

Tower Talk

Upcoming Events:

February

- **1 - Saturday, 8:30:**
Breakfast, Ramada
Waterloo
- **4 - Tuesday, 7:00:**
Board Meeting, Airport
Conference Room
- **18 - Tuesday, 7:00:**
Chapter Meeting, Airport
Conference Room
Malcolm Cleope, Guest
Speaker

June

- **28 - 29:**
Fly Iowa 2014, Iowa City
www.flyiowa.org

July

- **July 28 - August 3:**
EAA AirVenture Oshkosh
www.eaa.org

August

- **23 - 24:**
Thunder in the Valley,
Waterloo

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John Livingston Chapter

February 2014

Runway Zero by Warren Brecheisen, Chapter 227 President

It's a sad fact of life that we lose friends and loved ones from time to time. Losing two friends at nearly the same time makes it extra difficult. Polly and Dale will be missed by all who knew them. When I think of Polly, I remember all the chapter functions through the years, especially the potlucks where I always looked forward to sampling whatever she brought and enjoying her positive outlook on life in general. Dale always greeted everyone with a friendly handshake and a smile making them feel important. At chapter meetings, he somehow managed to have questions about chapter business that no one else had considered. Please keep them both in your prayers.

Winter has definitely arrived. While winter flying can be wonderful due to increased performance, it also poses special conditions and risks that need to be considered in the interest of safety. There are numerous sites on the internet that are easily accessed by searching for "winter flying", so I'm not going to try to present a comprehensive treatise here, but I do have a personal story to relate. Some years ago, I was flying a Skyhawk from Portage, Wisconsin to Waterloo. The Portage runway was covered with slushy ice/water. I applied the brakes as soon as I broke ground to stop the vibration that normally occurred as the wheels spun down. The runway in Waterloo was mostly covered with ice when I

arrived. After touchdown I had very limited directional control and the airplane started to slide off the runway. Luckily I stopped while still on the runway. I found that the wheels were locked on both sides due to ice in the brakes. A little tugging back and forth on a dry spot broke the wheels loose. I'm speculating here, but I have always believed that had I let the wheels spin down on their own that the slushy mix would have been flung clear and not accumulated in the brakes. Please be sure to review the special considerations for winter flying.

Most of you are aware that EAA and AOPA have been advocating an easing of the FAA Class III medical requirements. This has been on the table for some time now, but the FAA has yet to respond. On December 11 Representatives Todd Rokita (R-IN) and Sam Graves (R-MO) introduced the General Aviation Pilot Protection Act, House Resolution 3708, which would greatly expand the parameters for flying using the driver's license medical standard. This legislation would allow pilots on noncommercial VFR flights in aircraft up to 6000 lbs, with no more than 6 seats, operating at or below 14000' and 250 kts or less, to fly with a valid driver's



license (i.e. meeting the driver's license medical standard). This would save pilots a great deal of money and hassle, by eliminating the Class III medical requirements when flying within the above parameters. I urge each of you to write to your Congressmen asking them to support this resolution.

The Chapter 227 Board met on January 7. We elected to keep our chapter insurance at the minimum level of \$1 million. We have the option of paying for increased coverage for special events, such as our Young Eagles Rally, on a temporary basis. We decided to contribute \$10 to the Paul Burgher Fund, which the EAA uses to support chapter websites. If we had kept our old website, we would have paid Lycos close to \$60 for the year, so we still save almost \$50 by using chapter website available through EAA.

Continued on page 2

**“Let’s fly
somewhere!”**

Runway Zero from page 1

We also assigned responsibility for maintaining the master membership roster to the Membership Committee. The Board elected to shut down the old Gmail account due to misuse and potential liability issues.

Let’s fly somewhere!

Warren Brecheisen
President, EAA Chapter 227



Warren speaking at the Chapter breakfast January 4th

Remembering Pauline "Polly" Lyon/Wagon Master ... by Glenda Salyer



...brings many fond and fun memories for many Chapter 227 members over the years. Polly and husband, Jim, would always have our EAA Air Adventure Oshkosh campsites secured and staked out each year when we would arrive for the convention week.

Polly was the official "wagon master" for our local Chapter campers as well as for members from

surrounding Iowa Chapters who were spending the week at Oshkosh. We could spend the day on the field and know that when we got back to the campsite, our evening social hour would be organized and ready to go. She was the "go to" person, especially for the ladies; she knew where to go for a luncheon outing, site-seeing, and general things to do in the surrounding area.

