



Winner of the '99, '01, '02 & '03 McKillop Award!

# FLY PAPER

March '05

Members in KS, NE, CO, MO, OK, TX, NC, FL, AZ, NM, & AK!!!

## LAST MONTH

About 25 people showed up for the February meeting on the 12th at the Wheatlands Convention Center. Following a buffet dinner a video was shown on the Little Wing Autogyro of North Little Rock Arkansas. Also a dvd was shown on the Vans Aircraft Company's history of developing and building the RV line of aircraft. A certificate for a software program sent to John Jenkinson for use of our chapter as an award was given to Tom Stallings who is building a Dragonfly. The software is a aid to the record keeping, logs required, etc. in the building of an Experimental aircraft to meet the requirements of the FAA. No decision was made regarding the next meeting and members will be notified by the Fly Paper.

~Harley Foulks

## THIS MONTH

**SATURDAY, MARCH 12**

**NOON at CHAPPELL'S FARM STRIP  
Home of the Bolshevik Gorilla!**

**(Just North of Plains, KS)**

We are expecting a glorious Spring Fly-In, but just in case it's a bit chilly, Jerry and Donna Chappell will have a heated hangar for our next gathering at their farm strip, located just north of Plains.

Sloppy joes, drinks, and table service provided. Please bring a covered dish to compliment (salad, vegetable, dessert, chips & dip, etc). A short EAA #377 meeting following lunch.

### TO FLY:

GPS: N37°25.001', W100°34.522'

10 miles north of the Plains, KS airport.

From LBL VOR: 33nm on the 29°

From GCK VOR: 34nm on the 157°

There is an E/W and a N/S runway, each 1/2 mile turf. Please check your sectional and note the two towers to the north; 1,000 feet and not lighted.

Tune your com radio to 122.75.

### TO DRIVE

Drive ten miles north of Plains, KS to "E" Road and then turn east and go one mile; house is on the north side of the road. Or, 4.5 miles south of Copeland, to stop sign, turn east on hard surface road and drive two miles. At radio tower and curve, go south four miles. Turn east on "E" Road and go one mile. Look for the windsock tower between the house and the hangar.

If by some miracle we have rain before the fly-in, please call Chappell's and check on the runway conditions before takeoff.

**FMI call Jerry & Donna Chappell**

**620-563-7854**



**Chappell Farm fly-in October 2001 from Bob Terhune's Stearman. Photo by Mary Shortridge**

### FROM AOPA e-PILOT: 2004 GA ACCIDENTS LOWEST ON RECORD—

General aviation has never been safer, and accident statistics for 2004 prove it. Last year saw the fewest GA accidents since record keeping began in 1938 and the lowest number of fatal accidents since 1945, according to preliminary data from the NTSB. The total number of GA accidents dropped 8.4 percent compared to 2003, while the number of fatal accidents declined 11.4 percent. The numbers also improved for instructional flying, with total accidents down 11.7 percent and fatal instructional accidents down 50 percent. (There are very few fatal instructional accidents in any year. Last year there were 17.)

# F.Y.I.

Chapter 377 normally meets on the second Saturday of each month. January thru March meetings are varied. April through November are normally fly-ins to different member airports, with a potluck at noon and short meeting following. December is the Club Christmas Party. Contact any of the officers listed to confirm meeting date and place. Anyone interested in recreational flying or building is encouraged to attend.

FLY PAPER is published monthly, normally mailed a week before each meeting/fly-in.

Annual membership in Chapter 377 includes one year subscription to FLY PAPER. Send \$15 (\$7.50 after July 1) to Harley Foulks, Treasurer,

Readers are encouraged to contribute articles, photos, etc. by submitting them to the Editor/Publisher.

April's deadline for newsletter items is March 30.

## OFFICERS:

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**Secretary**—Walter Rundell, 620-335-5274, werun@ucom.net

# COMING UP...



**TUESDAY, MARCH 8—FAA SAFETY MEETING.** Maneuvering Flight —Hazardous to Your Health. 7:00 pm. Mid-America Air Museum, LBL.

**SATURDAY, MARCH 12—EAA #377 NOON POTLUCK FLY-IN.** Chappel Farm, Plains, KS.

**MARCH 18-20—FLYING FARMERS CONVENTION.** Liberal, KS.

**SATURDAY, APRIL 9—EAA #377 NOON POTLUCK FLY-IN.** Hosted by Randy Crosley, family and friends at the Elkhart, KS Airport.

