

## Upcoming Area Events

### April 12: Chili Fly-In

Fort Dodge, Iowa Regional Airport  
11:00 am to 2:00 pm (Rain Day - Sunday, April 13th)  
For more information call 515-955-3635

### April 13: Fly-In

Dubuque, Iowa Airport - 8:00 am to Noon

### April 13: Fly-In

Webster City, Iowa Airport

### April 18: Chapter 227 Monthly Meeting

Chapter Meeting Room at Waterloo airport terminal  
7:00 pm - A short business meeting will be followed by  
an open forum with our airport director Brad Hagen.

### April 27: Fly-In Breakfast and Kite Tournament

Sac City, Iowa Municipal Airport - 7:00 am to Noon  
For more information call 712-662-7801

### May 3: Chapter 227 Breakfast

Location and time to be announced. We will try to  
contact everyone but please feel free to call and check  
with Krista Nelson at 319-266-1929 or Randy Dunham  
at 319-235-7438

### May 3: Flight Breakfast

Pella, Iowa - 7:00 to 10:00 am  
Free shuttle from the airport to the town all three days  
of the festival (May 1, 2, and 3) will also be operating.

### May 4: Flight Breakfast

Charles City, Iowa Airport - 7:00 am to 12:30 pm

### May 4: EAA Chapter 22 Fly-In Breakfast

Greater Rockford Airport - Rockford, Illinois  
For more information call 815-397-4995

### May 16-18: Midwest Aeronca Festival

Kewanee, Illinois Municipal Airport  
For more information call 309-853-8141 or go to  
<http://www.angelfire.com/stars4/aeroncafest>

*(continued on page 3)*

## Tales from a Snowbird's Winter

*By Mel Kubicek*

This adventure with my partner Dave Olson started from Waterloo the day after Christmas as just a flying trip to see some of the country out west. After breaks and refueling in Hays, Nebraska and Albuquerque, New Mexico we landed at 4:30 in Chandler, Arizona blessed with good weather all the way.



*View of the Grand Canyon from my Mooney*

As we crossed the Midwest the only site of real interest was the round irrigated fields in Kansas with their unusual patterns outlined in the traces of snow. Our first views of the mountains of the southwest were west of Albuquerque and required a climb to 12,000 feet to maintain radar contact.

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## *President's Notes*

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

It is springtime again and we can probably put away our snow shovels for a few months. Last weekend Dale Nelson was spotted with an ear to ear grin flying around in his Super Cub. I was up by Waverly, and he was clear down by Cedar Falls, but I could see that grin from 10 miles away. It was great to see Dale back flying again.

I was just looking over the fly-in calendars on the internet and noticed there are a lot of breakfasts coming up soon in the "tri-state" area. Penny is working on updating the Calendar of Events for the website and will try to have it posted soon.

I am hoping that all of us avid flyers will try again this year to get more non-flying members up in the air. A lot of planes go to events with one or more empty seats and it would be nice to fill some of them up. Matt Evers has suggested that we get a system in place so that all of the members with planes that are flying and all of the members that would like to ride along can keep in contact. There is no good reason for somebody to be sitting at home wanting to get up in the air while a bunch of us are out flying by ourselves. Let's work on this and get something going.

Penny and I just got back from visiting with Carol Severance out at Dike International and I want to thank her for donating several boxes of Sport Aviation and Experimenter magazines to the Chapter. If we ever get our own Chapter Facility we will have a very nice library. I'm looking forward to our annual picnic at Carol's place in September. I hope that we can also have a potluck at another grass strip somewhere west of Cedar Falls. It seems like we have good turnouts for our monthly meetings during the summer when they are centered around food. That's fine with me and I think we all enjoy the fellowship.

✈ *Fly safely – High or Low* ✈

### **\* Give us your program ideas \***

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

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

## *Secretary's Report*

Keene Petersen (EAA Chapter 227 Secretary)  
[keeneflyer@yahoo.com](mailto:keeneflyer@yahoo.com)

There was a nice turnout for the February 21<sup>st</sup> meeting held at the Chapter meeting room at the airport. A brief meeting was followed by an interesting presentation by Mel Hemann.

