

## Calendar of Events

Program Director: Krista Nelson

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### **Sept 13-15: Mid States Fly-In**

Osceola, Iowa

For more information call: 641-342-4230

### **September 13-15: Invitational Hot Air Balloon Rally**

Faribault Airport, Faribault, MN

Features hot air balloons, static aircraft, exhibits and a variety of hands-on activities for kids

Visit website at: <http://1rl.com/balloonrally>

### **September 14-15: Southern Wisconsin AirFEST**

Rock County Airport - Janesville, Wisconsin

Airshow, static displays and more

Visit website at: <http://www.sdb.k12.wi.us/test/reece1>

### **September 15: EAA Chapter 227 Picnic**

Carol Severance's farm just west of Dike

Plan to be there in time to sit down and eat at 1:00 pm.

(See page 7 for more details)

### **September 15: Fly-In Breakfast**

Decorah, Iowa - 7:00 am to Noon

### **September 15: Fly-In Breakfast**

Illinois Valley Regional Airport - Peru, Illinois

### **September 18: FAA Runway Safety Seminar**

Kirkwood Community College - 7:00 pm

Cedar Rapids, Iowa

### **September 19-22: KR Gathering**

Red Oak, Iowa

Visit website at: <http://www.krgathering.org>

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## Annual Young Eagles Rally



Staging area for Young Eagle Flights

Our annual Young Eagles Rally held on Saturday, August 24, got off to a familiar start as we were again delayed by weather. Kids were lining up by 7:30 am, and pilots were ready to fly by 8:30 am, but the sky seemed to have a different plan. The first Young Eagle flight of the day finally departed at 12:28 pm and by 4:30 pm fourteen pilots had flown 242 youngsters. Nineteen more kids were flown on Sunday morning bringing the total to 261 Young Eagles.

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## President's Notes

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

I never realized how much work went into organizing and actually putting on a Chapter Young Eagle Rally. In the past all I did was show up at the pilot briefing and then went out and flew kids. That's not work - that's easy and it's fun.

At a Young Eagle Rally us pilots are getting to do what we like to do and that's flying our airplanes. What we really don't like to do is sit on the ground for several hours waiting to do what we like to do. But that's all part of the deal, and we've been through it before.

The really hard work is done by all of the great volunteers who helped with the event. Not only were most of the members of our Chapter involved in one way or another, we also had many non-members who pitched in and helped make this event a success. The ground volunteers did a remarkable job of keeping the kids busy and occupied for the four hour delay that was caused by the uncooperative weather conditions.

I will not attempt to single out any individuals, because I would surely miss someone. I am very proud of the way you all gave of your time and energy for this worthwhile program. I am sure that Ann Campbell will have more to say in next month's newsletter.

While we were waiting to start flying kids that day, a fellow Postal employee was patiently waiting to take his FAA private pilot check ride. The examiner was on time and the weather delay provided ample time for what might be described as a somewhat detailed oral exam. My congratulations go out to Charles Wright on becoming a private pilot. He and his wife Stephanie are now both pilots, and I look forward to them both helping us fly kids next year, after they become Chapter members. Right Carl?!! →

### 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)

## Oshkosh Mooney Caravan

*By Mel Kubicek*

My trip to OSH started with an "in the air" meeting with three other Mooneys that were on their way from Sioux City to Watertown, Wisconsin. One of the pilots was John Bartholomew from Sioux City that many of you know. (He flies Young Eagles with us) The other two were from California and had RON with John Saturday night. We were in touch by e-mail and phone as well as radio so I knew about what time they would be passing north of Waterloo. When I heard them call Waterloo approach, Tom Barter and I took off and with a lot of radar vectoring from Waterloo approach we met up northeast of Waterloo and flew a loose formation of four over Madison airspace to Watertown, our meeting place for the caravan to OSH.

At Watertown we attended a briefing for the details of the flight for a 4:30 departure to runway 18. About mid afternoon we were informed there would be a delay due to an accident on the runway so we were not able to depart until about 6:30. We had about 86 Mooneys lined up single file for take off and the first ten departed in 10 second intervals, the next ten waited about a minute and also departed in 10 second intervals and this continued until all planes were in the air. The procedure was to have the leader of each group navigate the prescribed course and the 9 behind follow the leader. Tom and I were the third plane from the last.

