer*); and (11) film and development of pictures for the young person. Indirect expenses, such as hangar fees and annuals, are not considered deductible. Please maintain reliable records (receipts or a contemporaneous diary) of the out-of-pocket expenses. For the purposes of computing the expense of transporting the volunteer and/or young person to and from the airport in a passenger automobile, a standard mileage rate can be used instead of operating expenses. ➔

PHILLIPS 66 SUPPORTS YOUNG EAGLES!

Phillips 66 is offers a \$1 per gallon rebate on fuel purchased for use in the Young Eagles Program. To qualify for the *Phillips 66* rebate offer of **\$1 per gallon on avgas**, the following criteria must be met:

- You must be a licensed pilot and current member of EAA or an EAA-authorized aviation organization.
- The flight must take place before April 14, 2002.
- Avgas must be purchased at a *Phillips 66* FBO.
- The purchase must be made on a *Phillips 66* credit card.
- The rebate applies to *Phillips 66* avgas only, and does not include jet fuel, auto fuel or other fuel brands.
- A receipt or copy of the receipt must be mailed to *Phillips 66* with a written statement confirming the avgas purchase was used in support of the Young Eagles Program, no later than May 15, 2002.
- Rebate requests should be sent to: *Phillips 66* Aviation, Young Eagles Rebate Offer, 6C-11 Adams Building, Bartlesville, OK 74004.
- *Phillips 66* credit cards may be applied for by calling 1-800-DO-APPLY (1.800.362.7759), Mon. to Fri., during business hours.

For more information call the Young Eagles Office at 920-426-4831 or to find the nearest *Phillips 66* FBO, visit *Phillips* web site at: <http://aviation.phillips66.com>. ➔

Chapter 227 Christmas Party



We had a nice turnout of 56 people at our Chapter Christmas party on December 15th at Wader's Restaurant. Following a good meal we had our annual Chinese Gift Exchange. There were a lot of nice gifts and people had fun opening and swapping gifts back and forth. Every one kept worrying about old boots - does anyone know where they went?! ➔

Aviation Days Gone By

January Aviation Firsts:

First rotary motor used for flight (1907) was a 63hp five-cylinder Adams & Farwell (Dubuque IA) used by Emile Berliner in his helicopter.

First commercial civil aircraft (January 22, 1909) was a Pusher built by Glenn H Curtiss for sale to the Aeronautic Society of New York.

First water takeoff and landing (January 26, 1911) was by Glenn Curtiss in his Hydro at San Diego.

First female airline pilot (January 29, 1973) was Emily H Warner as second officer on a Frontier Airlines Boeing 737.

Aviation History in Iowa



Glen Luther Martin, born January 17, 1886 in Macksburg, Iowa, was one of America's pioneer aircraft builders. Becoming a leading military plane manufacturer, he developed the "Martin Bomber." A familiar sight on the battlefield, it played an important part in the Allied victory in World War II. Before he turned to manufacturing planes (1910-14), Martin was also one of the country's best-known "barnstormers." Martin was inducted into the National Aviation Hall of Fame in 1966. ➔

Jumping the Hurdles - Airmail pilots of 1920 were a colorful lot. Dean Smith, who was one of them, described their hazardous business in his memoirs. The standard mail plane at the time was De Havilland DH-4M, a slightly modified WWI scout bomber. One of the routes was New York to Chicago to Omaha to Cheyenne to San Francisco... not bad for 1920! "From North Platte to Cheyenne, endless miles of flat prairie provided superb flying as compared with the tight hills and valleys of the Alleghenies. It was along this stretch that Frank Yeager, flying his regular run from Omaha to Cheyenne, ran into dense fog, landed, and taxied for 35 miles. At each fence - which were usually at least two or three miles apart - he would taxi back far enough to take a run, hop over, and land on the other side, continuing on the ground until he worked into better weather." (Dean C Smith: *By the Seat of My Pants*). ➔

Waterloo Industries Tool Chest Sold

The tool chest donated to us by Waterloo Industries via Bill Salyer was sold by auction on Ebay. An individual in Murphreesboro, Tennessee made the winning bid of \$405. We would like to thank Bill Salyer for arranging the donation of the chest and Norm Muzzy for arranging the auction on Ebay. The proceeds of this sale will go to the Young Eagles fund. ➔

January Monthly Meeting Program

Our monthly Chapter meeting will be held January 17th at 7:00 pm in our meeting room at the Waterloo airport terminal. Following the business part of our meeting, I will hold an informal discussion on using your computers to prepare and submit articles and photos for use in the newsletter and on the website. I don't want those of you without computers to feel left out. I will talk about how you can get materials to me and how they get put into the newsletter. I want everyone to be a part of our newsletter and website. We have so much we can share with each other as well as with other EAA Chapters and interested persons.

Our newsletter is reaching growing number of people as will our website. I would like to be able to share the achievements and history of our Chapter and, in particular, showcase our members building and restoration projects in the newsletter and on the website. Come to this meeting and learn how easy it is to contribute!

Penny Dunham - Newsletter Editor



Brainteaser Answer (from page 3):

c. Do not fly until double the recommended dosing interval has passed.

From "Over-The-Counter Medications and Flying": "If the label warns of side-effects, do not fly until twice the recommended dosing interval has passed. So, if the label says 'take every 4-6 hours,' then wait at least 12 hours to fly." ➔

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 an 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. ➔

To all our members and the members of all the other Chapters who receive our newsletter: HAPPY NEW YEAR!

Chapter 227 TowerTalk

Penny Dunham (Newsletter Editor)
230 Gayle St
Waterloo, IA 50701-1812