Polly and husband, Jim, were long time EAA members starting when EAA Air Adventure was located in Rockford, Illinois. Our first EAA Convention (Jim and I) was with Polly and Jim in Rockford in 1965. Many great memories have been made over the years. Polly and Jim have been active members of Chapter 227 until recent years.

**Would you like
to contribute to
Tower Talk?**

**Please send your
articles,
comments,
information, for
sale or wanted,
and/or pictures
to:**

chrisr@cfu.net

2014 CHAPTER DUES ARE DUE

Don't forget to renew your Chapter 227 membership if you haven't already done so.

Dues are due!

According to the bylaws, anyone who hasn't paid dues by March 31st shall forfeit membership privileges.

If you haven't already paid your dues, please make out your check to EAA Chapter 227.



A single membership is \$15 and a family (spouse/children) is \$20.

Send/give your dues to:
Dave Hummel
621 Eagle Ridge Rd
Cedar Falls IA 50613

Not a member but would like to join?

See our website:

eaa227.com

or ask any chapter member.

Dr. Bernard Sand - Memories of an Aircraft Commander ***by Bob Federhoffer***

On 21 January 2014, Dr. Bernard Sand shared his memories of his time as Lt. Sand with the 13th Troop Carrier Squadron in the Solomon Island in 1943 to his last day with the squadron at Clark Field in the Philippines in 1945 before returning state side. At 90 years of age his mind is focused and sharp and he clearly elucidated the fine details of his experience. Time constraints prevented him from going into more detail but at 8 pm at night I was impressed with the clearness of mind with which he is able to share the experiences he had as a 20 year old aircraft commander flying a C-47 over the open waters of the Pacific, using only pilotage and compass to complete the assigned mission.



Dr. Sand in the pilot seat of C-47 at OSH fly-in 2010. He participated in the Theatre in the woods presentation with other former DC-3 and C-47 pilots. Dr. Sand in 1943 on right on slow boat to Solomon Islands.

I think we were all impressed at the number of maps he had, one is an original map he used with his courses and notations from a typical week's flights in the New Guinea area and the Philippines. Also he had a number of maps from his post war days in the reserves at Offutt AFB, in Nebraska flying the C-46. After he returned state side he completed college at Creighton University in Omaha. Since he could not afford a car, he hitchhiked in his uniform winter and summer to Offutt where he was assigned a C-46, T-6 Texan or C-45 (Beech 18) for a missions to Texas or California.

Lt. Sand was one of the members of the "Thirsty 13th" troop carrier squadron that became part of a large force under General Douglas MacArthur to defeat the Japanese forces in the Pacific and eventually free the Philippines. They operated from tent cities on runways made of compacted coral. The C-47 proved to be a versatile airplane that could easily operate out of airstrips of freshly mowed jungle grasses and dependably brought necessary goods to within reach of the front lines. Low airdrops over hostile territory were a common means of delivering goods when an airfield was not available. The C-47 could be easily converted to other missions including stretchers to carry wounded. All in a week's work.

Mr. Seth Washburne has assembled a remarkable history of this unit that was part of the 13th Air Force. Activated in 1943 the unit participated in all of this country's major conflicts being disbanded at Hickam AFB in 2011 after providing service to Japan after the recent earthquake and tsunami. Called the "Jungle Air Force", this unit will be represented as the "Thirsty 13th", in a display at the National Museum of the Pacific War in Fredericksburg, Texas. The center piece will be one of the Thirsty 13th surviving non-airworthy C-47's called Billie, set up as a walk through display.

Continued on Page 4

Dr. Bernard Sand from page 3

“Lt. Sand was one of the members of the Thirsty 13th”

After the war, Dr. Bernard Sand completed medical school at Creighton University and a residency in general surgery in Los Angeles. He has practiced in Waterloo since 1959. He continued to assist in the operating room for major surgeries up to age 89. The younger surgeons, administration and staff at Covenant Medical Center have greatly admired his knowledge and practice judgment.



