

Upcoming Area Events

September 11-14: KR Annual Gathering

Red Oak, Iowa Municipal Airport
For more information call 402-493-6507 or visit www.krgathering.org

September 13-14: EAA "Old Fashion" Fly-In

Whiteside County Airport - Rock Falls, Illinois
For more information visit www.nceaa.org

September 14: Chapter 227 Picnic

Nelson's hangar - 1:00 pm - Waterloo Regional Airport
[See page 9 for more information](#)

September 19-21: Southwest Iowa Balloon Days

Creston, Iowa - For more info call 641-782-7021

September 20: Fly In Breakfast & Airshow

Southeast Iowa Regional Airport - Burlington, IA
6:30 to 10:00 am - Free to Pilots
For more info call 319-754-4601

September 20: Fall Fly-in

Oshkosh, Wisconsin - Rain date: September 27th
For more information call 920-424-8090
Also Whirlybird Weekend at AirVenture Museum on Saturday 8:30-5:00 & Sunday 10:00-5:00
For more information call 920-426-6869

September 25: Flight Supper

Washington, Iowa Municipal Airport
5:00 to 7:00 pm - Includes soup and assorted desserts.
For more information call 319-653-2266

September 26-28: Southern Wisconsin Airstef

Rock County Airport - Janesville, Wisconsin
Friday evening - huge music-synchronized fireworks display. Saturday and Sunday - Masters of Disaster, Air Force Thunderbirds, Aeroshell aerobatic team, Dacy's three-for-all & more. For more information call 608-373-0904 or visit www.swairfest.org

September 28: Flight Brunch

Boscobel, Wisconsin Municipal Airport
8:30 am to 1:00 pm - Pilot in command and kids 6 and under free. For more information call 608-375-5223

(continued on page 9)

Life Long Dream Realized!

Chuck Rottinghaus had a very exciting day on August 26th, 2003. One of his life long dreams was fulfilled that Tuesday, as he became the proud owner of a single engine four-person airplane. Chuck bought a 1958 Cessna 175 Skylark from Morris Ronnebaum who had it hangared at Oelwein.



Chuck with his 1958 Cessna 175 Skylark

Originally the Cessna 175 was equipped with a geared Continental GO-300 175 hp engine but Chuck's 175 has been converted to a 180 hp Lycoming engine. He is currently keeping his plane hangared at Oelwein but eventually hopes to put in a grass strip at his home. Congratulations Chuck and HAPPY FLYING!



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President's Notes

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

Penny and I have had a very hectic summer. Both of my parents have had some health problems and we have spent a lot of time looking after them. We did get away for a couple of days at Oshkosh and enjoyed every minute of it, even the 27 hours without sleep.

We saw a number of Chapter members around the convention site and at the campgrounds. They all seemed to be having fun. Several members were busy volunteering again this year – Keene Petersen, Dave Hummel, Warren Brecheisen, Carl and Ann Campbell and maybe some others.

One of the highlights of our AirVenture visit was the Young Eagles Volunteer luncheon with Chuck Yeager sharing some really funny off the record stories that kept us all in stitches. We were lucky enough to get a few private minutes with Bud Anderson and Jack Roush with his P-51 "Old Crow". We also got to visit with Jamail Larkins a former Young Eagle who is now an aerobatic show pilot sponsored by Aeroshell.



Jack Roush and Randy

Everyone that participated in the Young Eagle rally on August 23rd deserves a very hearty THANK YOU. A total of 181 youngsters took to the air. The pilots have the easy part and get to have all the fun. The ground crew volunteers are the ones that really do the work and you are all to be commended for a job well done.

The highlight of my summer was the honor of taking Merlin Biretz on a flight over the metro area on August 23rd. Mark Hissey, who flew in from Indiana to help with the Young Eagles day went along for the ride. Merlin and I reminisced about some of the old times (like the time we got caught relieving ourselves in a snow bank at the Mason City airport). It was a flight that we all really enjoyed. Merlin says he will do it again and whenever Merlin is ready to go – I'll be ready.

