



# FLY PAPER

FEB 2010

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

## LAST MONTH

from Walter Rundell

When I ventured out from under the covers, the morning of AJ's fly-in, The first thing I saw was that it was a cloudless day. That's always a good start. The second thing I saw was that the little red streak in my thermometer had dropped to just above the big "O" I'm immediately thinking "Nobody in their right mind is going to try to start their airplane in this kind of weather." Since I hadn't planned to fly anyway we bundled up, put Esther's oxygen bottle in the back seat ( Just in case we had to go over a pass on the way to Oklahoma) and headed south. Upon arriving (late)at Beaver's flying field, I was amazed to see both sides of the ramp lined with airplanes, obviously flown by pilot's who were obviously out of their minds. You gotta say this for 377's pilots, they don't scare easy.

The group was just starting to load for the trip down to the restaurant in town. Nobody bothered to tell me how it was decided who rode in the Beaver City bus, and who got to ride in the Aston Martin. There was a lot of "information" exchanged while the gang inhaled the good Mexican buffet at the Dos Castillo's restaurant

Surprisingly, by the time we came out of the restaurant, the sun had been smiling long enough that it was comfortable to take the airplane stories outside.

An added feature to the usual flight line was the appearance of a Beech C 45. an airplane that figured in the career of a lot of WWII pilots who were working their way up to the big bombers. This was courtesy of the Cimarron Strip Wing of the Commemorative Air Force

Beaver's new 4000 ft. runway was enjoyed by all the pilots, including the RV people, who were mostly using about a tenth of it to get off in the solid winter air.

I'm sure our Editor/Cheerleader was wishing she was here as she ,and hubby Ron, toasted on the beach in Hawaii - - - OH R-I-I-E-E-T.

Our thanks to the Judy's and the City of Beaver for a fun day.



## THIS MONTH

SATURDAY, FEB. 13 @ NOON

Scott City, KS—TQK

The weather forecast is looking promising for this Saturday (45!!!), so be sure to join us at TQK for our monthly potluck! Crotts Aircraft will furnish burgers, hotdogs and drinks, and we ask that you bring a side dish to share. If you have any questions, you can contact Weston Thompson, airport manager at 620-872-5378 or flytqk@wbsnet.org.

Unicom - 122.8  
CTAF - 122.8  
FSS- WICHITA 122.45  
WX Contact: AWOS 120.0  
620-872-2233;  
Elevation: 2963 MSL



Elizabeth Mannel, Jennifer's daughter, and Lexi Amos-Lyddon, Nathan's wife, at Lyddon's fly-in in November.

# 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 March 2010 issue is March 5, 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...**  
13 Feb 2010, at Scott City, KS Airport (TQK)

13 Mar 2010, at Dodge KS Airport (DDC)

10 Apr 2010, Tentatively at Elkhart, KS Airport.

8 May 2010, at Montezuma, KS Airport (K17)

22 May 2010, at Garden City, KS Regional Airport (GCK)

12 June 2010, at Bill & Nancy Anton's Flying UVAirstrip, Satanta, KS (SN98)

10 July 2010, at Walter Rundell Farm, Pierceville, KS

14 Aug 2010, at Jack & Della Jenkinson's Funny Farm, Meade, KS (SN12)

11 Sep 2010, at Ron Judy Ranch, Gage, OK (OK39)

9 Oct 2010, at Ashland, KS Airport.

13 Nov 2010, at Lyddon's, Liberal Airport (LBL)

11 Dec 2010, at Garden City, KS Regional Airport (GCK)

Other Saturday dates are open for additional fly-ins by contacting Donald Blackman at 620-275-8630, 1285 No. Mennonite Rd, Garden City, KS 67846.

**LYDDON's** raffled off a ride in the Iskra Jet, won by **JOHN SCHWAB**. His son **DALLAS SCHWAB** took the ride with pilot **STEVE LYDDON**.