Dr. Sand at the Chapter Meeting

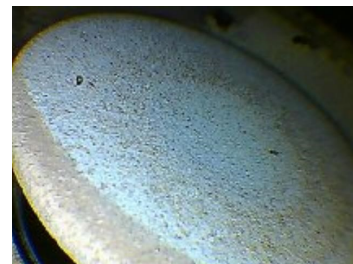
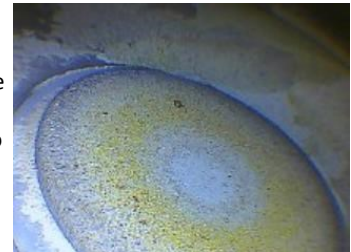
Doug Mattson’s Ebay Bargain by Dave Dunn

The following is an example of how new ideas are some of the benefits of belonging to an EAA Chapter. At our November meeting a discussion included the acquisition of a bore scope . Along with cylinder compression test equipment a bore scope is a valuable tool used to determine the condition of the

valves, pistons and cylinder walls. The only drawback to getting a quality bore scope would be the cost of about \$900.00. Chapter member Doug Mattson discovered a dental camera on ebay for \$31.42 and thought it may be an ideal solution to the high cost option to inspect the condition of intake and exhaust valves. Doug purchased the camera and it worked quite well for inspecting his valves. (see pictures) The camera will fit through an 18mm spark plug hole and must be connected to a USB port on a computer including laptops and tablets. He has used the camera with Linux, Windows XP and Windows 8 operating systems. The camera has a lens mounted on

the side of the probe which would allow it to focus on the valves when it is inserted into a spark plug hole. From a mechanics point of view,

this is a really neat trick for the amount of money spent. Although the camera worked on his Lycoming engine it may not work on other engine configurations without modifications and I am certain another idea will come along if necessary.



“...an example of how new ideas are some of the benefits of belonging to an EAA Chapter.”

Chapter Meeting February 18th Malcolm Cleope: Tax Considerations of Aircraft Ownership

The next Chapter meeting will be held Tuesday, February 18, 7:00, at the Waterloo Regional Airport Conference Room.

Our guest speaker will be Malcolm Cleope. In addition to being a CFI, CFII, and multi-engine Commercial Pilot,

Malcolm’s vocation is accounting and finance. Malcolm will speak to us about the tax considerations of aircraft ownership. Of interest will be the possible tax deductibility of charitable flights, for example Young Eagles, search-and-rescue and mercy flights.

Malcolm will also speak regarding the permissible uses of private aircraft within your business and the documentation required to survive an audit! Please join us for some interesting and informative advice.

“...possible tax deductibility of charitable flights...”



Ethanol plant at Fairbank, IA 12-27-13



Farm grain bins in the fog south of Oelwein, IA 12-27-13

December Fog Layer by Chuck Rottinghaus

I was up flying Friday (Dec. 27, 2013) and took some pictures of the fog layer and structures reaching through it. While flying I did a mag check and discovered my right mag was running weak. After the fog layer broke up I landed at Oelwein to have George take a look at it. Much to my surprise Richard Shepherd was there with Dave Dunn getting ready to go flying. After a short visit with them it was time to check out my mag. The points in the mag were burned and needed to be replaced so I left the plane there for repairs.

I had recently purchased a kit to install shoulder harnesses in the front seats of my plane, so Rhonda brought those along to Oelwein when she came to pick me up. Now George can install those as well. Shoulder harnesses are a big safety improvement over lap belts only. That was my reason for getting them, not for doing aerobatics. :)



Fog layer, clear to the west, solid fog east. South of Oelwein, Ia 12-27-13

Woo Hoo! by Warren Brecheisen

“It went smoothly for the most part.”

Last month I related the sad tale (at least it was sad to me) that I had to remove the engine, landing gear and engine mount to repair a crack in the mount that I found during the annual. This is a much happier report.

After the welding on the engine mount was done, I took it to Allan Industrial Coatings to have it powder coated. It came out looking brand new. I had new gas and oil hoses made at Scot's Supply and I was ready to reassemble the plane. Just the fact that I was actually putting it back together buoyed my spirits.



Doug Mattson helped me install the engine mount and landing gear and we moved it back to Swieter's shop for engine installation (thanks Doug). It was a real blessing to be in a heated facility during the big cold snap. I breezed through getting the engine installed on the mount. The reason I mention this in particular is because the Dynafocal type mount can make it difficult to get the bolts installed, since they are all at different angles relative to the crankshaft centerline.

I won't bore you with many details on the reinstallation. It went smoothly for the most part. I replaced all gaskets for any joints that had been taken apart, installed the prop and retimed the mags. Mike Lewis helped me complete a couple of things that required two people to accomplish (thanks Mike). When nearing completion, I rolled the airplane outside, started the engine

and ran it for a few minutes. When back inside, I checked for oil leaks and found an apparent leak on the lower oil cooler hose at the back of the engine. That's the hardest place to get at on the whole engine installation. Darn (I might have used a few worse expletives in my mind)! I decided to clean the fitting and do another run. It was dry! I must have dripped some oil on the fitting while doing other work.