We had a number of members vacationing about the country, but still had a decent turnout again for our March 1<sup>st</sup> breakfast at Mallard Point. The March 17<sup>th</sup> meeting was held at the Chapter meeting room. There was a brief business meeting with some discussion on finding a new meeting place. We have a few months before we have to vacate the meeting room at the airport. If anyone has any ideas please pass them along to any of the officers. Following the meeting Charles Graves held an open forum on airplane maintenance. There was a lot of good exchanging of information. ✈

## *Membership Report*

Thanks to all of you who have paid your dues for 2003. If you haven't paid up yet, the dues are \$15 for single and \$20 for family. Ann and I are back home now so you can mail your check to the address below. If you have any questions you can call me at 319-234-2294.

Carl Campbell  
222 Desoto Ave  
Waterloo, Iowa 50701-1113

## Note from the Editor:

We would like to know what you are building and how your project is coming along. Call me at 319-235-7438, email me at [chapter227towertalk@yahoo.com](mailto:chapter227towertalk@yahoo.com) or catch me at a meeting to let me know how things are going. We all like pictures, so any photos you would like to share would be appreciated!

## 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)

*(continued from front page)*

**May 18: Flight Breakfast**

Cherokee, Iowa Municipal Airport  
7:00 am to Noon - pilots & co-pilots free

**May 18: Flight Breakfast**

Ogle County Barnett Field - Mt. Morris, Illinois  
For more information call 815-732-7268

**May 18: Pancake Breakfast**

Brodhead, Wisconsin Airport - 7:30 am to Noon  
Sponsor: EAA Chapter 431

**May 18: Tri-County Airport Flight Breakfast**

Tri-County Airport - Spring Green, Wisconsin  
Pancake served 7:00 am to noon  
For more information call Mark Higgs at 608-583-2600

**May 24: 25th Annual Fly-In Breakfast**

Winfield, Iowa Airport

**May 26-June 2: Aviation History & Education Week**

Dane County Regional Airport - Madison, Wisconsin  
Static display of warbirds & vintage aircraft including appearance of B-17 Memphis Belle & B-25 Mitchell Bomber. Also Prairie Aviation Museum "Ozark Airlines DC-3" airplane rides, helicopter and bi-plane rides and vintage aircraft fly-in and numerous activities. For more information go to <http://www.airshowsofwisconsin.org>

**May 31: 9th Annual Twin Cities RV Forum**

Anoka County Airport - Blaine, Minnesota  
Forums run all day with an evening banquet.  
For more contact Alex Peterson at 612-418-9710 or by email at [forum@petersoninnovation.com](mailto:forum@petersoninnovation.com)

You can also check our website ([www.eaa227.org](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. ➔

## Don't Feel Left Out!

Many of our members now have internet access so we often include links in the newsletter they can go to for more information on an article or about other items that might be of interest. We don't want those of you who don't have computers to feel left out. If you would like additional information on anything you have seen in the newsletter, we would like to help. If you would like us to "look" something up, please feel free to ask Randy or me when you see us or give us a call.

Randy & Penny Dunham

Phone: 319-235-7438

## Sport Pilot Update

FAA's goal is to announce the new sport pilot/light-sport aircraft rule at EAA AirVenture Oshkosh 2003, according to Peggy Gilligan, FAA's Deputy Associate Administrator for Regulation & Certification. She made those comments Thursday, April 3, during the annual "Meet the FAA" session at the Sun 'n Fun EAA Fly-in in Lakeland, Florida.

"It is our very best effort to get it in by Oshkosh," she said. "Administrator Marion Blakey will either announce the rule or have an explanation as to why it isn't announced."

Gilligan mentioned that there were some 4,900 comments on the notice of proposed rulemaking that had to be reviewed, creating "some changes but nothing dramatic. This has resulted in a very large document, and the decisions are being made at the most senior levels." ➔

## Weekend Work Party Volunteers EAA Air Venture 2003

EAA is once again asking our Chapter's assistance at a Weekend Work Party. Work parties begin the weekend of May 3rd and 4th and end on the weekend of July 12th and 13th. Work parties are not scheduled on the Holiday weekends.