**FROM THE TOWER CAB**

Firstly, this month I would like to remind pilots to ensure they have current charts and pubs when they fly. Additionally, with winter still upon us, we remind you that if we get a breaking action report of "Nil" from either a pilot or an airfield vehicle, we are required to close the runway until the breaking action improves. It does not matter if you are on an IFR approach or taxiing out for departure. When we get a report of "Nil," the runway is closed. Airport maintenance works hard to clear snow and keep our runways open. So if the runway is closed for breaking action reasons, you can be assured they are working to remedy the situation immediately. Lastly, we had a bird strike a week ago, and migratory season is not here yet. If you have a bird strike, let the tower know so we can have the runway checked. If you wish to report the bird strike to the FAA the tower has forms for you to fill out, just let us know.

Jeff De Busk—ATM GCK FCT

## ANOTHER ISSUE

**THANKS TO:** Alan Judy, AOPA, Bill Jones, Dirk Bowen, Don Blackman, Gary Keller, Grant Phillips, Harry Bartel, Jeff DeBusk, Joyce & Rick Dearden, Kas Osterbuhr, Lyddons, Mark Luckie, Mike Moorman, Paul Fiebich, Todd Crist, Tom Auerbach, Walter Rundell, Wayne Melanson.



# HEARD IN THE HANGAR

**CONGRATULATIONS!!!** Farold & Vera Fox celebrated their 66th wedding anniversary on January 20, 2010!

**CONGRATULATIONS!!!** Johnny and Leveta Crist celebrated their 35th wedding anniversary with a trip to the island of O'ahu in Hawaii. They were married Dec. 27, 1974, in Garden City.

**CONDOLENCES** to Helen Hoyt and Don Blackman and the entire family on the death of Helen's son Mark Hoyt.

"Mark Herbert Hoyt, 53, of Dorrance, died Friday, Jan. 22, 2010. Mark was born Sept. 16, 1956, in Garden City. Survivors: wife, Rena, of the home; mother, Helen Hoyt Blackman, of Garden City; son, Tony, of Elkhart; daughters, Stephanie Hoyt (companion, Chad Hatfield), of Kingman, Ark., and Jill Hoyt (companion, Damon Modlin), of Bunker Hill; brothers, Mike and Pat; sister, Ann McDowell; and four grandchildren. Preceded in death by: father, Gerald Hoyt. Visitation: 9 a.m. to 8 p.m. today at Pohlman-Varner-Peeler Mortuary, Russell. Celebration of Life: 11 a.m. Tuesday, Jan. 26, at the mortuary chapel. Memorials: Dorrance City Park for picnic tables, in care of the mortuary. For online information, visit [www.pvpmortuary.com](http://www.pvpmortuary.com). "

**GOOD NEWS** for the **BLACKMAN** family: **KEITH** is now back in the United States, after his tour in Afghanistan.

**CONDOLENCES** to Walter and Esther Rundell on the death of their niece Carla Mitchell Sutton.

**FROM MARY SHORTRIDGE**—Thanks for everyone's well wishes while I was down with that nasty bug last month. This has definitely been the winter of the nasty bugs! (And I got a flu shot!)

**Check out** General Aviation News and read about our own **DAN CAMMACK** and his Swift. Dan was interviewed at OSH.

<http://www.generalaviationnews.com/?s=cammack>

**FROM DIRK BOWEN**—In AvWeb's issue from today (11/11) there is a story about animating Sulley's landing in the Potomac. Pretty interesting. The person who made the animation mentioned in the story is Kas Osterbuhur. Didn't he come from Garden City? I think I flew a Rans S-12 with him at Jerry Chapels fly in after we were popping balloons. How many Kas Osterbuhrs could there be? Yes, *members may remember Kas from back in the late '90s.* [www.exosphere3d.com/pubwww/pages/gallery.html](http://www.exosphere3d.com/pubwww/pages/gallery.html) **SEE PAGE 6!**

**FROM ALAN JUDY**—This is an Unlimited Outlaw Pinewood derby car that I machined from scratch in March 2000. At the time, the Unlimited class was open to any age group. Rules were very open, had to meet weight rule, length & width, any materials could be used. I machined the entire car out of billet 6061 T-6 aluminum except the wheels which I machined out of 7075 Aluminum and are sharp as a knife, wheels are balanced and have precision coated ball brgs. I powder coated it translucent red, blue and polished the bare aluminum & waxed it. The car has never been defeated. I built the car to inspire the cub & boy Scouts to be creative when building their derby cars. The rear wing & body shape is designed to create a small amount of lift to take weight off the wheels at speed. Car sits on only 3 wheels for less friction as the 4th front wheel is only a guide while on the track. Axles are stainless steel micro polished and adjustable for wheel alignment to track straight. Car weighs within .01% of maximum weight with a 96% rear bias weight. I also built a custom lexan carry/display case to keep the car off it's wheels and to keep dust out of the bearings as the brgs are a special coated brg that need to be kept dust free. Time to machine and build along with 4 spare wheels I made, approximately 40 hours.

