

# FLY PAPER

January '05

Members in KS, NE, CO, MO, OK, TX, NC, FL, AZ, NM, & AK!!6

## LAST MONTH

OK, - I admit it, for me, a major part of the Christmas party is seeing all the girls decked out in their holiday finery. At our regular gatherings, if the ladies attend, it's usually jeans, and that's very appropriate considering the picnic atmosphere, but it's great to see them pull out all the stops for the party at the Foulks' house. Needless to say, this year was no exception, and our compliments to the better half. (I will expect thicker frosting on the cake at the next fly-in)

It was a beautiful evening, and a sizeable group filled Harley and Mary Ellen's house with a lot of conversation while filling themselves with the delectable products of Chapter 377's cooks. Fortunately, the seating at the Foulk's classy dig involves two floors and the second and third trips to the board were easily justified by exercise gained in the trip up and down the spiral stairway.

Along with the socializing, a tentative schedule for the coming year was set, as well as a change in some of the officers.

Considering the considerable caloric intake of the last few weeks, Mary encouraged me to pass along this little gem, just in case you haven't heard it: A lady told her husband that she was tired of herding their Suburban around town and she wanted him to buy her something small that she could make go from zero to two hundred in seconds, - - - - so he bought her a new bathroom scale.

Sorry about that. See you all at Beaver OK this Saturday. ~Walter Rundell



AJ Judy and Ondre Rexford (Ray Rexford's son, Chet Rexford's grandson) Picture taken at Ondre's home in Concord, NC over Thanksgiving. Ondre has been working for a NASCAR team for many years.

## THIS MONTH Saturday, January 14

### Beaver, OK (K44)

1.0 mi. SW of city.

N36-47.93 W100-31.79

Field Elevation 2491

#### Runways:

**17-35:** 3125X43; asphalt; building rwy 17

**14-32:** 3025X95; turf; powerline rwy 32

FSS - 122.55 McAllister

CTAF - 122.9

FMI contact Alan Judy 580-625-4296

The word for the month is SPEED!!! Ground speed! Alan (AJ) Judy has invited us to Beaver, OK for a gathering Saturday. Fly-in to the Beaver Airport, and Jack Jenkinson will have the bus there to transport us to the Cactus Grill for lunch. Please make sure to bring chocks, and chock your airplane as the ramp is on a slope and planes should be chocked. There is grass for parking on the north end of the ramp in good to fair condition. Fuel will be available if you need it--- see Alan. Ron Judy will have his Ferrari 512 on hand, and AJ is pleased to show you his 1958 Lister/Jaguar, pictured at left. (Read more about it on page 3) No top, so let's hope it is warm! They are up to giving rides to anyone wanting to go. (Yeah, we really have to twist their arms to get them to take the cars for a spin!) EAA photographers will be on hand!

Following lunch we'll make our way back to Alan's garage and enjoy homemade pie, thanks to Nancy Judy! Alan has a six car garage with more decorations than most mundane garages.

Everything is in a very close radius, so join us Saturday for a fun day!

"You do what you can for as long as you can,  
and when you finally can't,  
you do the next best thing.  
You back up, but you don't give up."  
**Chuck Yeager, Aviator**

# 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.

February's deadline for newsletter items is Feb. 3.

## OFFICERS:

President—Wayne Neese 620-225-3368

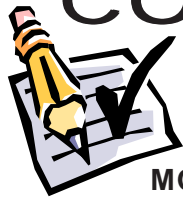
Vice President—John (Jack) Jenkinson, Jr., 620-873-2287(h) 620-846-2456(w)  
funyfarm@swko.net

Newsletter Editor / Publisher—Mary Shortridge, 620-275-6950, FAX 276-7267, mshortridge@cox.net, 105 Drury Lane, Garden City, KS 67846

Tech Counselor—Harry Bartel @ 620544-7600, Jerry Chappell @ 620-563-7854

Treasurer/Secretary—Harley Foulks, 620-276-6224, 2040 S. Raceway Rd, Garden City, KS 67846, email maryellen@gcnet.com

# COMING UP...



MONDAY, JANUARY 9—Happy 80th Birthday Delmar Waterson!

