

## Calendar of Events

Program Director: Krista Nelson

Home: 319-266-1929

Email: [knelson22@hotmail.com](mailto:knelson22@hotmail.com)

### **February 5: FAA Safety Seminar**

Municipal Airport - Washington, Iowa - 7:00 pm

For more information call: 800-728-7250

### **February 7-8: Professional Aviation Maintenance Association's Annual Symposium**

Gateway Center - Ames, Iowa

For more information call: 319-295-5221

Email: [PJConn@rockwellcollins.com](mailto:PJConn@rockwellcollins.com) or  
[dkuykendall@hawkeye.cc.ia.us](mailto:dkuykendall@hawkeye.cc.ia.us)

### **February 12: FAA Safety Seminar**

Fisher Community Center - 7:00 pm

Marshalltown, Iowa

For more information call: 800-728-7250

### **February 15: Recreation Aviation Conference**

Bloomington, Minnesota - 8:00 am to 4:30 pm

For complete details visit website at:

<http://www.dot.state.mn.us/aero/avoffice/events/RAC2003/index.htm>

### **February 18: FAA Safety Seminar**

Iowa Hall - Kirkwood Community College - 7:00 pm

Cedar Rapids, Iowa

For more information: 800-728-7250

### **February 19: FAA Safety Seminar**

Cloud Room - International Airport - 7:00 pm

Des Moines, Iowa

For more information call: 800-728-7250

### **February 21: Chapter 227 Monthly Meeting**

Chapter Meeting Room - 7:00 pm

2<sup>nd</sup> floor of Waterloo airport terminal building

Presentation by Mel Hemann

### **March 1: Chapter 227 Monthly Breakfast**

Mallard Point - Cedar Falls - 8:30 am

You can also check our website (<http://www.eaa227.org>) 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. →

## Westward Ho!

By Mel Hemann



Mel Hemann in his RV-6

A couple years ago, I spoke with Mike Lewis shortly after he landed at Waterloo. "Well," he said. "That's two more." When I asked what he meant, he said he was trying to land at every airport in Iowa. As I reflected on that and began looking at the trips I've taken, I decided to go for landing my RV-6, N298MH, in every state. I was scheduled to attend a conference in Oakland, California the weekend of November 8-10. I have several cousins in the area and decided to visit them and combine some pleasure with business. It would also give me an opportunity to add the remaining six states west of the Mississippi, Wyoming, Utah, Idaho, Nevada, California and Oregon, which had not yet felt the wheels of N298MH. *(Continued on page 5)*



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## **President's Report**

*Randy Dunham (EAA Chapter 227 President)*  
[eaachapter227@yahoo.com](mailto:eaachapter227@yahoo.com)

We have been lucky to have Krista Nelson as our program director. She has lined up some good ones.

Both the November and January events were very enjoyable and entertaining. Neil Muzzy told us about his experience at the EAA Air Academy and was then joined by his able-assistant Norm to tell us about the world of Battle Bots. Bob Dieter and his Doolittle Raider Reunion presentation was a rare opportunity to hear about an important event from both a historical and personal perspective.

If you attended one or both of these programs - you know what I'm talking about. If you missed them - too bad for you.

Thanks again to Krista for lining things up and to Neil and Bob for sharing their experiences with us.

My Thanks also to Milo Ralston for donating eighteen classic books to the Chapter. The collection includes some novels by Martin Caidin, "The Official Guide to The Army Air Forces" from 1944, and some Ballantine's "Illustrated History" books. These will make some good reading for you history buffs. I have them all in safe keeping until we get a library set up.

Reflecting back on the closing of Wader's last year - it's too bad that it had to happen, and I miss being able to patronize a restaurant on my home airport. However, I have been able to come up with at least one positive thing. Lance and Gary and the staff at Mallard's Point have done a great job hosting our Chapter breakfasts for the past few months. I also think that we will be able to have more programs there in the future and can share our love of aviation with some of the residents.

I will be back flying very soon. My plane is in the shop having some work done. I'm not too impressed with the design of a Continental O-300 oil pump assembly .I was warned about this by Bob Stewart years ago.