If any of you have any kids in boy or cub Scouts needing help with Pine Wood derby cars give me a shout. I also have a collection of 6 other (Wood) pine wood derby cars that are undefeated as well that I built when I was in Scouts at Forgan.





# YOUNG EAGLES AT DDC

from Mark Luckie

I arrived at the airport at a few minutes before 8 am and at about 8:05 the first child and her mother showed up. I ask if they were there for the Young Eagles day and the little girl shook her head yes. I told them the rides started at 9:30. The mother turned to the girl and said, "You told me the rides started at 8:30!" Her daughter replied, "I didn't want to be late!" You have to appreciate that kind of enthusiasm for aviation!

The overcast stayed at 1200 and above. We gave 35 rides to Miller Elementary School 4th graders, three teachers, a five year old and her mother, and a father and his two sons. Crofts furnished a pilot REED DAY and a 172 and discounted their fuel by a dollar to the pilots. The pilots that participated were MARC KRIER, Ashland, with his 1949 Super Cub, MARK TUTTLE, Conway Springs, with a 182 RG, GLENN MILLER, Gate, OK with his Cherokee 180, GARY TRIMPE from Preston in his RV 6, and JESSE LUCKIE, Yukon, OK and MARK LUCKIE, Ashland, with a RV6 A. ALLAN OCHS, Jetmore, served as educational ground crew coordinator. Some pilots tried to come but found the weather in their area not safe enough to make it to Dodge City.

**A BIG "THANK YOU" TO ALL WHO HELPED PROMOTE GENERAL AVIATION TO THIS NEXT GENERATION!**



Imagine....seeing the pyramids and Cairo, Egypt, out your airplane's windshield????????????? Photo from **TODD CRIST.**

**FROM TOM AUERBACH-PCABC Flight Breakfast – February 6, 2010:** Bob Christensen, our cashier, gave me the official breakfast count as 219 breakfast served. A little better than last month.

After carefully scrutinizing all of the photos that I took of the fly-in aircraft, I came up with a total count of 2 airplanes that flew in.

Weather was not THAT bad, but for whatever reason, the pilots didn't come, at least not in their airplanes. Ponca City was about 1200 overcast and the visibility varied between 3 and 5 miles in mist. One of our regulars, Will Smith flew his Piper 6XT in IFR from Lawton OK with his son Levi. The other fellow (who also came in last month) flew in from Sand Springs, OK in his 1999 American Champion Adventure. He said that Tulsa was about 14-1600 overcast and visibility about like Ponca City.

# ILL SEE YOU THERE!

From Paul Fiebich

Looking for a neat aviation oriented restaurant for breakfast lunch or dinner? How about an atmosphere enhanced by five big flat screens showing aviation activities and sports? Would you like to see airplane parts, new, used and beyond repair, displayed on walls and on the partially covered dining area's roof? Or a place where you could gaze admiringly at giant scale airplane models suspended from the ceiling? Maybe you would like a view through huge picture windows of planes taking off and landing? And finally, enjoy the food aromas wafting from the grill in anticipation of your own meal delivered by an ambitious and fast wait staff? All of this is available at the Stearman Field Bar & Grill.