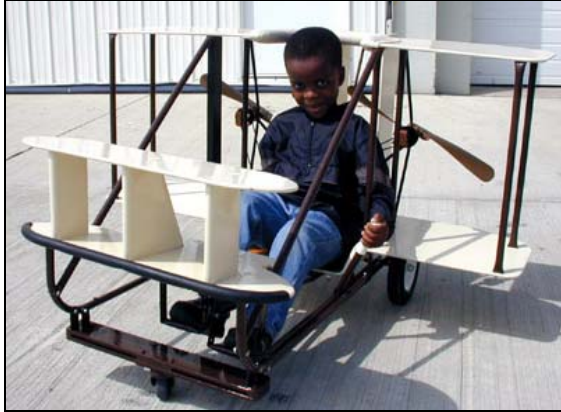
The FAA had given us exclusive rights to landing. We did not have to be concerned with traffic other than Mooneys, however, there were a lot of Mooneys visible to us as we approached OSH. We learned the 10-second interval was too long, previously we had used 6 seconds and it was much easier to see the planes in front and stay in line. This was the fifth year for the caravan and it has been refined some each year. Landings were without mishap, Tom joined his in-laws and I set up camp with the other Mooneys, we had about 250 Mooney drivers at a BBQ Wednesday evening and I departed for Waterloo Thursday morning after seeing many of the other Chapter members. →



**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](mailto:knelson22@hotmail.com)

(Continued from front page)



*Young Eagle taxiing a Wright Flyer*

Matt Evers, James Hark and Marty Hoel gave their first Young Eagle flights at this year's rally. In addition, three pilots reached milestones - Warren Brecheisen and Ann Campbell both reached the 100 mission mark and Randy Dunham flew his 300<sup>th</sup> mission.



*Ann Campbell's crew loading up some Young Eagles*



*Dennis Oelmann about to depart with a Young Eagle*



*Bob Dieter just back from a Young Eagle Flight*

**Editor's Note:** If any of the pilots who flew at the Young Eagles Rally have any photos and/or stories they would like to share, please send them along so I can include them in next month's newsletter. →

### **Aviation Links:**

**The Aerodrome** - Aces and Aircraft of World War I  
<http://www.theaerodrome.com>

**American Memory** - Historical collections for the National Digital Library (Library of Congress)  
<http://memory.loc.gov/ammem/ammemhome.html>

**Eddie Rickenbacker's World War One Memoirs**  
<http://www.richthofen.com/rickenbacker>

### **BrainTeaser**

As pilot in command you are required to ensure that all passengers aboard the aircraft have been briefed on the use of seatbelts and notified that they must be fastened:

- a. During the flight.
- b. While the aircraft is taxiing.
- c. During takeoff and landing.
- d. When flying in turbulence.
- e. (b) and (c).
- f. (b), (c) and (d).
- g. The FARs don't address this

*Answer on page 7*

# EAA Air Academy 2002

By Neil Muzzy

I am very glad to have been able to participate at the EAA Air Academy program in Oshkosh this summer, around the time of AirVenture. I would like to thank all of the EAA members, past, present, and future, for helping create such a great program as this.

Going into the Air Academy, I had only a general mechanical knowledge, but I also had much desire to learn. The Air Academy easily fulfilled that, and then some. I learned about many subjects related to aviation. Everything from the very basic flight principles up to actually constructing my own small wing section was taught.



*EAA Air Academy Lodge at Oshkosh, Wisconsin*

I learned many things dealing with methods of construction, such as creating wing ribs from a jig, hot-wiring and fiberglassing foam to create an aileron, wing structure woodworking, polyester cloth covering of the structure I built, and I even learned torch welding. Before this, the closest I had come to welding was in the form of a soldering iron, but I quickly became adept to Oxygen-Acetylene torch welding of steel. I actually now have quite a fondness for torch welding, and have already put my new skills to work here at home, having welded a broken piece from our grill back together to work again.