**APRIL 12-18—SUN 'N FUN FLY-IN.** The 31st Annual Spring Celebration of Flight! Lakeland, FL.

**MAY 13-15—SOUTHWEST REGIONAL EAA FLY-IN (SWRFI), NEW LOCATION!** Hondo Municipal Airport (HDO) Hondo, TX.

**SATURDAY, MAY 14—EAA #377 BREAKFAST/BRUNCH FLY-IN.** In honor of the 31st Annual Buehler Mother's Day Fly-In. Hosted by Chuck and Ronda Smith/Scott City Aviation and Rick and Joyce Dearden. Scott City (TQK) Airport.

**MAY 21—DENTON AIR FAIR.** Denton, TX. KDTO Contact Information: Captain Sky 940-484-1603 Email Address: Pres.TPA@netzero.net Website: <http://www.cityofdenton.com/pages/enjoyfestairfair.cfm>

**JUNE 10-12—SPORT AVIATION ASSOCIATION FLY-IN** at Frasca Field. Urbana, IL.

**SATURDAY, JUNE 11—EAA #377 NOON POTLUCK FLY-IN.** Hosted by Bill & Nancy Anton and family at the Flying UV near Satanta, KS.

**SATURDAY, JUNE 11—**Since 1994, International Young Eagles Day (IYED) has become a focal point for Young Eagle activities. This year is no exception. We would like to encourage all Chapters to plan an event on or near June 11. During the past 11 years, an average of more than 9,000 Young Eagles have taken flight on IYED alone.

**JULY 25-31, 2005: EAA AIRVENTURE at OSH.**

**SATURDAY, OCTOBER 8—EAA #377 NOON POTLUCK FLY-IN.** Hosted by Marc Krier and Gary White families at the Ashland Airport.

**UPCOMING FAA SAFETY MEETING**—Maneuvering Flight - Hazardous to Your Health March 08, 2005 at 7:00 PM Location: MID-AMERICA AIR MUSEUM, Liberal Airport, Liberal, KS —*Of the fatal accidents in the last 10 years a surprising number occurred during maneuvering flight. Any type of flying performed close to the ground is considered maneuvering flight.*

# ANOTHER ISSUE!!!

Thanks this month go to: Aero Telemetry/Rob Hartz, AJ Judy, AOPA ePilot, Bill Anton, Bill Lyddon, Brenda Anderson, Chris Pinkston, David Nannarone, Delmar Waterson, Dennis Scott, Don Blackman, Kevin Drewelow, Ed Neidert, EAA e-Hotline, Bruce Allred, Farold Fox, Jack Jenkinson, Harley Foulks, Harry Bartel, Larry Dewell, Gary Austin, Rick Dearden, Kamy Nicholson, Shannon Spurgeon, Mike Wise. **THANK YOU!**

## MONTHLY FLY-IN BREAKFASTS

1st Saturday: Ponca City, OK  
2nd Saturday: Salina, KS & Beaumont, KS  
3rd Saturday: Alva, OK  
4th Saturday: Augusta, KS  
4th Sunday: Cottonwood Falls, KS

**THE GLIDER GANG** is at it again in Ulysses, KS. **ED NEIDERT** sent the following announcement of record-breaking flight for the state of Kansas:

**STEVE LEONARD**—Sports Class 200 km Triangle Speed; 64.17 mph Handicapped;

September 6, 2004; Glasflugel 604; Ulysses, Kansas

**ROBERT HOLIDAY**—Two Records;

[1] 15 Meter, 300 km Triangle Speed; 76.57 mph.

[2] Open Class Singleplace; 300 km Triangle Speed;

76.57 mph. September 6, 2004; Ventus 2B; Ulysses, Kansas.



# HEARD I N THE HANGAR

## FROM DENNIS SCOTT—

(January 31) I'm in

London this week and have been in the UK for over 3 weeks now and have a couple more weeks to go before flying back to Houston. I have been spending my time this last three weeks in Aberdeen Scotland, Teesside Scotland, Humberside England, offshore in the North Sea on a platform, Sunbury/London this week and then next week in Amsterdam Holland.

