



The FLYING WIRE

The Newsletter of EAA Chapter 64

Serving Aviation in the Metro-East
Founded November 30, 1964 - Incorporated January 28, 1966

*Next meeting June 1, 2010 is at Sackman Field, Columbia, IL (food at 6 pm, meeting at 7 pm)
Our normal meeting time and place is 1st Tuesday at Historic Hangar #2 at Downtown St Louis Airport in Cahokia, IL,
but this time we're meeting at Sackman.*

Brain's Bites

June 2010

Keep on keeping on.

Our Young Eagle program was fortunate again as Saturday May 22nd we had another B-E-A-utiful flying day and a bunch of kids to fly out of CPS. Fortunately our Ercoupe was back operational, so I flew over from Sparta and took the opportunity to take five kids up for their first flight in a small airplane. Max, Devin, D'Audre, Keyshawn, and Rae' Ven were my co-pilots Saturday morning. In my opinion, the Ercoupe is a great YE airplane as the kids get a very unique flying experience. I like it too because I can carefully monitor how they are doing (we sit side-by-side), make sure they are feeling ok, and especially see their big smiles.

My last YE mission of the day was with an 11 year old girl named Rae' Ven. She had never been in an airplane before, but helped me take the airplane off, took her hand at the controls again when we were straight and level, and really enjoyed her flight. It's quite possible that she may become a pilot one day, or at the very least she will remember that flight by the Arch on a beautiful day for a long time to come.

During our flights for the day we turned left over the Grizzly baseball stadium, went north to Fairmont park, then west to the Gateway raceway, then back south along the Mississippi river crossing by the Arch as we re-entered the traffic pattern. It was a great experience for the kids and I extend a big thank you to all the volunteers and pilots who helped fulfill some many dreams that day.

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Young Eagle Rae' Ven flies the Ercoupe.

Our next chapter meeting at Sackman field near Columbia, IL should be a very good one. There will be lots of airplanes and airplane projects to look at. Hopefully the field will be dry and the weather will be nice so we can have some fly-ins too. We hope to see you there!

This past week my Dad died unexpectedly after choking on some food. He was 75, my buddy, and I miss him. This month's Brain's Bites is dedicated to my Dad, Sherwood "Woody" Kissinger.

How to Fly Cheap(er)

by **John Hudson Tiner**

If you enjoy flying itself, enjoy the nighttime lights of an airport from a closed and silent FBO building, then you can fly and save money for fuel by staying in the FBO rather than a motel. The saving of a hotel room comes close to paying the fuel bill for four hours flying in a Cessna 150.

I first found the real advantage of FBO "camping" at Jessup (KJES), GA. It was a beautiful building with real bedrooms for pilots, towels and showers, and WiFi, too. If I had wanted to go into town I could have called the cab and told the cab driver to bill the County Administrator's Office. The building was open 24 hours by door code.



Pilots stay free in the private bedroom at the Jessup, Georgia, FBO (KJES).

With that as an example, last year I took a solo flying trip and planned to stay in FBOs rather than motels. First I'd fly to Devils Lake, North Dakota, then I'll go on up to the US/Canadian border and then start south along Longitude Line 99 to Brady, Texas.

I departed Sullivan (KUUV), Missouri at 2:15p. I took off in rain, and flew through a couple of showers, but they were female rain -- nice and gentle. After a stop in Kirksville (KIRK), MO for fuel, I continued to Fort Dodge (KFOD), Iowa.

I landed at 6:16 pm, just after the FBO closed, but the building was open to those entered from the ramp area. The pilot's lounge

had a big screen TV. I'd come with enough food to make an evening meal. They provided blankets, and I spent a comfortable night on a large couch in the pilot's lounge.

I really enjoy airports at night. There's something about having a big building all to yourself, looking out at the landing lights and watching the flicker of the beacon. If it is an old World War II airport, then so much the better. It's almost as if I can feel the presence of those long ago mechanics and pilots.

The next morning the first worker on the scene let me use his pick-up truck to drive into town for breakfast. It was a stick shift, so I got current in handling the clutch and gearshift.

I took off from Fort Dodge at 8:25a and made a fuel stop in Marshall (KMML), Minnesota. The morning flight was about as good as it gets -- clear skies and smooth air. The rest of the flight to Jamestown (KJMS), North Dakota made me feel like I was in a yo-yo. I landed at Jamestown at 1:40p and tied down - I was done for the day. As I stepped into the FBO, rain fell mixed with sleet (not quite hail)



I felt welcome at "Camp KJMS", the Jamestown, North Dakota FBO. It had big screen TV and snooze room.

Jon Cave, the Jamestown airport manager, made me feel at home. He gave me a key to the courtesy car, showed me how to regulate the room temperature and explained how to use the satellite television. He also gave me a key to an empty hanger in case the bottom fell out of the weather

(so I can put my plane away). The name of the FBO was First Class Aviation, and it really was.