Volunteer Effort Recognized

Ann Campbell was recognized by EAA at this year's AirVenture for her years of helping with the Young Eagles Program at the airshow. The Young Eagle Executive Director, Steve Buss, presented Ann with a plaque at a luncheon held for Young Eagle Volunteers on July 30th. Other Chapter 227 members attending were Carl Campbell, Randy & Penny Dunham, Dave Hummel and Matt Evers.



Ann with Executive Director Steve Buss

GONE WEST...

Grant Sundquist died Monday, September 1st, at the Methodist Hospital in Rochester, Minnesota from complications of lymphoma. Grant was an Army veteran of World War II. He worked at Energy Manufacturing Co. in Monticello for seventeen years prior to moving to Independence where he owned and operated Bloom Manufacturing Co. from 1963 -2000. Grant and Dorothea were married in 1963. The Sundquists started going to Oshkosh in 1980 and joined Chapter 227 in 1996. They owned a Cessna 182RG which they kept hangared at the Independence Airport.

A memorial fund has been established at Security State Bank, 231 First Street E, Independence, Iowa 50644. Our deepest sympathy to Dorothea and her family.

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

Off to a Flying Start

By Mel Kubicek

On Saturday, June 14, Chapter 227 conducted the first Flying Start Program in Waterloo with twelve guests in attendance. The event was publicized in the local newspapers as well as on the radio, television stations and the cable channel. We had two guests from Fairbank, two from Grundy Center, one from Waverly, one from Independence, one from Eldora and five from the Waterloo-Cedar Falls area.

The purpose was to promote and educate people that have an interest in learning to fly but maybe have not known where to go for the information. The seminar lasted over an hour starting with an enthusiastic presentation by President Randy Dunham telling some of his flying background and why he likes to fly and promoting the reasons others may want to learn to fly. The second portion covered some of the requirements and procedures for getting a pilots license as well as the role of the flight instructor. Eric Basile made this presentation.



Eric Basile explaining pilot license requirements

One question frequently asked concerns the medical requirements for obtaining a pilots certificate. This subject was covered by Ann Campbell and Dr. Brent Haskell, one of our local Aviation Medical Examiners. People not familiar with aviation often want to know if they need to buy a plane, how much they cost, can they build one or what does it cost to rent a plane? Our technical Advisor, Mike Lewis made this portion of the presentation and fielded questions on these subjects.

We closed the seminar with questions from the guests followed by a drawing for three airplane rides for lucky participants. Planes were furnished by Ann and Carl Campbell, Randy Dunham and Mel Kubicek. This was our first seminar of this type, and we learned some things we could do differently in the future. Hopefully we will get some new pilots and EAA members from our efforts. Thanks to all that helped.

FATHER MEL IN THE NEWS

A July 9th article in the Des Moines Register featured the National Association of Priest Pilots Convention in Ames. Iowa has more flying priests than any other state and much of the credit goes to Mel Hemann, who taught most of them to fly. After earning his wings and becoming a flight instructor, he set out to teach other Iowa priests to fly. Mel's brother Everett is currently the president of the priest pilot association, and another brother John is also a flying priest.



Mel Hemann with his RV-6

Not to be outdone, the July 29th Waterloo Courier had a good article about Mel's adventures. It is nice to see good coverage about general aviation in the papers, especially when it is about a Chapter 227 member. Also a nice article about Mel can be found on Van's Aircraft website at: www.vansaircraft.com/public/meetbld3.htm.

Editor's Note: Copies of these articles as well as one from the June 15th Waterloo courier featuring Chapter members Randy Dunham & Lee Bowden can be obtained by contacting me at 319-235-7438 or by email at chapter227towertalk@yahoo.com.

Brain Teaser

An IA mechanic just signed off on your plane's annual inspection. What does IA stand for?

