

## Upcoming Area Events

### May 16: Chapter 227 Potluck Picnic

John Peacock's Hangar 17 - 5:30 pm  
John's hangar is on the west side of the Waterloo airport (see page 7 for details about the picnic)

### 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>

### 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  
Pancakes 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 "Ozark Airlines DC-3" airplane rides, helicopter and bi-plane rides, 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  
For more contact Alex Peterson at 612-418-9710 or by email at [forum@petersoninnovation.com](mailto:forum@petersoninnovation.com)

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## Ready to Fly!

Everyone knows the feeling of not having enough hours in the day to do all the things you want to get done. This is especially true if you are trying to find the time to build an airplane. John Peacock of Cedar Falls started his Mustang II project in January of 1988. He has been steadily working away at it and has just reached one of the big milestones.



John Peacock and his Mustang II

John is ready to have his Mustang II inspected and signed off. He has also sent the paperwork in and - in John's words - "now the wait".

Documenting each stage of the project is, of course, a required part of the construction process. John has provided us with some specs and also included links to

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## President's Notes

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

Many EAA members also belong to AOPA and are well aware of the efforts they put forth for our interests. I would venture to say that without the hard work of both EAA and AOPA after the September 11<sup>th</sup> tragedy we would still be grounded or more severely limited in our flying than we are now. I have noticed a lot more joint efforts by the two organizations lately and that is good to see. Last week AOPA President Phil Boyer sent a letter to Governor Tom Vilsack, urging support for the "Rebuild Iowa Infrastructure Fund."

The bill (Senate File 452) would provide \$2.18 million for both commercial and general aviation airport development, a maintenance program for runway marking, a windsock program, and maintenance for the state's aviation weather observations system.

AOPA has been increasingly concerned that aviation funding shortfalls in Iowa will make it difficult to fund airport maintenance programs in the state. Boyer reminded the governor that the \$834-million economic impact that aviation provides annually is critical to the state's economic well being. "Your support of the aviation industry, which is so vital to your state, can be demonstrated by ensuring the aviation funding measures of Senate File 452 are approved," he said in the letter.

John Nocero has been appointed the chairman of a "Chapter Facility" committee. John needs some members to work with him and he will be contacting some of you in the near future. John has some good experience and ideas from his former chapter. They were able to work together and now have a very nice chapter hanger. This is project that many of you have previously expressed interest in. It will not be easy, but it can be done.

I hope to see some of you in the air this month...

✈ *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)

The monthly meeting was held on April 18<sup>th</sup> at the Waterloo Regional Airport. Airport Director Brad Hagen talked to the near capacity crowd about the airport improvements and spoke about the positive direction things are going with the current directors. Brad answered many questions and was willing to address some of the ones that interest us most – hanger maintenance and the very encouraging possibility of building new hangers. Shirley Nelson and Ann Campbell from the "Derelict Hanger Committee" pointed out some things that he was apparently unaware of and a good dialogue has been opened up.

During the business meeting a motion was passed to purchase meat, buns and condiments for the May potluck meeting. John Nocero was appointed to chair a committee to explore the possibility of obtaining or building or creating a chapter facility. ✈

## Chapter 227 Member Directory

The member directory has been updated and a copy sent to all who have provided us with email addresses. If you do have an email address and we don't have it yet, send us an email, so we can add you to our mailing list. A copy was included in this newsletter for those of you who don't have email available. If we've missed anyone and you need a copy, please let us know. You can contact Penny Dunham with additions or corrections. ✈

## 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)

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photos on his website. You can view photographs of John's work-in-progress by going to his website at:

<http://pages.cfu.net/~peacock/mustang.htm>.

The engine in John's plane is a Lycoming O-290 D2. Equipment includes: Emergency Locator Transmitter (ELT) rear side luggage, fire extinguisher, battery on fire wall, fuel gauge, key switch, oil temperature gauge, oil pressure gauge, CHT/EGT monitors, air speed, Microair 760 radio, electric turn coordinator, altimeter, attitude gyro, directional gyro, compass, voltmeter, 16 inch prop spinner, engine tachometer, vacuum meter, G-meter, Microair T2000SFL transponder, Ameri-King AK350 Encoder Altimeter, clock, and Brightstar strobes.