The following are needed: metal fabricators, equipment operators, carpenters, grass cutters, painters, general maintenance workers, mechanics, kitchen help, cleaning and gardening assistance. If anyone is interested or would like more information please contact Randy Dunham at 319-235-7438. ➔

## BrainTeaser

*(This month's BrainTeaser provided by Mike Lewis)*

**Who made the largest ever piston type aircraft engine?**

- a. Wright engines
- b. Pratt and Whitney
- c. Lycoming
- d. Continental
- e. Rolls Royce

*(Answer on page 7)*

*(Continued from front page)*

The Grand Canyon was our next destination. After installing the GPS waypoints for the authorized corridors, we were able to fly over the Canyon at 12,000 feet, make a loop in Utah and return through another corridor at 11,000 feet. Words can not describe the ruggedness and the immense size of the Canyon and pictures don't either. After a stop for lunch at Sedona, it was back to the Phoenix area for a few days of sunshine.

Our wives joined us for our next destination, John Wayne/Orange County Airport at Santa Anna, California. While there we visited a nephew of Dave's and his family and were treated to a tour of Camp Pendleton Marine Base where the nephew is stationed. It was very interesting and much different from my days in the Army many years ago. We were able to spend some time on the beach at San Clemente and enjoyed watching a fabulous sunset. The next morning we departed for the island of Santa Catalina. The original plan was to land there and spend the day, but after over flying the island we decided it was too desolate and probably did not offer much. We called Socal Approach and got flight following up the coast near LA International Airport. It was a rare day for LA with good visibility, and we could see a lot of the city.



*Flying the Mooney north along the California coast*

We followed the rugged coast of our beautiful country at about 2000 feet MSL, past Santa Barbara, San Luis Obispo, and all the way to Monterey, California. Along the way we were able to see the Hearst Castle and Big Sur. The surf was very high and frothy all along the coast this particular day. On the way into the Monterey airport we flew over some of the famous golf courses near Carmel - names you probably have heard; Cyprus Point; Pebble Beach; Spyglass Hill. After renting a car, we took a drive down seacoast Highway 1 to Big Sur, toured much of the unique city of Carmel and its beaches and enjoyed a picnic lunch watching the sea lions play on an island not far from shore.

Our next destination was the Napa Valley area and some wine tasting, but we also wanted to see the Golden Gate Bridge and Alcatraz on the way. Again

the controllers were very helpful and we were able to fly relatively close for some pictures. The smog was really thick, so we were disappointed in the pictures. We did not get to fly under the bridge like one can do with a flight simulator, but it was also a magnificent sight to see. Touring the wine country was interesting as well as seeing the only geyser in California. We decided to see more of the coast so drove west to the area called Reyes Point. Although it is not an island we learned that piece of land is moving north about two inches per year even though it is semi-attached to the main land. From there it was south to Muir Woods and the big redwood trees before heading back to Napa.

Our plan was to continue North up the coast to Oregon and Washington, but the weather had turned cold and rainy. Our thoughts were back in Phoenix and warmth so we boarded our trusty Mooney and headed south in and between layers of clouds to Chino, California. After refueling again we were in the air and landed at Falcon Field in Mesa in time for dinner at one of our favorite restaurants, Anzios Landing on the airport.

Dave and Laurie left for a vacation in Mexico and our daughter and family came to visit for a few days. Prior to their leaving Iowa they had arranged to meet with the son of one of their acquaintances at Luke Air Force Base near Phoenix. This twenty-eight year old pilot is an instructor in F-16 fighter planes and had promised the eleven-year-old twin boys a tour and some time in the F-16 simulator. We were all able to walk around the planes on the ramp and look in the cockpits but the highlight was the simulator. I was first to try my skills, the realism was unbelievable with almost 360-degree visibility and the scenery was the actual Phoenix area. I was able to do a couple of rolls at 400 plus miles an hour but lost my bearings on an attempt to do a loop, I don't think I will try that in the Mooney. The boys did surprisingly well, but they grew up on video games. We could have stayed there for a full day but simulator time was limited.