Monday night, the Jamestown airport was busy after hours -- Corp of Engineers plane shuttling those working on the flooding -- against flooding I presume, but with the Army Corp who knows (sorry couldn't resist). A FedEx plane made its stop, followed by a twin engine that was probably a student pilot from U of ND, and an air carrier with about 32 passengers. By 10:00 pm, however, I had the place to myself. There were two snooze rooms, so I chose one and got a good night's sleep.

Tuesday morning I left Jamestown North Dakota and flew to Sarles, North Dakota, the northernmost town before Canada along the 99 degree longitude line. Then I turned south along longitude 99 to Devils Lake (KDVL) for fuel. I flew on to Mobridge (KMBG, named after the bridge across the Missouri River) for fuel and then on to Wagner, South Dakota (KAGZ) for the night.

It was an exciting landing at Wagner. Wind was 20G30 at about 80 degree crosswind. After landing, I got into the FBO with the code (CTAF frequency) and found the keys to the courtesy car and drove to a hanger. There John Otte, the airport manager, had his office and AG operation.



In addition to spending the night free in the Wagner South Dakota FBO, I received a giv-me cap from John Otte of Dakota AirCare.

John Otte gave me a Dakota AirCare cap and a good time of hanger flying. I learned from him that actor Morgan Freeman was a pilot and had landed at Wagner because of a weather delay.

When I mentioned the wind and my three tries to get lined up for landing, he asked, "Why didn't you land on the grass runway?" Oh, well. I'd not noticed it.

For exercise I walked into Wagner for an evening meal, and then back to the FBO to spend the night -- eight hours of good, solid sleep. I drove the c-car into town for breakfast.

The next morning I had fuel stops in Kearney (KEAR), Nebraska and Great Bend (KGBD), Kansas. In Great Bend, I ate lunch with Martin Miller, a former Warthog pilot, and the airport manager. Then I was on to Alva (KLVK), Oklahoma to spend the night.

The Alva, Oklahoma building was the most interesting I've ever visited. It was a beautiful FBO in a new building, with museum quality displays, air-conditioned, a pilot's lounge as nice as a hotel room, AND -- "Sure, you can spend the night in the FBO. Here's the key, it opens every door in the place. Make yourself at home. And here's the key to the courtesy car, keep it over night."

All, righty, then, I definitely felt as if I'd crossed into some alternate universe where being an aviator gives special benefits unheard of in the one I normally inhabit.

Alva, OK was one of the few World War II installations that wasn't an airport. Instead, it was a 640-acre German POW camp, and home to 5,000 German troops. After the war, the Fed Gov gave the 640 acres to the city, and they built the airport.

The next morning after I took off, the weather got iffy. The ceiling came down and the Quartz Mountains came up, and I decided to land. I'd been flying at 500 ft AGL for the fun of it, but there's a difference between *choosing* to fly low and being *forced* to fly low.

I landed in Hobart (KHBR), Oklahoma, after only 1+30 in the air. Hobart was a World War II airport, but with only one runway being maintained. The key to the courtesy car was in the nozzle of the fire extinguisher by the door. That's the most unusual place I've ever seen the key "hidden." I spent the day in town visiting a couple of museums (General Tommy Frank's hometown) and eating really good food.

The next morning I flew to Brownwood (KBWN), Texas for fuel and landed at Brady (KBBB), Texas, the southernmost point of my cross-country. In

Brady, Joe Moiser (the airport manager) found for me a place to “camp”, although the place was overrun with about 60 soldiers on Army field exercises. I camped upstairs in the hanger and overlooked the floor where they stayed. Brady had showers for pilots and the military. I enjoyed taking a shower -- even my high threshold of personal hygiene has its limits. I enjoyed two nights in Brady before starting back.



After leaving Brady on Sunday, crystal clear, and exceptionally smooth air greeted me. The air stayed smooth all the way into the afternoon. I flew at 500 feet AGL, stopping at Gainesville, Texas for fuel, and again in Monett, Missouri, before ending the eight day flight at Sullivan, Missouri.

All of my “camping” was indoor, in an air conditioned FBO, with water, restrooms, and sometimes coffee, snacks available, etc. Throughout the trip, I encountered only positive people - line boys, FBO operators, waitresses, everyone - who had only “yes” in their vocabulary. It was a wonderful, positive trip. And I think it was made even more enjoyable by the eight nights in the FBO rather than in motels.

Summary: 199.8 gallons of fuel (\$666.57), 2,425 miles, and \$0.00 cost for hotel rooms.

