

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

FLY PAPER

APRIL 2010

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

LAST MONTH

from Walter Rundell

Quoting my personal favorite philosopher (Yogi Berra) "It seemed like deja vu all over again." If, while you were chomping down on those yummy grilled burgers at the Dodge City airport last month, you thought you remembered that the Crofts organization also treated you to delicious hamburgers a month ago at the Scott City Airport,—you were right. This brings up a point that I believe should occasionally be considered. The area that 377 draws most of it's members from, is also served by a group of FBOs who have been more than generous in their support of our flying club. I am not sure this is common to all EAA chapters, but it is much appreciated.

The gathering at DDC last month was well attended. President Jenkinson made an official count (I wondered why he was taking his boots off) and reported twenty nine airplanes on the ramp. The cooks claimed to have cooked several times that number of burgers. I will leave it up to you to work on the possibilities there. There WAS a LARGE crowd. They appeared to be doing what they always do, having a fun Saturday. I got to thinking about the composition of the group and although I'm not acquainted with some of the people, I kind of sorted them into—Frequent Fliers—Infrequent Fliers—Wannabees—Neverweres—and Has Beens (My hand is up)—All airplane lovers. Let's do it as long as it's fun.

Just so you don't get too carried away with the fun, I'm going to pass along a tidbit that you may have not caught in the AOPA newsletter. Somebody counted up, and determined that anytime that you climb into an airplane, with the intention of committing aviation there are at least 700 FAA regulations you may violate. All violations carrying penalties varying from a scolding from BIG BROTHER, to serious fines, to jail time. Made your day, didn't I? Let's roll 'em' out and fire 'em' up. See you at Elkhart!



THIS MONTH

SATURDAY, APRIL 10 @ NOON

Elkhart, KS—DDC

The Crosley family will be our hosts this Saturday, with a 377 gathering at Elkhart, KS. Randy plans on firing up the grill for some burgers. Please bring a side dish to share. Potluck starts at noon. Bring a friend to introduce to our group. Anyone who loves airplanes or flying is welcome!

Communication Freqs:

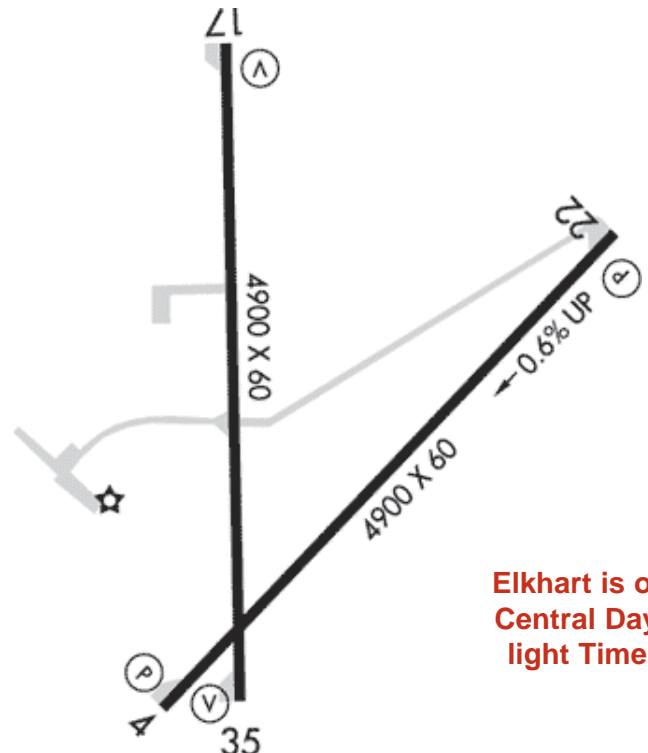
CTAF - 122.8

FSS- WICHITA 122.65 122.2

AWOS 118.025 * 620-697-4973

Elevation: 3622 MSL

Runways: (04-22) 4900X60 asphalt; road ry 04 800 ft. from runway, tower ry 22 240 ft. from runway; 17-35) 4900X60; asphalt. pole ry 17 800 ft. from runway, road ry 35 500 ft. from runway;



Elkhart is on Central Day-light Time.

F.Y.I.

Chapter 377 normally meets on the second Saturday of each month. "Meetings" 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 May 2010 issue is April 29, 2010.

