

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

FLY PAPER

July 2008

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

LAST MONTH

Walter Rundell

We were the second plane on the ground at Antons. and the host poked his head up out of the well pit to greet us. Not a good omen to have the water system fail the morning of the fly-in. Fortunately, things picked up in grand fashion after that. By the time noon rolled around, the tables that had been arranged in Bill and Nancy's enviable shop/hangar, were filled with a good portion of the 377 membership, and plenty of good groceries to send them all home fat and happy. The power lines converging at the end of that runway are always tucked away in what little gray matter that still resides between my ears, but as requested, Bill had arranged a nice breeze right down the center of the strip, taking all the sweat out of the coming and going - nice planning. The Anton's have had some less than ideal weather for several of their fly-ins, but everything seemed to click for this one. In case you left early, somebody, in something, set the day's record for high speed low pass. Who was that masked man?? Our thanks to Bill and Nancy for a great party.

As usual, Harley Foulks (treasurer) got a "have I paid my dues?" from a guy or two. I know the feeling if I forget to pay up at the Christmas party. People want to stay in or get in the membership list. There is a reason for this. In case you have been on a mission to the moon for the last ten years, right after you left, Mary Shortridge took over as editor, publisher, and more, of the 377 newsletter FLYPAPER. Largely due to her enthusiasm and energy, chapter membership has grown from a couple dozen or so to around a hundred and fifty. They all look forward each month to the newsletter showing up in their mailbox, as well as on line, with lots of interesting member news, pictures and information. If you haven't had your picture or article published, you probably didn't send it to Mary. Since she has sacrificed a good chunk of her personal time each month to make this happen - - FOR THE LAST TEN YEARS, let's all turn out this Saturday to give her a much deservedATTAGIRL.

THIS MONTH

SATURDAY, JULY 12 @ NOON

WALTER & ESTHER RUNDELL'S FARM

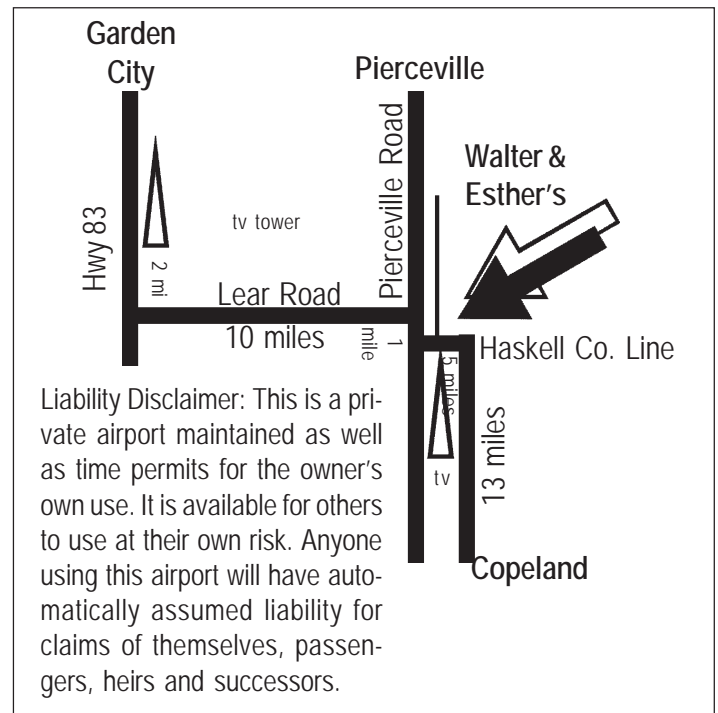
From Pierceville: about 10 miles south on Pierceville Rd. (blacktop) to the gray house on the west side of the road, then 1-1/4 miles east.

From Copeland: 13 miles north to the dead end, then 1-3/4 miles west.

From Hwy 83: Turn east on Lear Road (a blacktop 2 miles south of Channel 11 tv tower), east to dead end, then 1 mile south and 1 1/4 miles east.

N37°44.18' W100°40.03'

Monitor 122.75 • N/S 2300' turf runway, no wires



ANOTHER ISSUE!

Thanks this month go to: AOPA, Bob Dahl, Lee Cyr, Todd Crist, Tom Auerbach, Walter Rundell, Wayne Melanson, Wayne Neese.

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 August 2008 issue is August 1.