I hope to do more flying in the southwest and will report again if I can find some interesting sights to tell about. We will be in Arizona through March so if any of you are in the area please look us up. We are in the Mesa phone book. This is great flying country. ➔

## **DID YOU KNOW?**

As of March 3, 2003 only ten pilots in Iowa have flown 200 or more Young Eagles. Three of these pilots are from EAA Chapter 227. Not only that, but we have the top two pilots in the state as well as number four. They are Randy Dunham (325), Mike Lewis (293) and Mel Kubicek (260). Five others have flown 100+ missions. They are Bill Ramsey, John Musgrave, Merlin Biretz, Ann Campbell and Don Walker. ➔

## Chicago's Meigs Runway Destroyed

Under cover of darkness in the early morning hours of March 31st, Chicago's Meigs Field was closed after city construction crews carved a series of large, X-shaped portions of concrete out of the runway. After the airport closed, with no notice to the tower and only short notice to the airport-based fire department, a police-escorted caravan of heavy equipment made its way onto runway and started the covert operation.



In December of 2001, Mayor Richard Daley and Governor Ryan had announced an agreement settling the dispute surrounding Meigs Field's fate, agreeing to keep the airport open 24 years, unless the Illinois Legislature enacted a law earlier (after 2006) to allow its closure. A little over a year later, Daley now asserts that there was "no agreement whatsoever." The Mayor said he tore up Meigs Field for public safety's sake and to spare citizens "months and maybe years" of contentious debate. He felt the temporary fight restrictions didn't address the problem that occurs every day as aircraft approach Meigs Field within a few hundred yards and only a few seconds flight time of Chicago's tallest buildings.

Meigs Field is the only downtown public heliport for many local hospitals for transporting critically injured patients. It is home to the Chicago Fire Department helicopter rescue squad, which provides rescue services to high-rise rooftops and marine accidents on Lake Michigan. The control tower is the only air traffic control facility directing traffic in the downtown Chicago area and helping to avoid mid-air collisions over downtown streets and buildings. Meigs has played an important role in Chicago's economy by allowing easy access by visitors to business offices in or adjacent to the downtown area. Today, it is estimated that Meigs Field contributes a minimum of 1,500 jobs and \$57.3 million annually to the local economy.

This abuse of power by an elected official in our country is something that we all need to think about. EAA, along with other aviation organizations, continues to support Meigs Field. If you would like more information go to: <http://www.friendsofmeigs.org> →

## Global Plane Search

Search from over 27,000 aircraft ads on the Internet today

Looking for a plane? Curious about selling prices people are asking for a plane like yours? This website recently contacted us to bring their site to our attention.

GlobalPlaneSearch.com helps you easily find all types of aircraft for sale, lease, or charter worldwide using their unique navigational categories such as Aerobatic, Classic/Vintage, ex-Military, etc. Each category indicates the number of aircraft that meet the criteria, with an index that lists alphabetically all aircraft manufacturers and major models. You can search by category or type in specific year and aircraft. Each ad provides a descriptive preview with all the important details such as year, make/model, price, location that can all be sorted. Click on the description preview to see the actual ad and photos where included. For those of us flying a Cessna 172, there were 884 listings you could browse through on a recent search of their site!

You can go searching at: [www.globalplanesearch.com](http://www.globalplanesearch.com)

## FAA Medical Certification Slowed

Pilots with pending special issuance medical certificates will likely have a longer wait because Operation Iraqi Freedom has cut into FAA Aeromedical headquarters' staff in Oklahoma City. The military has called to active duty two of the five physicians who handle special issuances and other duties for FAA Aerospace Medical Certification. A hiring freeze is compounding the situation.

Delays for initial special issuances will be up to three months. For recertifications and regular reviews, expect up to a two-month delay. The EAA recommends pilots learn exactly what information, records, and/or tests the FAA requires for a particular medical condition. If pilots don't submit all information the FAA needs to evaluate a special issuance medical certificate, it creates a back-and-forth situation that adds more time to the process. The bottom line is to make sure you provide all the information the FAA requires for the condition in question. →

**Are You Aware?** It's amazing, what some people don't know about what we consider important. Take, for instance, the revelation that was brought out recently by radio icon Paul Harvey. He said that, in recent "man on the street" interviews of Canadians, fully five of six adults questioned couldn't name the Canadian space agency's formal name. Its formal name? "The Canadian Space Agency."