SATURDAY, JANUARY 14—Gather at **BEAVER, OK** at noon for lunch at the Cactus Grill. Transportation available from the airport. After lunch dessert at Alan Judy's garage. Car talk and hangar flying! See details page 1. FMI contact Alan (AJ) at (580) 625-4296

SATURDAY, FEBRUARY 11—PLANES, TRAINS AND AUTOMOBILES courtesy Delmar Waterson at Dighton, KS. Noon. FMI contact Delmar at 620-397-2516 or 397-5513

SATURDAY, MARCH 11—CROTTS AVIATION, Dodge City, KS. Noon potluck. FMI contact Wayne Neese at 620-225-3368.

SATURDAY, APRIL 8, 2006—Tentative date for **NORMAN**

**BUEHLER'S 90th BIRTHDAY CELEBRATION FLY-IN!** Scott City, KS.

SATURDAY, MAY 13—**DON & HELEN BLACMAN'S.** Garden City, KS.

SATURDAY, JUNE 10—**BILL & NANCY ANTON'S ANTON'S FLYING UV FLY-IN,** Satanta, KS. Noon potluck.

SATURDAY, JULY 8—**WALTER & ESTHER RUNDELL'S FLY-IN.** Pierceville, KS. Noon potluck.

SATURDAY, AUGUST 12—**ASHLAND, KS.** Hosted by Krier, White and Luckie families.

SATURDAY, SEPTEMBER ??—**JUDY RANCH FLY-IN,** Gate OK.

SATURDAY, OCTOBER 14—**JENKINSON FUNNY FARM FLY-IN.** Meade, KS. Noon potluck.

SATURDAY, NOVEMBER 11—**LYDDONS AT LBL.** Noon potluck.

SATURDAY, DECEMBER 9—**CHRISTMAS PARTY.**

## TENTH ANNUAL POKER RUN and CHILI FEED 2006



MARION COUNTY AVIATION EAA CH. 1301

WHAT? POKER RUN 2006/ CHILI FEED

**FREE CHILI FEED RAIN OR SHINE AT 12:00 P.M.**

WHERE? HILLSBORO AIRPORT—M66—12:00 P.M.

WHEN? SUNDAY, JANUARY 15<sup>TH</sup> 2006

THE OBJECT IS TO COLLECT FIVE CARDS PER HAND.

CARDS WILL BE PLACED AT MARION, NEWTON AND HILLSBORO

### **RULES:**

CARDS WILL BE PLACED AT EACH AIRPORT WITH ONE CARD PER ENVELOPE. EACH PLAYER IS TO PICK UP 5 CARDS FOR EACH HAND AT EACH OF AIRPORTS OF CHOICE. YOU MAY NOT OPEN ANY OF THE ENVELOPES BEFORE WE MEET BACK AT HILLSBORO AT 2:00 P.M. TO DETERMINE THE WINNER.

THERE WILL BE PRIZES FOR THE **BEST** AND **WORST** POKER HAND.

IN CASE OF BAD WEATHER, YOU MAY PICK YOUR HAND FROM ONE OR TWO AIRPORTS

THERE WILL BE A DONATION OF \$5.00 PER HAND WITH NO LIMIT TO HOW MANY HANDS EACH PARTICIPANT CAN HAVE.

WE WILL MEET AT THE HILLSBORO AIRPORT AT 12:00 P.M. TOO EAT THEN DO THE ROUTE OF YOUR CHOICE TO COLLECT YOUR HAND AT EACH AIRPORT. THE ENVELOPES WILL BE OPENED AT 2:00 P.M.

# HEARD I N THE HANGAR

## FROM ALAN

**JUDY**—There were only 34 original 1958 Lister/Jaguars (a British designed race car) produced in the world. The Lister/Jaguar I just bought was reproduced by Chuck Beck, a Can Am racer that turned wrenches with Carrol Shelby. Shelby designed the Shelby A/C Cobra race car. Chuck Beck handbuilt 34 Lister/Jags and I've been trying to buy this car for 6 years—it was Chuck Becks personal car. It is very quick and fast with all modern day Corvette suspension. Currently it'll do 0-160mph in 20 seconds, limited by rearend gearing. The top end on other Listers is over 200mph. With a bit of work, this car will be able to compete with the best!

