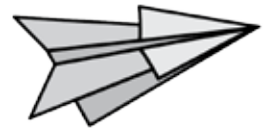


December 2020

EAA CHAPTER 377



fly paper

EAA—Our mission: To grow participation in aviation by sharing the spirit of aviation.

LAST MONTH

from Stan Reiss

We had 6 airplanes and 31 people show up at the November fly in. Wind was at 35+knots out of the south which made for entertaining landings and very short takes offs. We served Chili and potato soup. Also had some other great lunch entrees and awesome desserts. Everyone enjoyed visiting and followed up with a short meeting. Looking forward for November 2021 fly in without strong winds and Covid. We have a great group!



Stan's newest grandson at 10 months. "His name is Jaxon and we have been waiting for him over 20 years."



Merry Christmas
EAA 377!



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 Randal Loder, Treasurer,

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

Deadline for the January 2021 issue is December 31.

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PRESIDENT BILL COTTER is constantly working on confirming upcoming meeting dates, and we will publish as soon as we have more information. Of course with the state of Covid19 stuff, who knows what will happen on a day to day basis. But hopefully you will have events to look forward to! Sure hope to see you on the ramp some day soon!



COMING UP...

12 December—Christmas Party at Scott City, KS had to be cancelled.

14 December—Rusty Pilot Course at SFEC. See below.

9 January 2021—EAA 377 Noon Potluck hosted by Matt & Maddie Rome at Hugoton, KS. (Please confirm due to possible Covid restrictions) 620-544-6331

ANOTHER ISSUE

THANKS TO: Bill Cotter, Jim Kirk, John Jenkinson III, Kym Logan, Liz Vulgamore, Marshall Watson, Matthew Rome, Paul Fiebich, Randal Loder, Stan Reiss, Stetson Raspberry, Todd Crist, Tom Auerbach.



© 1999 but a fun book to peruse, if you are interested in homebuilts. This was a book of Walter Rundell's. Let me know if you are interested, I will mail it to your door!



Any stamp collectors out there? Or just want something neat to frame and hang on the office wall? A friend no longer wants these; first one to claim gets it. Contact Mary using info column 1.

LIFE HAVE YOU GROUNDED?

Fly into our first
RUSTY PILOT COURSE
at SFEC with special guest
Chrissy Genova, CFI, MEI & DPE.

Monday, December 14, 2020

Course set to begin at 7 p.m. with meal provided for those in attendance.

SPENCER
FLIGHT & EDUCATION CENTER





HEARD IN THE HANGAR

**CONGRATULATIONS
TO THE JENKINSONS!**



FROM KYM JENKINSON LOGAN (CURTIS & ELAINE)—Elaine's bedroom is all decorated in travel themed things! Cars, motorcycles and airplanes! More airplanes than anything else. Since her first 24 hours, she's been able to sleep through anything! Even remodeling construction in the hospital while other babies were not so content. So far she loves to listen to classic rock, dance and squirm around, and loves to be held!

December 2020—page 3



TODD CRIST at Rose Hill, KS.

2021 DUES

There is a preaddressed envelope attached to this issue of your newsletter. Your label reflects the year your membership is current. If it says 2021, you do not owe dues. If you send extra money above annual dues, please tell the Treasurer RANDAL LODER your intentions: extra donation, extra year, etc.

Beginning in January, FLY PAPER will be distributed to all as a pdf file via email. You can also access a low res or high res version on our website at www.eaa377.org.

This decision was not made easily, and has been contemplated for a few years now. We are one of the few groups that was still printing our newsletter. The cost of time, postage, paper and ink has been the main consideration. If you do NOT have access to the internet, or email, or a friend that will help you out, please let Mary know (see page 2) and I will make sure you receive a printed copy. However, this will not be as timely as reading on-line.

FLY PAPER has proven to be key in our organization sustaining a comraderie amongst the members and friends. We do NOT want to lose that. So even though Covid has caused a lot of cancellations, there is still some fun stuff going on in our group. Don't be afraid to share your adventures. Just send a photo, a tidbit of news, or a full blown story!

If you have any questions or concerns, please do not hesitate to reach out to Mary or any officer.



CJ in Liberal where we put his new plane in the hangar



A great picture David took out of the six on the way home

IT'S A "NEW" COMANCHE!

FROM MARSHALL WATSON

11/18/20 went to Albuquerque today with two of my former students to pick up CJ's "new" Comanche 250. We flew it home and dropped it off in Liberal. David got checked out in high-performance and flew the Cherokee Six back home. CJ got checked out in his Comanche 250 and is on his way to his complex rating. We could not complete that rating as we had to fly with the gear down and the gear doors removed as a requirement for the ferry permit. Lyddon will put everything back together and make it a retractable gear aircraft again—yay! Then CJ will complete his complex rating.