Although I did have some worries that the flight physics topic could just be old things I already knew, it turned out to have a lot of good information that I had not known from my school science classes. I have since been able to use this knowledge to build incredible wooden gliders that fly very long flights, and now I actually know what physical aspects are affected by each change to the glider, allowing me to change it just right for that perfect flight.

The EAA Air Academy also had other features that we were fortunate to use in our classes. One was the EAA AirVenture Museum, which had everything from common aircraft examples all the way to the most experimental, famous, and classic aircraft from all aspects of history. They had large comprehensive displays about nearly every topic related to historical aviation, and even an entire hangar was dedicated to war planes and other military exhibits. I spent several hours there at the museum, often coming there during my free time just to have a chance to see these awe-inspiring aircraft in real life.

Overall, I highly recommend the EAA Air Academy program to any youth even slightly interested in aviation. Some of the friends I made there had very little knowledge of aviation going into it, but came out of it with many new skills and plenty of ambition to go farther into aviation, just as I have.

## Editor's Note:

For more information about EAA Aviation Educational opportunities for all ages call: 920-426-4800 or visit the website at: <http://www.eaa.org/education.html> →

## Aircraft Builders' Workshops

EAA SportAir is offering four two-day aircraft builder's workshops **November 2-3**. They will be held at Minneapolis Community & Technical College at the Flying Cloud Airport in Eden Prairie, Minnesota.

The four workshops available are: Sheet Metal, Composite Construction, Fabric Covering, and Introduction to Aircraft Building. Each workshop provides the basics in the type of construction noted. Only one of the workshops may be taken during the weekend. EAA encourages family participation by offering a \$50 discount for your spouse and children ages 14 and older.

For more information about these workshops or other SportAir workshops, visit the SportAir website at: <http://www.sportair.org> or call 800-967-5746. →

## To Our EAA Friends

Many, many thanks for the prayers, cards and visits – it was a great help in recovery. A big THANK YOU to all for remembering me.

Dale and Shirley Nelson →

# LET US SPRAY!

By Mike Lewis

Since we have a few chapter members who are going to be facing the task of painting their beautiful creations before too long, I thought it might be appropriate to pass along some of my experiences with painting.

Actually my painting experience goes back to the "olden days" when I had a summer job in an automotive body shop. Since it wasn't my artistry with a hammer and body dolly that I was hired for, I got an education on cleaning and prep.

It seems that one of the more common problems people face is "fish eyes". Fish eyes look like little craters where the paint refuses to flow out evenly. Fish eyes are caused by some form of contamination. Often this contamination is silicon, which is particularly difficult to get rid of.

A possible source of contamination is of course your paint/air delivery system. I have never actually experienced a fish eye problem that could be traced to my delivery system. I once had a particularly nasty fish eye problem however, that cost me a new filter/regulator, hoses, paint gun and compressor before I finally discovered the real problem. "The rest of the story" came when I discovered that the veterinary syringes I had used to accurately measure the paint catalyst had been lubricated with silicone as part of the assembly process!

Actually it is almost impossible to avoid contamination. There are airborne sources everywhere. The longer the part has been exposed to the atmosphere, the more likely will be contamination. The surface to be painted must be cleaned.

Cleaning seems to be the area that gives people trouble. I have never been able to clean a part adequately by solvent wiping. The solvent (be it MEK, lacquer thinner, Prepsol, gasoline or what have you) will dilute the oil, and spread it around, but it does not remove it. On steel parts sand blasting seems to blow away the oils. On aluminum, fiberglass, and doped fabric (as well as non blasted steel), the only way I have been successful is to get lots of water on the parts and flood it. A little detergent may help here. You can scrub the surface with Scotchbrite to loosen any adhered contaminants and oxides. The oils will float on the water, but you must keep running water on the surface until the oil is carried away. If you don't get adequate water on the surface, the water will evaporate and deposit the oil right back on the surface. In many cases, you will need to be sanding the surface prior to painting. If you wet sand you will carry the contaminants away as you sand so only a final light rinsing is necessary.