As I was getting ready to install the air box on the filter, I noticed that the carb heat duct connection had mostly torn away from its mounting flange. It was easy to see why this occurred as there was no apparent weld or other means of fastening the two parts together. I ordered a new part and it has good welds on it.

I'm back in my hangar now and have about 1 hour of work left to be airworthy. I'm really glad to have this completed. I like working on things, but I hate having to stay on the ground when my friends are enjoying breakfast at Lone Rock!

Thunder in the Valley Air Show 2014

**Sponsored
by the
Kiwanis Club
of Waterloo**

The Air Force Thunderbirds will thrill us with another air show at the Waterloo Regional Airport on Aug. 23-24, 2014. Plans are underway including how Chapter 227 will be involved.

As before, a youth day is planned for Aug. 22 during rehearsal. If you have any suggestions or would like to volunteer, please contact Warren Brecheisen or Chris Roberts.



For more information, visit www.cedarvalleyairshow.com

TECH NOTES: Bloody Brakes by Mike Lewis

President Brecheisen asked me to write an article for the newsletter. After giving him a little guff I relented. Since I just recently helped Warren bleed the brakes on his RV-6, I thought that might be an appropriate topic.

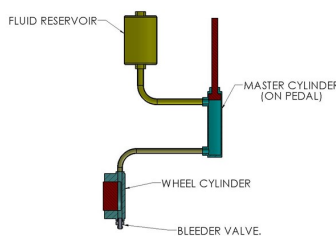
Brake system bleeding is done to remove any air from the brake system. Entrapped air in the system will cause the brakes to be spongy and ineffective due to the air compressibility.

The classic method of bleeding brakes in the automotive world requires two people. The first "tech" depresses the brake pedal while the second "tech" opens the bleeder valve on a given wheel cylinder. Before the brake pedal is released, the bleeder valve must be closed, so as to prevent air from being sucked back into the system when the pedal is released. "Tech one then depresses the pedal again and tech two opens the bleeder valve, allowing trapped air to escape. This process is repeated until only fluid is expelled from the bleeder valve. I guess this method would work for aircraft too, but usually it is much easier.

Airplanes typically have a master cylinder on each rudder pedal. Some aircraft have a single master cylinder operated by a hand lever. I think the issues should be the same though. Speaking of the rudder pedal operated types, there are two common methods of mounting master cylinders; rod up or rod down. The bleeding method differs depending on whether you have rod up or rod down type installation. My comments here are based on the small

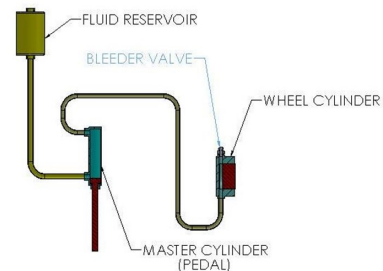
Cleveland type of wheel cylinders that are typical on most homebuilts and smaller type certified airplanes.

If your installation is rod up, the brake system can be filled through the bleeder valve on the wheel cylinder. I small pump type oil can be used to pump brake fluid into the wheel cylinder, and on up to the master cylinder and through the master cylinder to the fluid reservoir.



Fluid enters at the bottom of the wheel cylinder, expelling air up through the brake line until fluid reaches the master cylinder. As fluid rises in the master cylinder, the air is again expelled up and through the brake line until fluid reaches the reservoir. Close the bleeder valve and you are done with that wheel. Note that this requires the brake line to be on top of the wheel cylinder and the bleeder valve to be on the bottom.

Now, if your master cylinder is installed with the rod down (as my RV-4 was) you cannot fill from the bottom up. You must fill from the top down, i.e. through the reservoir.



This type of system can be filled by merely filling the reservoir and opening a bleeder valve. Gravity will take the fluid down and in the process push the air out. Just be sure there is adequate fluid in the reservoir to fill the system (check periodically). This method is kind of slow, but you can speed it up by putting a little air pressure on the reservoir. Once again we must note the positions of the brake line and bleeder valve.

Once you have the air expelled out of your brake system, you should never get air in the system again. If you do get air into the system, you have other problems, most likely fluid leakage to the point that your reservoir has run empty.

