

# FLY PAPER

NOV/DEC 2009

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

## LAST MONTH

*from Wayne Melanson*

Wow what a day! The morning of Ashland's fly-in I kept checking the weather and reluctantly decided it was not going to improve. The temperature was cold and the ceiling was very low. As it turned out every one who came to the fly in decided the same thing. No one flew in that day so it became a "drive in". Every one made a good choice. As Vicki and I were leaving Liberal for Ashland we started picking up ice on the car. The temperature was 28 and stayed there all day.

Despite the rough weather the hanger at Ashland was quite comfortable and Mark Luckie had every thing set up for a nice lunch. The sloppy joes were certainly welcome that day! Thanks Mark. With the other dishes that everyone else brought it made for a fine selection. I think we have some good cooks among us. I got a chance to talk to Mark Luckie about the young eagles at DDC Nov 14. He could use some more help. Everyone who came seemed to be enjoying themselves as they stayed quite a long while, or maybe they just didn't want to get back out into the cold?

Despite the cold, the city of Ashland still had there 125th anniversary celebration and many things were going on in the city that day. We did get to watch some of the parade before heading out of town.

I hope to see you this weekend and may the skies be fair and the wind at your tail.



## THIS MONTH SATURDAY, NOVEMBER 14 AT NOON

**Liberal, KS—LBL**

2.0 mi. W of city. N37-02.65 W100-57.59  
Field Elevation 2885

Unicom 122.8 CTAF 122.8 FSS WICHITA 122.4

**WX Contacts:**

AWOS 118.375 620-624-1221;

**Traffic Patterns:** All Aircraft 3687 MSL;

**Runways:**

**17-35;** 7105X100; concrete grooved; PCL;

**4-22;** 5721X150; concrete; PCL;

**Saturday, November 14** gather for our noon potluck fly-in, hosted by Lyddon Aero Center. The grill will be turning out burgers and hot dogs. Tableservice and drinks will be provided. Please bring a side dish to share.

**For more information you can call  
Lyddon Aero Center @ 620-624-1646**

## NEXT MONTH SAT. DEC. 12 @ NOON

**Garden City, KS—GCK**

Plans for this year's Christmas Party is to have it at the same location as last year.... the office building down the street east of the Garden City terminal. The building is owned by Palmer Tank, and they have graciously allowed us to use it several times. By having our party at noon, we hope to have more "fly-ins" if the weather cooperates. Safer daylight driving is also a factor to influence this timing. Please bring a dish to share, and guests are welcome!

Remember, there will not be a FLY PAPER in December, but we will mail out postcards with details closer to December 12. If you have any questions you can contact Don Blackman at 620-275-8630 or Harley Foulks at 620-276-6224.

# 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 Wayne Melanson, Treasurer,

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

Deadline for the January 2010 issue is January 1, 2010.

## OFFICERS:

**President**—John (Jack) Jenkinson, Jr., 620-873-2287(h) 620-846-2456(w)

funyfarm@unitedwireless.com

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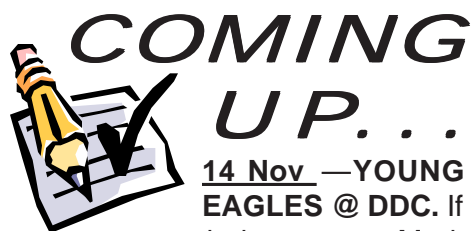
105 Drury Lane, Garden City, KS 67846

**Tech Counselor**—Harry Bartel @ 620-544-7600

**Treasurer/Secretary**—Wayne Melanson, 620-624-8830

1320 Jerry Street, Liberal, KS 67901

wvmelanson@sbcglobal.net



**14 Nov**—YOUNG EAGLES @ DDC. If you can help, contact Mark Luckie 620-635-4461 or 635-0104

**14 Nov**—EAA 377. Liberal Airport (LBL), at Noon, Lyddon Family.

**12 Dec**—EAA 377. Christmas Party by 377 club. FMI contact Don Blackman 620-275-8630

2010 SCHEDULE is on our website.

## PAPER PILOT CERTIFICATES TO EXPIRE

Remember that the paper pilot certificates that you have in your wallet must be replaced by the new plastic certificates by March 31, 2010. FAR 61.19(h) reads:

(h) Duration of pilot certificates. Except for a temporary certificate issued under §61.17 or a student pilot certificate issued under paragraph (b) of this section, the holder of a paper pilot certificate issued under this part may not exercise the privileges of that certificate after March 31, 2010.