To enjoy this ambiance, visit Stearman Field's newly opened bar and grill in Benton, Kansas, serving from 7:00 AM until 10:00 PM. seven days a week. Enjoy delicious pancakes at breakfast, burgers, sandwiches & salads at lunch, and specialty steaks Friday and Saturday nights. Their menu ranges from \$3.00 appetizers to \$17.00 steak meals. Several varieties of beer are available under the airplane wing covered counter. Click this link to view one flier's observation: <http://pilotone.blogspot.com/2010/01/stearman-field-bar-and-grill.html>



Changes since new ownership at Benton Airpark are; runway repaving and extension, new FBO building, new hangars, paved ramp area, development of Stearman Estates, and of course opening the bar & grill January 1st, 2010. Owners Dwayne & Julie Clemens, Greg & Debbie Largen, Victor and Tammy Riffel are pleased with this latest field improvement knowing it will increase their patrons enjoyment and the airport's activity. An ample parking lot is used by those not flying in.



Many are familiar with Stearman Field's fly-in the third Saturday of each month and the annual Stearman Bar-B-Q held June 19<sup>th</sup> & 20<sup>th</sup>. These wonderful events allow fly-in pilots and drive-in visitors opportunities to see various light planes, enjoy good food, look at an occasional special vintage car display and enjoy mingling with other area fliers.

The 5100' asphalt runway, 17/35, at 1K1 has a PAPI landing light system and a 3000' sod strip paralleling it to the west. Flying a west pattern, pilots use 123.075 for communication at this non-towered airport. Specific airport information can be obtained on [airnav.com](http://airnav.com) or <http://www.stearmanfield.com/index.pl?id=2173&isa=Category&op=show>

The Stearman Field Bar & Grill should definitely be earmarked as a place for you to visit old friends and bring uninitiated guests for a new aviation/dining experience. See you there!

[bentonairpark.com](http://bentonairpark.com)

*Photos from Paul Fiebich, Air Bike ACE!*





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



**FOR SALE—1974 Piper PA-28-235.** TT 3050, 95 SMOH, new ECI nickel cylinders, wet vac, air oil separator, low vac light, well maintained. FMI contact Gary Keller, Aircraft Services, 620-275-5535. More photos on our website!



Santa **RON SCHREINER** patiently posed with everyone's airplane, including **WAYNE MELANSON & 7735N.**



Lots of laughter at our fly-ins! Photo by Tom Auerbach

**FROM KAS OSTERBUHR**—I thought the chapter would be interested in this, if you haven't already seen it:

[http://www.exosphere3d.com/pubwww/pages/project\\_gallery/cactus\\_1549\\_hudson\\_river.html](http://www.exosphere3d.com/pubwww/pages/project_gallery/cactus_1549_hudson_river.html)

I hope all is well in Garden City. Send my best regards to all the southwest kansas builders out there. I'm teaching the electrical/avionics wiring class for EAA sportair now (well, I'm one of two instructors anyway). Some of my videos are on the eaa website. Have you seen "hints for homebuilders"? You should remind everyone that there is a great resource, free, awaiting them on the eaa website in those hints' videos. There are only a few electrical but all told, there are at least a hundred others, if not a couple hundred.

I also enjoy watching the "Timeless Voices" videos, also on eaa.org

Drop Kas an email — [kas@exosphere3d.com](mailto:kas@exosphere3d.com)

Watch one of his videos on wiring

<http://www.eaa.org/video/homebuilders.html?videoid=9467841001>



**MIKE MOORMAN** of Andover, KS enjoys the sound of Stearman engine noise over his home. On weekends he scopes out the airport (or Beaumont) in his 'Teener. MIKE has been instrumental in organizing "The Lee Cyr 914 World Memorial Build Off Classic". This event will happen in Garden City February 19-21, where 914World members from all over the U.S. will work together, and make sure my brother's 1973 'Teener will be put back together again. Lee's dream is resurrected. So when the weather is too crummy for Thumper, I will introduce you to a special little yellow car.....*Mary Shortridge*

## DUES FOR 2010

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

**PLEASE INCLUDE YOUR EMAIL ADDRESS!**

Mail your check to:

Wayne Melanson, Treasurer-EAA377

1320 Jerry Street

Liberal, KS 67901

# HAITI DEVASTATION HITS HOME...

I remember going home after work the day of the earthquake in Haiti and turning on the news to see what was happening there. As the news was unfolding in front of me it was hard to understand just how large the disaster was. And in the weeks to come the realization of how much devastation had actually been caused.

