

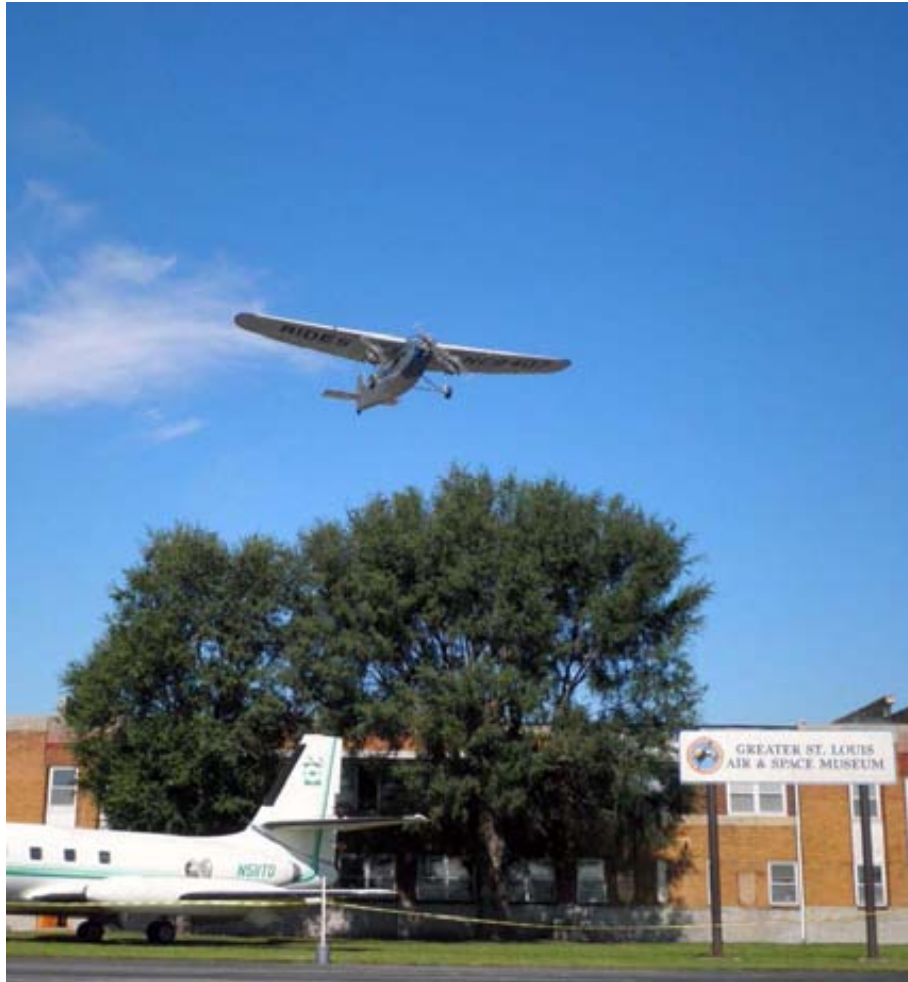
# The FLYING WIRE

The Newsletter of EAA Chapter 64

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

*We meet on the 1<sup>st</sup> Tuesday of the month at Historic Hangar #2 at Downtown St Louis Airport in Cahokia, IL.  
Food at 6:00 pm, meeting at 7:00 pm.*

Those who came to this event enjoyed the best Chapter activity in years.



## Our Tri-Motor

**By Bert Hampton**

**Co-Chair Tri-Motor Steering Committee**

The Tri-Motor visit to our Chapter proved to be a true bucket list opportunity for hundreds of our St. Louis area neighbors and fellow Chapter members. If you climbed into the cockpit and flew the right seat, you are now aware the Tri-Motor is a pedal aircraft. The view from any seat in the plane was spectacular. Not a single person came away without a big grin from ear to ear after their flight.

[Article Continues on Next Page -- More Photos, too! Photo credits at end of article.]

The first right seat occupant was St. Louis' oldest pilot Carl "Chub" Wheeler. Now 100 years old, he was part of the Tri-Motor ground crew as a young lad and later flew many of the famous 'first' airliners before becoming the manager of CPS.