- Inspector Aircraft
- Inspector Airplane
- Inspection Authority
- Inspection Authorization
- Isn't Airworthy
- Is from the state of Iowa

(Answer on page 7)

Ashlyn's Air Academy Adventure

By Ashlyn Beaver



Words cannot describe my gratitude and thanks. You have given me the greatest experience in the aviation field. I'd like to share my experience with you.

Day 1 - Because of bad weather we had to drive five hours rather than fly to Oshkosh. We arrived at the Academy lodge. It was beautiful! It was like a giant log cabin. We checked in and I was given a key and a photo ID. I shared my room with three other girls. I was lucky I got the top bunk. That's also when I learned that there were forty-three boys and only seven girls. (We were a little out numbered.)

Day 2 - My day started out at 6:30 AM. We did our chores then at 7:15 we went to the main hall and to eat breakfast. At 8:30 we went to the Challenge Course. We learned how to work as a group and life's values. Then it was off to the museum to build a catapult and rubber band airplanes. After lunch we went back to the museum to finish our airplanes and to look around at the exhibits. After supper we were given a chance to get to know everyone.

Day 3 - After breakfast we built Egg Para shoots. They were made out of string, plastic bags and paper cups. They explained the importance of a Para shoot to pilots. We were told that we would be testing them out the next day. My group finished first. While we were waiting on the others to finish we looked around the museum some more, my favorite exhibit was the war planes because of the historic value and the authentic looking planes.

Day 4 - Today we did the simulator lab. Unfortunately I didn't get to use it. I was in a RV 6A. I was the pilot. I got to fly with a CFI. The view was great. We flew over the lake and city. The CFI was Lenny Brunette. He was very funny and I learned a lot from him. After we got back he told me to go get the next victim. Then we built three different kinds of wing ribs - wooden, Styrofoam and metal. When we all finished, we went outside for a group photo.

After the picture we went back to the museum for the grand opening of the Charles Lindbergh exhibit. The exhibit showed us all his travels on a time line. I thought that was really interesting! It also showed all his metal he received and gifts he acquired on his travels. The mock-up of the "Spirit of St. Louis" was also there. It flew the next morning.

Day 5 - We started packing up and ate our last breakfast together. We hung around and talked about all the fun we had. We exchanged emails. Then I got a call from the airport telling me that Grandma and Grandpa Campbell were there to pick me up.

I'd like to thank all the people that made it possible for me to attend the Air Academy. Thanks to all the pilots for the Young Eagle credits that were donated to me so I could attend this fun and educational week. In closing I would like to say again how happy I am to be chosen to participate in the EAA aviation Air Academy. I would recommend it to anyone who gets the chance. This was an experience that I will never forget.

Midwest Tour

By Bill Ramsey

This summer we made a circuitous trip around the Midwest. First we flew to Valley City, North Dakota for an anniversary party. Then we went on to Towner, North Dakota to visit friends, where I got into a haying operation. Can you imagine me on a tractor in a hay field! From there we went to Wilmar, Minnesota to visit more family. One day I flew into Minneapolis for a day of school, then back to Wilmar. After that we went down to Omaha, to see more friends, then came home Sunday evening (July 20) just ahead of a big storm.

It was raining heavy over the Waterloo airport as we went by to Waverly. The air was still VFR, as I could see the runways from five miles out, but to land would have been in heavy rain. It took only eighty-four minutes to come from Omaha to Waterloo! We encountered two spots of strong turbulence, one west of Des Moines and one north of Marshalltown. They only lasted for five minutes or so, but it kept me busy for a little.

We learned a lot about 'dead reckoning' on this tour of the Midwest. From Redwood Falls, Minnesota to Valley City direct, there is no VOR and my ADF didn't work! Then from north Omaha airport to ALO there is no direct VOR. We used the "off side" VORs and more dead reckoning!

I hope every one has enjoyed their flying as much as we have.