*John's Mustang II instrument panel*

John's Mustang II uses a "wet wing" design. A "wet wing" is an aircraft wing that doubles as a fuel tank. The fuel is held between the front spar and the skin of the leading edge of the wing. Rivets cannot be installed on the wet wing with clearance holes, making it more difficult to buck the rivets as they're going through the skin to the ribs. Photographs showing the process of installing the ribs into the leading edge skin prior to attaching the rib/skin combination onto the front spar can be found on John's website by going to:

<http://pages.cfu.net/~peacock/wetwing.htm>

Another important part of the process is calculating the weight and balance. John sent along a copy of the weight and balance sheet, which you can view at:

<http://eaachapter227.tripod.com/Members/balance.pdf>

Our Chapter meeting on May 16<sup>th</sup> is being held at John's hangar. It is at 5:30 pm and will start with a potluck picnic (see page 7 for more details). Our picnics are always a lot of fun and this one will give us a chance to check out all the work John has put into his Mustang II. We look forward to seeing John in the air soon. We also hope we will be able to see projects from some of our other builders this summer. →

## NEARLY 900,000 YOUNG EAGLES FLOWN

Volunteer EAA Young Eagles pilots gave 5,601 children airplane rides during the month of April, keeping the program squarely on target to provide the thrill of flight to 1 million kids by December 17, 2003. April's final count brought the year-to-date total to 18,640, or 19 percent ahead of last year's record pace as we enter the prime flying season of spring, summer and fall.

More than 33,000 EAA member pilots have volunteered their time and resources to benefit the program, as have countless tens of thousands more EAA members on the ground. "We're right on target for where we want to be right now," said Young Eagles Director Steve Buss. "This summer is the key for us. We'd like everyone to look at their efforts from last year and try to increase that by 15 to 20 percent, which would put us in very good shape to reach our December 17 goal."

"We are all pushing hard to reach our goal, but we must always remember the number one objective is to make sure we continue to operate safely, on the ground and in the air. Let's enjoy the stretch run and have fun creating a new generation of aviation enthusiasts!" Chapter 227 will be doing its part by holding its annual Young Eagle's rally in late August. Ann Campbell will once again be looking for volunteers to help make this our best ever Young Eagle's event.

### *"Warriors in the Sky"*

Iowa artist John "Lefty" Wilson will be presenting his paintings through June 1<sup>st</sup> at the Grout Museum in Waterloo. Also on exhibit is "Remembering Those Who Served" – a memorial to those who have served our country. Admission to the Museum is \$4.50 for adults.

Museum hours are: Sunday: 1:00 - 4:30 pm  
Tuesday - Saturday: 10:00 am - 4:30 pm

## Brain Teaser

Formed on April 20, 1916, what was the first unit that American pilots served in during WWI?

- Escadrille Amis
- Escadrille Lafayette
- Escadrille Americaine
- Escadrille Jacques
- Escadrille Picard

(Answer on page 7)

## FUELING SAFETY TIPS FROM THE EAA

The possibility of static discharge when using portable fuel containers is well known, and has been documented in both aviation and automotive publications. Persons using portable fuel containers should always take precautions to reduce if not eliminate the possibility of static spark. The following are some suggestions that will help reduce the hazard.

Always place fuel containers on the ground when filling them at the pump. NEVER fill the containers while they are in your car trunk or truck bed! Also, always keep the fuel nozzle in contact with the container while fuel is flowing, and for a couple of seconds after the fuel flow is stopped. This will minimize the static electricity buildup and offer a path to drain the static charge away; either to the ground or through the fuel pump hose (which is grounded to protect against static buildup).

When transferring the fuel from the portable container into your airplane the very best practice is to ground both the can and the vehicle/implement. If you have a metal portable container, this is not difficult to do. If you have a plastic container, grounding is a bit more difficult, but a minor modification of the container will help.

To properly ground the plastic fuel can, you'll need to add a conductor of some sort. One way to do this is to get a length of "grounding strap" (a flat, woven metal strap) from the local auto parts store. This length of grounding strap must be long enough to run down the inside of the can from the filler neck to the bottom, and then all the way along the length of the bottom of the can (inside the can). You'll also need a brass screw, a couple of large diameter washers and an appropriate nut. The screw should be long enough to pass through the can, the grounding strap, the two washers and the nut and still have enough length left to clip a ground wire to it.

Drill a hole in the can, just below the filler neck opening. This hole should be JUST big enough to get the brass screw through, and should be in a location where you can touch it by reaching down through the filler neck with your fingers. Also, drill a hole in the grounding strap for the screw to pass through. Feed the grounding strap down through the filler neck so that it runs down from the filler neck and across the bottom of the can. Then put a large diameter washer on the screw, pass the screw through the grounding strap and then through the hole you made in the can.