Unfortunately, the weather was so bad on the first day; most of the press did not show up for the media flights. While we did get some news coverage, it was disappointedly spotty at best.

We flew a woman who was taken out of school for a day when she was seven years old, by her Air Corps father, just to see the Tri-Motor. Now, eighty years later she finally got to fly in one. We had several men in their eighties and nineties fly right seat. One older WWII bomber pilot came back twice. Families flew. Couples flew. Old

and young, babies in their mother's lap, all got to see the Arch low and slow. Several people had their first ever airplane ride thanks to our Tri-Motor event.

I'm guessing at least a thousand pictures were taken. Bob McDaniel had the super lift out for overhead pictures. Mark Nankivil, the new President of the Greater St. Louis Air and Space Museum was everywhere taking pictures. The Museum had more visitors during the Tri-Motor event than during the past six-month's total. The kid's flight simulator was in near constant use, the Jet Star was opened up, and Carmelo Turdo's hard work reorganizing the displays was apparent. Rose Church was so impressed; she left a nice donation for the Museum and arranged for friends to make artifact contributions. Rose served with NASA as the very first nurse to specialize in space medicine and regularly took care of the first generation of astronauts.

In total, we flew approximately twenty-five flights of the Tri-Motor and seldom had an empty seat. As far as I am aware, every volunteer, who worked multiple days at the event, was provided, either by EAA or an individual sponsor, a free ride. I'll go out on a limb and state the biggest smile of the event was on the face of the Civil Air Patrol cadet who was sponsored on the last flight of the day Saturday.



Gateway Arch from Trimotor



Carl "Chub" Wheeler

The event could not have happened without the support of our many sponsors. Jet Aviation supplied the hangar and the courtesy car. Ideal

Aviation provided discounted fuel. Holten Meat, Inc. provided all those burgers. Helicopters Inc. provided for our huge postage expenses. Wick's provided good old American greenbacks, as did Current Electric and Louis Mund Farms. The later was in memory of Joe McKinstry. EAA Chapter 32 provided the chairs and tables and two small tents. The CPS maintenance folks provided extension cards, gate access, manpower for the tear down operation, and much more. The Greater St. Louis Air and Space Museum (GSLASM) provided the BIG tents, sponsored the Saturday night dance, had volunteers available all four days, and agreed to help with advertising expenses. And finally, the Civil Air Patrol provided crowd control and passenger escorts all day Saturday.

Our EAA crew included pilot Rand Siegfried and a great ground support group including, Sherry Finkler and Cara and Mike Hartman. They all proved not only to be hard workers, but terrific party people as demonstrated Saturday night, where the Big Boss Blues Band played for free! Rand signed log books for

all the right seat pilots, acknowledging three engine AND tail wheel experience. Sure was neat to get the Tri-Motor time recorded in the old logbook.



Bob McDaniel by Dennis Dangelo's Aeronca 7AC

Engine instruments are on strut, visible from cockpit window.



While the event officially kicked off with a media feed at Oliver's on Thursday, the work before hand was intense. Diane Earhart deserves special recognition for bringing all the parts together. Her organizational skills are the single most valued contribution we received. Losing her at the last moment, due to the passing of her mother, was near catastrophic. I cannot begin to recognize all those who pitched in to make the Tri-Motor visit a success. Diane of course is at the head of that line. Behind her you should all thank Billy Haddock for organizing the food, souvenirs, car show; Dave Sneddon for all the advertising, public relations, and media coordination; Todd Drenkhahn for organizing the line crew manpower; Brad Jones for watching our wallet and spearheading our BND full page ads; and of course our president Rick Rehg who was everywhere doing everything. On the Museum side Mark Nankivil and Carmelo Turdo carried a huge load. And of course, we had the artwork of Mike Burke and Joe Gutknecht to adorn our shirts and ads.

The volunteers who actually worked the event are just too numerous to list all of them here. But as always a core group of volunteers worked overtime: including the ever dependable Bill Rohland, plus Ed Hass, Bob Fisch, Nick Turk, Larry Frey, and many, many wives putting in multiple long days. By the way, everyone who showed up to work, earned an orange event shirt, embroidered with our event logo by my wife, complete with a promise of individual names being added upon request. If you missed this event, you missed the best Chapter activity in years.