**FROM MARY SHORTRIDGE**—If you need some help with getting your airplane looking spiffy again, give Nathan Hawkinson a call. He was at McPherson last fall for "When Pigs Fly" and quickly made 35N look pretty for her Young Eagle rides. Nathan is very professional, and his aircraft cleaning services are very reasonably priced. You can contact him at (620) 755-2733, justPlaneClean@hotmail.com



## ANOTHER ISSUE!!!

Thanks this month go to: Mike Collins—Publisher, AOPA Flight Training Magazine, Delmar Waterson, Stephen LaBash, Walter Rundell, Jack Jenkinson, Ron Judy, AJ Judy, Greg Judy, Farold Fox, Todd Crist, Gary Gipson, EAA eHotline, AOPA e-Pilot, Nathan Hawkinson, Dirk Bowen, Chuck Couch, Mark Luckie, Bill Anton, Wayne Neese, Hillsboro and McPherson EAA Chapters.

**FROM BILL ANTON**—I have delivered the various parts and engine to my RV-8 to Crott's Aircraft. Mike Million has agreed to finish it up for me. Some may consider this as giving up on building it completely myself. However, I wanted a qualified A&P to check over the work I've completed plus do the engine installation and the final assembly. I will be going to Dodge to help with this. After 7 1/2 years it's time to be flying. My goal is to have the plane completed and the hours flown off in time to make it to Oshkosh this summer including having it in my hangar in time for the Flying UV Fly-In in June. Nancy has expressed some reservation about flying in it with me, so I may have an open seat for the trip. I'm confident that she'll fall in love with the plane after making a trip to visit the grandkids.

**FROM MARK LUCKIE**—The new bathroom facility and office at the Buffalo airport is under construction . The building will be 20x30 steel with central heat and air and new everything ! The foundation has been poured and the slab will be poured on Jan. 4. I hope to have a grand opening in the spring , without the wasp that used the old building for a home. More later...

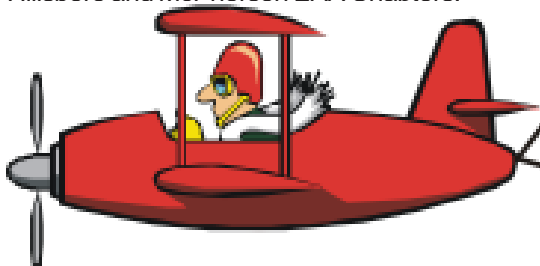
**FROM CHUCK COUCH**—The RV-8 was inspected on 29 Nov and I took it up for the first flight on 2 Dec. Flew Great!

**GARY GIPSON, GCK** is our newest member, and became a private pilot in 2005. Gary's Christmas present to 24 members of his family was an airplane ride! He rented the Warrior on Christmas Day, and made ten take-offs and landings in five hours so everyone could have a ride. Ok, so it was a Christmas present to himself, too! Gary, we look forward to introducing you to our group, and giving you more excuses to fly!

**FROM AOPA ePILOT—NEW BOOK OFFERS INSIGHTS INTO PREPURCHASE INSPECTION** There's more to the prepurchase inspection of an aircraft than turning it over to a mechanic and hoping for the best. Denny Pollard's new book, *Handbook of Aeronautical Inspection and Pre-Purchase*, takes you through the process from a mechanic's point of a view, showing you common pitfalls and traps for the unsuspecting would-be aircraft owner. (Does the phrase "fresh annual" give you a sense of security? It shouldn't, says Pollard.) The author of the self-published book is an airframe and powerplant mechanic with inspection authorization. The book sells for \$25 and may be ordered online from Trafford Publishing.