OFFICERS:

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

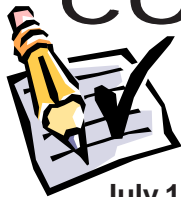
Vice President—Wayne Melanson, 620-624-8830 wvmelanson@sbcglobal.net

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

Tech Counselor—Harry Bartel @ 620-544-7600

Treasurer/Secretary—Harley Foulks, 620-276-6224, 2040 S. Raceway Rd, Garden City, KS 67846, email harley@wbsnet.org

COMING UP...



July 12—Rundell's @ Pierceville, KS

July 19—Fish Fry at Marion, KS.

July 28-Aug. 3—EAA AIR VENTURE!

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 Bufalo, OK

November—Lyddon's at Liberal, KS

November 6-8—AOPA Expo, San Jose, CA

December 13—Christmas Party

TERRY CHIZEK is having a fish fry Sat. July 19th at Marion, Ks (43k) 6:00 pm, camping at the airport welcome. Swap & sell... gps, headsets and more. 4:00 to 6:00 pm. Bring your stuff to sell. FMI contact Terry @ 620-381-1347

MONTHLY FLY-IN BREAKFASTS

1st Saturday: Ponca City, OK

2nd Saturday: Beaumont, KS

3rd Saturday: Alva, OK

4th Saturday: Augusta

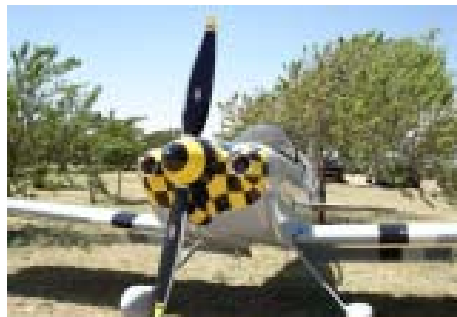
Municipal (3AU)

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



Harley Foulks took this photo of Anton's RV8 keeping watch at their fly-in.

FSS TIP OF THE WEEK: DUAL FREQUENCIES

Pilots often contact flight service en route to get updated weather, open flight plans, or obtain other information. In some areas, the best radio reception will be near a VOR. Pilots transmit on a frequency such as 122.1R. The "R" indicates this is a "receive only" frequency for flight service briefers. To listen to the callback from flight service, pilots must tune to the associated VOR frequency. However, it is easy to confuse which frequency is for talking and which is for listening. Remember, "Don't talk to VORs." Pilots should listen to flight service over the same frequency on which they listen to a VOR's Morse code when identifying a station. See examples and listen to sample radio calls in the AOPA Air Safety Foundation's online minicourse, A Pilot's Guide to Flight Service.

SAFETY TIPS...

- Your takeoff technique will need to vary with increases in temperature. Even field elevations near sea level can have a high enough density altitude on a hot day to require a change in your technique. Compute density altitude for any airport where the ambient temperature is above about 70°F/20°C.

- Runway temperatures (the temperature of the air over a paved runway) can be as much as 40°F (more than 20°C difference) above that reported by ASOS or AWOS. Be very conservative about performance margins when departing any runway on a hot day.

- There is no clear-cut answer whether or not to use flaps for takeoff. Conditions have an effect on flaps' usefulness. There may be a point of diminishing returns (especially at high weights and at hot temperatures) when flaps provide no improvement, and perhaps even degrade obstacle-clearance distances.



HEARD IN THE HANGAR

FROM TOM AUERBACH—I am headed for the east coast July 1 to visit my brother, attend my cousin's daughter's wedding, and then fly to Greenbay WI on July 28 with my brother to take in Oshkosh for three days before returning to Ponca City on August 1. If you get to Oshkosh, give me call on my cell phone (580-761-3215) and we can get together. June 9-13 was the Northern Oklahoma Flight Academy for 74 kids from 3rd to 9th grade. On Tuesday, I coordinated the Young Eagles flights for EAA 1046 to fly all students who wanted to fly, plus teachers and teachers' aides. We hired 8 former NOFA students as teachers' aides and they were still eligible for Young Eagles. The bottom line was 79 Young Eagles and I flew 10 of them. There were numerous aviation activities through the week culminating with rocket launching Friday after lunch and then graduation ceremonies.

All of the students put together some rockets and we had Mitch Moyer come over with some larger rockets to launch. Attached are some photos of Mitch's largest rocket launch sequence.

CONSTRUCTION AT GCK HAS BEGUN.