2003 National Air Tour

Re-creating the 1932 National Air Tour With Stops in Mason City and Des Moines on September 11th

In the mid-1920s, at a time when there was not even a single road reaching across the United States, air travel was beginning to unite the country. In capturing this spirit, the National Air Tours were conceived in 1925 to demonstrate the reliability of air travel, to encourage the development of safe and reliable aircraft, and to promote the building of suitable airports and ground facilities. The tours became one of the most successful promotional efforts of the 20th century.

The Aviation Foundation of America, Inc., a non-profit public charity, is sponsoring the re-creation of the National Air Tours in the fall of 2003.

The 1932 National Air Tour was planned to travel a tour route of over four thousand miles, visiting more than two-dozen cities and towns along the way. With the onset of the Great Depression however, the tours were canceled, never to be flown again, until the re-creation of the National Air Tour in 2003.

The 2003 Tour will pick up where the 1932 tour left off, by visiting over two-dozen cities and towns and traveling over four thousand miles. A total of twenty-seven vintage aircraft will be participating. Many of the towns on this tour were also stops on earlier tours and will be visited once again. The 2003 National Air Tour calls for a departure from Dearborn, Michigan, on September 8th and, if all goes as planned, returning to Dearborn on the 24th of September.

The September 11th schedule lists a departure from Minneapolis with a stop at Mason City with arrivals beginning at 9:00 AM and departures beginning at 10:00 AM. Arrivals and departures may extend over a period of one and one half hours. Plane arrivals at the Des Moines International Airport are scheduled to begin at 10:45 AM and will start departing at 12:45 PM en route to Kansas City.

One of John Livingston's many accomplishments was participating in three of these National Air Tours in 1926, 1929 and 1930. He won in 1929 and came in a close 2nd in 1930 flying a Waco CSO with a Wright J6-7 motor. An interesting 32-page book entitled "One-Two" written by John tells his story of the 1929 Air Tour. The book is available for purchase or is available in a PDF file for free by going to the website at www.nationalairtour.org. You can also contact our Chapter at eaachapter227@yahoo.com and we will email you the file. The website also has a very interesting history of the National Air Tours and other books, papers and photos available for viewing online, downloading or purchasing.

DID YOU KNOW THAT?

Sharing both the sky and the airport environment with birds and other animals has been a concern to aviation personnel for several years and their impact on aviation safety has been documented over the past eighty-eight years. Since Orville Wright's days to the present day conflicts between wildlife and airplanes have caused damage to aircraft and loss of human life

Over 155 people have been killed world-wide as a result of bird strikes since 1990.

Wildlife strikes costs civil aviation in the United States over \$480 million/year, 1990-2002.

The Air Force reported over 3,700 bird strikes in 2002.

Over 6,100 bird strikes were reported for U.S. civil aircraft in 2002.

An estimated 80% of bird strikes to U.S. civil aircraft go unreported.

Over 600 civil aircraft collisions with deer were reported in the United States, 1990-2003.

A 12-lb Canada goose struck by a 150-mph aircraft at lift-off generates the force of a 1,000-lb weight dropped from a height of 10 feet.

The North American non-migratory Canada goose population tripled, 1990-2002, to 3.5 million birds. About 90% of all bird strikes in the U.S. are by species federally protected under the Migratory Bird Treaty Act. You can find a database on wildlife strikes and more information than you would care to know at <http://wildlife.pr.erau.edu/index.html> has a database on wildlife strikes and more information than you probably care to know.

Unusual Record...

A different kind of memorable record was posted on August 4th by Academy of Model Aeronautics member James Richmond, who managed to keep a rubber-powered model airplane aloft inside the atrium of Indiana's West Baden Springs Hotel for forty-seven minutes and nineteen seconds.

Richmond wound the two-strand rubber motor to 1,960 turns, and then launched the plane into the air. Approximately twenty-three minutes into the flight, the model achieved an altitude of ninety feet (the atrium's ceiling is ninety-six feet high). The model, which Richmond designed and built, has a wingspan of almost three feet, a variable-diameter propeller of 26/22 inches, and weighs just 1.39 grams.