### MONTHLY FLY-IN BREAKFASTS

- 1st Saturday: Ponca City, OK
- 2nd Saturday: Beaumont, KS
- 3rd Saturday: Alva, OK
- 4th Saturday: Augusta, KS  
Enid, OK  
9-10:30am  
breakfast buffet
- 4th Sunday: Cottonwood Falls, KS



**Happy 80th Birthday**  
January 9  
**Delmar Waterson!**

# FROM OUR PRESIDENT...

Here we are, already in a new year. Looking back at our past accomplishments we all should be proud of our EAA Chapter. Seeing some of what is in store for this New Year, it appears that 2006 will be an exciting and active year. But then the members of Chapter 377 have continually presented surprises for all of us.

I would like to take this time to express appreciation for all the hard work that our past president Jack Jenkinson has done for all of us. There are a lot of behind the scenes items that a lot of us are not always aware. Job well done... Jack! When my arm was twisted to help out, Jack agreed to stay on as vice-president to assist in any way that he could. Again, thinking of our organization rather than a personal agenda.

Keeping in mind that in Chapter 377 as well as any other effective organization, corporate or volunteer, one person can't do it all. Therefore, we need leaders, followers, volunteers, and sometimes resisters. I want to express my appreciation for those who have constantly "rolled up your sleeves" and "pitched in". Your deeds do not go unnoticed.

In closing, I would like to remind everyone that in order to be successful, our chapter needs new members as well as retention of current members. Therefore, I challenge each of you to talk up our organization to others as well as with current members. We have been fortunate to see our membership increase each year. This means more energy and fresh ideas. We also need to insure that all of our members (old and new) are receiving the maximum benefits and enjoyment that they envisioned when they joined. Let's keep everyone involved. ~Wayne Neese

## EAA CHAPTER 377 MINUTES

December 10, 2005

The meeting was called to order by President Jack Jenkinson after the Christmas party. Jack reported he has approval from EAA headquarters to place their emblem on our chapter trailer and he requested chapter approval. Motion made and carried to purchase decals.

Mary asked for help in setting next year's calendar for our fly in dates and programs. We must notify EAA Headquarters 30 days in advance prior to our fly-ins in order to have insurance coverage. The schedule for 2005 was reviewed and most dates were filled in. Members were asked for suggestions for demonstrations and things to see at our meetings.

Elections were held with the following officers being elected.

President—Wayne Neese

Vice President—Jack Jenkinson

Newsletter Editor—Mary Shortridge

Sec/Treasurer—Harley Foulks

Technical Advisors—Harry Bartel and Jerry Chappell

Young Eagles Coordinator—Mark Luckie

Certificates were passed out to past officers in recognition of their service.

There being no further business, the meeting was adjourned. ~Harley M. Foulks, Secretary

# FROM THE NEWSLETTER EDITOR...

Happy New Year! I think our Chapter is off to a great start. It can be tricky lining up a place for our winter month "fly-outs", and Jack Jenkinson and the Judy's came up with a fun solution. I hope we'll be blessed with flying weather, and the Beaver ramp will be full. (We certainly can't complain about the past few weeks!)

I'd like to remind you that if you are an active internet user, consider being an "email only" FLY PAPER subscriber. (There is usually extra info that I didn't have room to include.) This saves our club considerable \$\$\$ in both printing and postage, so we can keep our dues down. Check out [www.member.cox.net/ea377](http://www.member.cox.net/ea377). If that works well for you, let me know and I'll remove your name from the mailing list, and notify you via email when the FLY PAPER has been posted.

Also, note that I was recently able to get our classifieds posted on our webiste, and that will save some room in FLY PAPER. It will also be nice to be able to include color photos for anyone taking a look at what is for sale. Do you have something you'd like listed? Just send it to me!