The sequence of painting may ease your burden. I prefer to clean, prime and paint in the minimum time possible. If you prime, and then store a structure for a year or two while you are building something else, you are much more likely to have contamination. Fabric parts may be the classic example of this. It is very tempting to cover a wing and build it up through the silver and then store it for a year or two while you are doing all those other little things on the fuselage of that 90% completed project. When the fabric came to you it was pretty clean. After it has been applied, built up, and set in your shop for a year or two, that silver surface may not be so clean.

Obviously there is more to painting than preparation. Most paints are temperature sensitive. Follow the manufacturer's instructions. Generally when the parts are too cool, you invite runs and sags. If it is too warm you get excess orange peel. You can buy reducers or thinners for the specific temperatures you will be painting at. Some of the older paints such as dopes, lacquers, and acrylic enamels can be over or under thinned to affect the sensitivity to run or leveling. I am told, however, that you should not alter the thinning proportions from manufacturers recommendations when using catalyzed paints (urethanes and epoxies).

Once you have the structure clean and dry and your paint properly mixed, it is time to apply the paint so "Let Us Spray"! ➔

## Ladies Night Out

Ladies Night Out will be held Friday, October 18<sup>th</sup> at the Cedar Falls Holiday Inn. The Social Hour will start at 6:00 pm. The dinner will start at 7:00 pm. A seafood buffet will be served. The cost is \$14.70 per person



Marv Hoppenworth will give the program following the meal. We will need to let the Holiday Inn know how many will be attending so please call Randy and Penny Dunham at 319-235-7438 and leave a message by October 14<sup>th</sup> to make reservations. ➔

# Calendar of Events

*(continued from front page)*

## **September 20-22: Hot Air Balloon Festival**

Creston, Iowa - Balloon races, night glow, parade, bathtub races, pet show, craft show, flea market.

## **Sept 21-22: Whirlybirds Weekend**

Pioneer Airport - Oshkosh, Wisconsin  
8:30 am to 5:00 pm

For more information contact Adam Smith at:  
920-426-4842 or email: [asmith@eaa.org](mailto:asmith@eaa.org)

## **September 28: Flight Breakfast**

Belle Plaine, Iowa

## **September 29: Pancake Flight Breakfast**

Elkader, Iowa - 7:00 am to Noon - Fly-In pilots eat free

## **September 28: Soup Supper and Hangar Dance**

Washington, Iowa  
Supper - 5:00 to 7:30 pm  
Dance - 7:00 to 11:00 pm

## **September 29: Flight Breakfast - Warbird display**

Boscobel, Wisconsin - 8:00 am to Noon  
For more information contact: Ron Huls at  
608-375-5223 or by email at: [aharris@wppisys.org](mailto:aharris@wppisys.org)

## **October 5: Chapter 227 Monthly Breakfast**

Mallard Point Retirement Residence - 8:00 am  
2603 Orchard Drive - Cedar Falls, Iowa  
(See page 7 for more details)

## **October 8-9: Iowa Aviation Conference**

Gateway Center Hotel - Ames, Iowa  
For more information call: 515-256-5180 or visit  
website at: <http://www.iowaairports.org/conference>

## **October 18-20: EAA/Van's Aircraft Builders Workshop**

Oshkosh, Wisconsin  
For more information call: 800-967-5746

## **October 18: Chapter 227 Ladies Night Out**

Holiday Inn - Cedar Falls, Iowa  
Social Hour - 6:00 pm Dinner - 7:00 pm  
(See page 5 for more details)

## **October 19-20: Iowa Aviation Heritage Museum**

Ankeny Airport - Ankeny, Iowa  
Saturday: USO Dance - 7:30 to 11:00 pm  
Sunday: Flight Breakfast 7:30 to 11:00 am  
All proceeds go towards the Museum  
For more information: 515-964-2629

## **October 30: FAA Safety Seminar**

Hawse Auditorium in Tama Hall  
Hawkeye Community College  
Waterloo, Iowa - 7:00 pm  
Visit website at: [http://www.faa.gov/cen/s1030\\_d1.pdf](http://www.faa.gov/cen/s1030_d1.pdf)

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. ➔

## **General Aviation Serving America**

Over the last few years members of the news media have often managed to make general aviation look like an out of control menace to society. EAA and AOPA have been a voice of reason during this time. Without them we wouldn't have much of a chance to counter the ridiculous things that are reported. An outstanding website about general aviation, developed by AOPA can be found at: <http://www.gaservingamerica.org>.

