

Calendar of Events

Program Director: Krista Nelson

Home: 319-266-1929

Email: knelson22@hotmail.com

November 5: Private Pilot Ground School
Meets Tuesday nights from 7:00 to 9:30 pm
Livingston Aviation - Waterloo Airport
(See page 7 for more details)

November 7: Safety Seminar
Municipal Airport - Mount Pleasant, Iowa
For more information call:

November 14: Safety Seminar
Municipal Airport - Denison, Iowa
For more information call:

November 15: EAA Chapter 227 Meeting & Election
EAA Chapter 227 Meeting Room - 7:00 pm
Waterloo Airport Terminal Building
(See page 7 for more details)

December 6: Chapter 227 Christmas Party
Holiday Inn - Cedar Falls, Iowa
Social Hour - 6:00 pm Dinner - 7:00 pm
(See page 7 for more details)

December 7: No Breakfast this month!
Due to the Christmas Party falling the night before and the busy time of year for everyone, there will be no breakfast this month.

January 4: Chapter 227 Monthly Breakfast
Time and location pending

January 17: Chapter 227 Monthly Meeting
Time and location pending

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. →

A Northeast US Journey

By Mel Kubicek



The Statue of Liberty from Mooney N201FC

This trip had its beginning for Bev and I as an invitation from Dave and Laurie Olson to join them on a trip to visit Laurie's brother in Portland, Maine and then proceed to Greensboro, North Carolina where they could take in the furniture mart. Many of you already know Dave and I are co-owners of the Mooney N201FC. These were the only two destinations in mind, but as we began the flight planning, we could see we were going to have the opportunity to see much more.

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President's Notes

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

Penny and I were unable to attend the Ladies Night, and I know we missed a wonderful program. Marv Hoppenworth never ceases to amaze me with his experiences. Has he written a book yet? If he does it will be a best seller, that's for sure. Sorry we missed.

I would like to say thank you to all of the members (pictured below) who volunteered their time on Sunday, October 6th to help move the table from the old control tower and clean out the storage room containing a bunch of Chapter items.



*Back: Randy Dunham, Ann Campbell, John Peacock, and Krista Nelson
Front: Dave Dunn, Carl Campbell and Matt Evers*

Joe Einertson, his son and granddaughter also helped, but left before Penny Dunham took the above picture. If you want to have one last look at the airport from the old tower, I suggest you get up there soon. It brings back a lot of memories, and I really hate to see it go.

I was pleased to see that our Chapter was very well represented at the recent Aviation Safety program on October 30th. It was a very informative and entertaining presentation. Eric Basile did a fine job putting it all together, and I am sure everyone learned something. Steve Hyde from the Fort Dodge AFSS said something during his presentation that really says a lot in a few words - "Don't assume that nothing has changed." →

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

Secretary's Report

Keene Petersen (EAA Chapter 227 Secretary)
keeneflyer@yahoo.com

Forty-four people attended the October breakfast. Since we weren't having a business meeting in October, we held a brief one after the breakfast. Updates were given on some upcoming events. Joe Einertson asked for pilots to help fly students from his son Joe's class at Orange Elementary. October 16th was decided on and several pilots volunteered.

We had a nice turnout of about forty people for Ladies Night on October 18th. Thanks to Marv Hoppenworth for providing a very interesting program and bringing along his guest Joseph Konefes and his wife. You can read more about Marv's program in an article he has shared with us on page 4. →

Membership Report

Carl Campbell (EAA Chapter 227 Membership Chairman)
joinchapter227@yahoo.com

It's that time again. 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 Carl at any event or send them to:

Carl Campbell
222 Desoto Ave
Waterloo, IA 50701-1113



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

Young Eagles Update

(Orange Elementary Students Fly)

On Wednesday, October 16th, we had a cold but beautiful morning for the Young Eagle flights given to twenty-three eager third grade students from Orange Elementary. Joe Einertson, Jr. brought his class out to the Waterloo Airport around 9:30 am. His dad, Joe Sr., gave the students a complete walk around ground school of his Cessna Skyhawk. The students were well prepared by their teacher for all the questions they were asked.