My trip out to the North Sea was quite exciting or at least the helicopter flight back. We left the platform right before dark when it was getting very foggy. We flew from the platform that I was on to the next platform at about 400' which was scud running all the way. We had one last pickup before heading in and I wasn't sure we were going to make that flight due to the weather. When everyone had embarked the heli the pilot said that we were going to fly back at 1500' and it would take about 25 minutes. I looked at the guy next to me and said "we're going IFR". We lifted off the platform and went straight into the fog and clouds. It felt like we went almost straight up to 1500' and then rolled forward and gained speed up to 150 knots. I was sitting right behind the pilot and my eyes were glued to the panel. It was great!! There are helicopters all over the North Sea and I do have to say that I was just a bit nervous.

During my stay here in the UK I have spent the night in some really old hotels. The first that I stayed in was built in the late 1700's, the second was built in 1100 and King Richard II stayed there in 1372. It was really old and when you walked across the room the boards creaked so loud that it probably woke up the people in the next room. I was told from the staff that the Hotel was haunted and a little boy ran the hallway on the floor that I was on. I sure

was wanting to see that little boy but no such luck. (Never did believe in ghosts anyway!) The place I moved into last night was built in 1823 and it's really not that bad, at least compared to the one before. The other places I have stayed were fairly new and that really felt good. If you are wondering what it cost to stay in one of those old hotels, it was a whopping 110 pounds (\$207 US) a night in the Hotel that was 900 years old and 120 pounds (\$227 US) for the one I'm staying in this week, built in 1823. They sure get a lot of money for those old places, pretty surprising.

I also ran into a guy at the Humberside heli port that flies a J3 Cub with a friend. We got started talking about Oshkosh where he had been a couple of times and had also had a great trip.

**FROM AJ JUDY**—The get together for the February meeting had a good turn out at the food line, but only two airplanes made it into Garden City Airport, guess who they were??? Linda & I in our RV-6 and my Dad (Ron Judy) in the red NAVION. Weather held out in our area and we made it back just fine.

**DAVID & NANCY NANNARONE** have been too busy working on their new business to do much flying. **CYNTHIA'S PIZZA** is scheduled to open mid-March at 1135 College Drive in the Hilton Plaza (near Adam's Rib) in Garden City. Phone 620-275-1300. With this hard-working couple at the helm, and a great product, it is sure to be a **BIG SUCCESS!**

**FROM HARRY BARTEL**—Check out current weather for Hugoton (HQG) at

[www.saiawos2.com/HQG/sai.html](http://www.saiawos2.com/HQG/sai.html)

There is a good possibility that more of the Kansas airports will go to this system. It will be displayed at the Central Region meeting in Kansas City, Missouri, of the Airport Managers the end of May. That will give the exposure to the Airport Managers for Kansas, Nebraska, Iowa, and Missouri.

**FROM DON AND HELEN BLACKMAN**—The Mennonite Memorial Airpark is now Official. We signed the Lease for the ground needed for the runways beyond own acreages. There will be three runways, a 3500 ft South to North (35-17), a 2200 ft East to West (05-26), and a 1000 ft South to North (35-17). The South to North runways run parallel with North Mennonite Road, one mile north of Pole Line Rd. The East to West runway is one mile north of Pole line Road from North Mennonite Road 1/2 mile West. This Airpark is located 5 miles north east of Garden City Airport at approximately 38.58 and 101.09. Work on the runways should begin as the weather cooperates.

**FROM AOPA e-PILOT—DON'T MIX AIRPLANES AND BIKES, AOPA TELLS KANSAS LAWMAKERS** What do airports, bikeways, pedestrian paths, short-line railroads, and surface freight analysis have in common? If you think "not much," you're not alone. But in Kansas, there is a bill in the legislature that would push the state's small and effective Division of Aviation down into a new "Multi-Modal Transportation Division." "We don't understand how subjugating the state's independent Division of Aviation under a new multi-model bureaucracy benefits the state's aviation users or promotes safety and efficiency in the state's airport system," AOPA told the chairman of the Kansas Senate Transportation Committee. The association suggested that lawmakers focus instead on creating reliable funding for airports. "Investing in runways, airport lighting, safety zones, and other tangible, real-world benefits better serves Kansas taxpayers than does shifting boxes on a state government organizational chart," AOPA said. **(From HARRY BARTEL)**