Photo Credits:

- Trimotor over Hanger 2 by **Todd Drenkhahn**
- Carl "Chub" Wheeler -- **Bert Hampton**
- Gateway Arch from Trimotor -- **Bert Hampton**
- Bob McDaniel by Dennis Dangelo's Aeronca 7AC -- **Bill Aanstad**
- Engine instruments -- **Todd Drenkhahn**
- Training -- **Todd Drenkhahn**
- The Big and the Little -- **Bill Aanstad**
- Other Activity -- **Bert Hampton**



## EAA64 Minutes, September 6, 2011

By Bill Aanstad, Secretary

The meeting was called to order by President Rick Rehg at 7pm.

Secretary and Treasurer's reports were approved as published in newsletter.

Bert Hampton briefed TriMotor progress: the biggest issue is manpower to support the effort for 4 days of the plane being here, 5 people minimum needed for all hours of operation. Todd passed around a list of jobs required and schedules. Much work has been done on advertising, coordinating with other chapters and airports. Best price for ads is for full page ads in BVND (professional artwork, full page, 2 days) Thursday and Friday for \$799. Motion made seconded & carried unanimously to expend the funds. Museum may share advertising expense, and our members are invited to the museum dance. Dance is Sat 24th, \$10 per ticket for band, not including dinner and beverages. Car show on media day Thursday including a '27 Rolls Royce. Expect at least 50 cars on display for Sunday (10 until 4) car show.

Jeff Wilson introduced Jim Kilian, guest -- pilot interested in joining chapter, got ticket at 17, out of aviation for decades, renewing interest.

Bl Florich briefed 9/11 flyover plans, meet at 0800 on Sep 10th at hangar 2, need all interested pilots to attend.

Billy Haddock presented raffle plan to raise funds to offset potential losses in event of TriMotor rain-out -- tie in to Ford event to help sell tickets, drawing not till annual banquet so have additional several months to sell tickets. Proposed sending tickets to

each member to sell, \$5 each, want \$40 back from the 10 tickets mailed. Prize \$1,000, seller of winning ticket wins \$100. Need to vote on having raffle, cost would be about \$60 for tickets (1,000). Motion made seconded & approved.

Larry Frey briefed the big Scout event: 2 weeks after TriMotor event is Youth Gateway to Aviation Boy Scout campout Fri-Sun, museum will be open, simulator, ground schools -- intend to fly 300 kids (250 scouts plus 50 YEs). Need lots of pilots & ground crew, have only 4 pilots signed up, more pilots needed. Rod Hightower will be here and guest speaker astronaut Gene Krantz. Discounted gas \$1.59 thanks to help from Shell. Need static displays for event also, contact Bob McDaniel or Sue Bloomfield (blooms@slu.edu).

Brad Jones briefed balance of scholarship fund, only \$10.86 of last scholarship for aviation maintenance program at SWIC was expended due to student dropping out. Larry Frey and Ron Peek were involved several years ago, explained that the college picks the recipient based on their criteria & GPA. Both Larry and Ron spoke highly of program and recipients. The college can't use the \$489 balance unless it's at least \$500 -- need vote to kick amount up by \$10.86, or \$510.86 to make it a thousand in the fund. Motion made seconded & approved to approve funds for a \$1,000 balance.

Diane spoke on the holiday party plans, suggested Olivers for this year's party, and avoiding holiday weekend. Proposed date of 7 Jan 2012 at Olivers was unanimously approved.

**50/50 Drawing** won by Jim Kilian, who donated the \$16 back to the chapter.

Meeting adjourned at 8:01pm, 19 members and guests present.

## Youth Gateway to Aviation

by Larry Frey

Young Eagle Coordinator

Youth Gateway to Aviation day at KCPS is set for Saturday, October 8, 2011. The event is sponsored by SLU Parks College, Boeing, Stl Louis Downtown Airport and has many other participants. EAA Chapter 64 is responsible for the YE Flights. We have 296 YE's registered!

