



LOGBOOK

Volume 1, Issue 2

May 2013

From the President

Well, here it is flying weather – finally! At least some of the days are good now. Haven't had the Cub out for much more than a short hop, but better days are a comin'. Time to fire up the old Stearman and paint the sky with some more smoke. Jerry Woods has been busy designing and fabricating a new tow system for the Stearman – works great on the old Farmall Cub (yes, there are some different Cubs than Piper) and makes it where I don't have to climb off it to hook it up. Works great! Thanks, Jerry.

It looks like a lot of fly-ins are coming up, just got notice of one in Cameron, MO on June 8th & 9th.

I would like the members to please submit some articles for publication – I know all of you have some interesting stories to relate or rebuilding tips, flying tips, etc. to give us. I am telling one in this issue about a really uneventful, but interesting flight in my Fairchild a couple of years ago – but I need the rest of you to pony up some! By the way, please look at the AAA/APM website on occasion, there are a lot of interesting articles there. They'll even send you an email when they update it. Good site! Address is Antiqueairfield.com.

Our membership is growing – three members joined during or since the last meeting. Numbers count! We do plan on the annual Barbeque and Fly-in on the River in August and our chapter will be the host of that event. Last year exceeded all our expectations and we hope to make it even better this year.

Dan

Dan Kirkpatrick, President dgkirk@centurytel.net 816-813-1210

OFFICERS

President Dan Kirkpatrick
dgkirk@centurytel.net

Vice President Brett Lovett
b.lovett@att.net

Secretary/Treasurer Marlyn Atkinson
marlyn.atkinson@gmail.com

Newsletter Editor Sarah Dickerson
sdickersonphoto@gmail.com

Director Bruce Bellemore
bndbelle@rocketmail.com

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have news for the Logbook? Email submissions to Newsletter Editor Sarah Dickerson, sdickersonphoto@gmail.com

Congratulations!

Congratulations to NW Missouri AAA chapter member Ron Holmes on the purchase of his "new" 1940 Piper J-5A, which is based at the Excelsior Springs Airport as well! Blue skies, Ron!

An Oregon Fairchild

Adventure by Dan Kirkpatrick

Dec. 6th, 2009. Well, here I was, at Lenhardt Airport in Oregon, close to Portland, ready to start a trek back to Excelsior Springs, MO. I had just completed the purchase of a great 1946 Fairchild 24 with a Warner 165 radial, N77642. Having never flown one except for an introductory flight the day before, I was more or less ready to start out. First takeoff with a full 60 gallons of fuel and a wood prop wasn't too impressive – figured I was about 300 pounds under gross. I planned to go the southern route through California, since I wasn't ready to fly over the Rocky Mountains in the dead of winter in an untested antique airplane. Radio equipment was a little lacking as well. Headed for Grant's Pass, OR, figuring a shorter first hop would be conservative. The owner had given me a lot of tips, but still, it was an old airplane. Great! Grant's Pass was fogged in, so headed on into the mountains and northern California, but it was not to be – the mountains and clouds were a little close together and snow showers added to the strain, so backtracked to Ashland, OR for fuel. Fueled up and with the airplane checked out, skirted the weather to the east and finally got past the mountains. Great view of Mt. Shasta sticking up all by itself. Keep extending my trip and finally landed at Merced, CA for the night. Interesting note – later I saw an entry in the aircraft log that the Fairchild had attended the Merced Flyin in 1964 or so. A big Sikorsky Flying Crane landed just behind me trying to get to Oregon. Got all tied down and headed to a motel with 6.4 hours flying for the day.

Dec. 7th. Woke up to drizzle and fog, not a good way to continue flying. Finally about noon I got off in what was to be improving conditions, but only getting about 5-600 feet AGL. After about an hour of that stuff, stopped at Wasco, CA and spent two hours talking with Delbert Williams, a spray pilot with lots of fascinating warbird stories. Finally sneak down to Bakersfield Municipal. Friendly FBO and a helpful flight instructor takes me to the motel. Interstate 5 closes thru the mountain passes just south of me due to snow piling up on the highway. 1.5 hours flying is all today.

Dec. 8th. Up early with decent, but cold weather. Find the plane covered with frozen rain and frost. Nothing to do but wait out the warmer temps. Who says CA is always great weather? The old 90 channel navcom smokes on taxi out, so now no radio at all except my trusty GPS. I fly over the tops of the clouds over the passes (I could see clear weather ahead) and over the eastern CA desert country into the clear weather. Pass Edwards AFB, Mojave, etc. and stop at Cochran Field in Thermal, CA, named for Jackie Cochran, the famous aviatrix. First time I ever landed below sea level, a strange feeling watching the altimeter unwind to -115 feet. Quick self service fueling and back into the air. Follow the eastern edge of the Salton Sea to Yuma, AZ, avoiding all the restricted areas and then east to Eloy, just south of Phoenix. Pretty much deserted except for a retired TWA captain working on his Lockheed

Lodestar. Big skydiving center there, so I stay in their "motel". 4.5 hours flying today.

Dec. 9th. Up very early and off just after daylight and into the mountains. Again, not much climb performance. Hate to push the engine too hard, so no full throttle except on takeoff. Topped some clouds at about 8000 feet MSL. Finally hit the New Mexico state line, ground recedes a little and I head into Las Cruces to see a friend. Breakfast, fuel and before long, the wind starts to blow requiring me to get moving before it gets too high to even get off. Takeoff into a 25 kt. wind (showing an outstanding 47 Knots groundspeed on the GPS until I turn east), but at least it's a tailwind for the most part. Must go southeast to avoid White Sands Missile Range (a restricted always closed area), but needing to stay north of Biggs AFB and El Paso. Country keeps rising as the Fairchild struggles to stay a comfortable height above the ground. Finally out of the high country and stop for fuel at Portales, NM. Hurry on to get further toward home and stop at Woodward, OK just about sunset. Great service, free Cadillac courtesy car, but really cold temps. Flight time today 6.9 hours.

