



EAA CHAPTER 10

SINCE 1955



Board Member's Report

May 2019

Dues Reminder — If you have not paid your 2019 Chapter dues, they should be paid as soon as possible. You can bring them to the next meeting or mail them to the chapter. (See Page 7)

We need volunteers to support the Young Eagles event at Claremore Regional (GCM) on June 8. Please contact Tom Egbert.

Don't forget the Annual Picnic on Sunday, May 19. Bring a side. No member meeting this month.

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Golden Aerodrome Flying Circus (MO32)

The residents of Table Rock Airpark, Missouri (MO32), hosted their Golden Aerodrome Flying Circus weekend fly-in on May 3-5. About 20 planes spent Friday night. The friendly gathering enjoyed basic, tasty meals that were available at a modest price. On Saturday, one of the residents decided it was a good day for a Tool Sale. Jerry Vaughn had accompanied me in my Cardinal to the fly-in. When we saw the tools, we knew we might be looking at a gross weight problem for the return trip! Self-control prevailed although Jerry clearly added more weight to the plane than I did.

One recent improvement to the field was paving all of the runway. Landing close to the west end of the runway presents an interesting view of the runway which is much lower than the center and east end. The full length was not visible until reaching farther up hill. Four rental cabins have been added near the center of the runway. Limited transportation and fishing locations are possible future improvements.



During the afternoon, the kids were treated to a stuffed animal drop and a candy drop. Stuffed animals and candy were sufficiently scattered over the grass to give the kids a chance to get their share.

Although the south wind wasn't the best for a west runway takeoff, we enjoyed the weekend and returned safely.

Bhrent Waddel, EAA Ch 10 Treasurer

UPCOMING EVENTS

Date	Time	Location	Event
May 19	1pm	O38	EAA Ch 10 Annual Picnic, Please Bring Sides, Meat Provided (Eat at 1pm)
May 25	7-10am	O38	EAA Ch 10 Fly-In Pancake Breakfast
May 25-26		H04	Vinita Annual Spring Fly-In
May 27	8am-12pm	WWR	Woodward Tri-State EAA Ch 1115 Memorial Day Fly-in
May31-Jun1		3JC	Junction City, KS National Biplane Fly-In, www.nationalbiplaneflyin.com
Jun 1-2	8am-5pm	TIK	Tinker AFB Star Spangled Salute Air Show
Jun 8	9am-1pm	GCM	International Young Eagles Day, Volunteers at 8am, Contact Tom Egbert
Jun 8	7pm	O38	Gundy's Airport Ice Cream Social, EAA Hangar
Jun 15	11am-2pm	CHK	Wings & Wheels Fly-In & Car Show w/ B-25 Bomber Maid in the Shade
Jun 21-22		K34	VAA Ch 16 Gardner, KS, Greater Kansas City Vintage Aircraft Fly-In
Jul 6-7		MKC	Kansas City Air Show, Charles B Wheeler Downtown Airport
Jul 22-28		OSH	EAA Airventure at Oshkosh
Aug 10	8am-1pm	OK37	Will Rogers/Wiley Post Fly-In
Aug 24	8am-130p	OK93	Airman Acres, Wings Wheels and Wishes Fly-In
Sep 14	9am-2pm	GOK	Guthrie-Edmond Regional 7th Annual Community Day Fly-In
Sep 14		IDP	Southeast Kansas Fly-In
Sep 21	12pm-2pm	OKM	Okmulgee AirFest
Sep 21	9am-2pm	OUN	OU Max Westheimer Aviation Festival
Sep 28		OJA	Wings Over Weatherford, Thomas P Stafford Airport
Oct 5	7pm	O38	Gundy's Airport Ice Cream Social, EAA Hangar
Oct 6	12pm	O38	Gundy's Airport Wing Ding, EAA Hangar
Oct ??		7TA7	Reklaw, TX, Annual Flying M Ranch Fly-in and Campout
Nov 9	7am-4pm	6K4	Fairview, OK, World's Oldest Free Fly-In and Airshow