On The Way Home

By Mark Hissey

We got back from Oshkosh Sunday afternoon (August 3rd). We had a great time seeing old friends and hanger talking with them. The show seemed to be lacking this year; maybe it's getting to routine. Well you know our trip out wasn't bad. We thought we were lucky this time only lost a torsion bar mount on the way out. On the way back.... well that was another story.



Hangar talking around the campfire at Oshkosh

Sandy said it was a trip through Hell! We had two blowouts on the camper, both were on the dual axle at least, one on each side. The first one happened just north of O'Hare on 294 Saturday morning. After a runaround for four hours we found a Michelin dealer that was about to close in fifteen minutes and were nice enough to stay late to replace the tire - \$300+ for that one.

After getting going again and making it to the Ohio-Indiana line, we were going to stop for the night at a campground. We got the big rig stuck in the muddy grass and had to unhook the car, use some planks under the wheels and got out. We decided to leave that place and drive as far as I could last into the night.

After another hundred miles or so into Ohio, the second tire blew six miles from the next rest area. I limped it along to there and called AAA to get help. Three hours later the guy shows up with a tire at 1:30 am but didn't have the right size socket to get the wheel off so he call the other guy out with it. Thirty minutes later he shows up and we finally got that one fixed - \$200+ for that one with AAA picking up only \$50 of it.

We slept there the rest of the night and finally made it home on Sunday. I sure glad I didn't spend a lot at Oshkosh this year 'cause I sure did on the way home!

Break It In Right

The best rebuild job in the world can be made moot if the proper break-in methods are not used. The first minutes are critical. The February 2001 issue of **Light Plane Maintenance** carried an article on breaking in an engine that can be found on the AVweb website at <http://www.avweb.com/news/maint/184932-1.html>. We can also email you a PDF version of the file by contacting us at eaachapter227@yahoo.com.

Meet The Rogers

Dave and Marla Rogers of Waverly recently joined our Chapter. They've been married 34 years and have a daughter and three sons. Dave works at the Waterloo Post Office doing building maintenance.

Dave first started lessons in 1993 at Owatonna, Minnesota where he lived for over fourteen years. Money ran out when the kids became teenagers and his lessons were put on hold. Dave said, "They go through money faster than an airplane does!" He started lessons again in July 2002 when they purchased a 1980 Cessna 152. His instructor was Travis Knutsvig. Dave received his license in Burlington on March 24, 2003.



Dave with his Cessna 152

Dave and Marla moved to Waverly last fall when they finally found a house on the river and have their airplane hangared at the Waverly airport. With a daughter in Fort Dodge and a son in Minnesota, they've enjoyed their plane for short trips to see them. Dave says he has convinced his wife they need a four-place plane and are starting to look for a Cherokee 140. If anyone is interested buying a Cessna 152 or knows of a Cherokee 140 for sale, they can call Dave or Marla at 319-352-2811 or email them at dmrogers@mchsi.com.

Pinch Hitters Course

Our June 20th Chapter meeting was held at Livingston Aviation. The meeting was split into two separate groups. Mel Kubicek conducted a Pinch-Hitter Ground School session for about sixteen non-flying spouses in the conference room. The forty-five minute Pinch-Hitter video was shown followed by a question and answer session. It was a very informative session and we thank Mel for putting this together for us.



Don & Miriam Walker, Mel & Bev Kubicek

Randy Dunham put on an aviation trivia contest for about seventeen pilots in the pilot's lounge. Individual and team trivia challenges resulted in a tie for the team title and Tom Barter was crowned the individual champ. Miles Humphrey and Charles Graves tied for the runner-up spot. It was a fun and thought-provoking event. Plenty of hanger talk took place after the program ended.

Sleep Tight, America

Think how things have changed at your favorite airport since 9/11. Fences where there didn't used to be fences, proplocks, barbed wire, ID cards, and more. Yet last weekend, officials at Gerald R. Ford International Airport, in Grand Rapids, Michigan, were shown how easily all of that can be circumvented by a man with a mission.