If your Social Security number is your pilot certificate number you can go to this link and download the form to get a new certificate without charge: [http://www.faa.gov/licenses\\_certific...ia/8060-56.pdf](http://www.faa.gov/licenses_certific...ia/8060-56.pdf) If your pilot certificate does not contain your Social Security number, you have two options to obtain a new plastic certificate:

1. You can apply on-line by going to this link and the fee is \$2.00: <https://amsrvs.registry.faa.gov/amsrvs/ReqAcct.asp> or,

2. You can fill out the paper form and mail it to the Airman Registry and the fee is \$2.00. Go to this link for the form and address: [http://www.faa.gov/licenses\\_certific...ia/8060-56.pdf](http://www.faa.gov/licenses_certific...ia/8060-56.pdf)

1. You can apply on-line by going to this link and the fee is \$2.00: <https://amsrvs.registry.faa.gov/amsrvs/ReqAcct.asp> or,

2. You can fill out the paper form and mail it to the Airman Registry and the fee is \$2.00. Go to this link for the form and address: [http://www.faa.gov/licenses\\_certific...ia/8060-56.pdf](http://www.faa.gov/licenses_certific...ia/8060-56.pdf)

If you have questions concerning the process call your local FSDO office.



## From the Tower Cab

The good news is the taxiway construction is coming to an end, the latest guess in the middle of next week, with the optimistic possibility that it may be Thursday the 12th. When Alpha and Delta reopen, traffic flow will be greatly improved. Pilots will have to pay attention when exiting the new concrete onto the old as the concrete is not tapered to each other. If you keep your nose on the centerline it should not be a problem. With this in mind:

After you land, pilots are expected to exit the runway at the first available taxiway. This is what the controllers are anticipating. Normally, aircraft usually exit at Charlie when arriving at Garden. This is what we expect. You will know well in advance if you plan to exit runway 35 at Delta, and we encourage you to inform the controller of your intention if this be the case. It will reduce unnecessary verbiage on the radio about 180's and such, and it will allow the controller to anticipate separation for your fellow pilots who trail you.

After exiting the runway you are required to contact ground control for taxi. At Garden we ask that you monitor ground more often than not, which is legal. This releases you from the requirement to stop and contact ground, but we do need you to be on ground frequency so if we have to communicate any information there will not be any delay. Nine out of ten times your tower controller is also working ground control and is well aware of your position, so announcing your position is redundant after exiting the runway, so proceed to parking.

The ramp at GCK is designated as a non-movement area, which means the tower does not control vehicles, pedestrians, or aircraft. Always use caution on the ramp when you taxi and keep a good look out.

As always if you have a question, you can call me—

**Jeff De Busk—ATM GCK**



# HEARD IN THE HANGAR

**ESTHER RUNDELL** is recovering from triple bypass surgery (Nov. 5) at the Kansas Heart Hospital. This was a slight detour from the knee surgery she had scheduled, and has had to postpone. We are wishing Esther a speedy recovery!!!

**FROM MARK LUCKIE**—The 4th grade teacher has taken a head count and believes we will have 40 to 50 kids on Saturday the 14th for Young Eagles at Dodge City DDC. All help is appreciated. FMI call me @ 620-635-4461 or 635-0104.

**FOR SALE—1946 STINSON VOYAGER 108-1**  
1715 TT, 691 SMOH, Franklin 150, King KLX135A GPS/Com, Cleveland brakes, Scott Tailwheel, 4 place intercom. \$25,000 FMI contact Matt Orth, 785-844-0181 cell 620-424-4436 home



**FOR SALE—1970 BD4.** New annual. First aircraft built outside of the Newton factory. FMI contact Don Blackman, 620-275-8630.