Once again, this article is based on the Cleveland wheel cylinders and similar master cylinders. Some of the older "classic" airplanes have significantly different systems. The old Aeronca Champ I first flew had a brake system that was guaranteed to never leak fluid - cables!

November 2013 Chapter Meeting Minutes

Called to order @ 7:00 by Dave Dunn.
17 members in attendance

Treasurer's report: given by Warren.
Carl reminded everyone 2014 membership is due.

Discussion on the Xmas party in December.

Discussion of purchasing a bore scope by the chapter.

More information will be gathered.

Election of officers:

President - Warren Brecheisen
Vice President - Robert Federhofer
Treasurer - Dave Roberts

Secretary - Robert Gutknecht
Motion to cease nominations by Dave Dunn.

2nd by Dick Poppe.
Approved.

Nominations approved.

Will take effect 1 Jan 2014.

Adjourned at 7:45.

Motion by Marty Hoel.
2nd by Dave Dunn.
Approved.

Respectfully submitted by,
Robert Gutknecht.

Call to Support the Iowa Recreational Use Statute Amendment to include Aviation Activities

To any of you who would like your private airstrip, any private airstrip you use or know of, or anyone with such type of land presently being used for recreational flying, you are encouraged to write:

Iowa Representative Gary Worthan at gary.worthan@legis.iowa.gov

to tell him of your support to amend the existing Iowa Recreational Use Statute (RUS) to include aviation activities.

The Iowa Recreational Use Statute (RUS), if amended to include "aviation activities" and "airfields," would provide tort liability protection for private owners of public use aviation landing facilities. Owners of private airfields, which are utilized in the same recreational manner as other privately owned, publicly consumed recreational areas, may be held liable for a pilot's negligent activity at the airfield. With this possibility present, many private airfield owners choose to limit their runway to their usage only.

Amending the statute does not change the "restricted" or "private" status of the airfield. Pilots must continue to ask private airfield owners for permission to use their airstrips; however, with this statute in place, general aviation's reach across the backcountry areas of the State would be expanded. Private landowners are more prone to allowing public access without fear of being held liable for incidents occurring on their airfield.

With the added liability protection afforded by this bill, if amended, airfield owners will finally be able to support the additional flights conducted by recreational flyers, increasing Iowa's aviation economic impact within the State from its current \$18.4 billion a year, and more public use viable fields would be available in case of inflight emergencies.

This is for all concerned. This does not open up all privately owned strips to you, but gives assurance to

the owners of the strips to maintain them without worries of litigation at the present level. Keep in mind that landing without permission is still considered being on someone's land without permission.

This is about the preservation of private strips for all to *USE WITH PERMISSION*.

Please pass this to your friends with private strips to also write to the above address. You can also contact the writer of the following letter if you have more questions.

Subject: IA RUS Amendment to include Aviation Activities

Hello Rep. Worthan,

Thank you very much for your call and your willingness to sponsor a bill to amend the existing Iowa Recreational Use Statute (RUS) to include aviation activities. It is very much appreciated by our organization on behalf of pilots and AOPA members.

As discussed, our proposed language would be simple. We would like to amend Iowa Section 461C.1, code 2013 (<https://coolice.legis.iowa.gov/linc/85/external/govbills/HF649.pdf>) by:

- Adding "airstrips" under "land" on page 1
- Adding "aviation activities" under "recreational purpose" on page 2

I have included some key points and information about the importance of the RUS amendment in Iowa at the end of this e-mail for your usage. I also wanted to share a couple of articles we wrote last year about the passage of this similar bill in Arkansas and Oklahoma respectively: <http://www.aopa.org/News-and-Video/All-News/2013/February/13/Airfield-owners-win-liability-protection-in-Arkansas.aspx> and http://www.aopa.org/News-and-Video/All-News/2013/May/14/Oklahoma-governor-signs-recreational-aviation-bill.aspx?tid=zM_FmumxXEgxyk1BzBzr5g

At your request, you will be hearing from at least two Iowa pilots interested in the passage of this bill – Dean Beranek and

Ken Asbe. They are both CCed here. In addition, John McKenna and Bob Kay from the Recreational Aviation Foundation (RAF) are also CCed because we are partners in ensuring that all states include aviation in each respective RUS statute.

Please do not hesitate to contact me if there is anything else I could send you to help with the introduction of the bill.