Looking forward to a fun-filled year with Chapter 377! ~Mary Shortridge

## EAA Chapter 377 Financial Report—2005

Bank Account 1/1/2005	\$3995.29
Demand Notes	4000.00
Total	\$7980.29

### INCOME—2005

Dues	\$722.50
2006 Dues	1500.00
Donations	365.00
Investment Income	224.18
EAA rebate	20.00
Total Income	\$2831.68

### EXPENSE—2005

Fly Paper	\$2517.82
Insurance	194.00
License & Fees	40.00
Room rental	10.00
Property (trailer and chairs)	1407.35
Total Expense	\$4169.17

Bank balance 12/31/2005 \$6642.80

# DO YOU KNOW WHAT YOU HAVE?

by Greg Judy  
vgg1@sbcglobal.net



**21YJ in happier times, flying Young Eagles at Arlington in August 2005.**

Many times we don't realize what we have until it's gone, whether it is the loss of a loved one, health, a job, or your favorite airplane. Once it's gone, it may be impossible to get it back, so enjoy what you have NOW!

My last flight in 21YJ was on December 3, 2005 from Arlington out to Possum Kingdom Lake (about 70 miles west of Fort Worth) with my friend Anthony. The flight was bumpy and the headwind kept the ground speed down in the lower 90's. We looked the lake over and turned back towards home at 150. I needed to get Anthony back on time, so the tailwind helped push the 172 along! I wished we'd flown farther that day, because that was the last flight on 21YJ.

A week later a hangar fire destroyed 8 aircraft at Arlington Municipal, including 21YJ. Dad, Alan, and I had flown her for 24 years and she'd been a great flyer. It was like losing a good friend and it will be painful for a long time. I'm very thankful for the hours that I'd spend tooling around Oklahoma, Kansas, Texas, and a few trips to Oshkosh. I'm thankful that it wasn't my house that burned and that no one was hurt in the fire. But now it's time to move on and find something else to fly.

I knew we'd been flying a great plane, but when I started looking through Trade-A-Plane, it became obvious that it would be very hard to replace it. We'd have to find another clean 172 with low time, a recently overhauled engine, and good stack of radios for the insured amount. It wouldn't be possible!

Where are you, insurance-wise? Could you replace your pride and joy for the amount of hull insurance that you're carrying? Have you added radios, new paint, mods, or overhauled the engine since you increased your hull coverage? Check the selling prices for other aircraft similarly equipped, you might be surprised. In the mean time, enjoy the time you spend with

your friends, family, and flying machine to make some great memories!

I'm interested in a Varga Kachina now, so if you have any leads, I'd appreciate hearing about them!



Wing damage...



Interior damage...



The hangar contents were a loss, as well as the aircraft.

Where are you,  
insurance-wise?

# CHRISTMAS LETTERS...

One of the best parts of Christmas is hearing from friends and loved ones, how they are doing, and their adventures over the past year. I hope Steve brings pictures to the next meeting... and I hope Dirk can make it back to Kansas for a meeting sometime.

## From DIRK BOWEN... (11/21/05)

Hope this finds you well. I am certainly having a good time. Erica (my girlfriend for those of you who don't know) and I are in San Pedro, Belize. We were most recently working seasonal jobs in Talkeenta, Alaska; flying Piper Navajos on flight seeing tours. We did trips over the summit of Denali (Mt. McKinley) at around 22,000 feet. Yes, a Navajo will go that high if you really want to! I had a blast, also getting checked out in a Cessna 185 on wheel skis doing glacier landings. This was a really fun challenge, and I'm really glad for the opportunity to have done so. Landing on a snow covered glacier at 7000 feet with about a 10 percent grade and a mountain looming at the end of the slide was exhilarating, and the people really loved getting out and tramping around up there. It was much different from my last bush job flying mail and people in Bethel. There, at the stop everyone was in a hurry to get on their way, often complaining about their luggage or the fact that the first stop wasn't at their village or something. In Talkeetna, everyone was thrilled, wanting to get pictures with the pilot and actually handing me (tip) money, a first for me.

All in all, it was a great summer. The only problem is that it's a seasonal job, thus I'm now looking for winter work. Also, there is the disadvantage of no benefits. But hanging out on the beach in Belize is a tough way to find a job, huh? The current plan is to go back next summer, starting sometime in May, something comes up. Erica is determined to return, so that is a big influence on what I end up doing. I applied at an outfit that flies Lears in Englewood, Co, and also at a couple of operators with Caravans in Belize, and have a possible line on a Citation or Beechjet job in Milwaukee, but nothing's quite worked out yet. There is also a possibility of a position in Anchorage that I'm waiting to hear on. It would be terrific to get set up with an opposite season job down here. I could handle Talkeetna in the summer and San Pedro in the winter!