GCK NOTAMS—July 7th (12:00L) to July 14th (12:00L) RWY 17-35 closed

July 14th (12:01L) to August 29th (12:00L) RWY 17 900' temporary displaced threshold. Localizer and VASI out of service.

JUNE 21-22 the **BARNSTORMER TOUR** was in Hastings, NE. Lee Cyr and Bob Dahl had a terrific time checking out all the aircraft, as well as some vintage cycles. They each went for a ride in a Travelair.

There were more than twenty aircraft at the event, and big crowds of smiling people enjoyed the opportunity to see the aircraft up close. See photos on the scrapbook page, and in the on-line version of FLY PAPER.

LOOKING FOR A FEW GOOD PARTS....

Staff from the Garden City Regional Airport and the Garden City Fire Department are looking for an old airplane or fuselage. Everything is negotiable! We are looking to extend our training resources. Please let us know if you know of anyone or have anything!!! Contact us at 620-276-1190 #3. We would like a donation, but we are willing to talk. Heck, if you donate, maybe you can get a free t-shirt and coffee cup! Sounds like a great deal to me — give us a call!!!!!!!

E-MAIL, ANYONE??? If you are not getting monthly reminders of upcoming fly-ins/FLY PAPER deadline, I must not have your current email address. Please contact me at mshortridge@cox.net, or maryshortridge@gmail.com. (I have to use the gmail account to send mail, so please make sure you have this in your address book, in case your spam software is tossing my notes.)

With a little more tweaking, **JIM CYR** will have our membership directory done in Access. I will use Access to keep our records, and we will import photos directly into the database. We should have an electronic version available soon. I'll keep you posted!

The exhilaration of flying is too keen, the pleasure too great, for it to be neglected as a sport.

— *Orville Wright*



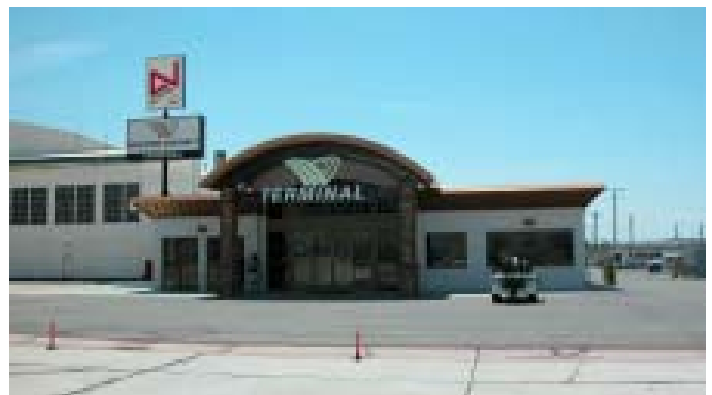
Wayne Melanson, sister Wendy, Don Feltner.

BOISE OR BUST...