# GLOBAL FLYER BREAKS RECORDS!



Rear L to R: Robyn Hall, Tom Rose\*, Farold Fox, Front: Chris Pinkston

## ***From Chris Pinkston***

Thursday was the day we thought, or maybe not. Was he going to run out of fuel, or not? Did Steve Fosset really lose 2600# of fuel overboard? Of course those were the questions on Wednesday night when we were considering whether to fly to Salina and see the once in a lifetime event. Obviously the Virgin Atlantic GlobalFlyer did make it to Salina and we did make the flight to witness the event. Matt and Robyn Hall, Farold Fox and I flew, in separate planes of course, something about us experimental guys won't ride in the other guys experimental. You could not have asked for a nicer day and the crowds certainly showed up in force. As pilots that flew into Salina, we were met and escorted to a hanger

which was the base of operations for the volunteers for the day. We were given VIP badges and hats and all the pizza and ice cream bars we could eat FREE (Farold thought he died and went to heaven). Because of our higher status over the mortals who drove, we could roam the tarmac at will and do all the snooping we wanted to. We had a few hours to kill, we had plenty of time to visit with the mechanics from the K-State flying department. They did all the work for the preparation and checking systems for the entire aircraft, the GlobalFlyer did not bring any kind of a maintenance crew with them. Of course the media was ever present and many jets of unknown origin and unknown people coming and going through out the day. About an hour before the Global Flyer landed they closed the airport and class D airspace with many a soul still in the air wanting to land. You can imagine the hostile comments made to the tower by those left stranded in space and forced to go else where. Oh well, it does pay to check those things before one leaves.

Of course many of us had portable radios tuned to the tower and finally we heard the tower say he was 20 to the northwest and at least 45 minutes later we could see him of the horizon. Good thing he didn't fly the first 23,000 miles as slow as he flew the last 20 or he would never had made it. But patience prevailed and we were able to see about the last 3 miles to a landing on 17 with an abrupt stop in the middle of the runway, almost directly across from where we were standing. The tower instructed Steve Fosset to taxi to the south end and then all the way back to the north in front of the line of people waiting to take pictures and get a close-up for themselves. It certainly was a moment in history that many of us can say "been there did that". After Steve

\*Tom Rose is from the ICT area. He owns the first RV-6A that was built in the state of Kansas. He is currently trying to sell it, says he is considering building a -7. Tom and Farold go way....way....way back.

shut her down the crowd pressed close and tight and it was very difficult to see much, but we had already witnessed what we came for and about thirty minutes after the Global Flyer arrived the airport opened up. Now the circus was about to begin....like a traffic jam in the metropolis. What a mess, I must have called ground 15 times before I could get any response. People didn't know where they were, they didn't know where they were going, they didn't know how to get there when they did know where they thought they were going. Now you're as confused as they were. We finally blew out of there as flight of three and the rest as you know... is history.

Photos courtesy Farold Fox



A crowd gathered at the Garden City airport to watch for the Global Flyer to fly over. Mike Scheiman in the tower had told us the estimated time for it's arrival. The Global Flyer and it's chase plane, the K-State Starship, passed over at 31,000 feet and were visible when directly overhead. The contrails drew attention to them minutes before they arrived! It was the next best thing to being in SLN! (Photo by Mary Shortridge)

## AND IN THE BEGINNING...

by Mary Shortridge

I was supposed to work on FLY PAPER last week, but how could I let a chance to participate in aviation history pass me by? So with the idea that I could end up spending the night, I DROVE! Yes, I made it to SLN by noon to be part of the EAA workforce to see the Global Flyer off on it's record breaking journey Monday, February 28.

Oops! When I checked in my name wasn't on the list of workers. Thankfully, they took my EAA card and signed me up and dressed me up in the volunteer's badge and ball cap. The only familiar face I saw in the crowd was Bob Mead, so we got caught up on the progress of his RV8A. It was due to come home from the paint shop the next day, so he was pretty excited. (See photo on the Scrapbook Page)

It was pretty "up in the air" as to what time the Global Flyer was going to take off, due to gusting winds. So instead of standing around inside the EagleMed hangar waiting for something to do, we headed outside to watch and discuss what else but AIRPLANES! On the way I had a gentleman ask me my name, thinking I looked familiar. Turned out it was Paul Fiebich, air bike pilot from Derby, KS and AWARD WINNING NEWSLETTER EDITOR! If you haven't had the opportunity to see the Wichita chapter's newsletter, you are missing out. Anyway, we had a great visit about what else—airplanes and flying! When Paul got hauled off to park airplanes at the FBO, I went outside and joined a friendly group of EAA volunteers, including many from McPherson and Ellsworth. Everyone shared stories of projects, favorite airplanes, number of airplanes owned (one guy had owned more than THIRTY!) and I am sure everything discussed was 100% accurate!

