

CALENDAR OF EVENTS

Program Director: Krista Nelson

Home: 319-266-1929

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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
For more information go to: <http://www.flightfest.org>

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

JUNE 8-9: QUAD CITY AIRSHOW

Davenport, Iowa

For more information go to: <http://quadcityairshow.com>

JUNE 9-12: SUMMER CAMP FOR YOUTH

Madrid, Iowa

Visit: <http://www.extension.iastate.edu/4hcenter>

JUNE 15-16: DEKE SLAYTON AIRFEST

Municipal Airport, La Crosse, Wisconsin

For more information go to: <http://www.airfest.com>

JUNE 20: CHAPTER 227 MONTHLY MEETING

Tom Barter's home - Kesley, Iowa - 6:00 pm

See page 7 for details.

JUNE 21: BALLOONS IN JUNE

Departure from Clinton, Iowa Airport at 5:30 am

Pancake Breakfast to follow

(Continued on page 7)

THE 1903 WRIGHT PEDAL FLYER

By Marv Hoppenworth



Pedal Plane Designer Marv Hoppenworth with his Wright Flyer

About July 15, 2001, Judy Rice, coordinator for the Kid Venture program at the Oshkosh EAA Museum called and asked, "Would you build six Pedal Wright Flyers for next year's Kid Venture as a build up for the celebration of the Centennial (100 years) of Flight in 2003?" "No way!" was my first answer. How do you take the world's flimsiest airplane and turn it into a kids 'Bumper Car'?

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President's Notes

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

The FAA required the Waterloo Airport to come up with a "wildlife hazard management plan" by April 30th. The FAA is requiring the plan after the USDA conducted a "wildlife assessment" at the airport. A recent newspaper article detailed the situation. I have had a few close calls myself and I am sure that many of you have also. I have had close encounters with deer, geese and jackrabbits. Hopefully the plan will actually do some good. If leveling out airport property and filling in areas of standing water and planting different species of grass will not do the trick, more drastic measures will need to be taken - like capturing or killing the beasts. It is a serious and potentially dangerous matter and I'm glad to see that something is being done.

Ann and Carl Campbell and I had the pleasure of meeting with Bradley Hagen, the new Waterloo Regional Airport Director on May 2nd. Brad is an Iowa native and brings 18 years of airport operations experience to Waterloo. He is also a pilot but does not currently have an airplane.

We discussed EAA and our Chapter and the Young Eagles Program. We offered to help him in any way possible to promote the airport. Ann is working on the details of our annual Young Eagles Rally scheduled for August 31st and she filled him in on that. We will be meeting with him again after a detailed plan and schedule is in place for the event.

He has been given a standing invitation to attend any of our functions, if his schedule permits. I look forward to working with Brad in the months and years ahead, and enjoyed our visit.

The sun is setting later each day and there is more time to fly - Hope to see you in the air. ➔

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

We had thirty-eight people present at our monthly Saturday breakfast on April 6th at Wader's. A vote was held to accept Chanel Guyton as a junior member in our Chapter and was passed.

The regular business meeting on April 18th came to order with severe weather passing through the area. Twelve members were present. Following the business part of the meeting a brainstorming session was held on ways to promote our upcoming Young Eagles Rally. We also discussed fly-outs, future program ideas and the pros and cons of a chapter hanger. ➔

Young Eagles Report

Ann Campbell (EAA Chapter 227 YE Coordinator)
annam39c@aol.com

Weather hasn't been the best for flying lately so not much Young Eagles activity has been going on. Randy Dunham flew three children from the Chicago area that were here visiting their grandfather. Haven't heard any other reports from anyone else. We are planning on trying to fly some children after our June 1st breakfast. If you would like to fly some kids then, let me know so we can get them lined up.

Our annual Young Eagles Day will be Saturday, August 31st, with a rain date on Sunday if needed. We will need volunteers to help with preparations and on the day of the event. It's a fun family day and we welcome help from any family member who would like to be involved. To find out more about the event and how you can help, contact me at: 319-234-2294 or at the above email address. ➔

A LOCAL CFII SAYS a check ride ought to be like a skirt - short enough to be interesting but still long enough to cover everything. ➔

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

"Biggest lies about aircraft piston engines"

From the Cessna Pilots Association magazine (March 1998)

Lie #4: If you can't fly regularly, at least be sure to turn over the prop by hand every week or two to redistribute the oil.