➔

**Our Program Director, Krista Nelson, would welcome any suggestions you may have regarding program ideas for upcoming meetings and events. You can contact Krista at:**

**Phone:** 319-266-1929      **Email:** [knelson22@hotmail.com](mailto:knelson22@hotmail.com)

## **Treasurer's Report**

*Matt Evers (EAA Chapter 227 Treasurer)*  
[matthewevers@mchsi.com](mailto:matthewevers@mchsi.com)

### **2003 Proposed Budget**

*EAA Chapter 227 (12-31-2002)*

#### **Income**

Dues	1300.00
Dividends	240.00
EAA Membership Drive	20.00
Miscellaneous	400.00
	<b>\$ 1,960.00</b>

#### **Expenses**

Newsletter	700.00
Young Eagles	450.00
Membership	50.00
Treasurer	10.00
Annual Picnic	250.00
Insurance	300.00
President's Discretionary	200.00
	<b>\$ 1,960.00</b>

If at such a time that the chapter experiences an unforeseen expense that is not accounted for by the annual budget (which is just a prediction of expenses), a simple majority of the voting Executive Officers present at an executive board meeting (regular or special purpose) shall have the authority to approve to spend up to \$250 on any single item, not to exceed \$2000 per year. ➔

#### **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](mailto:chapter227towertalk@yahoo.com)

## Stained Glass Artist to attend Open House at Alexis Park Inn & Suites

Jay & Mary Honeck, long-term EAA members and owners of the Alexis Park Inn & Suites adjacent to the Iowa City airport, are progressing along on their conversion of the property to an aviation-theme luxury hotel. Jay sent the following update to us.

After waiting since October, we finally installed our "centerpiece" at the inn - two large, stained-glass window panes, depicting flying scenes at the Iowa City airport! We commissioned "Flying Colors Glass" artist Gary Elshoff (whom we met at OSH 2002) to create these beautiful pieces for us last October, and they have turned out beautifully.

The two panes depict the beacon at IOW, with a United DC-3 Mainliner on runway 25, while a beautiful, blood-red Stearman and a bright-yellow Staggerwing fly overhead. With the winter sun streaming in, our lobby -- already \*all\* airplanes -- is stunning.

On February 8<sup>th</sup>, 2003, from noon to 6:00 pm, Gary will be attending an Open House held in his honor. Soft drinks, coffee, tea, and cookies will be served, a drawing for a free night's stay in a new, aviation-themed suite will be held, and tours of all open aviation theme suites will be conducted.

Gary Elshoff is the founder of "Flying Colors Glass" in Grafton, Wisconsin, specializing in custom designed aviation theme stained glass creations. Not only will you be able to view Gary's two beautiful and unique stained glass windows in the inn's new lobby, other examples of his work will also be on display in the hotel's Pilot's Lounge. You may also view his creations on his website at: <http://www.flyingcolorsglass.com>.

Alexis Park Inn & Suites is located at:  
1165 S. Riverside Drive  
Iowa City, IA 52246

You may contact them as follow for more information:  
\*Phone: 319 337-8665                      \* Fax: 319 351-4102  
Or visit their website at: [www.AlexisParkInn.com](http://www.AlexisParkInn.com)

### MEMBERSHIP DUES REMINDER

Just a reminder that it's time to pay your 2003 membership dues if you haven't already done so. Dues are \$15 for single membership or \$20 for a family membership. You can pay them to Randy Dunham at any event or send them to:

Randy Dunham  
230 Gayle St  
Waterloo, IA 50701-1812

## Doolittle Raider Program

Bob Dieter treated those of us who were able to attend the January Chapter meeting to an enthusiastic and very interesting program. Bob began with a history of the Doolittle Raiders then turned to a more personal note as he talked about his cousin, Sgt. William Dieter who was the Bombardier on the sixth B-25 to takeoff.



*Bob Dieter during his program on the Doolittle Raiders*

Bob's extensive research of his cousin's story led him on his own exciting adventure, which he also shared with us. We won't give away the story here - hopefully those of you who missed it will have a chance to hear Bob another time! You can find out more about the Doolittle Raiders by visiting:

<http://www.doolittlekyoraiders.com>

## Brain Teaser

The six classes of airport signs are color-coded. Which are *not* colored yellow and black?