OFFICERS:

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

funyfarm@unitedwireless.com

Vice President—Bill Anton, 620-649-2797

bnanton@pld.com

Newsletter Editor / Publisher—Mary Shortridge 620-275-6950

maryshortridge@gmail.com
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



COMING UP...
10 April at Elkhart, KS Airport.

1 May— Young Eagles at GBD with Chapter 1134. FMI contact President Gary Trimpe 620-388-5759.

8 May, EAA 377 at Montezuma, KS Airport (K17)

22 May— Fly-in at Garden City, KS Regional Airport (GCK)

1 June— Fifi, the Commemorative Air Force's B29, will be back in the air!

12 June— EAA 377 at Bill & Nancy Anton's Flying UV Airstrip, Satanta, KS (SN98)

June 12 & 13— Stearman Fly-In at St. Francis, KS.

10 July— EAA 377 at Walter Rundell Farm, Pierceville, KS

14 August— EAA 377 at Jack & Della Jenkinson's Funny Farm, Meade, KS (SN12)

11 September— EAA 377 at Ron Judy Ranch, Gage, OK (OK39)

9 October— EAA 377 at Ashland, KS Airport.

13 November— EAA 377 at Lyddon's, Liberal Airport (LBL)

11 December— EAA 377 at Garden City, KS Regional Airport (GCK)

FMI contact Donald Blackman at 620-275-8630, 1285 No. Mennonite Rd, Garden City, KS 67846.

Are you hosting a fly-in for our chapter? Please contact Don Blackman at 620-275-8630 or a club officer if you do not know the location of the club trailer. It is the host's responsibility to get the trailer, so the following month's host will then get the trailer from you. Any questions, please contact one of the Chapter Officers. THANK YOU!

http://www.landings.com/_landings/pages/live-atc.html

Listening to live ATC can help familiarize yourself with the ATC lingo. This website lets you pick from numerous airports.

KANSAS ASSOC. OF AIRPORTS FRED A. TUPPER SCHOLARSHIP

The Kansas Association of Airports Fred A. Tupper Scholarship program is making available a \$1000 scholarship for legal Kansas residents 18 years and older for the purpose of promoting individuals entering into or advancing their airport management career.

Purpose:

The purpose of the scholarship is to promote excellence in airport administration by providing a scholarship to attend an airport administration program. FMI see eaa377.org or contact

John Oswald, P. E.

Airport Engineering and Planning
Manager

Wichita Mid-Continent Airport
316-946-4715

airportengineer@wichita.gov
Deadline is May 21. Good Luck!

ANOTHER ISSUE

THANKS TO: AOPA, Bill Jones, EAA, Farold Fox, Gary Trimpe, Jack Jenkinson, Jeff DeBusk, Jim Kirk, Paul Fiebich, Rachelle Powell, Randy Crosley, Tom Auerbach, Walter Rundell.

MONTHLY FLY-IN BREAKFASTS

1st Saturday: Ponca City, OK

2nd Saturday: Beaumont, KS

3rd Saturday: Alva, OK

4th Saturday: Augusta

Municipal (3AU)

Every Sunday: Lucas, KS cafe

Last Saturday of each month will be the Claremore Regional Airport (KGCM) Luncheon, held rain or shine. Lunch is from 11am-1pm



HEARD IN THE HANGAR

Condolences to Rick and Joyce Dearden and their family, on the death of Rick's mother Alene on Saturday, March 27.

A BIG THANK YOU to **JACK JENKINSON, WAYNE MELANSON & BILL ANTON** for making some repairs and updates to the club trailer. Jack plans on a test drive soon to verify said modifications will result in a turbulence-free (or maybe light turbulence) trip from fly-in to fly-in.

JACK JENKINSON wants everyone to be aware that a tower has sprouted up 3/4 of a mile south-east of the funny farm, and it is unlit. Another tall tower popped up this winter, just west of the tv tower on 83 just south of Garden City. Be vigilant!



"What's this fellow doing wrong?"



Answer: (From Paul Fiebich) It wasn't until he tied the last knot for this wing rib that he realized he forgot to cover the rib cap with reinforcing tape! A case of paying too close attention to the detail of rib lacing and not looking at the bigger picture! Next question: What would you do in this situation? My answer: Cut the laces on that rib, pull 'em out, apply the reinforcing tape and re-lace the rib. One consolation; the holes are bigger and easier to see the second time!

I have no idea who this guy is but he belongs to EAA chapter 88 of Wichita and is building a Tiger Moth 80% scale replica.