If we do end up here for the winter, I hope somebody will come down and visit. We have rented a nice two bedroom apartment about thirty seconds from the beach. We have been swimming in the ocean for at least an hour nearly every day. There is one of the great barrier reefs of the world within a ten-minute boat ride (or 25 minute kayak paddle) away, so the snorkeling and diving is excellent, and the main draw for tourists here. We are about half way through open water SCUBA diver certification, and that's a blast. We plan to do a substantial amount of diving and snorkeling while here. There are also many Mayan ruins within a day trip, which we are also planning on taking in. Cave tubing is one of the planned expeditions as well (yes, you actually get on an inner tube and float an underground river). The golf cart is the main mode of transportation here, and

we rented one by the month as we live about three miles south of the town of San Pedro.

The weather is between 80-90 every day. It doesn't seem that hot, there is normally a nice breeze. We have hardly used the A/C at all. Electricity rivals bush Alaska in price. I heard that it was minus 39 in Bethel the other night; I won't rub that in at all for those of you there! There have been few rainy days, today is windy and rainy, but it looks like we may miss out on a hurricane even on this record year. Gamma is going by today and tomorrow, hopefully the last major storm.

It is still the slow season here; it's not crowded at all. In fact, we wondered if there was some hazard in the ocean until we asked, as we never see anyone on the beach or swimming except for us. I'm told it's actually a little cold (!!) for the locals already. It starts to get busy around Thanksgiving. The locals all seem really nice. It was an English colony, so the queen is on the money and English is the spoken language. I must like it here, as I bought into a time-share. Through that I am able to get really good deals on vacations, if anyone is interested.

Before coming to Central America, we were also able to take a road trip. I have a car at my folk's house in Texas, so we saw them for a while and then made a big loop. We visited friends in Ulysses, Kansas, where Erica was treated to her first glider ride and also a Breezy (a really cool homebuilt) ride. Then it was on to Des Moines, Iowa to visit my sis. My good friend John Scott loaned me his Skylane for this portion of the trip, which was a nice break from driving. Then it was up to Scottsbluff, Nebraska to visit my Grandmother and aunt, to Wyoming to a couple of my friends houses, then a week in Boulder at Erica's sisters. Thanks to all for the hospitality!

Please drop me a line and let me know what's up in your world. [cloud9sailor@yahoo.com](mailto:cloud9sailor@yahoo.com)

**Update from 12/25:** I am currently flying a Cessna Caravan around Belize. We carry mostly passengers (the Caravan is allowed up to 14 passengers here as opposed to 9 in the states) along with a little freight. It is a fun change from the last three cold winters I have spent in Bethel, AK. I heard that it was -39 there the other day! I'm enjoying a fairly steady 85 degrees here, snorkeling or swimming nearly every day I'm not flying. We work a six day on and three off schedule, so I still have some time to play.

## From STEPHEN LaBASH...

Hello all — Friends and relatives!

Judith asked me to write a Christmas letter 2005. Here it is! Judith is packing her clothes for our trip to Boston to see the kids. We are going to have a family photo - Thanks Stephen. Heidi has arranged it all. An outside shot at Harvard square 2 PM December 26. I have checked the weather - highs in the 30's. Thanks Heidi. Judith said we could not have the photo without Heather being present. Heather is flying in December 25. Thanks Heather. Judith has lost 15 pounds over the last month and is in tip top form. New shoes, new long coat, new hat — somewhere in there will be a smiling face. Stephen is still flying with the Navy. He is on the staff of Admiral Johnson stationed at