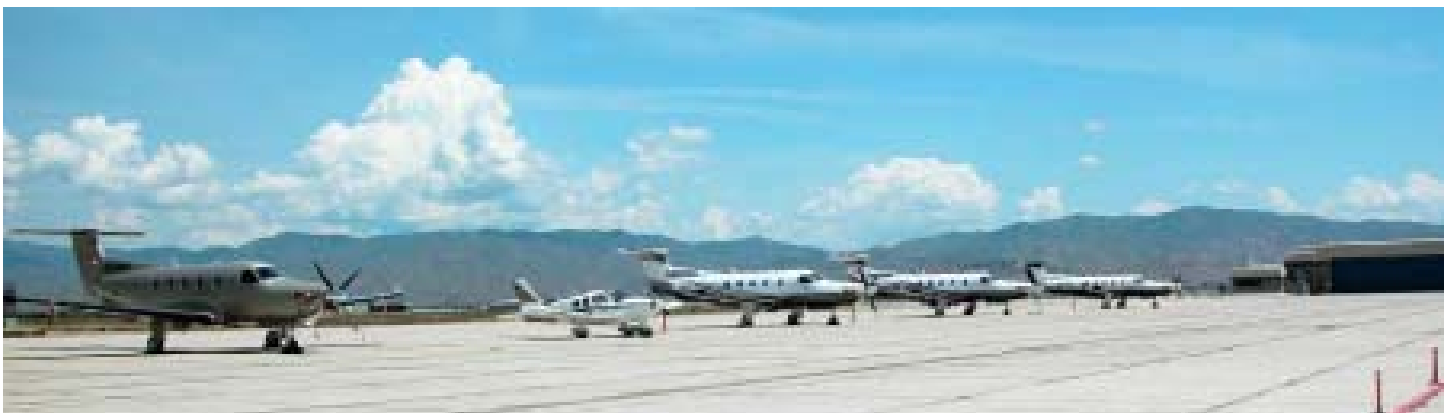
Wayne Melanson

I just finished a trip from Hugoton to Boise and after finally getting some much needed sleep I want to share the experience with all of you. My sister Wendy flew in to Liberal Thursday afternoon (June 19) and her luggage arrived at 10.45 that evening. Saturday June 21 we left Hugoton just after 9am and arrived at Cheyenne around noon. I got together with Don Feltner for some mountain flying time. He established the Part 141 Wings of Wyoming flight school at Cheyenne and is the chief flight instructor www.wingsofwyoming.com. If you ever pass that way stop in and see him. He was very helpful and thorough in his ground and flight training. He had a wonderful sense of humor, gave us some pens and coffee mugs and just before we left a bag of snacks for our flight (we hadn't had any lunch at that point). I asked him to quit so we wouldn't have to do a new weight and balance. After getting fuel 31.9@ \$6.34/gallon and with a little change in our ground track (recommended by Don) we continued on to Rock Springs. Fuel 17@ \$5.65/gallon. The entire flight was easily doable at 10,500 but we went to 12,500 for the extra safety, as it was, going over the mountains was a little rough. Sunday the weather service said on our route of flight to Boise in-

cluded mountain obscuration until noon, clouds at 12,000 and afternoon scattered thunderstorms. We got ready and left Rock Springs at 9am. The altitude density was 8,200 feet at that time, we took off within 2000 foot of runway, and had 400 foot/minute climb rate at 85 mph. 200 lbs below gross weight, the Cherokee performed beautifully the entire trip. We flew down around Flaming Gorge Reservoir and took lots of pictures. The sun wasn't that high yet and the scenery was spectacular. We then headed for Kemmerer to pick up our track to Burley. It was still early and being unsure of the weather, we went to take a look and found all was doable even at 12,500 (again). Arriving at Burley we found it was all but deserted except for a couple of guys getting ready to fly out. The line boy had called in sick, but we were able to get fuel from them before they departed in a 172. Fuel 26.9@ \$5.15/gallon. From there it was a short hop into Boise where I parked the plane at Western Aircraft where my brother Jeff works www.westair.com Fuel 11.3@ \$5.96/gallon (I believe I got a break on fuel price) and no tie down fee because I bought fuel. Jeff has been there over 10 years and is one of the lead avionics technicians. Western Aircraft is one of the FBO's on the field and has a host of services for large and small aircraft. The return flight was pretty rough on the way back after hitting the Rockies. I did test the seat belt a couple of times because of the rough air. Total flight time on the way back with a good tail wind was 7.5 hours; with 2 fuel stops.



Western Aircraft where my brother works. Below, sitting at the ramp at Boise.



BOISE OR BUST... (CONTINUED)

Wayne Melanson



Flying the Flaming Gorge Reservoir...



Out side air temp was 39° F at 12,500



If you can't see the other side you're too low to fly over



After takeoff from Cheyenne, the terrain was up hill so the cars didn't get small real quick...

SEE THESE PHOTOS IN COLOR! in our on-line version of FLY PAPER!

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Barnstormer Tour at Hastings, NE. Photo by Lee Cyr.

EAA CHAPTER 377

Mary Shortridge
Newsletter Editor/Publisher
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Garden City, KS 67846

First Class Postage

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

www.eaa377.org





DR. RANDY FAHRENHOLTZ's recently completed, BEAUTIFUL RV8A at Anton's.



LEE CYR after his ride in the '29 Travel Air.



BOB DAHL's ride in DAVE MARS 1929 Travel Air 4000 at Hastings.



Barnstormers Tour at Hastings, NE



CODY CRIST took a plane ride in Grandpa Mel's Bonanza to get his train ride.



GARY "POPS" LUST with his 1929 Travel Air 4000. "Pops" is no gambling man. The winning hand on the side of his plane pays tribute to the longest operating flying circus in the US.
LEFT: Flaming Gorge Reservoir by WAYNE MELANSON from 7735N.