Bill Bailey's Hangar Rash at Stearman Field

From Paul Fiebich

Saturday, another nice late winter day for flying in Kansas; forty-five degrees, five to fifteen mile per hour wind, and sunny skies! This glorious day made flying---as opposed to driving---to an airport restaurant for that proverbial "hundred dollar hamburger" worth the extra effort. Fortunately, in the case of Bill Bailey and me, with our small planes, those expensive aviation burger runs cost less than twenty dollars apiece. For Bill though, a greater expense, at a price not counted in dollars, would come later. A flurry of e-mails on Friday, resulted in six pilots gathering at Selby's Aerodrome shortly after noon on Saturday. Only Bill and I wanted to fly out for lunch, the others planned to deal with maintenance and upgrading issues on their planes. Since the January opening of the Bar and Grill at Stearman Field in Benton, Kansas, the restaurant has become the favorite fly-in meal destination. This Saturday's dining experience would be for a late lunch.

Through a stroke of conversational luck, Bill and I casually talked about the flight route before leaving the aerodrome. Had we not done that, we would have flown different directions only to land at airport restaurants thirty miles apart! We each had assumed different destination airport. After agreeing to use radio frequency 122.8 as one of two local communication channels available, we pre-flighted our planes. It is nice to make plans and have others concur before setting out on our flight. Soon after our conversation, at 1:00 PM, Bill and I launched our planes, his an enclosed cockpit Mini-max and mine an open-cockpit AirBike. I led the way and set the speed, because I knew the location of the airport and in trip flying, the slower plane goes first.

We flew one thousand feet above the ground, occasionally through bumpy air. Thirty minutes after starting our flight, we entered Stearman Field's downwind pattern leg, turned to base, then made our approach on final. Being in the lead, I landed first on the grass runway paralleling the concrete. Bill followed, making his best landing ever when someone was around to see (and score) him. The cheering restaurant crowd gave him a 9.9, inking their scores on paper napkins and holding them aloft as he walked through the door. However, later his newly earned pristine image would be tarnished by an encounter with a hangar wall.

Outside Air Temperature was forty-five degrees. Anyplace I locate a thermometer on my plane, it will read O.A.T.

Still shivering from the cold flight, I walked into the restaurant wearing all my flying gear including helmet, goggles, scarf and gloves. Normally the helmet and ear plugs are removed soon after landing to aid speaking and hearing. Bill, (the weenie?) in his enclosed

Continued from page 3

cockpit Mini-max, smugly stated that sometime during the thirty minute flight he slipped on one glove to prevent his throttle hand from getting cold near the window vent. He wore a Hawaiian shirt and draped a Lei around his neck to further promote his high comfort level in the enclosed cockpit. Show off!

After I ordered a mug of hot chocolate, used more for warming my hands than for drinking, we both ordered burgers. Bill ordered an ice tea! I responded by saying: "Man, it is forty-five degrees out there, how could you possibly order a cold drink!" Bill just smiled. I then thought to myself, I am surprised he didn't request a slice of lemon and a fancy little umbrella to go in the glass.

Stearman Bar & Grill at the north end of runway 35 at Benton, Kansas. The 5,100 foot concrete runway easily handles the Cessna Citation Jet while the Rans Coyote uses the 3,000 foot long parallel sod runway.

R/C model planes hang from the ceiling while beer mugs hang from an unfinished wooden wing over the bar. While waiting for our order, I noticed Bill observing the restaurant's ambiance, both the static and moving "displays". He must not be as old as he appears I thought, as he took particular notice of a young waitress's embroidered rear jean pocket stitching. When I commented on his attention to detail, he replied "Hey man I may be old but I ain't dead!" I think he said his stitch count was up to two thirty-nine at the time I interrupted him. Bill is so detail oriented! The stitching IS nice!

Tables, bar, and booths provide dining options suitable to group size and preference. Speedy table service compliments the tasty food! Meal finished, we paid our tab, exited the restaurant and walked to our respective planes.

Firing up his Mini-max, Bill taxied from his parking place while I delayed to tend to a fuel leak problem. Within a minute, Bill's previously earned high image for a great landing would be tarnished. Doing several S-turns to look rearward at me, he didn't didn't pay enough attention to where he was going. Add the absence of brakes to his lack of focus, and we have what happened next. A hangar's last two feet of corrugated steel siding suddenly appeared a mere one-half inch in front of his left wingtip. Instantly, the rap, rap, rap, sound of fiberglass wingtip banging against the siding created a deafening noise that was amplified by the open hangar which acted like a megaphone!

