



# Above it All

August 2020

EXPERIMENTAL AIRCRAFT ASSOCIATION CHAPTER 327 - DUBUQUE IA USA  
www.327eachapter.org www.facebook.com/EAA327/

## From The Desk of the President



Another month has gone by and we are still navigating the post Covid 19 environment. It is hard to know how to act with so many variables in play. Political, emotional, public health, legal liability, independence and governmental responses are all factors in the matrix. I, as well as all of us, are finding it difficult to negotiate a path.

Personally, I wake up each day accepting that I may or may not survive the day. I figure the most dangerous thing I do is get into a car each day, and exposure to the virus is way down my list of worries. But that is not true for many of my friends, and I am doing my best to balance my assessment with their worries.

How does this affect the EAA Chapter? For starters, your officers don't see how we can host the Pancake Breakfast this year. I know of no other Chapter that has one on schedule. Last year we had to give away food we purchased but didn't cook due to low attendance on account of the rainy day. My guess is we might get about half the usual people to come to the breakfast, and maybe half of our usual workforce. I am not sure it is worth the effort, given the uncertainties and reduced chances for success. Hopefully, we'll be able to return to host it next year.

We had planned to promote Young Eagles and Flying Start programs at the breakfast. I have been able to take some young people on Young Eagle rides through the last months, and we can continue the "one offs" in our airplanes. Let me or Cheryl know if you are available for those, and we can do those without having a large organized event.

We are planning an August meeting at the request of those members who are willing to come. The State of Iowa has not limited the size of our meeting, but does encourage masks and social distancing. As always, I ask those who are sick to stay away.

A couple of our long-time members have sold their airplanes. Lyle's RV-8 flew away to a good home last week, and we look forward to seeing how Stein at Stein Air will transform Lyle's panel. Dan Kruse sold his Cessna 310, and plans a hanger sale to include his Kabuta

tractor with snowblower for \$1,500 obo, and other hanger goodies. We'll help Dan conduct the sale; he has offered to donate the proceeds to our EAA Chapter. What a guy! That will help replace lost pancake breakfast income. I hope our newer members will eventually purchase their own planes and keep the Dubuque general aviation hangers occupied.

We are continuing to work with Todd Dalsing, our airport manager, on making an EAA Chapter hanger a reality. The latest word is by early September we may be able to move into Hanger 88. All is contingent of continued progress on commercial hanger construction and several tenants moving in domino fashion to make space for us.

We hope to have several airplane construction projects taking place. We have a radio control kit available to a youth build program, and plan to move the RV-12 project to the hanger. Some donated tables and chairs are available and we have a line on commercial storage shelving units. Potential plans include a pilot lounge area, wifi in the hanger, receiver for ground and tower comms, and a flight simulator. We plan to encourage local interest in aviation and youth involvement in building and flying.



The airport observation area continues to evolve. EAA members Cathy Mac, Emmanuel Munoz, & Merle Neises worked with me to repaint the shelter last week. We still need to sand, stain and seal the picnic tables. The airport was able to pave the gravel road up to the shelter and it looks fabulous.

Thanks to Jeff Spahn of Tri-State Paving for a favorable bid and Todd and Doug for helping make that happen. The Rotary grant I applied for to provide two 20X binoculars, one handicap accessible, was approved and we received a check came from the Dubuque Rotary Club and Rotary District 5970. We expect the order to come in a few weeks and Todd and airport staff will install the base and binoculars.

- Chuck

## CFI Column

# DENSITY ALTITUDE

By Don Hedeman

Good old "density altitude". Do you know what it is — exactly — sort of? Do you think about it on these very warm, summer days? Do you think about all the 1000 foot flatlanders (like you) who have flown out to Colorado (etc) and landed at some 5000 foot elev airport. Then got going the next day and tried to takeoff without checking DENSITY ALTITUDE and the plane's performance charts?

You may have gotten off the ground — barely — but then you stalled trying to get over some tall trees. And you spun in and crashed — and you all died.