- Mandatory instruction signs.
- Location signs.
- Direction signs.
- Destination signs.
- Information signs.
- Runway distance remaining signs.
- (a) and (f)
- (a), (b) and (f)

*Answer on page 7*

Tuesday, November 5<sup>th</sup>, dawned with a 400 ft ceiling and about one mile visibility. No pilot reports were available, but I did speak to the John Deere pilots when they landed about 8:00. They were at 16,000 ft from Moline and never saw the tops. Of course there was icing in the clouds. About 10:30 one of the airliners landed and reported no icing below 9000 ft. I filed for 6000 and headed west. Shortly after entering Nebraska, I passed through the front and nothing but clear skies ahead EXCEPT the front had tremendous northwesterly winds. The GPS ground speed dropped from 175 to 135 knots. That is one advantage of flying something like an RV. Even with a tremendous headwind you still have a respectable ground speed. After a stop in Ainsworth, Nebraska for fuel, I made it to Rawlins, Wyoming. By 5:30 I was in Ogden, Utah and decided to spend the night. Two states off my list.

Wednesday morning I headed 50 miles north to a small strip in Idaho and touched down there. (As you will read later it was a trip I wouldn't have had to make). Then to Reno, Nevada. After paying for my fuel I began conversing with a man admiring my plane. He told me about the plane he had built. In our discussion I found out he had grown up in northwestern Iowa. I left Reno about 12:30 and decided to go VFR because of the mountain range to the west, which would have necessitated a very high altitude. All went well till I got to the Oakland area and nearing my destination of the Hayward, California airport.

The controller had me descend from 6500 to 4000 ft, gave me headings, etc., and then all of a sudden informed me I had entered Oakland's Class B airspace without his permission and should turn immediately to 030 degrees and descend to 2600 ft. I said, "I've been talking to you and following your directions." "But," he said, "I didn't give you permission to enter Class B airspace. Now that you're down to 2600 you can head toward the Hayward airport." Lessons learned:

1. When you file IFR almost 100% of the time you can sure get sloppy.
2. Don't argue with Big Daddy. Life can be much simpler in the end.

Three more states had been added to my landing list by day's end.

Monday, November 11<sup>th</sup>, I headed north to achieve two more goals - to land in Oregon and to visit Van's Aircraft in Aurora where the pile of aluminum that is now N298MH came from in 1997. After some time there and viewing the latest of Van's creations in the building stage, the RV-10, a four place that will be coming out in the future, I left for Olympia, Washington to spend a few days with friends there. I borrowed their car and drove to the Evergreen Aviation Museum in

McMinnville, Oregon to view Howard Hughes's Spruce Goose. What a plane and what a museum!!! Relatively new it houses about twenty planes. I highly recommend a visit there if you are in the area. It's right across the road from the McMinnville airport.



*Van's Aircraft in Aurora, Oregon*

The heavy rains that hit California during my time there followed me north. The days in Olympia were rainy and when I left on Thursday morning, November 14<sup>th</sup>, it was 300 ft overcast with moderate to heavy rains. My intended route through Spokane and Montana was impossible due to icing conditions, so I elected to go southeasterly. As I neared Portland, Oregon, I could see breaks in the overcast and requested 9000 ft. At 7000 I was on top with a nice tailwind. I landed in Boise, Idaho for fuel and filed for Rock Springs, Wyoming. Shortly after take off, I began catching up to the weather we'd had in Washington and the tops kept getting higher. Fortunately I had my oxygen bottle along and at 17,000 ft I was on top with a tail wind that gave me a GPS ground speed of 198 knots.

What a way to go! As I reached the Rockies northeast of Ogden, I could see a build up ahead of me. At first it was very light and no ice. Suddenly it was solid and plenty of ice. A 180 got me back in the clear and an OK from Center to try to find a way around it. There was none, so I returned to Ogden for another night's stay. By Friday morning I was able to climb and be on top at 13,000 ft. By the time I hit Nebraska everything had cleared out. A fuel stop in Alliance, Nebraska was all I needed to get me the rest of the way home.