Orange Elementary students look on as Joe Einertson gives them thorough ground school lessons

Bill Ramsey and Randy Dunham arrived in their Cessnas to begin the flight phase of the field trip. As the first round of students began their flying adventure over the metropolitan area, the remainder of the students made their way to Livingston Aviation to escape the cold.

The flying conditions were great and the kids all seemed to enjoy the flights. They especially liked the view of their school from the air and the UNI-Dome. Several of the kids were able to see their homes and the pilots made sure to circle over the points of interest to let everyone get the most out of their flights. One youngster remarked that "I just love to fly – this has been one of the best days of my life." This is what the Young Eagle program is all about.

It would be great if we could schedule more activities like this with local schools during the next year to help do our part in reaching the one million mark.

More than 857,000 Young Eagles have been flown as of October 31st, leaving just 143,000 more to be flown by December 17, 2003, to reach the EAA goal of one million. It is anticipated that a very lucky youngster will fly with Chuck Yeager in a P-51 Mustang to become the millionth Young Eagle on that day. ➔

Is This Really Necessary?!!

Recently the Governor of California signed Bill 2776 into law. Designed as a consumer protection measure, it's basic requirement is that homeowners must inform all potential buyers of their home if they are located near an airport. The Bill requires that the following be provided to any potential buyer (who might not be smart enough to figure out he is buying property within two miles of an airport).

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. ➔

Aviation Links:

John & Linda Peacock have a website where John has a number of photos of the Mustang II he is constructing. You can visit the Peacock Family Home Page by going to <http://pages.cfu.net/~peacock/index.html>.

If anyone has a site they would like to share please send the link to chapter227towertalk@yahoo.com.

BrainTeaser

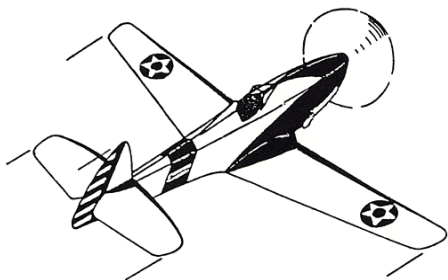
What is the monthly rent for a small T-hangar at Livermore Municipal Airport (LVK) in Livermore, California?

- a. \$176
- b. \$206
- c. \$236
- d. \$326

Answer on page 7

Comet Scorpion (The Rest of the Story)

By Marv Hoppenworth



Friday night, October 18th, was a special night for me. So now I must do as Paul Harvey says, "The Rest of the Story". This story starts way back about 1939, when my Grandfather presented me with a model airplane kit. This was a very nice Comet model called the Scorpion. It was my first model airplane and was always my favorite. The Scorpion led to building a lot more various Comet models.

As most of you know, we are now in the Pedal Plane business. After about seven years we had developed seven different models and people would ask, "Which is the easiest one to build?" This brought to mind my old Comet model, the Scorpion, slab sided, with no compound curves. It was a natural for plywood construction (no sheet metal, no fancy cowling and no wheel pants). So, in 1992, there were two bright-and-shiny pedal Scorpions tied down in 'Tot Lot' at the Oshkosh, Wisconsin Fly-in.



Mary and Alan Hoppenworth flying pedal Scorpions

In with the plans for the pedal Scorpion, I wrote a tribute to Comet Models to share my appreciation for this fine little airplane and to show how it had helped lead me into a career in aviation. During the 1996 Oshkosh Fly-in, a gentleman by the name of Phil Oestricher approached me all excited, and I quote him; "That is the first Scorpion I have seen and you even got the script correct!" Then I told him that it was a take off from what had been my first model airplane, a Comet model.

He had been a Comet model fan for over 59 years. The net result was that I sent him a set of pedal Scorpion plans and he sent me a complete set of Scorpion model plans.