GENERAL AVIATION - RECURRING MONTHLY EVENTS

Date	Time	Location	Event (Always Call Ahead)
Every Sat.	8-10am	2K9	Haskell Coffee & Donuts
1st Monday	530pm	O38	EAA Ch 10 Business Meeting, NO MEETING IN MAY
1st Saturday	7-10am	PNC	Ponca City Breakfast Fly-in, \$8, \$4 kids
1st Saturday	1130am	PVJ	Pauls Valley Lunch, OK Antique Aircraft Association
2nd Saturday	8am-12p	ROG	IDK? Café, Rogers Arkansas, Beaver Lake FBO, \$7 all you can eat
3rd Monday	730pm	O38	EAA Ch 10 Membership Meeting, Gundy's EAA Ch 10 Hangar
3rd Saturday	1-3pm	O38	GCUFO - UL Chapter 10 Meeting, Potluck Lunch
3rd Saturday	8am	4M1	Carroll County Near Eureka Springs, All you can eat for \$7
Sat after 3rd Monday	7-10am	O38	EAA Ch 10 Pancake Breakfast, Gundy's EAA Ch 10 Hangar
4th Saturday	8-10am	WDG	Enid Barnstormer's Fly-in breakfast, \$7, April thru Sep
Last Saturday	8-11am	PPF	Parson's KS Tri-city Breakfast Fly-in

64 Days, 22 Hours, 19 Minutes

No folks, I'm not counting down the days until Oshkosh, although that's very close by chance. What I'm talking about here happened over 60 years ago...a modified Cessna 172 set the standing world endurance record for a manned, refueled in flight, propeller-driven airplane.

Warren "Doc" and Judy Bailey built the Hacienda Hotel/Casino in Las Vegas in 1956 where it stood until 1996 when it was destroyed to make room for the Mandalay Bay. Doc had advertising in mind when he got the suggestion to sponsor an endurance flight. Bob Timm who had flown bombers in World War II and was an employee of the hotel, came up with the idea.

Doc committed \$100,000 to the idea under the guise of a fundraiser for the Damon Runyon Cancer Research Foundation to spur up support from those not interested in supporting the stereotypically-shadey casino business.

"He told me about this project he was going to get involved in and wanted to know if I'd be interested in helping him. I told him 'sure.'"—Irv Kuenzi, lead mechanic for the record-setting flight Kuenzi was a mechanic at Alamo Aviation and had already worked on N9217B before Timm bought it—with 1,500 hours total airframe time—for the attempt. Avionics included a Narco Omnigator Mk II and a Mitchell autopilot. Modifications took nearly a year. A 95-gallon Sorenson belly tank was installed on the airplane's belly. An electric pump was rigged to transfer fuel to the airplane wing tanks. Through-firewall plumbing was installed so that the engine oil and oil filters could be changed without shutting off the engine. The interior was removed, and a folding accordion-style door replaced the co-pilot's side door.

A small platform could be lowered out of the co-pilot's door to provide additional footing during refueling operations. A single four-inch-thick foam pad measuring four feet by four feet was installed on the co-pilot's side of the cabin after the seat was removed. There was even a small stainless steel sink installed to enable the two-man crew to wash up and shave. Timm also was a certificated airplane mechanic. He instructed Kuenzi to install a primer-like system so that alcohol could be squirted into the combustion chamber of each cylinder of the engine. Timm believed that his alcohol-injection system would prevent the buildup of carbon in the combustion chambers. Kuenzi disagreed but reluctantly installed the system.

Timm contacted Continental Motors Corp. (CMC) of Muskegon, Michigan, the manufacturer of the airplane's six-cylinder 145-horsepower engine, explained his cause, and got the sales manager at CMC to agree to supply a new engine for the flight. Timm asked for a special engine, but the sales manager quickly realized that the publicity generated for CMC by this attempt could easily backfire if a specially built engine successfully powered the Hacienda attempt into the record books. Pretty soon everyone would be asking for special engines.