Do you remember Tennessee Ernie Ford ? The singer ? And the song, "Sixteen Tons!" ? There's a line in that song that says, "A lot of men didn't, and a lot of men died!" That line applies nicely to thinking about density altitude, because a lot of pilots (and passengers) **HAVE died** after **NOT THINKING** about density altitude. — — — (After getting to Heaven, that pilot had time to sit around and peruse the POH. He found out that the Density Altitude that day was 9000 feet.

He found out that the climb rate was about 200 feet per minute — if the plane was in tiptop condition and NOT OVER GROSS. He also found out that his takeoff run had been about 2500 feet and not the 800 he thought it would be.

*Here are the fundamentals:*

**DENSITY ALTITUDE is the altitude the airplane PERFORMS LIKE IT IS AT.**

Airplane performance can be found by looking at the Performance Charts in the back of the airplane Owner's Manual. However, the charts only give performance based on a **STANDARD DAY!** You are told HOW to adjust for non-standard temp and for grass, but I bet most pilots ignore that stuff.

The **STANDARD DAY** is:

**1 — 59°F**

**2 — 29.92 ALT SETTING**

**3 — THE AIRPLANE SITTING AT SEA LEVEL**

**4 — (and on a hard runway) !!!!**

When was the last time you took off under those circumstances?

- Dubuque is at 1000' MSL - not sea level
- The temp today is 83° — not 59°
- The Alt setting today is 30.10 not 29.92 (actually 30.10 is better than 29.92)

So here's the deal! You're not going to get off the ground here in Dubuque today in 800 feet with a full plane like you would at sea level. Its going to take you about 1100 feet. And you say 300 feet extra? Big deal, I have 5000' feet to get it off — so there's no problem.

*The problem comes when you go to the mountains — or — try to operate out of short grass strips, on hot summer days, here in the Midwest.*

### **So how do you find DENSITY ALTITUDE?**

— Listen to the ATIS. (ATIS gives DENSITY ALTITUDE in the summer)

OK, I just called ATIS. DENSITY ALTITUDE today, is **2600 FEET !!!!**

**BUT — DENSITY ALTITUDE CAN REACH 4000 FEET IN DUBUQUE.**

Yup, that's right. Your little airplane, sitting on the ramp, thinks it's up at 4000 feet — that's almost as high as Denver. Your little airplane is saying, "**GULP!**"

And that's what the pilot ought to be saying too!

**NOT PAYING ATTENTION TO DENSITY ALTITUDE CAN KILL YOU!**

**- Don Hedeman**

(Remember! Do as I say, not as I do! I believe Lyle Bayles said that!)

# Ray Scholar Update

By Joe Chapman



It's been over a month since my first solo flight, and my flight training has certainly changed in many ways compared to what it was before.

The first thing that changed is the airplane itself. Since the Cherokee was having its engine rebuilt when I started my training, I started in the Flying Club's Piper

Archer. It's a very different flying experience compared to the Cherokee, which I'm still getting used to.

The change between flying the Piper Archer and the Cherokee is probably the most challenging thing I've encountered in actual flying so far. I really get the feel for how the change in the wing makes a big difference in how an airplane takes off, and especially how it lands.

This has been a bit of a struggle, especially since I was going from an airplane I could solo in, to one I still need to learn. Besides the lack of toe breaks (which is something I didn't know an

airplane could lack until the first day I flew the Cherokee), there are some things I actually like a lot about the Cherokee.

First, it has very nice avionics, and second, its small size. I find that because it's smaller, I feel almost like it's a more student pilot's airplane.

Mike and I have started doing cross countries in the Cherokee, which has definitely been some of the most interesting flying I've done yet. We've gone on two, one to Cedar Rapids (KCID) and one to Davenport (KMLI). Each time, I talked to Approach and Departure, which is not something I felt was super different from talking to our local controllers.

When I haven't been flying this summer, I've been studying for the FAA written test, using both Sporty's online ground school and a book given to me by Dr. Weber. Both have been very helpful, and I have passed the online practice test a couple times. I take the test on Monday, 8/17, so send up some good thoughts for me that morning.

There is still more to do and I look forward to keeping the Chapter up-to-date in the future.