Misawa Japan. He commutes to Bahrain to consult with others, mission accomplished, he flies back to Japan. His air miles have put him in Platinum Executive. He now gets a newspaper and coffee and a few other perks. I am glad to see the President is trying to keep our domestic airlines afloat. Thank you Mr. President. Heidi is working with Boston V.A. National Center for Study of Post Traumatic Stress Disorder as Research Assistant. She recently presented her paper at a scientific meeting in Toronto Canada. She continues to take courses in Psychology at Harvard. She has moved to Showa University to work as dorm councilor. Heather is studying for her Masters Degree in American Studies at Kansas University. This last fall Heather had taken a position teaching European Western Civilization post 1945. The course was taught in Paris and Florence. We had traveled to England to visit Judith's Mom and received an invitation from Heather to join her in Florence. Carmel had taken us to the train depot at 3 AM to catch the first train to London. Thank you Carmel. National Express Coach left Victoria station 7:30 AM for the Chunnel and Paris. We changed coaches, passed passport control and were on our way to Italy. In Milan(o) we were dumped at the station. The Bus driver in his native tongue explained this is where you change buses for Firenze (Florence). We arrived safely to lots of hugs from Heather. We spent our week with Heather visiting Florence, Ravenna, San Geriamano, and Rome. Between Vatican Museum, Sistine Chapel, Rome's Coliseum various Cathedrals, Baptisteries, Museums, Ponte Vecchio our eyes were a goggle. Our return trip was highlighted with the crossing of the Channel via P&O Ferry. We had a smooth crossing with a wonderful view of the sea and the White Cliffs of Dover. The previous spring we had visited Judith's Mom for her 92 birthday. Donald and Tricia had arranged a surprise visit to the continent to visit Normandy and D-Day beaches. We saw Beaux Tapestry, Omaha Beach, British and American war cemeteries and museums. It struck me as quite a formidable run for the D-Day soldiers as it was about a mile on the beach from the surf at low tide to the seawall. All exposed to German fire. We enjoyed French Cuisine and the Continental eating experience. Plenty of time to enjoy the food, talk and enjoy your companions presence all laced with house wine. Red please. Thank you Donald and Tricia. We went to see the baby- Hannah V. Ben and Sally are proud parents, Keith and Wendy are proud grandparents and we are proud great aunt and uncle. She was a preemie and is small but she has a pleasant smile and is curious about the world. Olive is 92. The doctor comes to the house and gives Olive a tune up every few months. We are looking forward to that ninety third birthday party. I have enjoyed visiting the British Army Infantry Museum and the British Army Medical Museum. I am struck by the parallels between the British and American armed Forces. During the

summer Judith and I went to Medora Foundation in North Dakota. We met our Friends Maria and Gerry there. The town of Medora is immediately adjacent to the Teddy Roosevelt National Park. We volunteered our time serving meals, ushering at the play, greeting the tourists, and helping out at the golf course and miniature golf course and pool. We received room and board, free admission to all the events, and reduce rates at the golf course. Thank you Maria and Garry. I have joined the Team Mates. This is a program founded by Tom Osborne to help young children. My young man is starting to learn his 7's and 8's multiplication tables. Judith has completed a quilt, joining other quilters in completing quilts for Walter Reed Army Hospital soldiers. Thank you quilters.

Merry Christmas!  
Judith & Steve LaBash



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**JACK & DELLA JENKINSON** were so pleased to receive the December issue of AOPA's Flight Training Magazine. That is their granddaughter **Kymberly** on the cover! Kym is attending Hesston college, one of several colleges featured in the article on schools. This magazine is chock full of great info. If you haven't read it, you are missing out! Kym promises an update on her college flying adventures in next month's FLY PAPER.





**KRIS THOMPSON** rode along with daughter **TAYLOR (6)** and son **HUNTER (9)** on their first airplane ride in Mary's Cherokee. Kris was a bit nervous with Hunter at the controls!



**TODD & CODY CRIST**



ABOVE: **DIRK & ERICA**, BELOW the view 100 yards out their front door.



**TOM AUERBACH** took this photo of **RON JUDY's** Ferrari at a Judy Ranch fly-in.



**GREG JUDY** took this Varga Kachina for a test flight. There aren't a lot out there for sale. Is this the right one? We'll let you know!



An apron of Yaks at Pittsburg, KS 1/7.  
Photo by **FAROLD FOX**.