When I got home I checked my records, confident I had now landed in every state west of the Mississippi. To my chagrin I discovered I haven't landed in Arkansas. That's practically in our back yard, so that shouldn't be a problem to add that one. My goal is to finish off the remaining thirteen states in 2003. There is only one gnawing problem in this scenario. There are actually fourteen to go. I am not too sure I want to try for the last state. HAWAII. Anyone have any suggestions? ➔

## First All Composite Airplane

In December of 1969, the first all composite airplane, the Windecker Eagle AC-7, received FAA Certification. Dr. Leo Windecker, who began experimenting with composite materials in 1956, designed the airplane.

Windecker worked for Dow Chemical Company as a dentist in one of the company's clinics. Developing an interest in aircraft structures, he began to research and design plastic aircraft forms the 1950's. Dow officials saw promise in his designs, and in the mid-1960s placed him in charge of Windecker Research Inc, an experimental research laboratory and wholly owned subsidiary of Dow located in Hondo, Texas. There he continued his experiments, developing aircraft structures built completely from composite materials.



*Windecker Eagle AC-7*

Dr. Windecker was involved in the development of the first military stealth airplanes, the Army CADD0 (1972) and the USAF YE-5 (1973), both derivatives of the Eagle. The Air Force wanted the YE-5 airplane so that it could test the radar reflectivity and stealth characteristics of the all-composite construction.

Some 49 patents were issued in Windecker's name covering all aspects of composite structure and manufacturing. The patents were assigned to the Dow Company, who funded his research 1960-67, and made up the stealth technology licensed by Dow to Lockheed-Martin and Northrup. Windecker did not receive any royalties from the licensing agreements.

Dr. Windecker joined the Avtek Corporation in 1982 and contributed to development of Avtek 400, a composite aircraft using DuPont Kevlar and Nomex aramid fiber.

For more information about the Dr. Leo Windecker and the Windecker Eagle go to:

[http://www.nasm.edu/nasm/aero/aircraft/windecker\\_eagle.htm](http://www.nasm.edu/nasm/aero/aircraft/windecker_eagle.htm)

## Recreation Aviation Conference

The Minnesota Recreation Aviation Conference is being held on Saturday, February 15<sup>th</sup> in Bloomington, Minnesota. This conference will provide some of the latest news and information about aviation in general, and specifically about sport airplanes, ultralights, and sailplanes. It will also be a great opportunity to hear presentations by people like Joe Norris from EAA, and John Dorcey from Wisconsin Aeronautics.

The conference will also focus on recreational flying topics. It will give you a chance to "get up to speed" on the sport pilot and sport aircraft rules. It will be fun and as an added perk; the conference will be part of the FAA's WINGS Program!

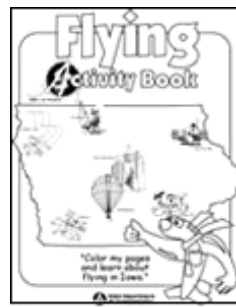
Radisson Hotel South and Plaza Tower  
Bloomington, Minnesota - 8:00 am to 4:30 pm  
Price is \$30 (includes lunch)

For complete details visit their website at:  
<http://www.dot.state.mn.us/aero/avoffice/events/RAC2003/index.htm>

## Iowa Office of Aviation Publications

Go online to receive free publications from the Iowa Department of Transportation Office of Aviation. Items you can order are:

Iowa Airport Directory  
"Why an Airport" Brochure  
Iowa Aviation Weather System  
Aviation "Flying Activity Book"



You can also sign up to receive the quarterly Iowa Aviation Bulletin through the mail or have them email you when it is available online at the website. Go to:

[http://www.iawings.com/publications/dir\\_pubs.htm](http://www.iawings.com/publications/dir_pubs.htm)

## Uni-Dome Indoor R/C Scale Event

*Enjoy Indoor Flying At It's Best*



**Saturday & Sunday, March 1-2, 2003**

### Open flying and AMA Contest Events

Saturday, March 1 from 6 pm to 11 pm  
Sunday, March 2 from 7 am to 4 pm

### Free Flight Events

#212 HL Glider, #215 Bostonian 7gm, #219 UL HL Glider, #221 Electric Duration, #505 Peanut Scale, FAC No -Cal Scale, One Design Duration Junior, and Open Classes based on the AMA Cub.