Now there's a really dumb idea! I wonder who first came up with it? Engines that don't fly regularly are vulnerable to rust because the oil film that protects their steel parts from corrosion begins to strip off after a week or two. Gravity is the culprit -- oil flows from top to bottom -- and so the areas at greatest risk are the tops of cylinder bores, the tops of cam lobes, and so forth.

Now suppose you turn over the prop by hand. Does this "redistribute the oil?" Sure it does! It scrapes oil off the top of the cylinders and accelerates its flow downhill. The same is true of cam lobes and lifters.

Now I realize full well that at least one of the engine manufacturers recommends turning over the prop by hand periodically in its "flyable storage" recommendations. I still maintain, however, that the only way to replenish the protective oil film is to fling large quantities of oil around the innards of your engine with great vigor. And the only way to do that is to run the engine at high RPM...preferably by flying the airplane attached to it. Turning over the prop by hand just won't cut it.

(Chapter 227 pilots and mechanics - Give us some feed back.) →

(Continued from front page)

I did give it some thought. (That takes place between 5:00 and 7:00 A.M.) The picture shows the result. We took the prototype to Oshkosh in December, complete with our four year-old granddaughter, Marisa as test pilot. They were more than happy. We delivered three in March. Two were taken to Sun-N-Fun and were well received. We have just finished the second batch of three and will deliver them shortly.



Pedal Pilot Marisa test flying the Wright Flyer

There will be no plans or kits for this model because by 2004 it will be as out of date as last year's telephone book. They were fun to do but were labor intensive. →

Special Request

A passenger piled his cases on the scale at an airline counter in New York and said to the clerk,

"I'm flying to Los Angeles. I want the square case to go to Denver and the two round ones to go to Seattle."

"I'm sorry, sir, but we can't do that."

"Why not? You did it last time!"

Aviation Links

Aero-News Network online aviation news magazine

<http://www.aero-news.net>

Iowa State University Science, Engineering & Technology Education for Youth (E-SET)

<http://www.extension.iastate.edu/e-set>

Learning Technologies Project - Beginner's Guide to Aerodynamics

<http://www.lerc.nasa.gov/www/k-12/airplane/bga.html>

Randy Wilson's Aviation History Site

<http://rwebs.net/avhistory>

BrainTeaser

What is the meaning of PARROT?

- Precision Approach Radar Reflecting One Target
- Precision Approach Radar Requiring One Transmitter
- Pacific Area Radar Required On Top
- Transponder
- All of the above

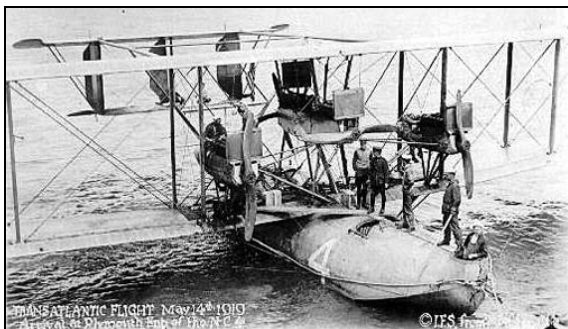
Answer on page 7

Aviation Products, Inc., owned by Marv and Cathy Hoppenworth, has designed pedal toy planes that you can build by following detailed, comprehensive instructions using full size patterns and illustrated sketches. You can visit their website at:

<http://showcase.netins.net/web/pedalplane>

First Successful Transatlantic Flight

In May of 1919, the Navy's NC-4 and a crew of six made the first successful transatlantic flight. Humans had only taken wing in airplanes less than 20 years before, and Lindbergh's Paris flight was still eight years away.



Arrival of NC-4 at Plymouth Hub on May 14, 1919

Near the end of World War I, the Navy requested an aircraft that would be able to cross the Atlantic under its own power and go directly into action against the German U-boat menace. Four large flying boats were designed and constructed as NC-1, NC-2, NC-3, and NC-4 under a joint venture of the Curtiss Company and the Navy. NC-2 was damaged and was salvaged for spare parts.

On May 8, 1919, NC-1, NC-3, and NC-4 took off from Naval Air Station Rockaway in Long Island, New York, with Trepassey, Newfoundland, the intermediate stop prior to their attempt at the Atlantic. After delays from NC-4's engine trouble near Cape Cod and bad weather at Trepassey, all three aircraft finally departed on the long flight across on May 16. The aircraft flew at 90 mph, with the crews exposed to the elements in open, unheated cockpits. A scheduled stop for fuel in the Azores required more than 17 hours to reach - elapsed flying time for the entire crossing would add up to more than 26 hours.