Those north winds continued to blow and we went inside to thaw out a bit before being called for duty. Jerry Driskill and Paul Flynn (from the McPherson Chapter) took me under their wing and off we went to guard a gate, asking for credentials and DNA before allowing anyone in. Paul was a former cop, so Jerry and I stood behind him when he firmly denied entry, or told citizen gawkers to stay on the grass, off the apron.

When the sun went down we were totally frozen, and a large group of volunteers huddled behind the fire truck trying to maintain feeling in our limbs as we waited for the promised departure. All handhelds were tuned to the tower, and hearing the clearance given stirred the excitement. The crowd became spirited when the lights were visible rolling down the runway, and the sight of that aircraft leaving the runway on it's journey to break world records was breathtaking. We were a cheering crowd, helping Steve along with our wishes for a safe journey. It was definately a trip worth making, and made most enjoyable by making new EAA friends.

A big **THANK YOU** to Kevin Drewelow and Mike Wise for keeping me updated on the Global Flyer's schedule, so that I could pass the info on to our members.

# "UP UP AND AWAY. . ."



by Linda Judy

“. . . In a beautiful balloon,” as the song goes, or so it went at the International Balloon Fiesta in Albuquerque, New Mexico this past October.

It was one of those trips to appease the wife, since Alan had been spending more time with the RV-6 than with me. For those of you who know me, I ceased calling the RV the “little red lady” quite a while back. What I call it now is not printable in a family oriented newsletter. Wives take note. This attitude, however bad, did get me a trip to the Land of Enchantment.

So with a report of good weather and the RV over packed, we set off on another adventure. Blue skies put a smile on my face, but the non-descript scenery left something to be desired. It went something like flat, flat, flat, Mountain. It was as if God’s interior decorator said, “You really need to rethink this theme you have going here. Couldn’t we put in a little something different?” The result of which was a small chain of mountains out in the middle of nowhere that will forever have a place in my heart by providing me with my first mountain “pass” in the RV. Up to this point, no pun intended, this Texas girl had only seen the flatlands from the 6’s canopy.

When we started to descend a bit, I began to look for signs of urban life; nothing remotely resembling a large city was anywhere in sight, but straight ahead was what I later learned was Sandia Mountain. Alan dropped down to just under 11,000 feet, bringing us about eye level with the peak; then skirting the rim, we zipped around the northern edge. Whoa! City! Big city!

Nestled up to the foot of the mountain, Albuquerque springs out at the unsuspecting traveler. Sprawling out across the desert floor, the city is a modern oasis. And

I do mean oasis, because there is nothing for miles in any direction once you leave the city. Romantics take note! If traveling by car, the road that winds down into Albuquerque is spectacular at sunset and after dark. The setting sun followed by the twinkling of city lights, not to mention a star or two should put anyone in the mood to “pitch a little woo” as my dad used to say.

Once we were around Sandia, the Double Eagle airport was straight ahead. The nice folks at the FBO accommodated us with a rental car and tips about the festival, as well as directions. All went well up to the point my “non-morning” husband learned he would have to get up at 4:00 a.m. to fight traffic and be at the airpark in time to see the final sunrise ascension.

I, of course, found this amusing since my alarm always rings at 5:00 a.m. while he is blessed with a 6:30 a.m. wake-up call. But as it turned out, the reported two-hour traffic jam never materialized, and it took only 45 minutes from our hotel to sail right up to the gate and a front row parking space. According to locals we set a record. Murphy’s Law of course assumes thus: One more hour’s sleep weighed against an hour less in traffic is directly conducive to what time you go to bed in the first place, plus how much sleep you actually require, multiplied by the “ipso facto” factor, divided by the number of people involved and there you have it.