[My accommodation at KBBD, Brady, Texas in the upstairs “penthouse” was only slightly more luxurious than the military’s area. They were on night maneuvers and slept during the day.](#)

EAA64 Minutes, May 4, 2010

By Bill Aanstad, Secretary

“Greetings from Chapter 64”

The May meeting was called to order by President Brian Kissinger at 7pm, with introduction of visitors/guests including Chris Lindauer who joined the chapter and is now flying a Cessna 150 from his New Athens strip. Welcome Chris -- 33 members and guests were in attendance, attracted by excellent Italian Beef sandwiches by Diane Earhart.

Secretary’s Report & Treasurer’s Report

accepted as mailed.

Correspondence: Received a poster of Paul Poberezny from EAA, and a letter from Doc Mosher with information on the history of the Art Holiman Pietenpol being restored by Scrounge Dawgs. Art flew the aircraft over a thousand hours including several trips from Arkansas to Oshkosh and Brodhead.

Old Business: Memorandum of Agreement with Air Museum still being worked (Bob Fisch & Bert Hampton working the issue).

Bill Rohland briefed the tornado damage to Sullivan field south of Columbia and the cleanup/repair status.

A number of volunteers showed up to help, just from word of mouth, as no notification or request for help was sent out. It was suggested to put out email notification of such events, which undoubtedly would have resulted in an even larger volunteer turnout. Mike, Ken and Charlie greatly appreciated all the help and hangar reconstruction is well underway.

SDA Update: Mike Brenner expressed appreciation to Walt Hubert for help in repairing the Piet firewall, and asked Dawgs who had committed to buying into the Piet ownership/operating group to get up to date on their payments so the SDA cash flow can cover purchase of the O-200 engine by the end of May. Also briefed was the upcoming Trivia Night to raise funds, scheduled for June 11th at Maryland Heights Recreation Center -- passed out flyers with information.

Brian briefed his visit to the Shelbyville TN Jabiru plant and passed out information on the Jabiru aircraft.

50-50 drawing: \$27 won by Billy Haddock and donated back to the chapter. Second drawing won by Rick Rehg for Cardinal tickets. Bob Fisch won a coupon book, as did Chris Lindauer.

Members briefed status of their projects. Walt Hubert noted that the beautiful 1946 Champ and 1938 Luscombe at Dutchman are for sale, give him a call for details.

Young Eagles Update: Bob McDaniel briefed for Larry who had to leave early for another commitment. Small group scheduled for May 22nd, kids at 9am, 8:30 pilots briefing.

Bob also briefed the 4th of July riverfront air show, media and practice day on the 2nd, airshow 3rd & 4th, need EAA members to help escort visitors in the aircraft area. Watch for further details on aircraft and performers. Also, the DirecTV blimp will be moored at CPS on Thursday June 3rd, with tours available about 6 in the evening, with food available from the Gateway Ultralight Club -- watch for further details by email.

Ed Hase briefed that he would be driving to OSH with a pick-up and trailer, can provide ground support to haul stuff up there, will be leaving week before to get a good camping spot.

Next month's meeting will be at Columbia/Sackman, Haddock's hangar, with Erickson's adjacent hangar open to view his Zenith 701 project. Shish-ka-bobs by Billy, bring lawn chairs.

Meeting adjourned at 7:45 for Fire Department demonstration and fire extinguisher practice.

Fly Market

Listings are free for EAA64 members-- Sell, Trade, Wanted.

From Dave Hoepfinger: For Sale: 1949 Piper Clipper PA-16, O-290D2 engine, TTE 2290, SMOH 510, STOH 96, Stits Fabric (1997), Sensenich Prop rebuilt 2006, balanced 2007, Aircraft completely rebuilt in 1997; lots of new and upgrades: Sky Tech Flyweight Starter, Slick Mags, battery, wingtip strobes, shoulder harness (front seat). Two 18 gallon wing tanks. STCs for Brackett air filter, oil filter, sealed struts, and strobes. DG, digital comm., transponder, intercom, much more, Complete specs upon request. \$38,500 Contact Dave Hoepfinger 618-803-8333 lateralg@htc.net



Dave Hoepfinger's Clipper for sale.

From Todd Drenkhann: For Sale: 1/4 share of 1946 Ercoupe. Light Sport qualified. Contact Todd Drenkhann drenktee@yahoo.com or 618-304-5802.

Available: McCauley metal cruise prop
McCauley 1A90 CF 7047 re-pitched to 52
Good cruise prop to use on A-65 to O-200.
Currently flying on Fly Baby with an A-65.
Sale or possible trade for new/refurbished wood prop (46 pitch)
Contact Brian at brainsflight@yahoo.com

From Diane Earhart: We have a bunch of office cubicle walls that are VERY nice, in good condition, cost thousands of dollars new, and should be worth easily \$500. [For more information see the April Newsletter or call or email Diane or Gary 618-235-8823 / 618-741 3453 Earhart500@aol.com / GaryPilot@aol.com

HELP! needed *Need help with an airplane-building problem? Many knowledgeable EAA members are available to provide assistance. Listings are free.*

From Diane Earhart: We need someone that has the knowledge and equipment for welding copper that can do a small job for us on our aerospacecraft. Can anyone help us or point us in the right direction? Thanks. Call Gary 618-741-3453 or Diane 618-235-8823

From John Tiner: For the Zenith 601 Upgrade I must rivet solid rivets, a skill I do not have (only blind riveting.) Can someone who has knowledge of acceptable practices show me how to set solid rivets?