The NC-1 and NC-3 ended their flights when problems caused them to land short of the Azores and they were unable to take off again. The NC-4, after numerous delays, finally made Lisbon, Portugal, on May 27, becoming the first aircraft to cross the Atlantic. Its place in history and the crews were soon forgotten as America looked to peace and prosperity after the war. It took Congress more than 10 years to award the special medals which were authorized for the NC crews. Four presidential elections passed before the men stood at their White House ceremony! →

Source: "The First Successful Transatlantic Flight By the US Navy's NC-4 Flying Boat" by John R. Bayer

Warbirds Appear to Be Safe in 2003

April 25, 2002 - EAA and affiliate organization Warbirds of America are pleased to learn that demilitarization language does not appear in US Defense Secretary Donald Rumsfeld's recently submitted views and estimates for fiscal 2003.

Over the past several years, EAA and Warbirds have led strong opposition to proposed legislation that could have required the destruction of surplus military articles now in civilian ownership, including vintage warbird aircraft. Although both the House and Senate Armed Services Committees could conceivably include some demilitarization language in their 2003 authorization bills, the DoD does not appear to want to revisit the issue, at least not in the upcoming fiscal year.

Congressman Gary Miller (R-CA), whose constituency includes the Planes of Fame Museum in Chino, California, called it great news. "The thought of destroying those beautiful planes and everything they represent is unpatriotic," he said. "These items are historic artifacts and should be protected." →

Project Updates



Doug Mattson's Zodiac 601 fuselage

Doug Mattson sent along this photo showing the progress on the fuselage of his Zodiac 601.

Don't forget the regular meeting this month will be May 16th (7:00 pm) at Warren Brecheisen's home where we will get to see the work he has been doing on his RV-6.

SOME USEFUL USELESS INFORMATION

By the Chapter Statistic Person

FAA reports that on December 31, 2001 they do not know how many flight instructors there are but they do know that 6.4% of them are female. Go figure!?? →

A Note From Preston Brandt

We received a note from member Preston Brandt who has relocated to Illinois. Preston writes:

I have moved out of the Waterloo area and have decided to join an EAA chapter closer to me. I will be relocating to Chapter 22 in Rockford, Illinois, which is based at the airport I currently fly out of. Thank-you for all of your work in making Chapter 227 such a great club. I have always regretted not being around more to get more involved, but have been out of the area more than normal. I'm sure I'll see some of you again at fly-ins, airshows, etc. Thanks again for everything and I'll visit when I can.

Preston's new address is: 1643 N Alpine Rd
Suite 104, PMB 137
Rockford, IL 61107

Fort Dodge Chili Lunch

By Mike Lewis

It was a beautiful flying day on Saturday April 13. The annual Fort Dodge Chili lunch was attended by a couple of Chapter 227 members. (The president was excused for work, but where were the rest of you?!). There was a very thin scattered layer at about 3500 so we went up to 4500 where it was clear as a bell and the air was like glass!

Warren and I were going through some of the usual chatter on 122.75 when we heard some talk that sounded like some of the Cedar Rapids chapter. I asked if this was the Cedar Rapids EZ group. "Sure enough. Where you heading?" "Fort Dodge". "Us too, see you there." We arrived just minutes before the CR group – two EZs and an RV-6 piloted by Terry Sherman, Ron White and Tom Olson. We had a great chili lunch and some hangar flying with the CR group. That EZ of Ron's is certainly no hangar queen. He's got over 2300 hours on it!!

As we were about ready to leave, I saw what I thought was an amazing sight. Ron and his wife were in their Long EZ with its chin on the ground, engine running. How's he going to get the nose up I thought? Be darned if Ron didn't have a neat little electric gear retraction system that had the power to extend the gear and lift the nose up while the bird was loaded!

By the time we left the scattered layer had dissipated so we went home at 3500 and again it was smooth as glass. It was a great flight.

Sunday's flight wasn't quite as good (Any flying is good – just some is better than others!). Three of us started out for Dubuque. Thirty miles out and DBQ went down to IFR so the 180 maneuver was executed and we had a nice breakfast at the Village Inn. ➔

THE REST OF THE STORY

By Marvin V. Hoppenworth



Since I wrote the story about the Littlest Warbird (my old Piper J3-65, alias L4H), there has been more information come to the surface. A gentleman by the name of Bill Stratton in San Antonio, Texas, head of the Liaison Pilots Association, told me of a man in England named Collin M. Smith who has tracked all these Piper airplanes in Europe and their current history. This man sends back a note saying that in July 1944 it was assigned to Army ground forces and it was initially in Italy. It moved northward during the war and ended up in the Belgium/Netherlands/France area before being returned to the USA Air Force.