Kuenzi later learned that the sales manager had asked one of the female office employees to step down to the production line and pick out the new 145 that she liked best. That made it special enough in CMC's eyes.

Kuenzi removed the 450-hour-since-new engine from the 1958 Cessna 172, installed the "special" engine, and hooked up the alcohol system. Timm and his first co-pilot launched, but problems cut the first two flights short. A note written in Timm's diary of those early flights illustrates the innocence of the 1950s when he wrote that the entire sky lit up one morning at 4 a.m. He later found out that he had witnessed one of the 57 above ground atomic bomb blasts set off that year in a testing area located 65 miles northwest of Las Vegas. A moratorium suspending above ground testing took effect on October 31, 1958. The blast took place during the ill-fated third flight, which was cut short because of burned exhaust valves in the "special" engine.

Although the first three flights never stayed aloft longer than 17 days, Timm knew that he wasn't getting along with his co-pilot, so he dismissed him. Timm was becoming frustrated by the delays and the series of mechanical problems. In addition, the team of Heth and Burkhart had just completed their 1,200-hour (over 50 days) flight on September 21. Kuenzi removed

the damaged engine and re-installed the used 450-hour-since-new engine. Then he quietly, and without telling Timm, disconnected the alcohol delivery tube and rerouted it so the alcohol was pumped out the bottom of the lower cowling. Kuenzi's hunch worked: That used engine had clocked more than 2,000 operating hours, 1,559 hours continuously, by the end of the record-setting flight.

John Wayne Cook, a single 33-year-old airplane mechanic and pilot at Alamo Aviation in Las Vegas, had also worked on N9217B. Like Timm, he had logged time flying for Trans World Airlines (TWA) and Bonanza Airlines. One day Timm asked Cook whether he was willing to be his copilot. Cook said, "Sure, I'll try." Pictures of Cook at the end of the flight show a young man, weighing 180 pounds distributed on a tall, lanky frame with a ready smile below a pencil-thin mustache. He was given to wearing snap-button western-style shirts.

Finally, on December 4, 1958, at six seconds past 3:52 p.m. local time, they took off from McCarran Field in Las Vegas. The FAA had granted a waiver that permitted the airplane to be operated at weights that exceeded the maximum takeoff weight by 350 to 400 pounds. The airplane, with its two inhabitants, was to stay aloft for 64 days, 22 hours, 19 minutes, and five seconds. To prevent any funny business such as clandestine landings, officials raced down a runway at McCarran Field in a convertible Ford Thunderbird and painted white stripes on the tires as Timm flew above the racing car.

A Ford truck, donated by Cashman Auto in Las Vegas, was outfitted with a fuel pump, tank, and other paraphernalia required to support the aircraft in flight. When fuel was required, a rendezvous would be arranged on a stretch of straight road in the desert near Blythe, California. An electric winch lowered a hook, the fuel pump hose was picked up, and Timm or Cook inserted it into the belly tank. It took a little more than three minutes to fill the belly tank.

The total fuel capacity of the airplane was 142 gallons. Plans called for refueling twice daily. Sometimes weather or the inevitable glitches upset the schedule, and a new rendezvous was worked out by radio. This activity was repeated more than 128 times.

"They flew by, in the airplane in the daytime, and tossed out of the airplane candy cane stockings with little parachutes. As they floated down my brother and I tried to snatch them before they hit the ground," recalls Greg Timm around Christmas.

The chefs at the Hacienda went out of their way to feed the crew healthy meals made from the freshest ingredients. The serving method was less genteel—all of the warm food was chopped up so it would fit into thermos jugs before being passed up to the crew. To pass the time, the pair read comic books, did exercises, and made up games such as "guess how many cars we will pass in the next hour," as well as performing the daily tasks of fueling, eating, and maintaining communications with the support and ground staff. Food, water for washing, towels, oil, and other supplies were passed up from the ground. In spite of all the planning there were still close calls.