**PAUL FIEBICH** is trying to buy a Tiger Moth project. If you have any leads, please contact Paul at fiebichpv@aol.com

**Sometimes, flying feels too godlike to be attained by man. Sometimes, the world from above seems too beautiful, too wonderful, too distant for human eyes to see . . .**

— Charles A. Lindbergh, 'The Spirit of St. Louis,' 1953.'

## ANOTHER ISSUE

THANKSTO: Alan Judy, Bonny Hawley, Dave Hilker, Don Blackman, Harry Bartel, Jeff DeBusk, Kathy Hawley Linklater, LaDawn Christman, Larry Fenwick, Mark Luckie, Paul Fiebich, Phil Schaffer, Richard Hawley, Tom Auerbach, Wayne Melanson.



**DAVE & JUDY HILKER'S** new ranch south of Cedar Bluff Lake. "The hangar and strip are just to the east of the 2 roundtops. You can kind of see where the strip is --the grass had not come up yet."

**FROM LARRY FENWICK**—Lyn and I enjoyed the movie "Amelia" very much! It is not a total "rave" however but both Swank and Gere do a great job in the film. Aerial footage is just O.K. and that is one of the disappointments in the movie. It just does not stack up to the aerial footage in movies like "Out of Africa" or the "English Patient" or "Top Gun", but perhaps I expected too much!! I also questioned the time line approach the producer used in telling the story.

If you like movies, and particularly if you like aviation history and the mystery of "what happened", it is worth going to see. By the way, they don't solve or suggest what might have happened beyond what we already knew in this movie either. Someday the plane perhaps will be found but the mystery may never be solved! (They have found the Titanic, and the Bismark and lots of WWII aircraft since 1945!)

Swank absolutely became Amelia though and she was very, very real, and warm and drew you into the film early on. Her true flying skills, both strength and weakness, were exposed in the film. Her navigator, Fred Noonan, surely messed up on his celestial navigation to get them off course to Howland Island enough to cause the mystery? They also had serious radio/communication problems--nothing new to many pilots. Another famous Kansas aviator.....this time she just happened to be a woman from Atchison!

Worth the viewing on the Big Screen, but for many, they will be able to wait for the DVD or other. By the way if you want to read more about it.....Check out "The Sound of Wings--The Life of Amelia Earhart" by Mary S. Lovell.

**FROM HARRY BARTEL (HQQ)**—We have finally started with our parallel taxiway for runway 2 - 20. You will see NOTAMS files when you file electronic flight plans or check with briefer for NOTAMS for our airport. They expect to have the project done in about 90 working days.

**RICHARD HAWLEY** started a really fun flurry of email exchange when he sent out a .wmv file from Brent Taylor at [Antiqueairfield.com](http://Antiqueairfield.com). With Brent's permission I have put it on our eaa website. Check it out, it really is fun to see...

*"This video brought back memories of the first time I ever flew in an airplane with my Uncle Norman Hawley. I was in the 6th grade when I wrote this essay- "My First Flight"- so it would have been around 1965.....  
Bonny Hawley, Naples, Florida"*

## "My First Flight"

On a lazy Saturday morning, I was at my Aunt and Uncles' house in Wilroads Gardens, a quiet little suburb southeast of Dodge City Kansas. My Uncle and a neighbor own a couple of airplane hangars there. My Uncle owns an "Antique" Airplane, yet it is still in good flying condition. Quite a few times his airplane has won a trophy for being the most unique in excellent flying condition for its age.

My cousin Norma Jean, who is a barefoot version of Twiggy, and I were climbing on the airplane for fun. My Uncle Norman offered us a ride. Norma had ridden in it many times, but I had never been in an airplane before. We eagerly accepted his offer, and I excitedly imagined all the frills we would have flying through the blue sky free as a bird. We hurriedly climbed in the back seat and fastened our seat belts. The plane started up, sort of shakey, its single engine drowning out the excited shouts of my cousin and me. It started to roll along the ground, and we headed towards a huge bump of dirt near the river. I shut my eyes as we hit the bump and I imagined landing in the river. Then we were in the air! My heart was beating so fast.