Chad Robert Oliver, twenty-one, was arrested after he allegedly climbed a 10-foot fence and boarded an empty Conair jet parked with its door open and its ladder down at about 3:00 am on Sunday, according to the Associated Press. The suspect took a seat toward the rear of the jet, and was detained by crew members until airport police arrived moments later. His motivation, however, appears to have been (relatively) benign -- he seems to have been trying to get to New York to visit Howard Stern's radio show.

Notable flights...

Flying High...

Junior Chapter member Zach Buchheit, seventeen, of Cedar Falls recently took a long solo cross-country flight. Zach has been taking lessons from Mel Kubicek and hopes to have his pilot's license soon.

Young Eagle Flights...

Mike Lewis flew his 300th Young Eagle Flight at the August 23rd Young Eagles Rally. Way to go Mike!

Another Young Eagle success story...

Linda Lewis reports Steve Mark, a band teacher at Southdale, told her he had a phone call from the mother of one of his former band students. She told Steve that her son, Joshua Klatt, had recently soloed. Linda looked up Josh's name on the Young Eagles logbook and sure enough, he had a Young Eagle ride with Steve in '97!

Festival of Flight

By Penny Dunham

The Grout Museum District celebrated the centennial of flight with a Festival of Flight day on June 27th. Aviation related groups and exhibit were set up on the grounds of the Bluedorn Science Imaginarium.



Dallas Alldredge's Taylor Monoplane 'Dal's Pal'

Our Chapter participated with a Young Eagles exhibit. Thanks to all the members who came out to help. The Imaginarium was open free of charge for viewing of their aviation exhibits. This included Dallas Alldredge's Taylor Monoplane, which is on permanent display. Dave Hummel and I slipped over to the museum to check it out. Neither of us had yet had a chance to see Dallas' plane since it had been at the Imaginarium. It sure brought back memories.

August 23rd Young Eagles Rally

Our annual Young Eagles Rally was held August 23rd at the Waterloo Regional Airport. After bad weather the last couple of years for the Rally, it was good to start the day with sunshine. The turnout wasn't as large this year but a steady stream of kids kept the pilots busy flying.

Seventeen pilots flew 181 Young Eagles. We had a great turnout of volunteers to help with all the ground activities. Mark Anderson was able to get three computers donated to our Chapter from the Community Bank of Oelwein. He installed Microsoft Flight Simulator on them brought them out to us the night before the Rally. Alex Rottinghaus got everything up and running on Saturday so kids had a chance to do some 'flying'. Hopefully we will be able to make good use of these computers at future events.



Jim Salyer helps his brother Bill ready this young girl for her flight

We would like to thank each of the pilots and all the volunteers who came to help with the event. You did a great job and hope you enjoyed the experience. Some of the volunteers expressed an interest in joining our Chapter. Hopefully they will, as they would be a great asset. In closing we would like to share a pilot's perspective of the day sent to us by Mark Hissey.....

"Well it was GREAT to see everyone this weekend and help out flying the kids, twelve for my count. It seemed to start out slow and then a trickle here and there. I began to wonder if I was going to have any to fly. Then a few started coming my way.

I got some quiet ones and some real squealers especially when I had to do the go-a-round due to a strong up draft at the end of 18. There always seems to be one right over those trees on approach to 18 but this one shot us up 500 feet in just a few seconds. The girls with me REALLY got a ride. They weren't disappointed 'cause of the go-a-round, they didn't want to land yet anyway so they got their wish. They thought it was fun. That's what its all about anyway... FUN for them."

'Best Practices Guide' Now Available

The "Best Practices Guide for Maintaining Aging General Aviation Airplanes" is now available for download in PDF format on the EAA website. The FAA, which coordinated industry input and support for the guide, plans to mail hard copies of the guide to U.S. owners of single and twin-engine aircraft with reciprocating engines built before 1974 in the second half of September. EAA, along with several other aviation organizations, contributed to the best practices guide, which provides excellent guidance for owners and type clubs to develop checklists and other information specific to a model type. Visit the EAA website at www.eaa.org to download a copy or contact our chapter at eaachapter227@yahoo.com and we will email you the file.