Planned activities include:

Aviation Hero Stage Presentations	Tours of the Convair Commercial Jet
Maintenance & Tech Area Activities	Aviation Career Education
Younger Sibling Activities	Boeing Flight Sim activities
Interactive Exhibits	Simulators & First Log Books
Flight Education	Food Vendors
Fly in a Plane--up to 300 kids will fly!	Static Aviation Displays
Segway Rides	Air and Space Museum Tours
Ultra-Light Airplane Displays	Museum Scavenger Hunt
Airport Fire Truck Demonstrations	Medical Helicopter Tours and Demos

The format for this event has not changed from that set in the initial brochure except that it will be held in conjunction with the Lewis Clark Council Boy Scouts of America campout at KCPS October 7-9. These scouts are working on their aviation merit badges. YE's fly on Sat the 8th ONLY. We currently have 296 registered.

On the flight date, a full briefing with the KCPS Airport Director, Fire Chief, Tower Chief and YE line boss (me) will be held at 0800 in the EAA Chapter 64 hangar. All pilots MUST attend this briefing. In special situations we will hold a second briefing later in the morning. Rod Hightower will be joining us at this briefing. Crew will be brief immediately following.

Of course, we will need ground crew, registrars, and safety personnel and I encourage you to help in these areas as well. Should be a great day at the Airport. We expect the flights to take all day, help as much and when you can. All pilots, though, will receive credit for YE flights for his/her home chapter.

Larry Frey, YE Coordinator, EAA Chapter 64  
Lr.frey@yahoo.com  
618-334-5340

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### From the Prez of Vice (That's our Vice President, Diane Earhart):

Thanks to all for your condolences and support on the death of my mom. I have been out of the loop while I traveled to South Dakota and Wisconsin after her stroke, but it sounds like everyone took over the Tri-Motor weekend with great success. I'm sorry I missed it and look forward to all reports and pictures about what I missed.

Mark your calendars now for January 7, 2012, for the EAA64 Christmas and Jeff Wilson's Birthday Party at Oliver's. This is early enough so that you won't have a lot of "previous engagements".

## Used E-LSAs and Required Logbook Entries

By Bob McDaniel

In 2004, the FAA detailed new rules for the manufacture, certification, operation, and maintenance of Light Sport Aircraft. "Fat" ultralights that did not meet Part 103 requirements were given until January 31, 2008 to transition their aircraft to the Light Sport Aircraft category and obtain an airworthiness certificate. Now that nearly 4 years have passed, some of those E-LSAs are being sold to new owners. There are multiple issues with accurate E-LSA logbooks that prospective buyers should be aware.

First, no logbooks were required prior to the aircraft receiving its Airworthiness Certificate which could be as late as January 2008. If no logs were kept, the first logbook entry should be for the initial inspection PRIOR to the Airworthiness Certificate being issued. That log entry should go something like this:

*"I certify that this aircraft has been inspected on (date) in accordance with the scope and detail of appendix D to part 43 and was found to be in a condition for safe operation."*

The entry should be signed by the person doing the inspection and include a title and a license number if applicable. That could simply be "Joe Pilot, Owner" if the owner was not a licensed pilot at the time.

The next entry should document the issuance of the Airworthiness Certificate by the DAR or FSDO inspector. That entry should be something like this:

*"I find that this aircraft meets the requirements for the certifications requested and have issued a special airworthiness certificate dated xx/xx/xx. The next inspection is due (xx/xx/xx). Signature, Date, DARXXXXXXXXX."*

The next entry should be the flight test period sign-off worded exactly as it is spelled out in the aircraft's official Operating Limitations. It should go something like this:

*"I certify that the prescribed flight test hours have been completed and the aircraft is controllable throughout its normal range of speeds and throughout all maneuvers to be executed, has no hazardous operating characteristics or design features, and is safe for operation. The flight test was completed under the following conditions: maximum operating weight, style/set of wing or sail, maximum demonstrated airspeed, and minimum demonstrated stall speed. Signature, license number."*

**WARNING:** If that entry has not been made, the aircraft is NOT legal to fly anywhere outside the test area prescribed in the Operating Limitations and is NOT legal to fly passengers anywhere.

After those entries, the only REQUIRED entries are the annual condition inspections and major repairs to damage. It's good practice to log all preventative maintenance, but it's not required. If a condition inspection entry has not been made in the last 12 months, the aircraft is NOT legal to fly. The fix is easy....get an inspection and get it entered in the log.