Several years earlier we had been introduced to Sherrie Fausey a missionary lady who has been in Port-au-Prince, Haiti for over 10 years (Christian Light Foundation). Sherrie and others presents the gospel, provides limited medicinal help, feeds malnourished children, runs an orphanage, and a school. Our church had made several trips last year to help out with this undertaking. We all came back as changed individuals after that experience and most are ready to go back again.

Upon hearing the news of the earthquake it was hard to get any information about our friends safety for a few days. Communication was down all over. A few lost their lives, and today there are still some we have not heard from.

Sherrie started school up almost right away to give the kids some normalcy to their lives after the earthquake. Even before the disaster the only meals some children received was at school and now she is feeding many more.

Right now there are teams working on a latrine, shower, kitchen, places to sleep and other basic needs at the school. The broadcast news has been very accurate; most homes were destroyed. The electric grid is down. Fuel for their generator is very expensive, so we're looking at installing a solar panel system for electricity.

If you want any more information feel free to contact me.

**Wayne Melanson—[wvmelanson@sbcglobal.net](mailto:wvmelanson@sbcglobal.net)**



# Donate cost of flight in wake of Haiti earthquake

**Special message from  
AOPA President Craig Fuller  
January 14, 2010**

As we begin to learn more about the extent of the destruction in Haiti, hear about the staggering death toll, and see heart-breaking images coming from the area, we all want to jump in our aircraft and fly down to help. But government officials and disaster experts say that's not the best way to help right now.

AOPA has been working closely with the Department of Homeland Security, the Transportation Security Administration, and other government agencies to determine the best way pilots can contribute to the relief effort. Because of the damaged airport infrastructure and the large number of relief flights already taking place, the best thing pilots can do for now is donate money and stay clear of the area. This will allow military aircraft and humanitarian agencies to get into the area and begin the relief effort.

In addition, AOPA has collaborated with the National Business Aviation Association on a Web site that will allow pilots to donate their services to fly doctors, search and rescue dogs, and other vital personnel and materials to a central collection point in southern Florida. To sign up, please visit NBAA's Web site.

Alternatively, we encourage pilots to consider donating the cost of a flight to Haiti in their GA aircraft to an established organization that is helping with the relief efforts. To help you determine the cost, we've calculated the flight time from Florida's Miami International to Port-au-Prince for various GA aircraft. For aircraft with cruise speeds of 110 knots, the flight would take 5.5 hours; 140-knot cruise speed, 4.5 hours; and 160-knot cruise speed, 4 hours. The average price of avgas this week is \$4.61 a gallon.

If you are considering making a donation, thoroughly research the organization before you give money. However, here are some that we know are already participating in relief efforts.

Samaritan's Purse and Missionary Flights International are flying general aviation aircraft into Haiti. Other established organizations helping with the relief effort include the Red Cross, Catholic Charities, and Mission Aviation Fellowship.

If you are already a member of a volunteer organization that is helping with the relief efforts, contact your organization to find the best way to help. Also check to see if your volunteer aviation organization is a member of the Air Care Alliance, which has created a Web page of information on disaster relief flights.

The immediate outpouring of generosity from the GA community has been heartening. We all want to help, and by donating to these organizations, we can make an immediate difference. We will continue to keep you updated about the best ways to help and the GA community's response to this tragedy.

# MEMORIES STILL VIVID AFTER FIFTY YEARS!

by Vic and Phyllis Franz, Washington Flying Farmers

Even after fifty years, Vic Franz and his cousin Earl Franz are not likely to forget what happened to them on October 16, 1949. For them, the memories of what transpired that day during their flight in Eastern Washington are as vivid as if they happened yesterday.

The Sunday was one of those cloudless bright autumn days just perfect for flying. After attending the morning worship service, Vic and Earl made plans to enjoy an afternoon flight. Vic, a pilot with 532 hours, was anxious to show Earl what his plane, a 1948 Luscombe Sedan, Model 11A, could do with its new propeller that had been installed just two months earlier. Flying was Vic's passion and this was the fourth airplane he had owned since he began to learn to fly at the Lind airport. His check ride for his private pilot's license had been given to him by Opal Hicks three years earlier in November, 1946.