- Joe

## Tuesday, August 18, 2020 Chapter Meeting Airport Terminal Conference Room

**6:00 PM - Social with food and beverages**  
**7:00 PM - Program—Masks Required**

## Chapter 327 Flight Instructors

Here is a listing of Chapter 327 members that are flight instructors and would be willing to help with primary flight instruction, your next BFR or other. *If you are a Chapter member and a flight instructor please let me know and I will include your name in the listing. Additions/Corrections are welcome!*

CFI / CFII	Phone	New Students	CFII	BFR	IFP	Airports	Plane
Mike Nickeson	563/451-6246	Yes	Yes	Yes	Yes	DBQ	Owners, Club Plane
Alaine Olthafer	608/988-6864	Yes	Yes	Yes	Yes	PVB	Owners, Club, FBO

e-mail - Bob Woodward (bob.woodward312@gmail.com to add your name to the list.

## Ray Scholar Joe Chapman - solo ceremony



Joe and other EAA leaders took part in a “shirt tail cutting ceremony” at last months EAA meeting on July 21st. The national association provided a special shirt, created specifically for Ray Scholar participants, which includes the name, date, aircraft, airport, and instructor.

EAA Chapter 327 Treasurer Merle Neises did the honors, with assistance from President Chuck Weber. Later, CFI Mike Nickeson joined Joe and Chuck to celebrate the accomplishment. Congratulations, Joe! Keep up the great work. The chapter is here to support you!



## Local Calendar of Events

For many other Aviation Related events, visit the following websites. Click on the following links. Will only list events submitted to the editor and other most local events here.

- [EAA Aviation Calendar of Events](#)
- [AOPA Calendar of Events](#)
- [Iowa DOT Office of Aviation Calendar](#)
- [Wisconsin Fly-Ins and Airshow Event Calendar](#)
- [Fly-Ins.com Calendar Website](#)
- [Fun Places to Fly Website](#)
- [Social Flight Calendar](#)
- [Midwest Flyer Magazine Calendar](#)



**EAA Chapter 327 IMC Club**

*"To promote instrument flying, proficiency, and safety"*

Meets: 7pm, 2nd Thurs of month  
Location: Dubuque Airport Terminal Conference Room  
For more information contact: charlesbweber@me.com

## Upcoming EAA Webinars

Go to [www.eaa.org/webinars](http://www.eaa.org/webinars) to view the schedule and to register.

**Which RV is Right for Me?** August 4 at 7 p.m. CDT  
Presenter: Greg Hughes

**Chapter Chat: Applying for Charitable Status - Filing 1023EZ** August 11 at 12 p.m. CDT  
Presenter: Patti Arthur

**Legal Issues in Buying and Selling GA Aircraft** August 12 at 7 p.m. CDT  
Presenter: Kathy Yodice, Patrick Floyd and Alan Farkas

**Experiment in the Cockpit: The Women Airforce Service Pilots of World War II** August 26 at 7 p.m. CDT  
Presenters: Katherine Landdeck

Chapter Website: [www.327.eaachapter.org](http://www.327.eaachapter.org)  
Facebook: <https://www.facebook.com/EAA327>

Send event information on those activities that would interest the membership. Will be delighted to include any information on aviation related activities, fly-in breakfasts, etc. e-Mail your information to [Bob.woodward312@gmail.com](mailto:Bob.woodward312@gmail.com).

### EAA CHAPTER 327 OFFICERS

(Effective January 2020)

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# EAA Chapter 327



## Membership Application

Please print:

First Name \_\_\_\_\_ Last \_\_\_\_\_ Spouse \_\_\_\_\_

Address \_\_\_\_\_

City / State / Zip \_\_\_\_\_

Landline (\_\_\_\_) \_\_\_\_\_ Cell (\_\_\_\_) \_\_\_\_\_

Email address \_\_\_\_\_

National member ID. \_\_\_\_\_

Single membership: \$15.00

Family membership: \$22.50

Payable To: FAA Chapter 327

Return to: **Merle Neises**  
**6829 N. High Ridge Rd.**  
**Galena Il. 61036**



Meetings the third Tuesday of the month, 7PM, Conference Rm next to restaurant, DBQ Airport Terminal

Meeting times & places may vary in the summer time contact a chapter officer for exact times and place

Visit our webpage [www.327.eaachapter.org](http://www.327.eaachapter.org)

rev. v.2 2020