This year, during the Waterloo EAA Chapter 227 Young Eagles Day, chapter member Bob Nelson was selling model airplanes, balsa rubber powered, etc. I told him of my first model being a rubber powered Comet model, the Scorpion. Bob mentioned that a gentleman living in Cedar Falls used to work at Comet Models. Joseph Konefes was his name. That evening, I looked at the name of the designer of the Scorpion and the name on the drawing I got from Phil Oestricher was truly Joseph Konefes.



Joseph Konefes and Marv Hoppenworth

I placed a call to Cedar Falls only to find Mr. Konefes was on the East Coast at the national model airplane contest. Several weeks later I managed to contact him and set up an acquaintance. I invited Mr. Konefes and his wife Reva to be our guest at the EAA Ladies Night. They are a charming couple and what a thrill to personally meet the man who, over 60 years ago, had been so instrumental in my pursuing a career in aviation. He even brought in a Scorpion rubber powered model just like I had built when I was a kid. His looked much better.

So you see it is really a small, small world when such a chain of events gives me the opportunity to meet this wonderful man after all these years. ➔

Zenith Aircraft Workshops

Zenith Aircraft Company has scheduled monthly workshops for the coming year. The workshops run two days and are limited to about twenty participants. For more information call 573-581-9000 or visit their website at: www.zenithair.com/workshop.htm

(Continued from front page)

Our route would take us near Niagara Falls, over Vermont and New Hampshire on our way to Maine, then south following the east coast on the way to Greensboro, so we got out the atlas and the AAA travel books and plotted additional places to visit.

We left on Saturday morning, October 5, and with the help of tailwinds were overlooking Niagara Falls from the Canadian side early that afternoon after one refueling stop in Indiana. The Falls are always beautiful but especially at night with all the colored lights as viewed from the cocktail lounge at the Hilton. The next day we toured Toronto and visited some of the wineries in the area and of course sampled some of the same. We awoke to some broken clouds but favorable weather for the next destination, filed the flight plan and upon departing Niagara International asked the departure controller if we could circle the Falls for pictures. Our request was granted provided we stayed at 3500 feet, which was the bottom of the clouds, and we were able to get enough breaks to get some good pictures.



Niagara Falls

Although the shortest route would take us over Lake Ontario, we chose to stay at an altitude and location we could probably make it to the shore should the need arise. The next stop was at Alexander Bay, New York; a small airstrip near the St. Lawrence River where a sign in the FBO window said "Open" but no one was around. After a couple of phone calls, the Executive Director of the Chamber of Commerce came out to pick us up and give us a ride to the shuttle boat to visit the Boldt Castle. My grandmother was a Boldt but I can't claim to be related. This was a unique castle built at the turn of the century by the manager of the Waldorf Astoria Hotel as a summer home but it was never finished which is another story.

Editor's note - You can find out more about Boldt Castle, including a photo tour, by visiting the following website: <http://server101.hypermart.net/ivanoff12/boldt/stories.html>



Boldt Castle on Heart Island in the St. Lawrence River

From there our travels took us to Stowe, Vermont. We had heard how pretty a place that is, and also Ben and Jerry's ice cream factory was close by. This was another interesting airport nestled in a valley between small mountains and is a popular ski area in the winter and a tourist area in the fall because the trees were at their peak of color at this time.

No visit to Maine would be complete without going to Bar Harbor and sampling the local lobster. The National Park with its walking trails and the seashore provided additional sights. It was very obvious that lobster provided the economy for the area. Then it was off to Portland to visit Laurie's brother and wife and eat more lobster, this time prepared at their home. Although it was not planned, our timing was right for us to enjoy a 50's concert with Danny and the Juniors, The Chandelles, and The Vogues.

Martha's vineyard was to be our next destination but we awoke Sunday morning to low clouds and rain - the first foul weather of the trip. As we flew south the ceiling and visibility got worse, and Martha was reporting 400 and one mile. Providence, Rhode Island was reporting the same but had an ILS approach, so we elected to change plans and go into Providence. Newport is a short drive south and is a very historic city and provided our entertainment for the day. The next morning we had clear skies and unlimited visibility so decided to tour Cape Cod and Martha's Vineyard from the air before proceeding south.