In his diary, John Cook wrote, "We got a quart of bath water, a large towel and soap every other day."

On January 12, 1959, after refueling chores, Timm removed his clothes and stepped out onto the platform for a refreshing sponge bath. He started by brushing his teeth. Just then Cook realized that the airplane wasn't going to clear an upcoming ridge if the platform wasn't pulled in. Cook yelled at Timm to pull in the platform and later told of seeing his partner struggling to complete that task—buck naked, and weighing 240 pounds, with a toothbrush sticking out of one side of his mouth and toothpaste streaming out of the other. They cleared the ridge but learned to delay hygienic activities until they were over flatter terrain.

They flew most of the hours over southwestern deserts in the Blythe, California, and Yuma, Arizona, areas but would occasionally fly as far west as Van Nuys and Los Angeles to garner radio and TV publicity. The entries in Cook's journal begin to reflect the effects that loss of sleep, the lack of physical activity, the constant engine noise, and daily chores were having on

both of the crew.

"Stalled out, overloaded, across the side of an uphill slope trying to get turned around with a full load in belly tank and that made us realize what our chances would be at night very slim so we stick around airport at night for that beautiful smooth runway," he wrote.

Timm and Cook rotated flying duties every four hours, but it was difficult to get enough sleep during the daylight hours. According to a journal entry on January 9—the thirty-sixth day aloft—the airplane flew itself for more than an hour. Timm had dozed off over the Blythe airport at 2:55 a.m.—just minutes before he was to awaken Cook—and awoke at 4 a.m. halfway to Yuma.

The Mitchell wing-leveler type autopilot was still working that night, and it undoubtedly saved their lives. "I awoke and was flying in a canyon heading due south. I flew for two hours before I recognized any lights or the cities. I made a vow to myself that I would never tell John what had happened," Timm later told a reporter.

The generator failed on day 39. From that day forward, all the fuel had to be transferred to the wing tanks with a hand pump. A wind-driven generator was installed on the strut, but its output was limited. Then just what they feared happened—a night refueling. There was no moon that night in mid-January. Cook taped a flashlight onto the hook and lowered it as Timm held position a few feet above the speeding fuel truck. Fortunately, the ground crew had anticipated this possibility and had deployed a pathfinder truck positioned about 300 feet ahead of the fuel truck to provide visual reference for the weary crew. An entry in Cook's journal said it was "as black a night as I have ever seen."

Time was taking a toll on the men and equipment. On January 23 they broke the existing record. They had accomplished their goal but decided to keep flying for as long as they could to protect the record they had worked so hard to capture.

"We had lost the generator, tachometer, autopilot, cabin heater, landing and taxi lights, belly tank fuel gauge, electrical fuel pump, and winch," Cook wrote.

The spark plugs and engine combustion chambers were loading up with so much carbon by the beginning of February that the reduced engine power made climbing with a full load of fuel difficult.

On February 7, 1959, N9217B finally returned to earth at McCarran Field. Cook was quoted as saying that "there sure seemed to be a lot of fuss over a flight with one takeoff and one landing." Timm and Cook had to be helped from the grimy and exhaust-streaked airplane.

Their epic flight accomplished Timm's goal of proving that small aircraft flying was safe. Timm returned to work at the Hacienda. Cook continued his career as a pilot. He was 70 when he passed away in 1995. The aircraft was displayed at the Hacienda for about two years. Soon the hoopla over record flights faded, and in 1960 the airplane was flown north to its new owner in Canada.

Before he passed away in 1978, Timm reminisced about his flying days and told his sons that he longed to locate 72B. His father's wish eventually prompted Timm's second son, Steve, to launch a focused effort to find and return N9172B to Las Vegas. He found it on a farm in Carrot River, Saskatchewan, Canada. He brought it back to Las Vegas in 1988. In 1992 the McCarran Aviation Heritage Museum (now the Howard W. Cannon Aviation Museum) obtained 72B for a permanent exhibit. It's been restored to its pre-flight condition.

