



EAA CHAPTER 327

TRI-STATE CHAPTER: DUBUQUE, IOWA

Officers

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Larry Mueller
608 744-3333

Vice President

John Einck
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Mike Gaffney
563 556-8734

Treasurer

Dennis Schares
563 582-4150

Director of Advertising and Promotions

Harry Styre
563 582-3105

Director of Membership and Retention

Lyle Hefel
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Newsletter Editor

Webmaster

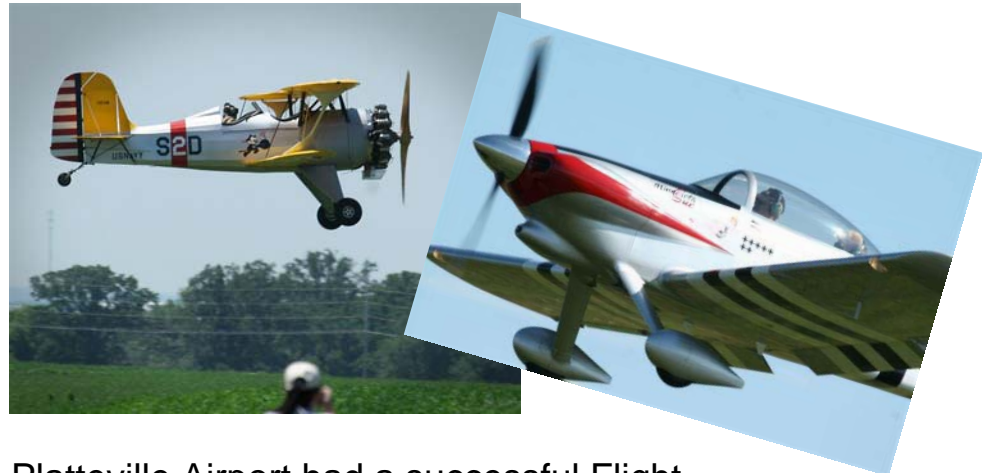
Nancy Mueller
608 744-3333

Director at Large

Bill Fitch
563 557-9480

August 2008

Platteville Has its Breakfast



Platteville Airport had a successful Flight Breakfast in July.



EAA Meeting
Aug. 21 - 7:00 p.m.
U D Bldg.

**Minutes from Officer's and Director's Meeting
Dubuque Jet Center-July 10, 2008**

Meeting was called to order at 7:00 pm by pres. Larry Mueller with 7 members present.

Officer's Report:

Minutes: read by Mike Gaffney approved with 3 corrections. Bill Fitch advised that we do have a flower policy. Flowers are donated for members and immediate family. Larry Mueller said the minutes should read that he stated we would look at the audit to check on flower expenditures.

Treasurer: Nothing to report

Advertising/promotion: Nothing to report

Membership/retention: Nothing to report

Newsletter: Editor not available

OLD BUSINESS:

- Bill Fitch said that he will be contacting Stacy Murdock concerning the fall Young Eagle rally which Stacy has hosted in the past. Bill also commented on the missing man flyover that was conducted for the burial of Bob Wagner.
- Larry Mueller noted and all agreed that the new display case plaques look great. Larry reported on his search for picnic shelter prices. A 10 x 20 with rafters at 8ft would cost \$863.54.
- Bill Fitch presented a sign-up sheet for the NATA event. He also noted that this year all volunteers will be required to sign a waiver as per the City of Dubuque. Harry Styers and John Einck will be teaming up to manage 327's participation in this year's program.

NEW BUSINESS:

- Bill Fitch said that he is now not sure of the October dates of the skydiving presentation but is expecting some news soon.
- Larry Mueller spoke of the Platteville fly-in breakfast to be held July 13 and offered 2 free breakfast tickets for the first fly-in 327 member who asks him for them.
- John Einck is working on 327 flight breakfast and expects will be going with pretty much the same menu as in past years. Bill Fitch reported that UD was asking to borrow our coffee pots for their breakfast. A motion was made by Dennis Schares and 2nd by John Einck that we lend them our pots and suggest that we could use some volunteers for our breakfast. Bill will deliver the message.
- Lyle Hefel showed some info he had on a problem with newer Slick magnetos—much interest was shown by those present.
- Larry Mueller motioned with 2nd by Lyle Hefel to adjourn at 7:40 pm.

Mike Gaffney, sec.

Elaine and Bill Fitch enjoy the 70 Knotters Flight.



70 Knotters Trip Bill & Elaine Fitch

First leg, DBQ to Middletown, OH. In route we stopped for fuel at Paxton, IL., this would be the only airport with auto fuel (mogas) on the entire trip. Middletown was hosting the National Aeronca Association Convention. We met the 70 Knotters there and used a GSP to find a restaurant within walking distance for dinner. We put up our tent before

dinner so we were all set for the night.

Second leg, Middletown, OH to Fayetteville WV. In route we stopped for fuel at Washington Courthouse (what a name for a town), the airport is Fayette County. The arrival at Fayetteville was interesting, the private airport is less than 20 feet wide, 2000 feet long, hard surface. You land uphill from either direction with a crest in the middle with trees on both sides and also at the approach/departure end of the runway. On downwind landing to the south you lose site of the runway until you are on base leg. Upon landing and getting out of the airplane and kissing the ground we brought out the lawn chairs, drinks, and snacks. Instead of camping the group made arrangements to stay at a bed & breakfast for a nightly rate of \$20.00 per person which included breakfast. We spent two nights at the B&B and some of the group (the adventurous ones) went white water rafting. The airport didn't have fuel so we decided to fly 15 miles northeast and landed for fuel at Summerville, WV. Bill was concerned about getting out of this strip with two people in the plane so to ease his mind I hitched a ride with Jim Hill who flies a Cessna 180. When we arrived at Summerville to our surprise they were out of gas. One of the Knotters who flies a 1941 Taylorcraft had to use the FBO's truck and go to town to get some auto fuel before we could continue.