Picking up the Comanche 250 at "1N1". This airport is just east of Albuquerque. Notice the Cherokee six in the background.

JIM KIRK PROGRESS

It's 8 pm here ... my hangar is getting cold & I have both aleron frames cleaned for PT26! Friends flew over here (SN 83) today in Tom Woods' C-150 from Holtings' a/p (Pvt) & gave me "advice."



Two Trim tab frames (just bead-bead-blasted clean)



Left aleron (PT26) w/ fabric off but, before cleaning.



Rudder

PAUL FIEBICH PROGRESS



PAUL has been working towards getting this motorcycle running so he can sell it, freeing up room in his garage. Happily the throttle/fuel issue is resolved. While he was working on it, he realized that the motorcycle weighs more than his airplane! Airbike: 350#, motorcycle: 450#. Both have about 50 HP.



FROM PAUL—My current project is to replace the original AirBike struts onto which I attached fairings with actual airfoil shaped struts that used to be on a two-seat Challenger.

Each strut is about a pound lighter than the ones I am removing, so I will re-do my weight and balance. Nice thing about these struts is that they are adjustable having threaded fasteners at the wing attach end. I had to cut about 30" off of each strut end, then re-drill holes for the attach fittings.

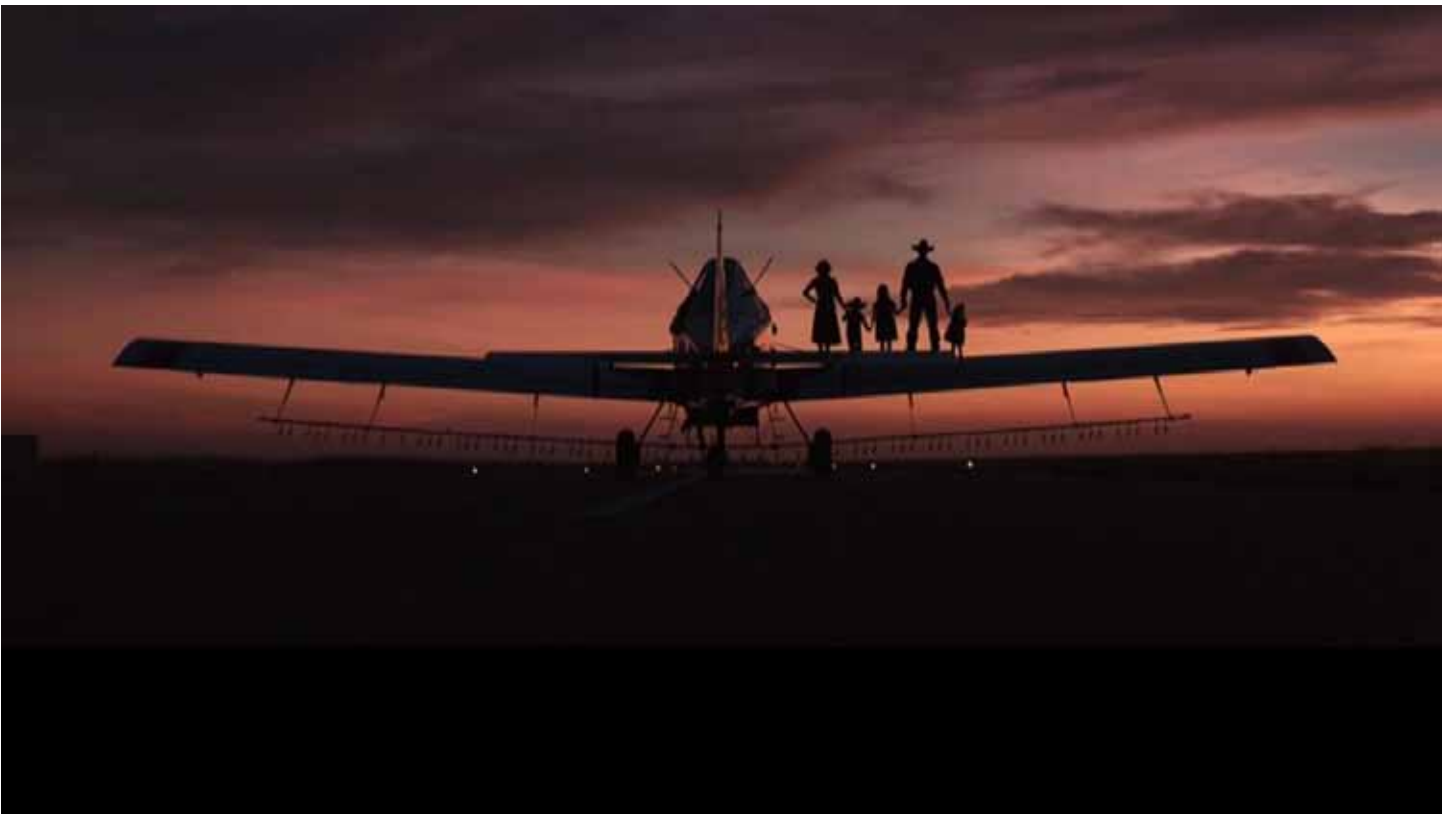


If you are NOT receiving e-mails from EAA 377, please send a note to

maryshortridge@gmail.com

If you ONLY want to receive FLY PAPER via email, but no other correspondence, you need to note that. I don't feel like I send a lot of emails, but I do send updates, and requests for info for FLY PAPER. Email is our means of updating news on fly-ins, as well.