Vic had purchased his new Luscombe, paying \$6,995 for it, in August, 1948. About a year later, in a quest for more speed, he had the Hartzell Snap-o-Matic prop with metal blades installed on the four passenger plane at Wallace Aviation in Spokane. The day the installation was checked out and approved, it was not necessary that every Civil Aeronautics Administration inspector in the Spokane office fly in the plane, but they did out of curiosity and interest.

Vic took off from his farm strip west of Ritzville and quickly made the short flight into the Ruff area where his cousin lived. After Vic landed in the wheat stubble field near Earl's home, Earl hopped in and off they flew south to the picturesque but rugged scab rock country northwest of Othello.

Soon they were over the farm strip of John Para, a fellow Flying Farmer friend of Vic's. Vic "buzzed" the strip and pulled up in a steep climb. After leveling off at around 800 feet, Vic shifted the propeller into high pitch....and suddenly there was a violent vibration and

for a moment it seemed as if the plane was hanging in mid-air...then silence. Vic had no way of knowing exactly what had happened, but he was sure the plane's whole engine had been torn away.



Ironically, earlier, Vic and Earl had discussed what Earl should do if they had an engine failure. Vic had told Earl he should climb into the back seat to protect himself. With this in mind, Vic started to tell Earl to climb into the back and then immediately, Vic changed his mind and told Earl to remain in his front seat to help stabilize the plane.

With his mind racing, Vic thought about a family that had recently died in an airplane accident in the Ritzville area. Vic was sure that he and Earl were going to die also and yet he wasn't afraid of dying. Earl also had the same feeling, he was not afraid of the thought of death but he was terrified at the thought of a plane crash!

Not panicking, Vic automatically put his piloting skills and knowledge of flight to use and put the control wheel all the way forward. The plane handled well with not much forward speed but enough to maintain flight. Vic did not have much control over his choice of where to land and made some quick decisions in the two or three minutes he had to guide the gliding plane down. With the plane headed directly into a bluff, Vic made a ninety degree turn and in the remaining few seconds, he realized the fence posts along the road where he was going to land were too high to pass under the wings so he landed the plane in the adjacent field. As he was making the turn to land the tail went down even with full forward pressure on the controls and as a result Vic made the best three point landing he had ever made with that airplane.

Vic and Earl can not remember what they said to each other after they were safely on the ground.



Surely, they each uttered their own prayer of thankfulness as they walked to the front of the Luscombe and found the whole engine gone!

A short time later, a young couple happened by on the country road and gave them a ride into Othello where Vic phoned his brother Walter to come pick them up. Sleep did not come easily that night, as the incidents of the accident flooded Vic's mind. He then remembered that he had been smoking a cigarette when the engine tore loose. Wondering what he had done with the lit *Camel*, he felt his fingers. They were blistered; automatically he had snuffed the cigarette out in his hand.

John Klettke, in his Stinson Station-Wagon, flew Vic over the terrain the next day and they located the engine in a rocky field about a mile from the location of the airplane. A few days later, Vic took an inspector from the Spokane CAA office to see the plane and engine. Later, personnel from the Seattle office also visited the accident sites. It is interesting to note that a CAA Airworthiness Directive on Hartzell Propellers was issued the next month, November 28, 1949!

Vic had to finish the fall seeding before he could get a truck and bring the plane back to the farm. With the help of his hired man, he removed the wings and loaded them and the engine on the truck and towed the plane home. Within a few weeks, he purchased a J3 Cub so he could get back into the air and also to use it as a spray plane. The next spring, Vic hauled the Luscombe to Spokane and traded it in on a metal wing Cessna 170A. It was a thrilling day when he took delivery of 9553A at the Cessna factory in Wichita, Kansas.

About four years later, after his brother Al had started farming in the Othello area, Al heard about a sheep herder that had found a piece of a prop. Sure enough, it was the blade that left the plane with the failed hub. The two pieces were reunited and now hang together in the farm shop.

After reading an article about the Luscombe Sedan in the January 1989 AOPA magazine and also



one in the Private Pilot magazine, a lot of curiosity was sparked in Vic as to what had happened to Luscombe 1615B. He located it in the FAA Aircraft Registry and contacted the owner, Charles M. Bratton of Kaufman, Texas. Charles was delighted to hear from Vic, the original owner of his restored Luscombe. He said the plane's logbook recorded that the plane had had a new firewall installed but he did not know the engine had been torn off. However, Charles had wondered about the dent on the front corner of the fuselage. Vic sent him a copy of the original Bill of Sale/Application of Registration of the Luscombe and Charles sent Vic a photo of the plane.