I was scared stiff now as we glided along the bare tree tops of the Arkansas River. The scene from my window looked like a deserted desert below, with a hot, dusty wind blowing over the plains. Here and there, I could spot a tumbleweed rolling over the ground. It was a rather nice day so we didn't have any trouble with high winds. The engine was roaring so loudly, I couldn't hear my Uncle Norman talking, and I was so scared I didn't want to. We were flying toward Dodge City high in the air. The cars on the highway moved along like little mechanical toys. As we flew over South Dodge, my Uncle pointed out the sand pit, Dillion's store, a grain elevator and quite a few interesting places. The engine had quieted down by now, and I could finally hear myself breathing. My Uncle Norman asked me if I was having fun? I was so nervous and scared, that I just looked up at him weakly and threw up.

**RESPONSE FROM RICHARD HAWLEY:** *That is PRICELESS!!! I am still laughing!! I can just picture you in my mind's eye....in the back seat...looking down on the houses and cars....and throwing up! You are not the only one! Me too!*

When we were all little—Dad wanted to be his own airline, I guess—so we all piled into the plane. With our clothes in duffle bags on each side of the single rear seat...we made a couch and sat four across...Me, Kathy, John and Debbie....all under one big seat belt. It was crowded. Mom and Dad sat up front with Norma being held in Mom's lap. Seven in a plane designed for three. We took off at the Dodge City airport because it had long and paved runways...we could only take about 2/3 of the normal fuel load....and the climb was slow. We were headed for Ripley, Mississippi.

At 9,500' the air was cool and smooth....and the windows could be rolled down to let in that nice cool air. It was June and we enjoyed the air...

When we had to land for fuel again at Ft. Smith, Ark. in the middle of the afternoon...we descended into a hot, steamy, bumpy rough ride. We were bouncing up and down in the back seat until one of us...I think it may have been Debbie...decided to release all of her breakfast. Well...when one passenger throws up...it seems like everybody else wants to do that too... Some of us had Cheerios...some had corn flakes...and soon there was a combination of the two in a sludge all over all of us!

When we landed...Mom got us out of the plane and marched us around behind the office where there was a garden hose....lined us up and hosed us down until you could read our "I'm From the Sunflower State" tee shirts again. We changed to dry clothes.

From that day on...Dad would carry a five pound Folgers coffee can....for use in such conditions.

Glad we survived!

**RESPONSE FROM KATHY HAWLEY-LINKLATER**—LOVED IT!!! Brings back so many wonderful memories for me (Kathy), but I know that Richard and John Hawley have even more!! They can probably tell you who owns, has ever flown and or has ever owned any of those aircraft! This just brought to mind

memories of Dad, Uncle Eugene, Uncle Frank and our neighbor Harold Kennedy, who owned the Kennedy Flying Service. Very early in my career as a Braniff Flight Attendant, Harold Krier (Ashland, KS World Champion Aerobatic Flyer) was on my flight from Wichita, KS to Kansas City (cir.1969 to early 1970's) I was very shy and afraid to say anything to him, but as he was leaving the airplane I asked him if he was Harold Krier. In a Surprised voice, he said "Yes". I congratulated him on winning the International Aerobatic Championship in

Moscow, beating the Russians. He appeared even more Surprised. I just had enough time to tell him that he is in "All of our Home Airplane Movies" and that Norman Hawley is my father and that Harold Kennedy has been my neighbor for ever!! I only saw him fly a few times, but I recognized him by site and by name from the Home Movies. ...The fun of flying!

**FROM PHIL SCHAFFER**—Imagine growing up across the way from the families of the Hawley's and Kennedy's? it motivated me to join the Air Force and see the world (I believe that was their slogan in the 60's).....my first flt was on the massive B-52 out of Sheppard AFB, Wichita Falls, TX....

