

FLY PAPER

August 2008

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

LAST MONTH

Walter Rundell

What a kick in the head- - - miss your own fly-in. Oh, I know what you're thinking. You think I staged a heart attack just to get out of all mowing, trimming, heaving and hauling that goes with getting a run down farm strip ready for company. Thoughts of that nature have crossed my mind a time or two, especially with the temperature going north of the century mark every day. Ironically, I peaked about a week early this year, and had everything ready, even to the point of arranging to have a fire truck present in case somebody's airplane belched fire into the bone dry grass. All that became irrelevant around eleven o'clock Tuesday night, when I experienced what the medical profession, and the FAA, refers to as a "cardiovascular event" - - - translates, "This could be the BIG one." At least, while in my "home away from home - ICU" several people came by with reports from the alternate fly-in location, and I was happy to hear that, in spite of the heat and wind, a good crowd turned out to honor Mary for her first ten years as Newsletter Editor and all round Good Scout for Chapter 377. I add my personal appreciation.

A sidelight—The only thing standing between me and a current medical certificate is the United States Government. After enduring all the poking, prodding and testing, I filled out the application for a special issue medical about Feb. 1 of this year. The day (July 16) I came home from Wichita, licking my wounds from the "event", I found a letter from the FAA in my mailbox advising that they were enclosing my medical which would expire **Feb 1 2007 ? ? ?**.

The moral of all this is, DO NOT have a "cardiovascular event" if you wish to continue hassle free aviating.

Thanks to those who helped rescue my fizzled fly-in, and let's all turn out this Saturday to support first time hosts John and Jana Jenkinson at the Lakin Airport.

ANOTHER ISSUE!

Thanks this month go to: AOPA, David Nannarone, Dirk Bowen, Rick Dearden, Todd Crist, Walter Rundell.

THIS MONTH SATURDAY, AUGUST 9 @ 11AM LAKIN, KS — 36L

John & Jana Jenkinson and family are excited to welcome you to Lakin, KS for their first fly-in! Please gather at 11am. They have invited the Lakin Airport Board, and the County Commission, to show them the importance of a General Aviation Airport to the community. They will provide BBQ, drinks and table service. Please bring a side dish to share.

Don't forget to bring your photos and stories of Oshkosh adventures, if you were lucky enough to get to go! See you at Lakin!

36K

Field Elevation 3077

Communication Freqs:

CTAF 122.9

FSS WICHITA 122.65

Traffic Patterns:

All Aircraft 3827 MSL;

Runways:

14-32; 3400X40; asphalt; MIRL; road ea end.

2-20; 2600X90; turf; pwrline ry 20.

Fuel available, cash or check only.



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.

Deadline for the September 2008 issue is September 5.

OFFICERS:

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

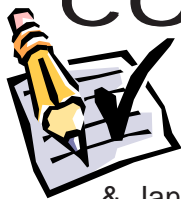
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COMING UP...



August 9—Lakin, KS hosted by John & Jana Jenkinson and the

Jenkinsons.

August 22-24—Wichita Flight Festival

September 13—Judy Ranch near Gate, OK

October 11—Ashland, KS or Buffalo, OK

November—Lyddon's at Liberal, KS

November 6-8—AOPA Expo, San Jose, CA

December 13—Christmas Party

Great Bend's EAA Chapter 1134 is planning on a fly-in breakfast in September. We'll keep you posted when the date is confirmed.

MONTHLY FLY-IN BREAKFASTS

1st Saturday: Ponca City, OK

2nd Saturday: Beaumont, KS

3rd Saturday: Alva, OK

4th Saturday: Augusta Municipal (3AU)

4th Saturday: Chapter 455

Fly-in Breakfast at Enid Woodring Regional (WDG) 8-10:30am

Every Sunday: Lucas, KS cafe

1st Sunday: GCK Flight Deck

PILOTS NEED TO USE EXTREME CAUTION AT PUEBLO MEMORIAL Pueblo Memorial in Pueblo, Colo., has had 10 runway incursions so far this year, the FAA recently reported to the AOPA Air Safety Foundation. Seven of those have been pilot deviations. Pilots should be aware that the towered airport, which has parallel runways, has a 4,000-foot-long hold short line that parallels Runway 8R/26L. In order to get to Runway 8L/26R from the ramp, pilots must cross Runway 8R/26L or Runway 17/35. Download this safety notice (<http://www.aopa.org/members/airports/alerts/pueblo.html>), which contains an airport diagram and briefing card with "5 must-know facts about operating at Pueblo," before you fly to the airport.