NAA's Most Memorable Records of 2002

Of all the events capturing National Aeronautic Association's attention last year, the NAA has chosen six as the Most Memorable Aviation Records of 2002.

Topping the list is the mind-boggling skydive by a formation of 300 people over Arizona on December 12. The team of divers, known as Go Fast 300-Way, jumped out of fourteen airplanes at an altitude of over 20,000 feet and maneuvered in clusters until all units were linked up in a spiral pattern. The skydivers were able to hold their formation for seven seconds—long enough for three judges on the ground to confirm that all flyers were really connected. The record-setting plunge come on the team's third attempt that day.

A Last Look...



The old Waterloo Airport tower finally met its demise in June. This photo was taken on June 7th after it was pulled from its perch on the terminal building. The dismal weather somehow seemed befitting.

Upcoming Area Events

(continued from front page)

October 4: EAA Chapter 227 Breakfast

Mallard Point - 8:30 am
2603 Orchard Drive - Cedar Falls

October 18: EAA Chapter 227 Ladies Night Out

Lone Star Steakhouse - Waterloo - 6:00 pm

November 1: EAA Chapter 227 Breakfast

Mallard Point - 8:30 am
2603 Orchard Drive - Cedar Falls

November 21: EAA Chapter 227 Election Meeting

Date, time and location all pending as we have lost our meeting room at the airport.

December 6: EAA Chapter 227 Breakfast

Mallard Point - 8:30 am
2603 Orchard Drive - Cedar Falls

December 13: EAA Chapter 227 Christmas Party

Fox Ridge Country Club - Dike - 6:00 pm

Newsflash

Just minutes from press time we received a call letting us know that Norm Muzzy's Cozy MK IV just passed it's inspection. We will be looking forward to seeing Norm in the air soon!

On the grounds of Oshkosh...



A familiar looking plane was spotted on the grounds of this year's AirVenture. John Peacock's Mustang II made its first trip to Oshkosh. John's logged quite a few hours this summer including flying some Young Eagles at the August 23rd Rally.

Chapter Potluck Picnic

The September 14th meeting will be a potluck picnic at by the Nelson's hanger on the west side of the airport. We will gather around noon and try to eat no later than 1:00. The Chapter will provide brats and hotdogs, the necessary condiments, and lemonade and ice tea. You will need to bring along another food item, table service and lawn chairs.

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

Mark Your Calendars:

October 18: Our annual Ladies Night Out will be held at the Lone Star Steakhouse on the corner of Hammond Avenue and San Marnan Drive in Waterloo. Social hour begins at 6:00 pm. The meal will be at 7:00 pm. Orders will be taken from the menu. A program will follow.

December 13: Our Christmas Party will be held at the Fox Ridge Country Club on the northeast edge of Dike. Social hour begins at 6:00 pm. The meal will be at 7:00 pm. The Chinese gift exchange will follow.



Upcoming FAA Safety Seminars

**October 16: Straight and Level Productions
Unusual Aviation Safety Program**
Marriott - West Des Moines - 7:00 pm

November 6: Controlled Flight Into Terrain
Denison Municipal Airport - 7:00 pm

November 12: Controlled Flight Into Terrain
Oskaloosa Municipal Airport - 7:00 pm

For more information call: 800-728-7250 or go to: <http://www2.faa.gov/cen/ss.cfm>

Brainteaser Answer (from page 3):

d. That's correct. Inspection Authorization. Information about Inspection Authorization can be found at:

<http://www.airworthy.org/IAHome.htm#65.95>

CHAPTER 227 LEADERSHIP CONTACT INFORMATION FOR 2003

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Chapter 227 TowerTalk

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We ran out of room – watch next month for more photos from this summer’s events!