The repeating staccato noise suddenly stopped; replaced with a continuous screech until the sheet metal hooked the wingtip and held it fast. The engine continued to provide power and, having no brakes, the plane quickly and neatly pirouetted about the hangar's corner with the wingtip as its pivot. The noise brought the restaurant patrons, line boys, cooks---even pilots doing touch and goes---out to identify the commotion. Bill's plane had just made the neatest and fastest 180-degree left turn in recorded history! It also gave new meaning to the phrase "Hangar Rash", a term typically reserved for damage to the airplane when parked in a

community hangar.

Fuel cost two dollars and sixty cents a gallon; hamburger, fries and a drink--ten dollars, seeing hangar rash actually happen---priceless!

Climbing out of the cockpit, Bill looked at his plane, then at the hangar, and threw his hands up in the air displaying that universal gesture of futility. Unquestionably, he had just left his indelible mark on both the patrons minds and on the hangar siding. He succeeded in creating the most beautiful red paint stripe on the hangar siding while simultaneously removing a splotch of color from his plane's wingtip that would make a Rorschach Ink Blot test designer proud! Later, Bill, attempted to salvage his pride by claiming the event as a meritorious accomplishment. I thought: nice try Bill, but no one is buying it.

That memorable moment in Bill's flying experience has now been posted in the online aviation bulletin board for all the world to see. He has added "hangar rash" to his growing list of infamous flying achievements: like using a wheel rim to pick grass off the runway while learning to land, and an off-airport landing in corn stubble because of a supposed fuel problem. Then of course, while in flight he once "painted" the fuselage side with oil that escaped from a blown valve cover gasket. What's next? Keep us entertained, Bill!

Back at the Selby aerodrome, the hangar crew made many helpful suggestions for Bill. They included installing curb feelers (re-identified for this purpose as "hangar feelers") on the wingtips, hiring wing walkers when he taxis, replacing the fiberglass wingtips with rubber ones, and finally, the pinnacle of ludicrousness: knocking down all hangars at every airport where he intends to land. I am sure Bill appreciated these suggestions, the hangar crew will certainly remind him periodically.

Perhaps a simple rear-view mirror would have solved the problem. I know an AirBike pilot who has one.

Note to Bill: Thanks for being such a sport about this "roast".



Bill, showing shock at the damage done to his painted wingtip. It was brand new!



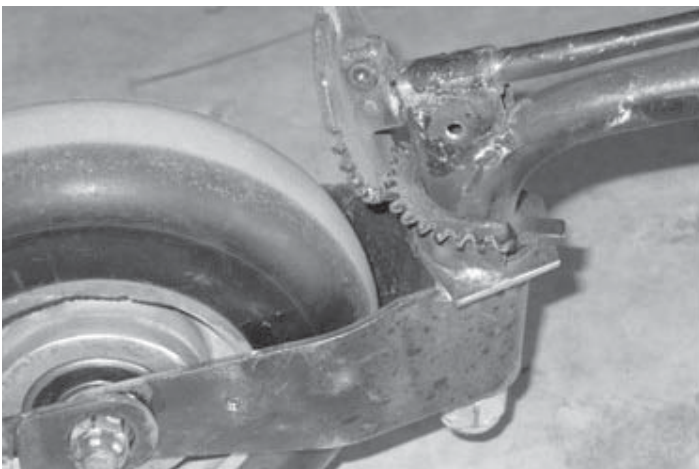
Last month's fly-in at Dodge City DDC. Photos from FAROLD FOX.

"THE SAGA AND THE SOLUTION TO THE RV-6 CHAIN TAIL WHEEL"

By Gary Trimpe

January 24, 2010—the day dawned brightly and quietly, but by the time I decided to leave Oklahoma and head for the Pratt Airport, the winds out of the northwest were roaring. At the Pratt Airport, ATIS told me the winds were 40 mph with gusts to 45 mph at 310 degrees. When I landed on runway (36) the right rudder was not adequate to keep the plane headed straight down the runway. It was all I could do to keep little 222GT out of the grass. There and then I decided to address that problem. I have always felt that my plane lacked adequate rudder control. It was rigged with the tail on the ground and the loose chains allowed for free travel approximately three (3) to four (4) inches before affecting the steering. However, when the tail lifts up, the tail wheel mounting rod unloads and flexes down tightening the chains. The arm length is also different between the rudder and the tail wheel. These two (2) combinations limited my rudder travel by two one-half inches (2 1/2") in both directions. My solution to this dilemma was a spring torsion rod with a gear mounted to each end. The torsion rod is