But back to Wilroads Gardens..... that quiet little garden spot that holds so many great memories for us that grew up there so many years ago.....seeing the planes of Norman Hawley and Harold Kennedy flying overhead on WKansas clear skies with that prevailing SW winds, swooping down behind our barn, to land across from the irrigation ditch will be forever in my mind. The gliders that were pulled up, time after time, to glide through the air far over head. Looking like some strange form of bird (maybe a sand crane cousin), whisper quiet as they came down over my head to their resting place next to the then Arkansas with water.....

To those folks who inspired so many of us kids from Western Kansas to go on into our lives as engineers, both as flt and aeronautical, airframe mechanics and etc, etc.....my hat is tipped, a tear in my eye, lump in my chest, and so many wonderful pictures in my mind.

This piece of film really touched hearts and stirred so many memories...Thank you.



**LANCE KANE** of Meade, KS requested some Young Eagle flights for his cub scouts. Giving rides to enthusiastic kids is ALWAYS fun... what isn't fun is planning something and having the weather go south. I always feel like I am letting the passengers down. But....we set the date for Saturday, October 17. Forecasts looked good, but...I woke up Saturday and it was

GLORIOUS!

**JACK JENKINSON**, son **JOHN "JAY" JENKINSON**, and I gathered at Meade before 9. It was cold and windy on the ramp, but the cockpits were toasty! I am sorry Jack and Della had to leave for a funeral, so we didn't get a photo of Jack with Lance's son Logan. John took Trace Jenkins and dad James, and I took Wes Schnelle and his kids Kela, Leilani and Benn in two trips. Lance had only been in an airplane once, when he was very young, and had gotten airsick. Unfortunately Logan took after his dad on this day... But with a little armtwisting I got Lance and his wife to climb in to Thumper and off we went. Lance is afraid of heights, but was quickly reassured that being in an airplane is not the same as being on a ladder! And one highlight of the day was when Lance broke my rule that none of my passengers can have more fun than me! Another highlight was Wes thinking it was time for him to start flight training! It was a great day, and a big THANK YOU to Jack and John.



<http://www.antiqueairfield.com/>

## DUES FOR 2010

can be paid (\$15) to Wayne Melanson.

**PLEASE INCLUDE YOUR EMAIL ADDRESS!**

Mail your check to:

Wayne Melanson, Treasurer-EAA 377

1320 Jerry Street

Liberal, KS 67901

If your mailing label says "2009" you need to pay your 2010 dues in the enclosed envelope of your paper copy of FLY PAPER. If you read FLY PAPER on-line, please remember to mail your payment.

If you have any questions. you can contact Wayne at 620- 624-8830 or

[wvmelanson@sbcglobal.net](mailto:wvmelanson@sbcglobal.net)

**THANKS!!!**

# Mooney Homecoming— Kerrville Texas—Sept 8-12

from Tom Auerbach



*Arrival at ERV.*

I arrived at Kerrville on the Tuesday after Labor Day and was among the first to arrive. They close one runway in front of the factory and park aircraft along it. Tuesday night it started to rain and it rained EVERY day of the convention including Saturday when I had to file IFR to return to Ponca City. The forecast for Sunday and on into the following week was for worse weather in Texas. It rained all the way into Oklahoma until I reached Stillwater. The forecast of heavy rain and possible hail prompted Mooney Airplane Company to offer inside cover for convention attendees - I accepted their offer. The local folks were praising the rain since it had been way too dry up until that point.

On Friday, I signed up for a factory tour. The factory is shutdown for production of new aircraft, but if an order comes in they will complete one of the unfinished aircraft. They are also producing parts as needed. They know the exact status of each uncompleted aircraft and will be able to restart production within a short period of time. No engines or avionics are kept in stock at the factory since that would not make sense for them.

I have included a few photos that I took during the factory tour. The cockpit of a Mooney is enclosed in a steel tubular structure. The lower tube pointed out in the photo is below the left window and is subject to corrosion if the window leaks. Aft of the luggage compartment, the structure is monocoque. The wing is as-

sembled in one piece from tip to tip and the tubular structure is bolted onto the wing.