I had heard long ago that desert mornings can be brisk, and whoever told me that wasn’t kidding. Our first stop was a cup of hot cocoa. Luckily the vendors were open, a fact that pleased me greatly since we had time to kill. I shopped. Alan dropped . . . the money, that is. His right arm got a workout reaching for his wallet.

**CAUTION TO AIRPLANE HOBBYISTS:** Appeasing the “little woman” can be expensive.

While we avoided burning our tongues on the scalding cocoa, we watched the Dawn Patrol ascend into the inky blackness of the morning. Each balloon glowed like a fat firefly as the pilots checked wind currents and temperature. A short while later shades of pink and purple lit the horizon, as each crew unrolled massive tarps, unloaded gondolas from pickup beds and unfurled their colorful cargo. The field was abuzz with activity as onlookers wound their way through the bustle.

Not since I stepped through the gates of the Magic Kingdom at Disney World, have I felt so child-like. Wide-eyed, I watched as each balloon sprang to life, growing into its massive form, including Dairyland’s gigantic heifer or Wells Fargo’s red stagecoach. There were



birds and space shuttles and barns with chickens. The basic balloon is not a thing of the past, merely a less imaginative standard by the looks of things and a less costly endeavor for the balloon enthusiast. Rumor has it the basic balloon runs about \$30,000 and some of the more elaborate creations are well over \$100,000.

Imagine the look on someone's face as he or she awakens on an airliner from let's say. . . a night flight from Honolulu. They open their eyes, stretch to work out the kinks from sleeping sitting up, peer out the window to get their bearings and lo-and-behold a thirty foot heifer's head peers back at them. Balloon: \$100,000. Round trip flight to Hawaii: \$500. Passenger reaction: Priceless.

Each section of the field inflated at an appointed time to avoid collisions then waited for permission to take off. Within the hour, balloons speckled the sky in every direction. I made myself dizzy spinning around to look for one more "Kodak moment." Then I spotted it.

In the space of time it took me to do one more pirouette, Smokey the Bear had taken on a 720 foot radio tower and lost. The gondola swung precariously beneath the "bears" head, which was draped over the tower's point. Having an enormous fear of ladders and heights, I felt light-headed as I watched the three passengers climb down the steel structure to the rescue point. The incident of course made national news. Up to this point Alan and I had been planning on taking a balloon ride. After watching the rescue take place his only comment was, "I think I'll stick to something I can control." Mine was, "If



that had been me, I'd still be cowering in the gondola." Considering the unpredictability of the wind in that area, I was surprised there weren't more accidents, considering the terrain and the three towers positioned uncomfortably close to the airpark. With that in mind, one must admit the mastery with which the pilots landed their crafts was truly amazing.

Pilots of the engine variety need to take note. The area is restricted during the festival, so don't expect to be able to get too close if you do fly in. The locals take that Notam very seriously as we noted when a Spam Can and an ultralight came face-to-face with the threatening presence of a military helicopter within seconds of entering the restricted air space.

If you've never experienced this type of "flying," I would suggest checking it out. Albuquerque is worth the visit and the balloons are incredible. Eventually I will experience engineless flight, although I think I'll wait to take my ride down the Loire River Valley in France, but that's another story.

# For Sale 1975 V-35-B BEECH BONANZA

N4059S, Serial # 9705

(5 seats)  
\$150,000



- Original Paint
- Always Hangared
- No Damage
- Excellent Condition
- Total Time Air Frame: 2340 hrs
- Time on New Engine (IO 550): 904 hrs
- Last Annual June 2004
- IFR Certified

### Equipment:

Global Direction Gyro  
King 200 Auto Pilot with Yaw Dampener  
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King 175B and King 170B  
King 76TSO Transponder

### Extras:

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New Electric Gear Motor  
New ELT 5/2004

### FOR MORE INFORMATION

#### Contact

**Karel Roberts, GCK**  
**Home: 620-276-3509**  
**Cell: 480-620-4195**



**FOR SALE:** 1959 Luscomb 8F with new annual; 1000 TT since new. Always in hangar, like new condition, flies like new, C-90-full electric, lights, landing lights, strobe, new King 97A Com. New windshield. "10" inside and out! Contact Larry Dewell, 620-646-5352 daytime; cell 620-338-1576.