Some weeks earlier I had read a story in the AOPA magazine written by a New Yorker that told of the beauty of flying down the Hudson River in his private plane. I had added that to the want list of places to see. As we approached the Big Apple, I made a request for permission to fly down the river and land at Old Bridge, New Jersey just south of the city. The fifteen-mile flight restriction on the Statue of Liberty had just been released the week before. This was probably the highlight of the trip for me to see Ellis Island and the Statue on one side and Manhattan on the other and all of the tall buildings and apartment houses for as far as the eye could focus. What a huge city!

The stop in Old Bridge was to look over a Mooney that was for sale and for lunch and transportation provided by a local CFII that included some interesting conversation on the local effect of the 911 tragedy. This airport was one that had been shut down for a long time and continues to be vulnerable because of the close proximity to New York.

Once more the weather had deteriorated, and we needed to use the ILS at Greensboro for our landing but were greeted with the famous southern hospitality that included a limo ride to the main terminal to make our appointment. After two days at the world's largest furniture mart, we were ready to head back to Iowa. The weather along the way was cloudy and rainy so did not get to see any of Virginia or Kentucky. Iowa was forecasting rain and snow, so we made a stop in Indiana to refuel and check weather. Another weather check in Peoria showed us we could avoid the icing with a slight deviation to the west in our planned route, so we proceeded and were home early Thursday evening and the end of a fabulous twelve-day journey.

Although many of us complain about our country and the many discrepancies in our government, a trip like this over this beautiful land with all the freedom we enjoy is something to be appreciated. All of the many weather, ground, tower, approach, departure and air traffic control people we talked with were very courteous and helpful as well as the locals at the FBO's. Much of the trip was flown in VFR weather, and I would not discourage anyone from taking the trip VFR, but the ability to file and fly the IFR system took off much of the load of flying in new territory. We knew we would be kept clear of restricted areas, MOA's and TFR's and still had the freedom to deviate when desired. I hope many of you will have the opportunity to enjoy your airplanes in the way that pleases you most. For me it is my magic carpet to travel. ➔

CESSNA BANS ETHANOL-BASED FUELS

Citing test results that found extreme corrosion, deterioration of rubber fuel bladders, electric fuel pump damage, and clogged fuel filters, Cessna has announced that current ethanol-based fuels are not approved for use in Cessna airplanes.

A recently issued service letter highlights the results of a comprehensive Cessna evaluation and states, "operational safety may be compromised by the use of ethanol fuels." Ethanol is being explored as one of several alternatives to 100LL avgas, which is in danger of being phased out because of a shrinking global market for leaded fuel caused by growing environmental concerns. ➔

EAA Advises Pilots to Maintain Copies of Current Logbook Entries Outside of Aircraft

Earlier this month an EAA member died as the result of an aircraft accident. The surviving family members have gone through a rough period with the insurance company because the insurer required proof of the deceased's last bi-annual FAR 61.56 flight review; last annual condition inspection; and completion of his Phase I test flight program. Unfortunately, this pilot carried his pilot and aircraft logs on board the aircraft - which were destroyed in the crash and subsequent fire. While you are not required to carry your pilot and aircraft logbooks on board, many owners/operators elect to do so. If you do, it is strongly recommended that you maintain a current copy of these three logbook entries in a separate location - just in case.

The family was eventually able to reconstruct this data based on interviews and sworn statements from other pilots operating from their airport. The most difficult data to reconstruct was proof of a completed annual condition inspection, as the pilot held an experimental amateur-built repairman certificate and did all his own work. A person who witnessed the pilot completing a small portion of the inspection was able to prove the inspection was completed. ➔