Regards,

Yasmina Platt | Regional Manager,
Central Southwest Region NM, TX,
LA, OK, AR, KS, MO, NE and IA

Aircraft Owners & Pilots Association



O. [301.695.2096](tel:301.695.2096)

yasmina.platt@aopa.org

www.aopa.org



@AOPACentralSW

For a comprehensive look at the week in general aviation, visit <http://www.aopa.org/thisweek>

General Aviation in Iowa:

Aviation accounts for \$18.4 billion total annual economic impact.

There are approximately 6,500 pilots and 4,100 aircraft based in the state.

The FAA shows approximately 287 airports in Iowa, of which:

- 110 of them are public-owned, public-use airports,
- 11 of them are privately-owned airports and currently opened for public usage, and
- 145 are privately-owned, privately-used airfields

2013 Christmas Party & Gift Exchange—December 20th

“Tis the Season” in Iowa means you can expect bad weather and that is definitely what Mother Nature gave us the day of the Chapter Christmas Party, December 20th. About 40 people braved the ice to make it to an evening filled with holiday happiness at the Ramada in Waterloo. Thank you to Rich Shepherd for treating us to a beautiful room filled with Christmas sparkle and shine. We kicked off with a social hour, followed by a delicious buffet. Richard regaled us with his top three most memorable moments in aviation this year. We tried our best to answer holiday trivia provided by the Dave and Richard Christmas Show. Dave Dunn passed the reigns to our new President, Warren Brecheisen. Thanks too to Rex Pershing for emceeding the gift exchange which had a bit of a twist this year. There were



lots of laughs and lots of steals and gifts that ranged from colon cleanser to an airplane wine rack and from toolboxes to meat sauce. There was enough joy, merriment, and cheer to last until we can celebrate the season again next year.



Dave passes the gavel to Warren



...an evening filled with holiday happiness...



NEWSLETTER INFORMATION

If you have an article, picture, or anything else you would like to share in a future newsletter, please contact:
Chris Roberts
507 Chateau Court
Cedar Falls IA 50613
c) 319-240-8128
h) 319-277-8128
chr isr@cfu.net

Visit our website:
eaa227.com

Do you have anything aviation related that you would like to sell? Please let us know so we can include items in our new
CLASSIFIED ADS

EAA CHAPTER 227 LEADERSHIP

Executive Officers

President	Warren Brecheisen	n156wb@cfu.net	319-277-2118
Vice President	Bob Federhoffer	Fedico94@mchsi.com	319-230-6555
Secretary	Robert Gutknecht	robert.gutknecht.rg@gmail.com	319-269-7970
Treasurer	Dave Roberts	drdave@cfu.net	319-277-8128

Board of Directors

Executive Officers	See Above		
Members at Large	Marty Hoel	hoelm@mchsi.com	319-233-5126
	Dave Hummel	cfihum@cfu.net	319-266-9561
Past President	Dave Dunn	djrwcd@hotmail.com	319-296-2914

Standing Committees/Positions

Membership	Dave Hummel	cfihum@cfu.net	319-266-9561
	Carl Campbell	annam39c@aol.com	319-234-2394
Program Committee	Marty Hoel	hoelm@mchsi.com	319-233-5126
	Dick Poppe	richpoppe@mchsi.com	319-287-4788
	Scott Weinberg	scottw@butler-bremer.com	319-404-4401
Nominating Committee	Warren Brecheisen	n156wb@cfu.net	319-277-2118
	Dave Hummel	cfihum@cfu.net	319-266-9561
	Dave Roberts	drdave@cfu.net	319-277-8128
Budget	Dave Roberts	drdave@cfu.net	319-277-8128
Newsletter/PR	Chris Roberts	chr isr@cfu.net	319-240-8128
Webmaster	Dave Roberts	drdave@cfu.net	319-277-8128
Fly Outs	John Bender	JABGood@aol.com	319-827-3513
Young Eagles			
Coordinators	Matt & Rebecca Evers	matthewevers@mchsi.com	319-266-0421
Tech Advisor	Mike Lewis	mlewis@cfu.net	319-266-6461
Flight Advisor			

Experimental Aircraft Association Chapter 227 publishes Tower Talk for the use education and enjoyment of Chapter members and others to whom it is provided. Chapter and national events, news of members, member projects, 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 EAA and no claim is made for technical accuracy of material presented. Meetings are normally held the third Tuesday of each month in the Airport Board Room. Please contact any officer for information about Chapter activities.