I met a Mooney driver from Hawaii who flies some missions for the Coast Guard. He belongs to an organization called the UFOs (for United Flying Octogenarians) and he is 85. The pilots attending the convention came from all over including Australia (no they didn't fly their Mooney to Kerrville). The turnout was rather light compared with the last time I had attended in 1997. It rained every day of that convention too. Maybe I am jinxed.



*Finished wing assembly.*



*Aircraft in final stage.*

Our speaker at the banquet was **CAROL FOY**, one of the women pilots who flew around the world in a Mooney 201 - Dash for a Cure of ALS. The other woman was

CarolAnn Garratt. The presentation of her around the world flight in 7 days was great and they set a record for the class of aircraft of ~140mph (beating out a Bonanza which was in the 150 mph range).



*Carol Foy.*



*Unfinished aircraft.*

# Flying M Ranch Fly-In

from Tom Auerbach



**THE FLYING M RANCH FLY-IN** is often referred to as just the Reklaw Fly-In. I attended the past two years and highly recommend it. Get there on Thursday for any hope of a good camping spot. But remember, you are on your own for meals/transportation before Friday. (4th weekend in Oct., Rain or Shine!)

Aircraft Owners, Pilots and other Aviation enthusiasts are welcome.

<http://www.reklawflyin.com/>



*Don't look back!*



*Texas Sport Cub high speed pass.*



**FROM TOM AUERBACH**—On Saturday, August 22, I flew over to Enid for their fly-in breakfast. All you can eat for \$7 and just about everything on the menu except pancakes. It is held in the Barnstormer's Restaurant in the terminal. Anyway, I flew over with Steve McGuire and Merle Helt - they flew their Baby Aces. I took a few photos on the ground as they left. I then hopped into the Mooney and followed. Attached is the best of Merle Helt's Baby Ace.



**CONGRATULATIONS TO BUD MEREDITH!** On November 5th Bud was honored at the Garden City Regional Airport when the new Aircraft Rescue and Firefighting Station was named in his honor.

# EAA Membership Application Chapter Rebate Form



The Leader In Recreational Aviation

MAIL TO:  
 EAA AVIATION CENTER  
 P.O. BOX 3086  
 OSHKOSH, WI 54903-3086  
 PHONE 920-426-4800  
 FAX 920-426-4876  
 E-mail membership@eaa.org

EAA     IAC     Ultralights     Vintage     Warbirds

Date:

Chapter Number 377  
 Squadron Number \_\_\_\_\_  
 Sponsor's Name \_\_\_\_\_ EAA Number \_\_\_\_\_

PLEASE PRINT (IN BLACK) LIKE THIS: ABCDEFGHIJKLMNOPQRSTUVWXYZ 0123456789

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 STREET ADDRESS \_\_\_\_\_  
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 COUNTRY \_\_\_\_\_ E-MAIL ADDRESS \_\_\_\_\_  
 PREFERRED FIRST NAME \_\_\_\_\_ HOME PHONE \_\_\_\_\_ WORK PHONE \_\_\_\_\_ MONTH \_\_\_\_\_ DAY \_\_\_\_\_ YEAR \_\_\_\_\_  
 BIRTHDATE \_\_\_\_\_

CHOOSE YOUR MEMBERSHIP:	Price	Family Option*	Total	*Family Option
EAA Sport Aviation Membership	\$40.00	\$10.00		Spouse's Name _____ Birth Date - Required _____
Intr'l EAA Sport Aviation Membership	\$56.00	\$10.00		Child's Name _____ Birth Date - Required _____
Grand Total				Child's Name _____ Birth Date - Required _____

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 Visa  
 Am. Express  
 Discover    Signature of credit card holder \_\_\_\_\_

\*Family Membership Option (Additional charge per membership category) Includes membership cards for each family member (No Magazines). Children must be under age 19. Write family members' names and birth dates in space above.

Revised 3/02

Use the above form to pay EAA NATIONAL DUES. Chapter 377 members should also be National EAA members. Chapter 377 gets a \$10 rebate the first time you join EAA. THANK YOU!

**EAA CHAPTER 377**  
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