HEARD IN THE HANGAR



At our gathering in July, one topic was the celebration of ten years of FLY PAPER. Has it really been ten years? The stacks of old issues of FLY PAPER would say it is so. It has been ten years of meeting really interesting people, developing friendships, and some real highs, literal and figurative. I want to thank ALL the members and friends of our Chapter 377 for your participation and support. It's been a great ten years. Here's to looking at the next ten! May they hold even more of the best moments we have enjoyed, together. ~Mary Shortridge

DAVID NANNARONE is still flying high after his trip to OSH in his Rans Shekari. No rain the entire four days he was gone, though it threatened one day. David promises photos, as soon as he gets his film developed. **FROM MARY SHORTRIDGE**—USED AVIONICS will be coming up for sale on ebay. I am updating the panel of my Comanche and will be pulling out a King KX155 nav/com flip flop radio, a King KLN90B GPS (not IFR certified) and a King KR87 digital ADF. If you are interested in any of them, or want more info, let me know. 620-275-6950 or maryshortridge@gmail.com.

TODD CRIST got to visit the Navy Museum in Pensacola, FL last week. Check out a few of his photos on the scrapbook page!

A BIG THANK YOU to GARY KELLER & AIRCRAFT SERVICES, AND JON CROTTS & FIRST FLIGHT, for their support for our July fly-in. We appreciated the great facilities, and the fact that we were out of the horrific winds Mother Nature blessed us with that day. Thanks to all the chapter members and friends that set up and cleaned up after our great lunch!



TODD CRIST got to enjoy the Navy Museum at Pensacola, FL last week.



NICK SCHNOEBELEN has been an old friend of **FAROLD FOX's** for years. He moved back to Lewis 3 years ago, and has been taking to the skies with Farold in the RV6.

Mother Nature did not cooperate too well at last month's fly-in. Winds were gusting to 40 kts at 040, landing runway 35. **BILL ANTON** was our only fly-in---congratulations on those cross wind skills, Bill! After lunch the winds died down and were straight down the runway. That just wasn't fair!!!



Last month's fly-in was held in **AIRCRAFT SERVICES** hangar at GCK. Photo by **RICK DEARDEN**.

Left: **MARY SHORTRIDGE** accepts a plaque from President **JACK JENKINSON** for ten years of service as publisher of FLY PAPER. Photo by **FAROLD FOX**.

The Wright brothers flew through the smoke screen of impossibility. — Dorothea Brande



DEMISE OF A GOOSE

by Dirk Bowen

It's always sad to see another classic airplane get damaged beyond repair. In Dutch Harbor, AK (my current base) the 3900' runway is on an Amaknak island, and runs the full width of said island with the Bearing Sea on 3 sides and a mountain (well, a 1634' hill really) on one side. There is also a road which crosses the approach end of 30 between the end of the runway and the water. There are some gates that are supposed to swing across the road when the pilot clicks up the runway lights, along with some red flashers on the road that the traffic is supposed to obey. Unfortunately, the gates have not worked for years. It's too bad that something like this has to happen to inspire repairs to be made. A local airline operates the last Grumman Goose's that are in scheduled Part 135 passenger service (there are perhaps some in charter only service). There is a nearby (30 min Goose ride) village, Akutan which has no runway, so an amphibious aircraft is required. The village has a good sized fish processing plant which makes a lot of passenger traffic.

They had three Goose's, one was put on its back in a takeoff accident last summer, and the other day another was on short final when it collided with a semi-truck carrying a con-ex (large metal shipping container) that went through the red lights on the road. As you can see in the photos, both main gear were ripped off

as well as the entire belly of the plane, taking out the pulley cluster which controls the elevator as it scraped over. After that, of course, the pilot was just along for the ride. The Goose was pitched forward at a steep angle, impacting the nose. As you can see, the nose was bent up so high that the entire area of the windshield has disappeared-and it actually sprang back quite a ways. Looking inside, the floor of the cockpit is buckled and the instrument panel is almost jammed back to the seats. It is really tight on the co-pilot's side, fortunately there was a small woman sitting there who received the only injury of the 8 on board-a broken hand. You can see that the nose pushed up so far the prop actually cut a slot in the fuselage. The Goose slid to a stop a short ways down the runway off to the edge near a snow pile. The other silver lining besides the fact



that no one was seriously injured is the fact that there are now wings available to repair the Goose which was wrecked last summer.