**No LogBook** Occasionally you may find a perfectly good E-LSA aircraft that does not have a logbook. What should you do if the aircraft logbook has been lost? Create one!

Start by going to the FAA website at <http://aircraft.faa.gov/e.gov/ND/airrecordsND.asp> and request the official registration records of the aircraft. That will include a copy of the original airworthiness certificate, the airworthiness application, ownership and registration records, and form 337s for any major repairs that have been recorded (probably none.) Armed with that information, get a new logbook and start it by entering the first two required entries (initial inspection and issuance of the airworthiness certificate, as described above.) Do not sign those entries, but print the name of the person that should have signed them

Next make an entry that goes something like this:

*"I certify that all entries in this logbook prior to (a date after the second entry) are true and correct recreations of the originals; no major alterations or repairs have been made to this aircraft or its*

*equipment; and the total operating/flight time on the airframe, engine, propeller, and parachute wing is xxx.x hours. Your signature, your license #.”* (You might also have this entry notarized.)

If you can get the previous owner to make the flight test period sign-off entry, have him make that entry next.

The next required entry is for a current annual condition inspection (within the last 12 calendar months) before the aircraft can be flown. Once those two entries are made, you're done until the next condition inspection is due.

If the previous owner will not make the flight test sign-off entry for you, go ahead and get a current annual condition inspection done and entered into the log book. Now that the aircraft is legal to fly, you must complete the initial flight test period again in the same flight test area designated in the Operating Limitations before it is legal to carry passengers. Unless you can fly in that same test area, your next step is to take all your documentation (AWC, Registration, W&B, Op Limits, and Logbook) to your nearest FSDO and get a new set of Operating Limitations issued with a new flight test area specified. Then, complete the flight test period and make the sign-off entry in the logbook yourself. Now you're good to go!

In summary, lack of a logbook is NOT a catastrophe or an insurmountable task to solve. It can be done, but it takes some time and must be done correctly. Remember, if the paperwork isn't correct, in the FAA's eyes your aircraft is unsafe. Take the time to get it right!



## Wishing and Being Thankful EAA64-style

by **Brian Kissinger**  
(EAA Chapter 64 Past President)

So my Dear Ole Dad (God rest his soul) used to tell me when I would say something like, “Dad I wish I had a new bike, motorcycle, or BB gun!”

“Well Son, tell you what you wish in 1 hand and crap in the other and tell me which one fills up faster, ok?”

See my Dad was not too gentle of a man, on the outside at least, but come Christmas, if he had it a used motorcycle or 22 rifle would find its way under the Christmas tree. He just made me sweat it out and wish and pray for it a little harder.

Now I hear a lot of my fellow EAAers say things like, “I wish I had a \$250,000 airplane or whatever.” or “I wish \_\_\_\_\_ (fill in the blank).” Now while I've learned a little more diplomacy than Dad had (though I may still think what my Dad used to say to me when these naïve folks wish for silly airplanes they can't afford or even know how to fly!) when I was a kid. But let's take this a little further. What if your wish to have a \$250,000 Cirrus was granted? POOF! How would you pay for the hangar, fuel, etc? You would need wish, after wish, wouldn't you?

So my suggestion is to instead be THANKFUL that you are part of EAA64 and start building something and STOP wishing for whatever unreasonable airplane you think you want. **READ THAT AGAIN. BE THANKFUL** and start building something my friend. Or take my Dad's advice and let us know next month which hand filled up first.

Or tie the Wishing and Thankfulness together by: 1. Wishing it, 2. Dreaming it and 3. Doing it!

p.s. I never actually did my Dad's experiment because even at 5 years old I didn't want to get fecal matter on my hands...that's just gross.