We researched the biography of General Vernon Sandrock, the man I bought the airplane from, and found he went through the Aviation Cadet program and graduated in March 1945. Lieutenant Sandrock spent a brief tour of duty in Germany and I assume he was the pilot during the end of the war. Sometime thereafter he brought the airplane back to the United States. He must have damaged it and stored it in his father's barn. That is where I got involved when we opened those barn doors in September of 1948. ➔

Editors Note: Marv's story "The Littlest Warbird Comes Full Circle" was published in the March 2002 chapter newsletter. It can also be found in the Newsletter section on our website at www.eaa227.org.

Young Eagles Scorecard

EAA has developed a Young Eagles Scorecard, which uses a "Young Eagle Quotient". It is determined by dividing the number of Young Eagles flown, since the inception of the program, by the number of Young Eagle pilots in each state. This number is a measurement to indicate program performance.

Our Chapter Young eagles Quotient now stands at 54.05. The state of Iowa has a quotient of 27.65 and the national average is about 25.90. Forty pilots from Chapter 227 have flown 2162 Young Eagles to date. That equates to more than 54 Young Eagles per pilot.

If the rest of the world had done as well as Chapter 227, 1,621,500 Young Eagles would already have been flown. Every member of this Chapter that has participated in any way deserves a pat on the back and a BIG THANK-YOU. ➔

Ellen Church 1904-1965

*First Airline Stewardess
In The Country*



Ellen Church was born September 22, 1904, on a farm near Cresco, Iowa. As a young nurse in San Francisco, she approached officials of Boeing Air Transport (a parent company of United) and proposed hiring nurses to serve passengers. Her idea was accepted, and she was hired as the chief stewardess becoming the first airline stewardess in the country. She hired seven more nurses and helped design their uniforms. The women began flying between Chicago and San Francisco on May 15, 1930.

In December 1942, she took to the air as a captain in the Army Nurse Corps, Air Evacuation Service. She was presented with the Air Medal for distinguished work in North Africa, Sicily, England and France.

Ellen married Leonard B. Marshall Sr. in 1964. She was a nursing director at Union Hospital in Terre Haute, Indiana and later a hospital administrator. After retirement, she took up horseback riding and died from a riding accident in 1965.

The airport in Cresco is name Ellen Church Field in her honor. An annual flight breakfast will be held at the field on Sunday, August 4th, from 7 am to noon. You can find a little more information about Ellen Church at Cresco, Iowa's website:

<http://www.crescoia.com/ellenchurch.html>

Thanks from the Newsletter Editor

Penny Dunham (chapter227towertalk@yahoo.com)

Due to unexpected long hours at work last month, the April newsletter was put together more hurriedly than I liked. I discovered afterwards that I was quite remiss in properly crediting those of you who contributed. So thanks to Warren Brecheisen, Tom Barter, John Peacock, Ann and Carl Campbell, Mark Hissey, Krista Nelson, and Scott Christensen for the ideas, items and photos they shared. Also extra thanks to our President (and my husband), Randy Dunham, for all his help in putting the issue together.

I greatly appreciate the support all of you have given to the newsletter – hope you'll keep it up! ➔

UNLISTED NUMBERS

Most of us are very familiar with the airspeed numbers marked on our airspeed indicators, stall speed, flap operating speeds, maximum structural cruising speed and the never exceed speed. Although not marked many of us have memorized other important speeds such as maximum speed for gear retraction, best rate of climb and best angle of climb for our particular aircraft. In addition I am suggesting you to consider three other speeds that could be of value to you some day. These remain unlisted because they are often a range of weight dependent airspeeds and not just one number.

Maximum Range Speed, this is the speed at which you will get the most miles per gallon and could be of value should you find you have encountered more headwind than you calculated and the fuel gauges are showing less fuel than you like. You know from your fuel burn and beginning fuel quantity you should have enough to make your destination but the fuel gauges give you an uneasy feeling. This would be a time you might want to use the most efficient speed instead of continuing on at cruise speed. Paradoxically airplanes go farther the slower you fly them, up to a point. If you review the range profiles in your POH you will see how much farther you can go at 55 or 45 per cent power. Use your fuel flow indicator if you have one. Also keep in mind there is a most efficient altitude, usually about two-thirds of the service ceiling and don't forget proper leaning procedures. As a general ballpark figure you will find the maximum range speed to be a few knots faster than the best rate of climb.