Today, N9172B is back in Las Vegas. The 1958 Cessna 172 that holds the world endurance flight record hangs from the ceiling of the baggage claim area at McCarran International Airport. Next time you fly in to Las Vegas, take a minute to look up at one of the most prosaic record-setting airplanes in the world. And imagine what it must have been like to spend more than two months living in a Cessna 172.

Credit: Steve Ells, AOPA, March 2008

MEMBERS CLASSIFIED PAGE (Wanted, For Sale or Service)

Got something for sale or a service you can provide to other Chapter 10 Members? Give me a call or shoot me a note and I'll put it in the newsletter. Maurice Ingle

Aircraft for Sale

Lycoming 160 HP O-320-D3G - Removed from 1977 Piper Warrior.; Overhauled and Certified; 1,200 total time since new (TTSN); No mags or harnesses. Asking \$16,000.00

Call Marvin Story, Gardner, KS (913) 284-9554 Cell; (913) 788-5435

Wanted

Wanted: Cessna 150 - Looking for a well-kept, mid to low-time engine, at least one VOR, but better Avionics preferred.

Call or email Maurice Ingle, flythatway@yahoo.com, 918-808-4309

Services Offered

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 (918) 272-3507 Cell (918) 407-7365

HOMEBUILDER'S CORNER!

ARE YOU BUILDING SOMETHING THAT OTHER MEMBERS MIGHT LIKE TO KNOW ABOUT? LET ME KNOW.

- Mike Aichele—Zenith 650B; Aeronca 7AC STC for 85HP engine change; I have collected on the parts for the STC and rebuild, except for new mags and carburetor. Engine is ready to be torn down for rebuild.
- Mark Chouinard—Pietenpol Air Camper; 90% completed with the last 10% taking 90% of the time. Hopefully will be in the air this summer. Picture update real soon.
- Joel Howard—CB-1 Hatz biplane repair hope it flies this spring. Rebuilding and updating an Acro Sport 2.
- Gib McConnell—Glastar Sportsman can't seem to get started.
- Mike Leone — RV10 (Update 1/23/2019); Electronics installations are moving forward and should be testing this week, followed by licensing and flying off the hours.
- Jim Calderwood—Tailwind

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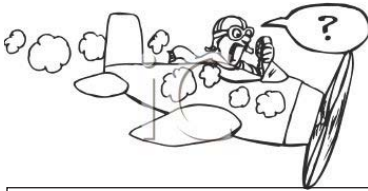
EAA CHAPTER 10 MEMBERSHIP APPLICATION / RENEWAL FORM
DUES ARE \$25.00 PER YEAR - JANUARY 1st to DECEMBER 31st

<p>Name _____</p> <p>Co-Pilot / Spouse _____</p> <p>Address _____</p> <p>City _____</p> <p>State / Zip _____</p> <p>e-mail address _____</p> <p>Home Phone _____</p> <p>Work Phone _____</p> <p>National Membership # _____</p>	<p>Newsletter Delivery Preference E-mail or USPS Mail (circle one)</p> <p>Aircraft Owned _____</p> <p>Projects / % Complete _____</p> <p>_____</p> <p>Bring this form to the next meeting or mail to: EAA Chapter 10 Treasurer P.O. Box 1985 Owasso, OK 74055</p>
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EAA Chapter 10
 P.O. Box 1985
 Owasso, OK 74055

Visit us online at
www.10.eaachapter.org



No Member Meeting in May. See you at the Annual Picnic! Bring a Side!

Who Brings Snacks?	
Please bring a snack to the membership meeting during the month that corresponds to the first letter of your last name as	
January	A-C
February	D-F
March	G-H
April	I - L
May	Annual Picnic
June	M
July	N-P
August	Watermelon Feed
September	Q-S
October	T-V
November	W-Z
December	Christmas Party



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