It is loaded with all sorts of information, downloads, charts and graphs, videos and interactive items. This is a great reference source for all of us to use when trying to explain to members of the non-flying public all of the good stuff about general aviation. I would recommend that you explore this website and recommend it to your friends, co-workers and business associates. It will really help them understand the big picture. A few of our local elected politicians and appointed officials might also find this to be a good source of information, as it seems there is a lack of understanding about the economic impact that the "little guys" have on a community and a nation.

*Contributed by President Randy Dunham*

## **One of our local flight instructors passes this along for you to think about:**

If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off! ➔

# Aviation Days Gone By

## September Aviation Timeline:

**First complete circle made by an airplane** was by Wilbur Wright on September 20, 1904

**First Bendix Trophy** - September 4, 1931 - James H. Doolittle won the first Bendix transcontinental race flying a Laird Super Solution from Los Angeles to Cleveland in 9 hours and 10 minutes with an average speed of 223.058 mph. He then flew to New York to complete a record full flight across the continent.

**United States Air Force was established** - With passage of the National Security Act the USAAF became the US Air Force, a separate military service on September 18, 1947.

## A Nearly Perfect Landing

One of the first Swedish military pilots was Count Henrik David Hamilton. He really shouldn't have been. Somehow, he had succeeded in getting a pilot's license down in France around 1910, in fact Swedish license #2. Back in Sweden, he was based on Malmen military air base. There he soon became infamous, because he crash-landed his Breguet biplane every time he flew. One of his well-known statements came after the twelfth crash: "If it continues like this, I will soon lose confidence in this airfield!"

His superior, Gösta von Porat, was determined to see Hamilton make *one* successful flight. They planned it carefully, a flight from Malmen to Skenninge, some 30 miles away. He took Hamilton with him in a car to the field at Skenninge, and they walked it over, examining it in every way. Hamilton commented that there were several potholes and a lot of small stones in the field. Porat then sent a contingent of soldiers to collect the stones and pile them in a corner of the field, then fill in the holes. When they had finished, the field was as flat as a dance floor.



The flight took place on a perfect day. The sun was shining, it was dead calm, and visibility was unlimited. Hamilton took off in a new Blériot, located the field, made his approach, and crashed into the pile of stones.  
*(Stig Kernell: Vingar over Vadstena)*

## Annual Chapter Picnic Sunday, September 15th



*Carol Severance at her farm west of Dike*

Our annual Chapter picnic will be held on September 15<sup>th</sup> at Carol Severance's place in Dike. Carol's place is very easy to find. As you head west out of Dike, it's the first farm on the north side of the road. Carol also has a nice half-mile north/south grass strip for those of you who would like to fly in. The Chapter will provide turkey tenderloins and Carol will provide beverages. This will be a potluck picnic so families attending should bring a food dish, tableware and lawn chairs. Plan to be there in time to sit down and eat at 1:00 pm. ➔

## Chapter 227 October Breakfast

The Chapter 227 October breakfast will be Saturday, the 5<sup>th</sup>, at 8:00 am. It will be held at Mallard Point Retirement Residence at 2603 Orchard Drive in Cedar Falls. For those who don't know where this is, follow University Avenue to Cedar Heights Drive and turn south by Community Motors. Take the first right onto Orchard Drive and you will see the Mallard Point apartment complex just down the street on the left. A buffet style breakfast will be served.

**Lady:** Is this old airplane safe to fly?

**Pilot:** Just how in the world do you think it got to be this old? ➔

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

*e. Absolutely correct! FAR 91.107 requires that you brief your passengers to fasten their seatbelts during taxi, takeoff and landing. ➔*

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

<b>President:</b> Randy Dunham	Phone: 319-235-7438	Email: <a href="mailto:eaachapter227@yahoo.com">eaachapter227@yahoo.com</a>
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<b>Treasurer:</b> Matt Evers	Phone: 319-233-5083	Email: <a href="mailto:matthewevers@mchsi.com">matthewevers@mchsi.com</a>
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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](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  
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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!