To get an idea of the local layout, simply type Dutch Harbor, Unalaska, AK into Google Earth. The most interesting thing about flying out here is the instrument procedures. The missed approach point (MAP) is 4 miles out and 500 msl. Beyond the MAP has to be flown VFR, of course, and the approach is not authorized at night. This can be a big problem with the long dark winter nights up here. The alternates take some planning as well. Cold Bay is the best, it's 175 statute miles away. It often has lousy weather, and the next viable alternate is Dillingham, which is 475sm.

We received a call the other night to go to Attu Island, which is the westernmost island on the Aleutian Chain. It is actually further west of Dutch Harbor than Dutch Harbor is west of Anchorage, some 870 statute miles. Dutch to Anchorage is about 800. For alternates, there is Adak Island (440 miles west of Dutch) and Shemya which is just 45 miles or so from the destination on Attu Island. Shemya and Adak have 8-10,000' runways, but Adak has high minimums (~1200 agl). Then you have to deal with the (straight line) mileage back to Anchorage from Attu, which is over 1500 miles (if you are brave enough to stray that far out over the COLD Bearing Sea water). In the King Air 200 (at the weights we fly, we don't have the capacity to top off) this would require a fuel stop, most likely in Dillingham or King Salmon. This would have been nearly 2400 miles and over 8 hours of flight time, plus ground time.

To add to the conundrum is the fact that 65 miles west of us on Unmak Island there happens to be a volcano named Okmok that is going off. As you know, volcanic ash and airplanes do not mix, and it was directly in our path. We have had some ash fall here a couple of days, but luckily it has mostly gone south or west away from us, not often affecting our more common flights eastward to Anchorage. Flying west in the

dark or clouds is not an option right now. Unfortunately we were unable to accept this trip because the weather at both Shemya and Adak were below minimums, and there is no weather reporting or instrument approach on Attu. All that's there is a Coast Guard Loran station. Normally the Coast Guard services the station with C-130's, they must have wanted flight medics for the trip therefore they called us. Our company also has a couple of Lear 35's, and the one based in Anchorage ended up going out to Shemya via a Cold Bay fuel stop then direct Anchorage the next morning after the weather cleared. The Coast Guard transported him to Shemya. Even in a LearJet, the trip was 9 hours.

As you can see, the main challenge of this job is the flight planning, which must be done in a rush because from the call to wheels up time is 30 minutes. You could literally be called to anyplace in the vast state of Alaska, western Canada or the NW US at any time with 30 minutes notice.

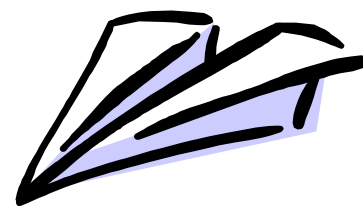
I really enjoy the Dutch base. It's beautiful country out here as well as challenging flying. However, I am on the list for an Anchorage base. That way I could avoid being away from home half of the time. It does require living in the city (within a half hour of the airport), which isn't my favorite place to be. But being paid to stand by at home is pretty hard to beat!



Okmok volcano's ash cloud, looking east on descent into Dutch Harbor.



View of the Goose's cockpit from the passenger's seat.



Dirk is currently flying a Beechcraft King Air 200 for air ambulance services throughout the state of Alaska. You can contact Dirk at cloud9sailor@yahoo.com

Basic Flying Rules:

1. Try to stay in the middle of the air.
2. Do not go near the edges of it.
3. The edges of the air can be recognized by the appearance of ground, buildings, sea, trees, wires, and interstellar space. It is much more difficult to fly there.

This space could have been yours!
Send me your aviation jokes, photos,
or stories of your adventures!!!

EAA CHAPTER 377

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Newsletter Editor/Publisher
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First Class Postage

**DID YOU KNOW???? There are
LOTS more photos in the on-line
version? In COLOR?**

www.eaa377.org