Scrounge Dawg Aviation

by Mike Brenner

Bill A., Bill R., Dale, and I went up to Staunton to pick up the engine today (Thursday May 27). We also purchased an oil pressure gauge, lord mounts for the engine, and a tachometer. We decided not to purchase the damaged engine

mount at this time but we may elect to pick it up later. The only usable portion of the mount would be the engine side-mounting ring. Central Air Parts has a grass strip right next to the yard. We decided not to purchase everything we thought we needed right away so that we'd have an excuse to fly up there on parts runs. It is lways good to have excuses to fly somewhere.

The engine is now at Haddock Heaven waiting to be mated to the fuselage. Rob Connell is working on the landing gear and should have it ready in the next couple of weeks. Billy Haddock has cleaned out the lower hangar to get it ready for the Piet assembly. The plan is to do a preliminary assembly of the plane before covering it with fabric in order to confirm that everything is going to fit together properly and to get a fairly good idea of where the CG is located in case some adjustments need to be made. Once we're satisfied that everything looks good, the wings and fuselage crews can get back into action with the fabric work. June should be an exciting month!

EAA Chapter 64 Treasurers Report by Ron Peek

EAA CHAPTER 64 TREASURERS REPORT

5/26/2010

12/31/2009	Checking Balance From 2009	\$1,906.13
12/31/2009	Investment at Edward Jones @ 12/12/09	\$29,000.00
12/31/2009	Total Net Worth 12/31/09	\$30,906.13

DATE	CHECK	NOTES	DEPOSIT	DISPERSE	BALANCE
1/9/2010	2127	Fischer's Restaurant		\$731.00	\$1,175.13
1/11/2010	2128	EAA - \$1M liability insurance		\$379.00	\$796.13
1/12/2010	DEPOSIT	Dues, Holiday Party dinner sales, auction items, 50/50	\$1,381.00		\$2,177.13
2/2/2010	2129	Bob McDaniels, YE fuel		\$45.11	\$2,132.02
2/19/2010	2130	Laser Concepts, plaques		\$47.50	\$2,084.52

2/23/2010 DEPOSIT Dues, 50/50	\$540.75	\$2,625.27
3/6/2010 DEPOSIT Anonymous donation designated to SD Builders group	\$1,000.00	\$3,625.27
4/6/2010 2131 B. Haddock, fuel to Oshkosh Ofc trng		\$188.51 \$3,436.76
4/6/2010 2132 M. Brenner/Scroung Dawgs bldg fund - donation passthru		\$1,000.00 \$2,436.76
4/26/2010 DEPOSIT Dues, Food, 50/50	\$277.00	\$2,713.76
5/25/2010 DEPOSIT Dues, 50/50	\$122.00	\$2,835.76
YTD Total	\$3,320.75	\$2,391.12

Current Checking Balance \$2,835.76

Investment value@ Edward Jones on 4/30/10 \$29,094.57

EAA64 net worth \$31,930.33

5/12/2010 EAA64 2009 taxes submitted and accepted on Form 990-N
Ron Peek, Treasurer EAA Chapter 64

EAA Chapter 64

Historic Hanger #2

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Motto

Get & Keep 'Em Flying!

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We're on the Web! Visit us at: www.eaa64.org

Calendar: Next EAA Chapter 64 meeting June 1, 2010 at Sackman Field, Columbia, IL. Billy Haddock and Brian Kissinger will be the hosts for the meeting. Billy is cooking and Jerry Erickson (EAA tech counselor) will show us his Zenith 701 project. We will look at many other projects at other Sackman hangars. Fly-in's are welcome if the field is dry. It should be a lot of fun! Bring lawn chairs.

From Bob McDaniel: Thursday, June 3, 6-7 pm. EAA Chapter 64 members are invited to come to Downtown Airport and join the Gateway Area Ultralight Club to tour the DirecTV Blimp. I talked to the blimp coordinator and confirmed we're good for blimp tours Thursday evening, June 3rd, beginning around 6 pm. We'll be escorting people out in small groups.

From William Aanstad: On Memorial Day morning Hecker has their own salute to veterans with a fly-over of the cemetery a few miles west of town, pilots wishing to participate please contact me. Dave Renner will fly his SNB-1 bomber (Twin Beech) over Hecker at 9:30, and we can stage participating aircraft out of Columbia/Sackman or Lindauer field, weather permitting.