### R/C Events

#627 Indoor Electric Duration R/C  
Electric Sport Scale Indoor R/C  
Electric Fun Scale Indoor R/C  
R/C scale events and one design ff event sponsored by Sig Manufacturing Company of Montezuma, Iowa ([www.sigmfq.com](http://www.sigmfq.com)) and Mike Gretz

**Admission for flyers is \$15 for open class, \$10 for 17 and under plus \$1 per event entered.**

R/C will be flown north of the 50-yard line and free flight at the south end. We have a large time slot to work with, so if any groups want to hold some competition events, contact Bob Nelson to arrange a time slot to run it.

***Spectators are welcome!***

*Admission is \$3 for adults  
Kids 12 and under are free*

### **For more information contact:**

Bob Nelson at Bob's RC Hobby  
6322 University Ave  
Cedar Falls, IA 50613  
319-277-0211 or [bobsrc@forbin.net](mailto:bobsrc@forbin.net)

## National Air Marking Program

The program of identifying airports to pilots was started as the National Air Marking Program. The program was a part of the Bureau of Air Commerce. Iowa native Phoebe F. Omlie, who had been appointed to the National Advisory Committee for Aeronautics, conceived and initiated the air marking program in 1935. Under the program, a state was divided into sections of 20 square miles. Twelve foot black and orange letters were to be painted on the roofs of barns, factories, warehouses and water tanks at each 15-mile interval. Visible from 4000 feet, they identified the locale, gave the north bearing, and indicated by circle, arrow and number the distance and direction of the nearest airport. If the towns were far apart, white painted ground markers, such as rocks and bricks, were used.

Phoebe hired female pilots to establish and administer the program in each state. The marker program was an unqualified success. Within a year it was 58 percent completed. Phoebe and her flying staff received well-deserved credit for both an innovative idea and effective execution. The program, however, was short-lived. After the bombing at Pearl Harbor in 1941, the U.S. Government determined that marked airports along the east and west coast were obvious targets for enemy identification and attack. Many were painted over, although a few traces remain visible today. ➔

## Our 2002 Christmas Party

A good turnout of members filled the room at the Cedar Falls Holiday Inn at our annual Christmas Party held December 6<sup>th</sup>. After filling up on a tasty seafood buffet, Rex Pershing got the traditional Chinese gift exchange under way. A lively exchange of gifts followed!

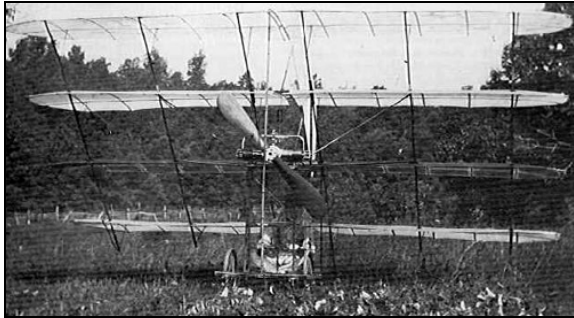


*Jim and Polly Lyon and Ann Campbell*

# Aviation Days Gone By

## Aviation Firsts:

**December 28, 1908** - Matthew Sellers made several flights with his quadraplane powered by an 8hp Duthiel-Chalmers motor, our nation's first civil airplane designed for personal use.



*Matthew Sellers' quadraplane*

**January 1, 1914** - The first scheduled airline flight occurred from St. Petersburg to Tampa, Florida in a Benoist flying boat piloted by Anthony Jannus. One-way fare was five dollars.

**January 10-20, 1910** - The first organized air meet took place in Los Angeles, California. An estimated 226,000 spectators converged on Dominguez Field, plus uncounted thousands watched the goings-on from the edge of the field. Gate receipts for the event were more than \$137,500.

**February 13, 1917** - USMC Captain Francis T. Evans performed a loop in a single-float Curtiss N-9 seaplane.

## The Missing Nose!

In November of 1941, at the Glenn Acres Airport in Des Moines, Henry Clergy was giving advanced dual instruction to a pilot in a C-34. The monoplane went out of control at about 500 feet, fell rapidly and crashed. Both men were rushed to the hospital where they discovered the end of Clergy's nose was missing. Medical staff and friends rushed back to the site and found the severed tip which doctors were able to reattach. After recovering from the accident, Henry continued on with his flying and machine shop work.