Keep 'em Flying  
**Brian “Brain” Kissinger**

# Fly Market

**FOR SALE**

1976 PIPER ARROW N4363F

\$49,995.00

Located at Gainesville Airport (GVL) Gainesville, GA

Contact Larry King 404-550-1383

Clean, Economical, Reliable, Fast Beautiful IFR Arrow. White With Blue Paint Scheme In Excellent Condition And New Full Dark Blue Leather Interior, New Tinted Windshield, Headliner, Carpet & Instrument Panel Overlay. Hangared. Extremely Well Maintained. **ALL LOGS SINCE NEW**

PIPER PA 28R-200

**Airframe:** 3245 TT

**Engine** 1166 Since Major Overhaul1

**Prop** 188 Since Overhaul

**Avionics & Options:**

#1. 430 Garmin Nav/Com IFR Approved Coupled to Auto Pilot

#2. King KX170B Nav/Com

King KMA 20 Audio Panel with Marker Beacon

King KR86 ADF

King KN61 DME

King KT 78 Transponder

4 Place Intercom with MP3 Music Input

Piper Auto Control IIIB

Electric Quartz Clock

Pilot & Co-pilot Push to Talk

Exterior GPS Antenna

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**Interior:** 217 Hours Since New Interior

Blue Leather High Back Seats,

Blue Side Panels and Sandalwood Head Liner

Blue Carpet

Extra Sound Proofing Insulation

Matching Seat Belts

New 1/4" Tinted Windshield

New Plastic Trims throughout

Full Panel Overhaul and New Eyebrow

**INCLUDED IN SALE:**

2 David Clark Newly Over hauled Headsets, New

Carry Cases Extra Gel Pads

1 Pilot Avionics Headset (PA11-20)(11-601T)

Cowling Plugs

Misc. Extra parts ---



## EAA Chapter 64 Treasurers Report by Brad Jones

### EAA CHAPTER 64 TREASURERS REPORT

9/29/2011

12/31/2010	Checking Balance From 2010	<b>\$1,932.48</b>
12/31/2010	Investment at Edward Jones @ 12/31/2010	<b>\$31,264.46</b>
12/31/2010	Total Net Worth 12/31/2010	<b>\$33,196.94</b>

DATE	CHECK	NOTES	DEPOSIT	DISPERSE	BALANCE
1/13/2011	DEPOSIT	YE CREDIT	\$ 434.93		\$2,367.41
1/15/2011	2142	FISCHERS RESTAURANT		\$ 825.95	\$1,541.46
1/18/2011	2143	ST.LOUIS DOWNTOWN AIRPORT RENT,UTILITIES		\$ 51.00	\$1,490.46
1/19/2011	DEPOSIT	DUES, PARTY	\$ 822.00		\$2,312.46
2/23/2011	2144	EAA INC, CHAPTER RENEWAL		\$ 379.00	\$1,933.46
2/23/2011	2145	LASER CONCEPTS-PLAQUES FOR PARTY		\$ 57.00	\$1,876.46
3/14/2011	DEPOSIT	DUES, 50/50	\$ 349.00		\$2,225.46
3/17/2011	2146	SEC OF STATE ANNUAL REPORT- VOID		\$ -	\$2,225.46
3/18/2011	DEPOSIT	DUES, DONATION	\$ 75.00		\$2,300.46
3/26/2011	2147	GAUA PASS THROUGH DONATION		\$ 15.00	\$2,285.46
3/26/2011	2148	SCROUNGE DAWG PASS THROUGH DONATION		\$ 12.00	\$2,273.46
4/1/2011	DEPOSIT	DUES	\$ 48.00		\$2,321.46
4/8/2011	DEPOSIT	DUES, 50/50, FOOD	\$ 408.42		\$2,729.88
4/18/2011	2149	BILL PATERSON FUEL YE		\$ 110.63	\$2,619.25
4/18/2011	2150	BOB MC DANIEL FUEL YE		\$ 77.73	\$2,541.52
4/18/2011	2151	KEN GOTTISCHALL FUEL YE		\$ 136.03	\$2,405.49
5/3/2011	2152	DIANE EARHARDT TRI-MOTOR SHIRTS		\$ 257.19	\$2,148.30
5/9/2011	DEPOSIT	DUES, 50/50, FOOD	\$ 514.00		\$2,662.30
5/9/2011	2153	FCB BANK MONEY ORDER FOR SEC OF STATE		\$ 82.00	\$2,580.30
5/25/2011	DEPOSIT	DUES	\$ 24.00		\$2,604.30
6/7/2011	2154	DOWNEN SIGNS CHAPTER SIGN		\$ 250.00	\$2,354.30
6/13/2011	DEPOSIT	DUES, 50/50, FOOD	\$ 196.00		\$2,550.30
6/14/2011	2155	AMERICAM DIABETES, MEM. FOR V. MC DANIEL		\$ 50.00	\$2,500.30
7/18/2011	DEPOSIT	DUES, 50/50, FOOD	\$ 199.00	\$ -	\$2,699.30
7/21/2011	DEPOSIT	DUES, TRI-MOTOR	\$ 265.00		\$2,964.30
8/9/2011	2156	ART WEAR SHIRTS FOR SALE AT TRI-MOTOR		\$ 915.00	\$2,049.30
8/9/2011	2157	BILLY HADDOCK FOOD		\$ 73.00	\$1,976.30
8/15/2011	DEPOSIT	50/50,FOOD	\$ 227.00		\$2,203.30
8/15/2011	DEPOSIT	MUSEUM DONATION YE	\$ 175.00		\$2,378.30
8/26/2011	DEPOSIT	TRI-MOTOR DONATIONS	\$ 1,000.00		\$3,378.30
9/2/2011	DEPOSIT	TRI-MOTOR, SHIRT SALES	\$ 210.00		\$3,588.30
9/7/2011	DEPOSIT	50/50, FOOD	\$ 102.00		\$3,690.30
9/7/2011	DEPOSIT	TRI-MOTOR, SHIRT SALES	\$ 90.00		\$3,780.30
9/10/2011	2158	SWIC, SCHOLARSHIP		\$ 10.86	\$3,769.44
9/20/2011	2159	CASH FOR TRI-MOTOR EVENT		\$ 800.00	\$2,969.44