Dec. 10th. No need to hurry to the airport due to the 3 deg. F temps. Doubt if plane will fire up, so wait until temp rises to a warm 15 deg. F. Lots of primer and it finally fires off. Amazing! Long underwear doesn't make up for a poor heater! Finally after much warmup, a routine take off. Oil temp doesn't even register for about the first 30 minutes. Longest leg of the trip, but finally sight Excelsior Springs ahead. Thoroughly cold soaked by the time I get to 3EX, but still make a low pass just to celebrate. Barb was waiting with a welcoming smile and a warm car. Glad to be home! Flight time of 3.2 hours today. Total of 22.5 hours flying time averaging about 100 MPH and 9.5 GPH running 1900 to 1950 RPM. Great fun, but sure would have been better in warm weather! Would I do it again? Of course, why do you ask?



Member Feature Airplane

Sarah and Jim Dickerson's Cessna 120



on the beautiful grass strip at 8D1 (New Holstein, Wisconsin) at the Supercub.org fly-in

N120VW spurred Sarah Dickerson's desire to learn to fly back in 2001. Owned by a friend, she took her first flights since a very young age in a single-engine aircraft, and soon was hooked. 6 years and several flight ratings later, "Zero Victor Whiskey" came back into her life - this time, she was presented the opportunity to have ownership in the plane.

The Dickerson's 120 is a 1947 model (and has spent its entire life in the Kansas City area), with a C85 engine and a few modifications, such as an updated panel and Cessna 140 back windows (which oftentimes causes onlookers to mistake the 120 for a 140, until they notice the absence of flaps). Sarah and Jim enjoy air camping with the plane at Blakesburg as well as Supercub.org events, where they note that while the plane cruises faster than its much more powerful fellow attendees (right around 110mph), it certainly takes its time getting airborne! Still, Sarah admits the plane is a blast to fly, and she and Jim even enjoy spending quality time at the hangar keeping up on the polish job, which they try to do 3-4 times per year.



Camping at Antique Airfield Blakesburg, IA

Calendar of Events

May 25th - Wings over Atchison Fly-In, Atchison, KS (K59). Aircraft judging, antique car show. Breakfast and lunch served.

May 30th - June 2nd - National Biplane Fly-In, Junction City, KS (Freeman Field, 3JC). www.nationalbiplaneflyin.com

June 7-9th - Cameron Air Show and Fly-In - Cameron, MO (KEZZ) - full information available at <http://www.cameronairshow.com>.

June 14-15 - EAA B17 tour stop, Lee's Summit, MO (KLXT). See www.b17.org for full information.

July 12-13 - Wing Nuts Flying Circus Air Show and Fly-In, Tarkio, MO (K57). Full information at www.wingnutsflyingcircus.com

August 17 - BBO Fly-In on the River, Excelsior Springs Airport (3EX) - full information coming soon!

August 28-September 2 - AAA/APM Invitational Fly-In, Antique Airfield (IA27), Blakesburg, Iowa. Simply the best antique fly-in in the country! www.antiqueairfield.com.



Membership Application
NORTHWEST MISSOURI CHAPTER
ANTIQUE AIRPLANE ASSOCIATION

\$20/year per household

Name _____
Street Address _____
City _____ State _____ Zip _____
Email address _____ Home phone _____ Cell Phone _____
Business or other Phone _____ Spouse or significant other _____
Aircraft Owned (Indicate Flying or Project): _____

FAA licenses & Ratings: _____

What are your interests? What would you like to see the Chapter pursue? _____

Signature _____ Date _____

Please send membership form with \$20 membership to: Dan Kirkpatrick, 27222 NE 192nd, Lawson, MO 64062 (please note that this is an associate membership; if you wish to have AAA membership, benefits, and be able to attend the AAA/APM fly-in at Blakesburg, you may also join the AAA at any NW MO AAA meeting or at www.antiqueairfield.com.)

April Members Meeting

The April Member's meeting was held on Saturday, April 16th at the Excelsior Springs Airport after a great cookout. Thanks to Marlyn Atkinson for doing the cooking, and to everyone else that brought side items and desserts!

Marlyn reported that he'd sent \$200.00 to Butler Brown Insurance for chapter insurance coverage for the March Pancake Breakfast as well as coverage for the entire 2013 year. He also spent \$91.62 on food for the April meeting, which left the Chapter account balance at \$703.48 before food donations from the cookout.

Chapter President Dan Kirkpatrick mentioned the need to get the word spread about the chapter and keep the membership increasing. The Northwest Missouri AAA Chapter is the only AAA Chapter in the state of Missouri, so membership need not be limited to the immediate area! Sarah Dickerson was to work on a flyer for the May meeting as well as online promotion through fly-in and event postings.

Dan mentioned there was a good fly-in coming up May 18th in Fulton, Missouri. The next meeting will be held May 19th (Sunday) at 2pm, and the chapter will again be cooking out. Side dishes or desserts are welcome but not necessary; same goes for donations to help purchase burgers and dogs.

The business portion of the meeting concluded and was adjourned, and Chapter Vice-President Brett Lovett gave a great presentation on local aviation history with a focus on aviator Dr. John David Brock, dubbed the "World's most persistent aviator".

Please consider joining us in May! All people interested in vintage and antique airplanes as well as helping with event planning at the Excelsior Springs Airport are welcome to attend.