Later while traveling in Texas, Earl was able to visit Charles and see Luscombe 1615B. When Earl sat in the plane...the whole hallowing experience once again tumbled through his mind.

What happened to Vic and Earl that Sunday afternoon could have abruptly ended their young lives. But fortunately the story has a happy ending. Each young man got married, raised a family, were successful farmers and an asset to the community, and now is enjoying his grandchildren and retirement. Vic went on to fly another forty years, owning a total of twelve different airplanes. His interest in flying was passed on to his family with his wife, Phyllis, and two sons, Randy and Curt, all obtaining their pilot's licenses. Now his grandson, Peter, has soloed. Vic's love of flying took him on flights over much of Canada and the United States. He also flew into Mexico thirteen times and to Central America twice. Many of these trips were to take part in Flying Farmer conventions or tours. Vic was the 1984-1985 International Flying Farmer president.

Harry Blunt, a former Alaska bush pilot friend of Vic's, after hearing about the incident told Vic that since he had survived this accident, he would always be safe while flying from then on.

This proved to be true and Vic also has an unique flying story to share with other pilots.



Photos and story submitted by Jack & Della Jenkinson. Luscombe 1615B is in Kansas, but no longer flying.



ICS Mid-States Fly-In  
**Ponca City, OK (KPCN)**  
Saturday, Feb. 20, 2010  
Rain date Sunday, Feb 21

Is there a great Mexican restaurant on the field at Ponca City, Oklahoma? Si Señors y Señoritas! It's one of our favorites, and a great place to fly for lunch or dinner. And while the weather can be iffier in February than it is in January, it should be a degree or two warmer than the last fly-in we had up north in Iowa.

Restaurant: "Enrique's" on the field (580-762-5507)  
Luncheon meeting at noon  
Combined fly in with ICS South Central

Let's all meet at about noon at Enrique's for the Mid States lunch get together.  
Hope to see you there.

Host: Mike Dolin [mdolin@kc.rr.com](mailto:mdolin@kc.rr.com)  
Contact: Sarah McKinley [flyingmacs@aol.com](mailto:flyingmacs@aol.com)

**Ponca City Regional (KPNC)**

PONCA CITY, OK 2.0 mi. NW of city.  
Phone: 580-767-0429 Fax: 580-767-0480 [nuzumdl@poncacityok.gov](mailto:nuzumdl@poncacityok.gov)

**Nav aids:**

Type	Id	Freq	Radial	Dist
VOR	PER	113.2	101	3.00 mi.
NDB	PN	515	175	5.60 mi.

**Comm Freqs:** Unicom/CTAF - 123.0

**FSS- MC ALESTER** 122.25 800-992-7433

**Approach Freqs:** Kansas City Center:127.8

**WX Contact:** ASOS 134.075 580-765-0049

**Elevation:** 1008 MSL

**Hours:** 7 am to 9 pm

**Fees:** Tiedown Fee; Hangar Fee

**Charts:** WICHITA; L15

**Traffic Pattern:** All Aircraft: 2000 MSL

**Runways:** (17-35) 7201x150; concrete in fair condition; bldg ry 35 710 ft. from runway

**Runway Remarks:** ACTVT HIRL RY 17/35; MALSR RY 17, REIL RY 35, PAPI RYS 17 & 35 - CTAF.

**Right traffic runway(s):** 17

**Approaches:** See [US Terminal Procedures](#)

**Lights:** SS to SR 123.0 3, 5, 7 clicks in 5 secs.

**Notes:** Camping on Field

**Special Operations:** Ultralights; Helicopter Ops; Military Ops;

**Fuel:** 100LL; Jet-premix;

**Minimum fuel prices found:** 100LL \$ 3.76 Jet \$ 3.46

**Noise Abatement:** All hrs; all jet acft dep ry 35 if weather permits

**Airport Diagram**



Click sketch to enlarge