L NOTAMS

Something for pilots to remember if you are flying to a destination airport in another state. The briefing that you get from Fort Dodge AFSS will not include any local NOTAMS for the out of state airport. Before you land you must call the AFSS responsible for that airport to get any local NOTAMS. Don't set yourself up for a big surprise. Also keep in mind that once a NOTAM has been published it no longer is part of a standard weather briefing. There sure are a lot of ways to not get all of the pertinent information you need for a safe flight. I guess I should have said there are a lot of ways to get all of the information you need for a safe flight. You just have to know all the resources that are available. ➔

FAA Requires Photo ID for Pilots

Beginning Monday, October 28, 2002, all pilots must carry photo identification along with their FAA pilot certificate during flight operations. Those photo ID cards, together with their pilot certificates, must be presented to officials of FAA, the Transportation Security Administration (TSA), the National Transportation Safety Board (NTSB), or any law enforcement department upon request. FAA expects the most commonly used photo ID will be a valid state driver's license. ➔

Aviation Days Gone By

August Aviation Firsts:

November 18, 1912 - The first inside loop was performed by Lincoln Beachey in a custom-built Curtiss over Coronado, California. Beachey was also the first to fly upside-down. For more information go to:

<http://www.nationalaviation.org/enshrinee/beachey.html>

November 27, 1920 - The first National Air Race took place at Mitchel Field, New York.



Richard Byrd's 4-AT-B "Floyd Bennett"

November 28-29, 1929 - USN Admiral Richard Byrd's Ford 4-AT Trimotor named "Floyd Bennett" piloted by Bernt Balchen became the first airplane to fly over the South Pole.

High-Priced Furniture Van

The B-36 was one big airplane. The wings spanned 230 feet, and the interior of the wing was high enough for a man to walk through the root. Then, if he liked, he could crawl through to the outboard engines. This enormous empty space was frequently used to store all the exotic things that the crews brought home with them on long overseas flights. The flooring of the interior of the wings was made of a waffled magnesium, bonded to the outer skin of the wing. These waffles were often found to be cracked and the bonds separated, which posed a potentially serious structural problem. This led to an investigation. After one overseas flight an engineer was shocked to see the unloading of cases of booze, motorcycles, and furniture from the aircraft. Further investigation showed that this was more or less common practice. One official report read: "32 cases of Scotch bounced on the flooring for 31 hours, leading to material failure." The nasty habit was stopped immediately. Grover Ted Tate, who served on the B-36 for several years said, "It was a good thing that they didn't see the MG automobile that I unloaded from my particular aircraft or they might have really been upset!"

(Grover Ted Tate: Bombs Awry)

Private Pilot Ground School

Livingston Aviation, Inc. will be offering a Private Pilot Ground School this fall. The ground school will be taught by Chapter 227 member and CFI Eric Basile.

The class begins November 5th and meets Tuesday nights from 7:00 to 9:30 pm. Meeting times are flexible at this point.

The course will cover subject areas to prepare for the FAA private pilot written examination, but is also a good refresher for already licensed pilots.

The course includes a guided tour of the Waterloo FAA Control Tower and field trip to the A&P facilities at Hawkeye Community College.

**Questions can be directed to Eric Basile at:
319-234-1783 or 319-553-0311**

EAA Chapter 227 Meeting & Election

Our Chapter annual meeting will be on Friday, November 15th at 7:00 pm. The meeting will be held in the Chapter meeting room on the second floor of the airport terminal building. An election will be held for the expired Director term. Dave Dunn has been nominated for this position.

Neil Muzzy will give a program following the meeting. Note: If the meeting room is inaccessible due to construction, we will plan to hold it at Livingston Aviation unless we otherwise notify you. ➔

EAA Chapter 227 Christmas Party

Our Christmas Party will be held at the December 6th (Friday) at the Holiday Inn in Cedar Falls. The social hour will begin at 6:00 pm followed by a seafood buffet dinner at 7:00 pm. The cost is \$14.70 per person. Our annual Chinese Gift Exchange will follow the dinner. If you have any questions give Krista Nelson a call at 319-266-1929. ➔

Brainteaser Answer (from page 3):

c. Yes, that's correct! You can find all the current fees by visiting: http://www.ci.livermore.ca.us/airport_fees.html

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 sent 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!