**FROM KEVIN DREWELLOW:** Those of you who have flown certainly remember many incidents of negative G's even if you have never participated in aerobatic flight. This reminds me of many times when I have "pushed the nose over" rather than bend over to pick up a chart, pencil or whatever. Sometimes it doesn't agree with passengers and none of us really like negative G's, but weightless is a portion of the entire flight experience. For those of you who

- (1) enjoy flying
- (2) have a canine friend
- (3) one of the above
- (4) all of the above.

<http://www.idsi.net/~robby/video/FlyingFriend.wmv>



• KR 1 TRI GEAR 90hr TTSN VERY NICE \$12K OBO

• KR 1 TRI GEAR 230 hr TTSN VERY NICE \$12K OBO. Sam Bailey, owner. Call 620-672-7426 (daytime) or 620-672-3325

(evenings).

**FOR SALE** by Jay McEvilly, LBL: Mustang II center section (finished), and the fuselage and emp kit that is still in the packing crate. Plans included. Center section is set for folding wings, and canopy is to be T-18 style. Lots of extras. I built one and now I just want to FLY!!!! FMI call 620-624-3960 or jaymceville@hotmail.com

Last month 22 people (many were EAA 377 members!) attended the FAA Safety Program "The Successful Cross Country" presented by Bruce Allred / Wichita Safety Program Manager & Robin Huston / Wichita Flight Service Training Specialist at GCCC Auditorium. Feedback was VERY POSITIVE and I highly recommend you attend this program if you have the opportunity.

Check out

[www.faasafety.gov](http://www.faasafety.gov)

for a schedule of upcoming FREE programs.

**RANDY SHORE** of Johnson, KS is our newest member. He is building a 9G Acroduster, with a IO 540 engine. Randy would like the help of our builder members. Let's plan to have a visit to Randy's shop soon!

## THE AVIATOR – BEHIND THE SCENES OF MARTIN SCORSESE’S FILM EPIC

Aero Telemetry recently designed and built three of the worlds largest and fastest remote control airplanes. The amazing flyable models were unmanned scale versions of Howard Hughes airplanes. Aero Telemetry’s aerial effects team flew the airplanes for Martin Scorsese’s Academy Award nominated film epic “The Aviator”. The airplanes which are the most interesting are the 30 foot wingspan 750lb XF-11, the 18ft, 450lb H1-Racer, and 25ft, 375lb H-4 Spruce Goose which took-off, flew and landed in the waters of Long Beach Harbor in the same location as the real Spruce Goose which flew 56 years ago. The planes provided *The Aviator* with “some of the best flying sequences ever captured on film” and contributed to the overall realism of the special effects used in the film.

**Aero Telemetry** designs and manufactures full sized unmanned air vehicles as well as integrated telemetry systems and related subsystem components for military and commercial applications.



### EAA CHAPTER 377

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is on the internet? In COLOR?  
[www.members.cox.net/ea377](http://www.members.cox.net/ea377)



Chappell Farm on Sat. Mar. 12 at noon

# EXPERIMENTAL AIRCRAFT ASSOCIATION

## Chapter 377 Scrapbook—March 2005



**FROM MIKE WISE:** Cessna 172R, N818KS met the GlobalFlyer flown by Assistant Chief Pilot, Troy Brockway. Photo taken by Troy.



Beautiful sky, beautiful sight captured by **FAROLD FOX**.



**FROM MIKE WISE:** Virgin Atlantic plane, with Sir Richard Branson and press, arrived on Sunday, 2/27.



ABOVE, FROM **KAMY NICHOLSON:** Far Right, **PETE SOBEY** Retired United Captain, Middle, **DICK BEVINGTON** Retired United Captain, Far Left, **KAMY NICHOLSON**. We went up to Montrose for breakfast and to make it even better Dick got stuck with the bill playing the numbers game. Talk about an airplane with some performance. It was a lot more tricky to fly than the old RV4 but nevertheless fun. Dick is the guy who got me thru all my ratings in a summer Commercial thru MEI.



**BOB MEAD's** RV8A just back from the paint shop. Photo by **FAROLD FOX**.



**SHANNON SPURGEON's** mother, Mary Spurgeon, has completed an eight-foot tall sculpture of Wyatt Earp for the city of Dodge City. This sculpture is the first unit for the Dodge City Trail of Fame and is set across Wyatt Earp Boulevard from the depot.



LEFT: **ASHLAND FLIGHT LINE** last October. Photo by **JACK JENKINSON**.