# Protect Our Planes

*EAA is once again looking for volunteers to provide a safe environment for visiting aircraft during AirVenture 2003.*

Volunteers must be 14 or older (ages 14-17 are required to have a parent or guardian accompany them) and will be needed Monday, July 28th through Monday, August 4th. Shifts will run from approximately 10:00 AM to 2:00 PM and 2:00 PM to 6:00 PM. Please join us in our efforts. Make it a family or group activity. Not only will you be helping to protect the planes on display but you will also have the opportunity to see various aircraft and if you're lucky talk to the owners of some of the beautiful aircraft on display.

For more information about Protect Our Planes go to: <http://groups.yahoo.com/group/ProtectOurPlanes>. We look forward to seeing you at AirVenture 2003. If you have any questions or need additional information please send an e-mail to: [rn01@northnet.net](mailto:rn01@northnet.net). ➔

## EAA Air Academy Sessions

Our Chapter has helped offset the cost of sending a young person from our area to an EAA Air Academy session in Oshkosh, Wisconsin every year. We have done this by using all the credits our pilots received for any Young Eagle flights they gave from the previous year. Each credit counts as a dollar towards the fee to attend an Academy session.

Young Eagle Pilot Credits for 2002 have been mailed from the Young Eagles Office. Our Coordinator, Ann Campbell should receive the package of all the Young Eagle Pilot Credits for our Chapter's pilots. However, if you have received a credit letter individually please, be sure to contact our Ann Campbell at 319-234-2294 so your credits can be put to use.

If you have someone in mind to receive credits, please let Ann as soon as possible. Also encourage the interested young person to complete their application right away as the Academy does fill up quickly. You can find out what each session offers, when it will be held, how much it will cost and print out an application by going to:

[http://www.eaa.org/education/educate\\_programs.html](http://www.eaa.org/education/educate_programs.html)

You can also contact the Air Academy office directly at 920-426-6820 or by email at [education@eaa.org](mailto:education@eaa.org). ➔

# Free Young Eagle Flights



EAA needs to give 110,000 more young people free airplane flights to reach the goal of one million by December 17, 2003 - the 100th anniversary of the Wright brothers' first powered flight. We have less than nine months to reach this goal. If you have any ideas of how our Chapter can continue to contribute please contact our Young Eagles Coordinator, Ann Campbell, at 319-234-2294 or our President, Randy Dunham, at 319-235-7438. We have quite a few pilots that will give Young Eagle flights not only at the Young Eagles Rally we put on each year, but also throughout the year as the word spreads. For all of us who don't fly - put on your thinking caps. We all can probably think of some kids who would like to fly and parents who would love to find out about something this cool for their kids to do that is free! Just give Ann or Randy a call (or have the parents call) to arrange a flight. Our Chapter has already flown over 2500 kids - let's see how many more we can get in the air by December! ➔

## Homebuilders Forum Site

*By Jake Crause*

*On December 21, 2002, a new website was launched at: [www.homebuilairplanes.com](http://www.homebuilairplanes.com)*

Homebuilairplanes.com is basically a discussion forum centered on homebuilt aircraft and the techniques for building and flying them. I believe that it's a great format for Experimental Aircraft enthusiasts to get together to swap ideas, share stories, post pictures, add links, publish technical data, and simply chit chat about homebuilt aircraft. There is also an area for people to let others know what they need or what they have for sale. This site is in it's infancy at the moment, but I am confident it will grow quickly to become a great resource for the Experimental Aircraft community. Feel free to stop by and register (it's free). If you have any questions you can post them to the forum or send me an email at [admin@homebuilairplanes.com](mailto:admin@homebuilairplanes.com). ➔

## Aviation Days Gone By

**First type certificate issued to an airplane** was in March 1927. A Buhl-Verville J-4 Airster proudly wore approved Type Certificate #1.