Maximum endurance airspeed, this is the speed where you will be burning the least amount of fuel per unit of time. This could be handy if you wanted to wait for the moon to rise on a clear but dark night or perhaps for a ground fog to burn off a bit more before you shoot that approach or a second approach. This speed is usually a few knots below best angle of climb and will be about half way between stall speed and best angle. You will want to watch engine cooling at this speed if you fly it for an extended time.

Minimum sink speed is just above stall and all of us are familiar with it in the flare to landing. You might use this one if your engine quits and you already have the field or airport made, especially if it is a soft or very rough field. Remember though if you are maneuvering around some obstacle you see at the last moment your stall speed increases with any angle of bank that has been added and the minimum sink rate speed will also be increased. Also keep in mind at these slow speeds you have precious little protection against wind shear and may not get much of a flare.

As stated earlier, these speeds are ballpark and are weight dependent, affected by center of gravity and density altitude so consult your POH for specific information. ➔

Contributed by Mel Kubicek (material from Jeff Pardo)

Aviation Days Gone By

May Aviation Firsts:

Passenger flight - On May 14, 1908, Wilbur Wright took along Charles Furnas, an employee, in a check flight for delivery of a government airplane. Of interest is that the Wright brothers would not fly together for two years, on May 25, 1910.

Military flight school - On May 20, 1911, the Army established its pilot training school at College Park, Maryland, and bids were taken for hangars.

Solo blind flight - On May 9, 1932, USAAC Captain A. F. Hegenberger, flew solely on instruments without a check pilot aboard, at Dayton, Ohio.

Aviation History in Iowa

U.S. Airmail - In May 1920 the first regular consignment of U.S. airmail reached Iowa City, Iowa. The package contained a motion picture destined for Maquoketa, Iowa. Iowa City became a stop on the second leg (Chicago-to-Omaha) of the east-west transcontinental air route. →

Calendar of Events

(continued from front page)

June 22-23: Ultralight/Light Plane Fly-In Jamboree
Tomah, Wisconsin - all day
Displays - overnight camping available
Lunch Saturday noon & evening
Pancake breakfast Sunday morning

June 23: Omelet Flight Breakfast
Oskaloosa, Iowa - 7:00am to 11:00 am

June 26: Safety Seminar
Municipal Airport - 7:00 pm
Red Oak, Iowa

June 30: Flight Breakfast/Classic Car Show
Eagle Grove, Iowa - 7:00 am to Noon

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.

UPCOMING EVENTS

Blowout at Byrnes & Hot Air Balloon Rally

As part of the My Waterloo Days Celebration, a hot air balloon ascension is scheduled for 6:30 am on June 1st. Then beginning at 1:00 p.m. the Blowout @ Byrnes & Hot Air Balloon Rally will take place lasting until 10:00 pm including free live music. Twenty-five balloonists are scheduled to take part in a mass ascension at approximately 7:30 pm. →

Chapter 227 Monthly Meeting

Our regular monthly meeting in June will be held on the 20th (Thursday) at Tom Barter's house in Kesley, Iowa. Since this is a bit of a drive from where many of us live, the meeting will start at 6:00. We've also decided to have a picnic potluck so all of you who are working won't have to worry having time to grab a bite to eat before the meeting.

The Chapter will provide a maidrite-type sandwich, pop and the tableware. We ask that everyone bring some type of finger food (chips, crackers, cheese, veggies, cookies, etc.). Following the meal, we will get to view Tom's progress on his Avid.

Anyone who would like to carpool or needs a ride can contact Ann Campbell or Krista Nelson who have volunteered to coordinate transportation. You can also contact them if you have any questions.

Phone: 319-266-1929 Email: knelson22@hotmail.com
Phone: 319-234-2294 Email: annam39c@aol.com

Grout Museum - 503 South Street, Waterloo, Iowa
Two exhibits are currently on display at the museum, which you might find interesting. The **December 7, 1941** exhibit remembers Pearl Harbor and was created by the youth volunteer group, Inquiring Minds.

Remembering Those Who Served is a memorial to those who served our country, from the Civil War through present time. On display will be a Civil War Battle Flag, the Five Sullivan Brothers Gold Star Flag, other artifacts such as uniforms, weapons and photographs. Visit the Grout museum website at: <http://www.groutmuseumdistrict.org> →

Brainteaser Answer (from page 3):

d. PARROT is also short for position adjustable range reference orientation transponder, according to FAA Order 7340.1U, which contains information on acronyms and contractions for air traffic control, communications, weather, charting and associated aviation-communication services. →

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!