*From Iowa Takes to the Air Volume Two 1919-1941  
by Ann Holtgren Pellegrino*

## Check out these February events

There are a number of FAA Safety Seminars around the area this month. We've listed the ones we know about but if you would like more information visit: [http://www2.faa.gov/cen/2\\_ACE200\\_Sem.cfm](http://www2.faa.gov/cen/2_ACE200_Sem.cfm). On this site you can view (and print) flyers with complete information on each program. Remember - attending the Safety Seminar meets one of the requirements of the "Wings" Program.

Randy and I are planning on heading to Iowa City on **February 8<sup>th</sup>** to catch the Open House at the Alexis Park Inn and Suites (see page 3). It sounds like a neat place and want to check out those stained glass windows! If anyone else is interested in going let us know. We are taking off to California in a couple of weeks so won't be able to go to the Recreation Aviation Conference on **February 15<sup>th</sup>** in Bloomington, MN (see page 5). It looks like it would be worthwhile to attend. If anyone has a chance to go, hope you'll share what you learn there with us. Attending this Conference also meets one of the requirements of the "Wings" Program.

Our next Chapter Meeting will be on Friday, **February 21<sup>st</sup>** at 7:00 pm. We will meet in the Chapter Meeting Room on the second floor of the Waterloo airport terminal building. There will be a brief business meeting followed by refreshments and what is sure to be an entertaining program by Mel Hemann. Plan to attend! →

## Mark you calendars for March

Our next breakfast will be on Saturday, **March 1<sup>st</sup>** at Mallard Point. The monthly Chapter meeting will be on Friday, **March 21<sup>st</sup>**. Time and location are pending.

If you know of any events happening in the area that would be of interest to your fellow aviation enthusiasts please let me know so I can include them in the newsletter and on the website.

**Newsletter Editor:** Penny Dunham

**Address:** 230 Gayle St, Waterloo, IA 50701-1812

**Phone:** 319-235-7438

**Email:** [chapter227towertalk@yahoo.com](mailto:chapter227towertalk@yahoo.com)

## Brainteaser Answer (from page 3):

*g. That's correct! Mandatory instruction signs (white on red) and runway distance remaining signs (white on black) are the only classes of signs that are NOT yellow and black. →*

## CHAPTER 227 OFFICERS, DIRECTORS AND COMMITTEE MEMBERS FOR 2001

<b>President:</b> Randy Dunham	Phone: 319-235-7438	Email: <a href="mailto:eaachapter227@yahoo.com">eaachapter227@yahoo.com</a>
<b>Vice President:</b> Krista Nelson	Phone: 319-266-1929	Email: <a href="mailto:knelson22@hotmail.com">knelson22@hotmail.com</a>
<b>Treasurer:</b> Matt Evers	Phone: 319-233-5083	Email: <a href="mailto:matthewevers@mchsi.com">matthewevers@mchsi.com</a>
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Marv Hoppenworth	Phone: 319-396-6283	Email: <a href="mailto:pedalpln@netins.net">pedalpln@netins.net</a>
<b>Flight Advisor:</b> Mel Hemann	Phone: 319-266-3889	Email: <a href="mailto:N298MH@aol.com">N298MH@aol.com</a>
<b>Young Eagles Coordinator:</b> Ann Campbell	Phone: 319-234-2294	Email: <a href="mailto:annam39c@aol.com">annam39c@aol.com</a>
<b>Directors:</b> Warren Brecheisen	Phone: 319-277-2118	Email: <a href="mailto:wbrecheisen@cfu.net">wbrecheisen@cfu.net</a>
Charles Graves	Phone: 319-234-2689	Email: <a href="mailto:cegraves1@mchsi.com">cegraves1@mchsi.com</a>

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 sent by email to [chapter227towertalk@yahoo.com](mailto: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](mailto:joinchapter227@yahoo.com). ➔

### **Chapter 227 TowerTalk**

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



Be sure and catch Mel Hemann's program at our upcoming Chapter meeting on Friday, February 21<sup>st</sup> at 7:00 pm in our meeting room at the Waterloo airport terminal building!