**First non-stop global flight** was on March 2, 1949. Boeing B-50A *Lucky Lady II* of the 43rd Bomb Group (Capt James Gallagher, Lt Arthur Neal) flew 23,452 miles with four aerial refuelings, departing Carswell AFB TX, and returning there 94 hours and one minute later. For this the fourteen-man crew became the first USAF recipients of the Mackay Trophy.

**First US pilots in aerial combat** were Air Service Lieutenants Douglas Campbell and Alan Winslow of the 94th Pursuit Squadron. On April 14, 1918, each downed one German plane.

## **New York State Proposes Bill To Prohibit Student Pilots Under 17**

The state of New York has proposed legislation to prevent persons under the age of 17 from piloting an airplane, in an attempt to usurp FAA authority. This legislation is aimed at preventing the kind of incident that occurred in 2001 in Tampa, Florida, in which a 15-year-old committed suicide by crashing a stolen plane into a building. What that 15-year-old in Florida did is already illegal under the existing federal regulations and the passage of a state law will not change or reduce the chance that another 15 or 16 year-old will steal an aircraft.

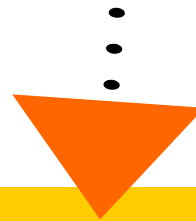
Since that unfortunate incident, the FAA has put in place (and flight schools have incorporated) a set of provisions to reduce the chance that anyone, not just a 15-year-old, can gain unauthorized access to an aircraft. The security of aircraft and pilot training continues to be addressed by federal legislation, the Transportation Security Administration, and FAA.

Numerous new laws, regulations, and policies have been enacted since September 11, 2001 to deal with aircraft security and regulating those eligible to obtain pilot training. Aviation regulation is and should be the federal government's jurisdiction, not local authorities. Let's hope that our state legislators will continue to use some common sense and not resort to any knee-jerk reactions like this one.

*(Contributed by Randy Dunham)*

## **SportAir Workshop**

An RV Assembly workshop will be held in Oshkosh, Wisconsin May 16-18. For detailed information on SportAir Workshops call 800-967-5746 or go to [www.sportair.org/schedule.html](http://www.sportair.org/schedule.html)



### Upcoming FAA Safety Seminars

**April 8:** Postville State Bank - 7:00 pm

**April 15:** Ankeny Regional Airport - 7:00 pm

**April 17:** Fort Dodge Municipal Airport - 7:00 pm

**April 23:** Muscatine - 7:00 pm

**May 7:** Lakeside Casino Resort - Osceola - 7:00 pm

**May 14:** Jetsun Aviation - Sioux City - 7:00 pm

**May 20:** Pella Municipal Airport - 7:00 pm

**May 21:** Davenport Municipal Airport - 7:00 pm

**May 22:** Clinton Municipal Airport - 7:00 pm

**May 27:** Iowa City Municipal Airport - 7:00 pm

For more information call: 800-728-7250 or go to: [http://www2.faa.gov/cen/2\\_ACE200\\_Sem.cfm](http://www2.faa.gov/cen/2_ACE200_Sem.cfm)

### **Brainteaser Answer (from page 3):**

*In 1943, Lycoming unveiled the XR-7755. The 7755 stood for 7755 cubic inches! It was a four row radial of 9 cylinders per row (that's 72 spark plugs). The engine was turbocharged liquid cooled. This monster was ten feet long, five feet in diameter, weighed over 6000 lbs., produced 5000 horsepower and consumed fuel to the tune of 580 gallons per hour. It included some novel features such as overhead cams, two speed gear box to the propeller shaft, and variable cam timing - and you thought the auto industry was using new technology with their variable cam timing! Unfortunately Lycoming's market timing wasn't as good - as jets were just appearing. If you happen to visit the Smithsonian Institution you can see this unique engine. ➔*

## CHAPTER 227 LEADERSHIP CONTACT INFORMATION FOR 2003

<b>President:</b> Randy Dunham	Phone: 319-235-7438	Email: eeachapter227@yahoo.com
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<b>Past President:</b> Dave Hummel	Phone: 319-266-9561	Email: cfihum@cfu.net

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](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



**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!**