Third leg, Summerville, WV to Front Royal, Virginia. In route we stopped for fuel and lunch at Elkins, WV., Randolph County. There is a cemetery on a hill on final approach to runway 32, which I found a little unnerving. The FBO drove us to Applebee's for lunch and I couldn't help but ask why there was a cemetery right at the end of runway 32. He replied "they are a full service airport". Flying to Front Royal took us right over the Appalachian Mountains and it was not a smooth ride. One of the Knotters had his yolk mounted GSP knocked loose in the turbulence and had to try and retrieve it from the floor with his plotter that meant unbuckling his seatbelt. One fellow was new to mountain flying and asked for any input or tricks to flying in the mountains and of course one of Knotters came back on the radio with "the trick is not to hit one". We all landed safely in Front Royal. After getting fuel, putting up our tents, and picked up our rental van we went out for dinner. The next day we drove to Dulles Airport to go through the Udvar Hazy Aviation Museum. They have every kind of aircraft there from the Space Shuttle to the Wright Brothers. Needless to say we spent the entire day there. We enjoyed an Italian dinner on the way back to the airport. The next day after breakfast the plan was to head to Lock Haven, Pennsylvania to go through the Lycoming factory and to spend time at the Sentimental Journey Piper Fly-in. Looking at the weather and talking to Flight Service Bill & I decided it was best to head back to Iowa so the weather didn't trap us in-between. We waited for the weather to clear over the mountains and said our goodbyes and parted company with the 70 Knotters wishing that the trip wasn't coming to an end.

Fourth leg, Front Royal, Virginia to Dubuque. With headwinds in route we stopped at Marian, OH for fuel and then again at Paxton, IL., for auto fuel. We considered spending one more night out on the road, but since it was a nice evening we kept going and got back to DBQ at 8:15 p.m. Thursday night. All in all, it had been another great 70 Knotters trip.

Elaine Fitch

EAA 327 Volunteers for the NATA practice



C.P. Cox, Dick Anderson and Larry Mueller wait for the weather to break and the planes to fly.

While waiting for the weather, the pilots of the T-6's sit through a flight briefing



**Minutes from Membership Meeting
UD Flight Center, July 17, 2008**

Meeting was called to order by president Larry Mueller at 7:00 pm with 12 members present.

REPORTS:

Secretary: Mike Gaffney read minutes from previous meeting held at the Dyersville airport. Minutes approved as read.

Treasurer: Dennis Schares reported current balance of 5,252.34.

Advertising/Promotion: Harry Styer not available

Membership/retention: Lyle Hefel—nothing to report

Discussion:

- With heavy rains and high water problems at the Dyersville airport, Dave Kramer noted that the field has been closed 4 times this year.
- Larry Mueller reported that he had an offer to host a Young Eagle rally at the Platteville airport, but later Bill Fitch offered the fact that Stacy Murdock has volunteered to do an event in September.
- Larry Mueller commented that the display case plaques were installed and looked great.
- Larry reported on an estimate of parts to construct the proposed shelter at \$863.54. That would be for a 10x20 structure with 8 foot truss. Nick Hirsch said that the actual size of existing area is 109 x 242 inches and in order to get approval for the project, we will have to submit a site plan to the county and they will relay the info to the FAA. John Einck will produce a site plan for the project.
- Larry Mueller said that the sign up sheet for NATA was in need of volunteers for parking help. All of Saturday was open. Larry will be helping Harry Styer with the NATA event when John Einck is unavailable.

side Dick Gordon posed the question, “who will be responsible for the air

volunteers?” Bill Fitch suggested that since we’re not in charge of that area, the FBO would probably train UD people for that duty. Bill, Dick and John all reported problems with the UD volunteers last year. Bill said that 60 T-6’s have signed up to come to Dubuque, but no T-28’s this time around. Once again we will be asking for a donation for helping to park cars. Bill also relayed a suggestion that we have bottled water available on a self serve basis since not much soda has been sold by 327 in past years.

NEW BUSINESS:

- Larry Mueller reported that Harry Styer has reached the status of “octogenarian” but Harry was not available for us to congratulate.

- John Einck informed that he will be getting ready to sign up volunteers for the annual flight breakfast.
- Bill Fitch is still unable to get an exact date for this years skydiving event.
- Larry will be needing some more input from members regarding the shelter project if we are going to apply for DGPRG grant money.
- Dick Gordon made a motion that 327 should consider a scholarship for college aviation students. Bill Fitch seconded and motion passed.
- Newsletter editor Dave Kramer said he needs photos and stories for the newsletter.
- Larry demonstrated some of the features of the new web site.
- Bill Fitch mentioned the upcoming flight breakfast with air show at Oelwein.
- Dick Gordon motioned and Dennis Schares 2nd to adjourn. Meeting ended 8 pm.

Mike Gaffney, Sec.



T-6s rest while their pilots wait for the weather to lift. 60 airplanes are expected to take part in the pre Oshkosh practice for the airshow in Wisconsin.

August Meeting – Thursday the 21st at 7:00 p.m. U D Building at the airport.