# **DIGHTON MAN RECALLS EXPERIENCE IN WWII, FIGHTING FOR HIS LIFE**

**By Kathy Hanks  
The Hutchinson News**

It was the winter of 1944, and Delmar Waterson was on a brief furlough in Kansas.

The 18-year-old knew his time at home would be short-lived. World War II was raging, and soon he would be in route to the Ardennes Forest on the German/Belgium border.

But he was suspended briefly in a calm before the storm. In a matter of weeks, the time he spent in Dighton would become a warm memory. Too soon he'd be fighting for his life in one of the worst battles for the American Forces during WWII.

Having just enlisted in the military in August, he knew how desperately soldiers were needed. His class had been pulled out of training at Fort Hood, Texas, three weeks early to head for Europe. While he was spending time in his parent's cozy home, American soldiers were already engaged in the "Christmas Blitz" which would become known as the Battle of the Bulge.

"We got off the train in Wichita just before Christmas, and my parents picked us up," Waterson said. They drove their son and several other local boys, also finishing training at Fort Hood, the four hours west.

Waterson's future was on hold. Instead of planning for college and a career, the young man was heading off to battle without a clue what was lying in wait. How could he know in less than a month food would be in short supply and he'd have to melt snow to stay hydrated? Or that his bones would ache from the cold, but shivering and shaking would help him stay warm?

Today, he can laugh at such an incredulous thought of preparing the 600,000 American soldiers for fighting in the Battle of the Bulge.

"There was no way to get ready for that," he said.

As he walked down Main Street in Dighton in the mild winter climate, there was no foreshadowing that in just a few weeks he would be sleeping on the cement floor in a basement of a bombed-out building. Nor could he know he would be shot and wounded, one of the 81,000 American casualties.

Instead, he enjoyed the brief visit home. Then, in the middle of the night on Dec. 29, his parents drove him nine miles north to Shields where he caught a train to Kansas City.

"It was known as a flag stop," Waterson said of the method for catching the train. "They didn't have any radios so you had to go out on the track and wave down the train. The train would run past and by the time they saw the flag they'd have to back up."

Waterson knew he had to be at Fairfax Field in Kansas City, Mo., at 7 a.m. on New Year's Day or be considered a deserter to the military. He and some buddies stayed at the YMCA. Then they went out on the town on Dec. 31, 1944.

"We picked up some girls and took them to Katz Drugstore for a Coke," Waterson said. "Then we decided to go to a movie. We sat in the second balcony and watched '30 Seconds Over Tokyo.'" "

Finding a cab in the wee hours of the New Year was difficult, and there were a few moments of tension. But they arrived at Fairfax Field on time.

The field was covered with transport planes ready to ship out this massive movement of soldiers.

It was Jan. 1, 1945, and Waterson took off on the journey that quickly turned the 18-year Kansas boy into a man.

Everybody has a story to tell. Please call me with your story at (620) 694-5700, ext. 314, or e-mail me at [khanks@hutchnews.com](mailto:khanks@hutchnews.com).

**FOR IMMEDIATE RELEASE**

**CIVIL AIR PATROL TO HOLD ORGANIZATIONAL MEETING AT MAAM**

**The Kansas Wing of the Civil Air Patrol will hold a second organizational meeting at the Mid-America Air Museum on Thursday, January 12, at 7:00 PM. The purpose is to establish a flight in Liberal that would be attached to the Great Plains Bison Squadron in Garden City. A United States Air Force Auxiliary, CAP has three missions: 1) Aerospace Education, 2) Emergency Services, and 3) Cadet Programs.**

**Membership is open to adults as senior officers and to young people as cadets. Once again, Cadet Major Kenyon Fryman will field questions concerning the cadet program, which is open to those 12 years old (or attending the 6<sup>th</sup> Grade) up to 18 years of age. A cadet may remain in the program until age 21. The meeting program this Thursday will include a film presentation on the history and function of CAP. For more information on the organizational meeting, please call (620) 624-5263 or e-mail liberalcityamd@swko.net.**