You'll need some kind of fuel-proof sealer to put around the screw where it passes through the plastic can. Put some sealer on the screw where it comes out of the can, then put another large diameter washer on and secure with the nut. Now you've provided a path

for the static to get from the can to the aircraft, through the screw and a short "jumper" wire that you'll clip to the screw and to the filler neck of the aircraft. Of course, this will only work properly if you then ground the aircraft itself to a good ground source. A well pipe or a copper rod driven into the ground will work well for this, so you'll have to make a ground wire to go from the chosen grounding source to the aircraft itself. Even better, you can also run a ground wire from the grounding source to your fuel can. That way, the static electricity will have multiple paths to use to get to ground.

If there's no method available for grounding the fuel container, at least always be sure to keep the outlet nozzle of the container in contact with the fuel filler neck on the vehicle/implement at all times while fuel is flowing. Also, whenever possible, keep the end of the nozzle below the level of the fuel in the tank being filled. All this will help minimize static buildup. →

## New Approach to Fuel Samples

Many state laws prohibit dumping on the ground any fuel sumped from aircraft tanks. When you take a sample of fuel, you typically drain 6 to 12 ounces (cumulative) into the fuel tester from the drain ports on a given aircraft. This amounts to roughly 3 million gallons of fuel poured and wasted onto airport property in the United States each year, according to Aviation Specialties, manufacturer of the gasoline analysis test separator (GATS) jar, which was developed in consultation with Embry-Riddle Aeronautical University.



*GATS jar fuel tester*

So what do you do with the sumped fuel if you don't dump it? Few pilots want to risk contaminating the fuel still in the tank. The GATS jar solves this dilemma by allowing for the separation of contaminants (including water) from the fuel before dumping it back into an aircraft tank. The 12-ounce GATS jar is roughly the shape and size of a soda can. It works like this: The fuel sample drains into the clear reservoir for viewing. A separator screen over the top of the reservoir is made of a material that, when coated with petroleum-based fuels, creates a barrier that blocks water but still allows fuel to flow through it. The cost is \$16.50 and is available from Sportys and other pilot shops. →

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### **June 1: Flight Breakfast**

Audubon County Airport - Audubon, Iowa  
6:30 to 10:30 am - Free breakfast to all fly-ins

### **June 1: Pancake Breakfast**

Reedsburg, Wisconsin Municipal Airport  
7:00 am to Noon - For more info contact Don Hull at  
608-524-6888 or by email at [donhull@mwt.net](mailto:donhull@mwt.net)

### **June 1: Pancake Breakfast**

Mercer County Airport, Aledo, Illinois  
For more information call 309-582-5445

### **June 1: Fly-In/Drive-In Breakfast**

Dekalb Taylor Airport - Dekalb, Illinois  
For more information call 815-748-2020

### **June 6-8: Quad City Airshow**

Davenport, Iowa Municipal Airport  
For more information go to [www.quadcityairshow.com](http://www.quadcityairshow.com)

### **June 8: Flight Breakfast**

Algona, Iowa Airport - 7:00 am to Noon  
For more information call 515-332-4012

### **June 8: Flight Breakfast**

Denison, Iowa - 7:00 am to Noon  
Free to all Fly-Ins

### **June 8: Flight Breakfast**

Washington Municipal Airport - Washington, Iowa  
7:00 to 11:00 am - Displays & airplane rides  
For more information call 319-653-5507

### **June 8: Fly-In/Drive-In Pancake Breakfast**

Whiteside County Airport - Rock Falls, Illinois  
For more information call Mike Dowell at 815-622-3591

### **June 8: Flight Breakfast**

Albert Lea Airport, Minnesota - 7 am to 12:30 pm  
FREE breakfast to pilots of all incoming aircraft  
For more info call Gene Thompson at 507-863-2370.

### **June 8: Wisconsin Aviation Open House & Airshow**

Watertown, Wisconsin Municipal Airport  
7:00 am to 5:00 pm. Pancake breakfast, food stand  
with brats, burgers, hotdogs plus refreshments. Static  
displays of homebuilt, warbirds, military aircraft and  
aerobatic airshow in the afternoon. For more info call  
920-261-4567 or send email to:  
[steve.mucherheide@wisconsinaviation.com](mailto:steve.mucherheide@wisconsinaviation.com) or  
[jim.schumacher@wisconsinaviation.com](mailto:jim.schumacher@wisconsinaviation.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. ➔

## **Free Safety Advisors Help Pilots**

The AOPA Aviation Safety Foundation free Safety Advisors publications offer GA pilots information on a variety of topics. The following Safety Advisors can be viewed (and/or downloaded) for free by going to:

<http://www.aopa.org/asf/publications/advisors.cfm>

- ASOS
- Aircraft Icing
- Airspace for Everyone
- Collision Avoidance
- Fuel Awareness
- GPS Technology
- Instructor's Guide to the Pre-Solo Written Test, Operations at Nontowered Airports
- Operations at Towered Airports
- PCATD
- Pilot's Guide to the Flight Review
- Propeller Safety
- Say Intentions... When You Need ATC's Help
- Single-Pilot IFR
- Spatial Disorientation
- Updates to The Pilot's Companion and The Flight Instructor's Pocket Guide to Airman Certification
- Ups and Downs of Takeoffs and Landings
- Volunteer Pilots: Recommendations for Enhanced Safety
- Weather Strategies
- Weather Tactics

You can order Safety Advisors online on a single-copy basis. A suggested tax-deductible \$1.00 donation for each Safety Advisor ordered is greatly appreciated but not required. You may also call 800-638-3101 to order.

Chartered in 1950, the AOPA Air Safety Foundation is the nation's largest 501(c)3 organization dedicated exclusively to providing aviation education and safety programs for general aviation. The mission of the Foundation is to save lives and promote General Aviation Safety. ➔

## **FLY-IN SEASON BEGINS**

Mike Lewis, Warren Brechheisen, Carl Campbell and Randy Dunham represented Chapter 227 at the April 13<sup>th</sup> fly-in breakfast sponsored by the University of Dubuque Flight Team. The breakfast was exceptionally good with scrambled eggs, sausage patties, pancakes with maple syrup, and a real treat - a fresh fruit cup with grapes, strawberries, and cantaloupe. The turnout was quite heavy and luckily, we avoided the long line by getting there early. The flying conditions were good and all pilots were happy to report that they were able to actually find the airport with astonishing ease. ➔

## Our Illinois Jaunt

By Randy Dunham

In January, Penny and I attended an EAA Chapter Leadership Workshop at the Packer Engineering Hangar located at Clow International Airport in Bolingbrook, Illinois. The airport is very active and has a nice restaurant on the field that was quite packed at noon on Saturday. We had a catered lunch so didn't eat there, but all of the locals spoke highly of it. If you are ever in that area, it is worth a stop. They also have some interesting hanger arrangements on the field.



Wright Redux Association 1903 Wright Flyer

One of the highlights of the trip was being able to see the Wright Redux Association Wright Flyer Replica, which was being worked on in the hanger. Several members of the project talked to us and let us get a first hand look at the machine.

The workshop was a very informative and interesting experience. We were able to visit with many Chapter leaders from the Midwest. It seems that most chapters suffer from the same basic set of problems, and I'm sure most of you already know what they are. Recruiting and retaining new members is the major problem. Therefore, it follows that members need to feel a sense of VALUE and ENJOYMENT from their membership. Regular activities in a warm and friendly atmosphere go a long way in making a Chapter successful. I was surprised to learn that only about 30% of EAA members belong to Chapters.

Our membership is very diverse and it would be nearly impossible to create the perfect Chapter for everyone. All we can do is try to make the best of what we have. I have been encouraged by some newer members that have some very ambitious goals. We should never give up on some things even if they have been kicked around over the years, but we must always deal with our reality and realize what is possible and what is not possible. I will soon be asking each member to fill out a survey to help the evaluate our Chapter and hopefully help give us some ideas for the direction we would like to head in the future. The input from every member is equally important.

We have a wide variety of interests and expertise within our Chapter. We are not all pilots and we are not all builders, but we do have one common passion and that is the world of aviation. I hope we can figure out a way to make the most of our diversity and make this a better Chapter. As a reminder, I would like to quote something from our By-laws:

"The corporation is organized and shall be operated exclusively for educational, scientific and/or charitable purposes and, to the extent consistent therewith shall: Promote private and sport aviation in general, develop friendships, and a fraternal spirit among local flying and homebuilt aircraft enthusiasts, and provide a medium for exchange of information and ideas concerning homebuilt aircraft and flying."

Think about this and get ready to give me some input.

**Editor's Note:** On Monday, April 28, the Wright Redux Association's 1903 Wright Flyer replica "Spirit of Glen Ellyn" went airborne at Clow International Airport in Bolingbrook, Illinois, flying 136 feet from the end of the launch rail. Piloted by Ken Kirincic, the Wright Redux became the first 1903 Wright Flyer replica to achieve free, powered flight in this 100th anniversary year of the first flight. The flight was the culmination of a four-year effort to fund, build and fly an exact replica of the 1903 Wright Flyer. Working primarily from information in the Wright Brothers' journals, original Wright photographs, and information obtained from the National Air and Space Museum, the Wright Redux Association succeeded where many have failed. You can read more about the project & view numerous photos on their website at: <http://www.wrightredux.org>. ➔

## Sport Pilot License Update

A recently published news brief has again raised questions about the driver's license airman's medical provision contained in FAA's pending sport pilot certificate proposal. The report created confusion when it referred to the FAA's denial of EAA's and AOPA's petitions to allow a driver's license medical for the *recreational pilot* certificate and suggested the sport pilot notice of proposed rulemaking (NPRM) driver's license medical provision may not be approved.