supported at each end and allowed to rotate. The front gear is mounted just forward of the rudder's center axis and matched to a gear segment as part of a weld-mount that is bolted to the rudder. The back gear is aft of the center axis of the wheel carriage matched to a gear segment that is welded to the same carriage. Since all gears are the same diameter, the wheel-to-rudder travel degree-for-degree is the same. If the brakes are applied the wheel carriage rotates past the rudder angle up to the stop, then it will spring back in alignment with the rudder when the brakes are released. I have found the plane now has better ground handling qualities. Since the tail wheel carriage no longer has steering arms and chains, a ferring has been added (a few less hand holds for those drag gremlins to hold on to). I am now able to execute real nice forward slips. My advice to all who fly with chain tail wheels is to check for full travel with the tail in the air. The look you get from your wife or co-pilot after you ALMOST perform a perfect ground loop defies words.





FROM JIM KIRK: Photos of an air-cooled Franklin engine in a 1932 Franklin car...

Last November, I was in Boise, ID with friends Carolyn and Jim Kling for their 60th Wedding Anniversary. Their son (Jim III) and I drove them to the Celebration in their 1932 Franklin with air-cooled engine (see the front slats in the open position) Carolyn was born in '32, also. We had an excellent time as you may guess! The Klings also have a 1929 Franklin, which is powered by an air-cooled engine. (I'm sorry the NL editor misplaced these photos and thus slow to publish...)

EAA CHAPTER 377

Mary Shortridge
Newsletter Editor/Publisher
105 Drury Lane
Garden City, KS 67846

First Class Postage

Spring is here!!!! And wind, and thunderstorms.....but we have seen SUN!





KANSAS ASSOCIATION OF AIRPORTS

FRED A. TUPPER SCHOLARSHIP

(March 24, 2010)

The Kansas Association of Airports Fred A. Tupper Scholarship program is making available a \$1000 scholarship for legal Kansas residents 18 years and older for the purpose of promoting individuals entering into or advancing their airport management career. Once an individual receives a scholarship they are not eligible to receive a future scholarship.

Purpose:

The purpose of the scholarship is to promote excellence in airport administration by providing a scholarship to attend an airport administration program.

Use of Scholarship:

The scholarship shall be used within six months of its award for tuition and fees, books and classroom materials, and/or school room and board for an individual in an accredited, airport management based educational program or for American Association of Airport Executives (AAAE) sponsored A.A.E., C.M., and A.C.E. programs. Associate, undergraduate and graduate level programs are all eligible. The scholarship may not be used for past expenses nor for conference fees and expenses.

Applicant's Essay:

The applicant shall provide a not-to-exceed one page, double-spaced essay of their aviation interests, experiences, awards, etc. as well as their plans for school and work within the aviation community. The essay shall be signed and dated by the applicant.

Sponsor's Letter of Recommendation:

A Kansas airport shall sponsor the applicant and provide a letter of recommendation. Within the letter of recommendation the sponsoring airport shall indicate their relationship with the applicant and knowledge of the applicant's aviation interests and experience. The letter shall be on the airport's letterhead, signed and dated by a representative of the airport.

Application:

For an application to be considered complete submit these items must be received at the address shown below on or before the **May 21, 2010** deadline:

- 1) A completed application form
- 2) The essay
- 3) The applicant's sponsor's letter of recommendation
- 4) Evidence of entry into or attendance in a U. S. A. accredited, airport management related educational program. The school does not need to be in Kansas.

An application received after the deadline is subject to not being considered.

Award of Scholarship:

The scholarship committee will review all eligible applications and select the applicant that most closely meets the purpose of the program. One check will be issued directly to the scholarship recipient once proof of Kansas citizenship and attendance to an aviation based educational program are provided.

Miscellaneous:

The Kansas Airports Association reserves the right to not award the scholarship.

All other things being deemed equal the application received first will receive preference.

The Kansas Airports Association reserves the right to waive irregularities.

The scholarship chair and point of contact is:

John Oswald, P. E.
Airport Engineering and Planning Manager
Wichita Mid-Continent Airport
316-946-4715
airportengineer@wichita.gov