9/25/2011	2160LASER CONCEPTS, PLAQUES		\$ 266.20	\$2,703.24
9/25/2011	DEPOSIT CASH FOR TRI-MOTOR EVENT	\$ 800.00		\$3,503.24
9/27/2011	DEPOSIT TRI-MOTOR	\$ 1,896.00		\$5,399.24
9/27/2011	DEPOSIT DUES	\$ 48.00		\$5,447.24
				\$5,447.24
		<b>YTD Total</b>	\$ 7,883.35	\$ 4,368.59

	Current Checking Balance	\$5,447.24
	Investment value@ Edward Jones on 8/26/2011	\$31,239.64
	EAA64 net worth	\$36,686.88

flying dutchman airport's annual

# CHILI

dinner



**saturday, october 22, 2011**  
(twelve o'clock **noon** till the chili is gone)

**\$6 all-u-can eat chili**  
(hot dogs and drinks will also be available for sale)

**flying dutchman airport**  
(hwy 15 across from Oliver C. Joseph Chrysler in Belleville)

**public welcome, drive-in or fly-in**  
(for more information contact 618-531-3351 or 618-210-7988)

EAA Chapter 64

Historic Hanger #2

(CPS) Cahokia, IL

E-Mail: [Eaachp64@yahoo.com](mailto:Eaachp64@yahoo.com)

Web: [www.eaa64.org](http://www.eaa64.org)

Group:

<http://groups.yahoo.com/group/eaachapter64/>

Motto: Get & Keep 'Em Flying!

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## Calendar and Website -- a reminder from **Bob McDaniel, Webmaster**

The 2011 calendar has been added to our Chapter website, [eaa64.org](http://www.eaa64.org). Your help is needed to make it complete by providing information on all fly-ins, air shows, and other aviation events around the area.

We're on the Web! Visit us at: [www.eaa64.org](http://www.eaa64.org). So send your photos, tips, stories and files for sharing to: [webmaster@eaa64.org](mailto:webmaster@eaa64.org). Bob McDaniel, our webmaster, says, "Let's increase the content to make our site the best EAA Chapter site on the web."

**Meeting on October 4, at Historic Hangar #2 at Downtown St Louis Airport in Cahokia, IL.  
Food at 6:00 and meeting at 7:00.**

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#### EVENTS:

- October 8 -- Youth Gateway to Aviation day at KCPS
- October 16 -- Open house at Columbia/Sackman airport
- October 22 --Dutchman Chili, See Flyer in this issue.
- Visit [www.eaa64.org](http://www.eaa64.org) for our calendar.