As EAA reported in early March, FAA's denial of the recreational pilot petition has absolutely no impact on the sport pilot's driver's license medical certificate provision. FAA continues to state that it is its goal to announce the final sport pilot and light-sport aircraft rules at EAA AirVenture Oshkosh 2003.

For the latest, accurate sport pilot information, please go to the website at: <http://www.sportpilot.org> or call EAA's toll-free sport pilot hotline at 877-359-1232. ➔

## Aviation Days Gone By

**1900 Airplane Factory** - Carl Dryden Browne started a commercial airplane factory in Freedom, Kansas and built a model, but was unable to perfect his full-size aircraft. The factory closed in 1902.

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

**May 18th 1953** - Jacqueline Cochran, flying a North American F-86 Sabre, became the first woman to fly supersonic.

## **AUTOMATIC WASHING MACHINE COMPANY'S 1929 TRAVEL AIR**

In May 1929, Harry L. Ogg, president of The Automatic Washing Machine Company at Newton purchased a Travel Air 6000B monoplane. The deluxe model was equipped with an electric starter, navigation lights, emergency flares for night flying, and wiring for radio equipment. The engine was a 300 horsepower J-6 Wright Whirlwind. "Start the Week with a Smile", was lettered on the leading edges of both wings, which were painted a deep orange. The fuselage was painted in two shades of green divided by an accent stripe. The words "Smiling Thru" were painted on each side.

A compass and altimeter were mounted in the cabin and it was equipped with an intercom. Ogg's desk served as both a storage area and typing table and was equipped with a dictating machine that could be plugged into an electric outlet. Reclining theater seats were upholstered in velour. Vanity cases, cigar lighters, ashtrays and dome lights were also installed. Cranks were used to roll the windows up and down. A restroom and baggage compartment were at the rear of the cabin.

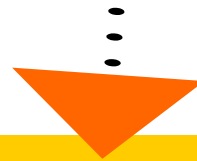
With the seats removed, three washing machines could be carried. For demonstrations these could be plugged into a 12-volt auxiliary power unit. The monoplane kept the company in the public eye and at cities throughout the nation, Ogg hosted aerial parties in support of local dealers. During the first year the Travel Air was flown 868 hours in 43 states and made 2600 flights during which 9014 passengers were carried. The effects of the Depression eventually forced the sale of the aircraft.

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

## **Chapter Potluck Picnic**

The May 16<sup>th</sup> meeting will be a potluck picnic at John Peacock's 5:30 pm. John is in Hangar 17 on the west side of the Waterloo airport. The Chapter will provide meat (most likely brats and hotdogs), the necessary condiments, lemonade and ice tea. You will need to bring along another food item, table service and lawn chairs. We will eat first; of course, and then have a quick business meeting. After that, we will get on to the important part of checking out John's plane!!!

**Drive-in, Fly-in, Jump-in – Hope to see you all there!**



## Upcoming FAA Safety Seminars

**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)

### **Brain teaser Answer (from page 3):**

*c. That's right! It was the **Escadrille Americaine**. The **Escadrille Americaine** was commanded by a Frenchman, Captain Georges Thenault, and initially had seven Americans assigned as pilots - Norman Prince, Victor Chapman, Kiffin Rockwell, James McConnell, William Thaw, Elliot Cowdin, and Bert Hall. The **Escadrille Americaine** flew its first mission on May 13, 1916. Five days later Rockwell scored the initial victory for the unit by shooting down a German L.V.G. reconnaissance airplane. On June 23, 1916, Chapman was shot down becoming the first **Escadrille Americaine** pilot to lose his life while engaging the enemy. The unit continued in combat in succeeding months, and as its fame grew, the German Government protested to the U.S. Government concerning the use of the "Americaine" in the title, since the U.S.A. was still neutral at that time. As a result, France changed the name to **Escadrille Lafayette** in December 1916. →*

## CHAPTER 227 LEADERSHIP CONTACT INFORMATION FOR 2003

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### **Chapter 227 TowerTalk**

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