As always, we appreciate your input if you have any ideas to help our organization. Happy 2021!

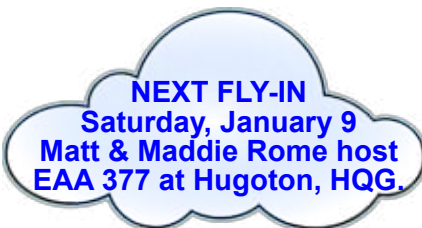


STETSON RASPBERRY's family. Stetson credits wife Ginny Jo for the idea and Suzy Enns took the pictures!
"Find a job you enjoy doing, and you will never have to work a day in your life." — Mark Twain

EAA CHAPTER 377

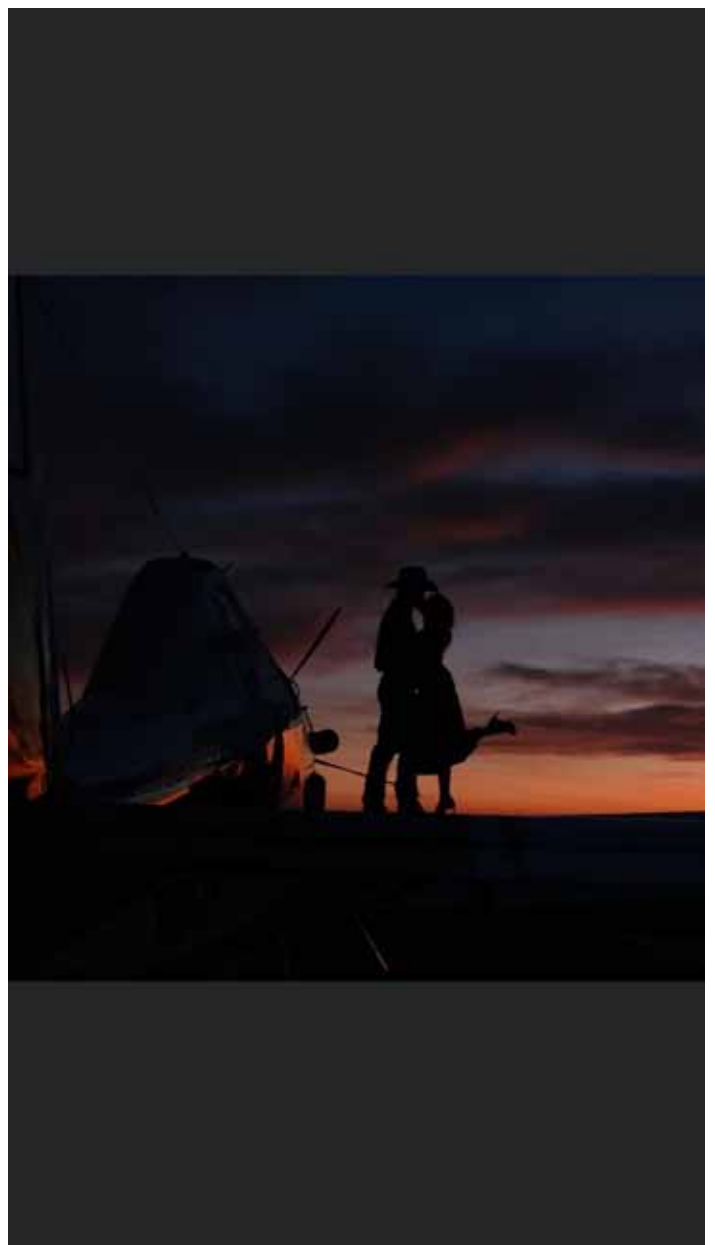
Mary Shortridge
Newsletter Editor/Publisher
12401 Yankee Hill Rd
Bennet, NE 68317

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Merry Christmas & Happy 2021!

FROM STETSON RASPBERRY



Welcome to this world Elaine Logan!



Grandpa and Grandma Jana & John Jenkinson III



Welcome to this world Elaine Logan!



SHOP TIP FROM PAUL FIEBICH



Those of us who fly behind Rotax engines know how difficult it is to remove the four socket head cap screws holding the recoil starter in place. The space between the starter cover and firewall is very limited making it difficult to turn the wrench once you get a wrench in there. Additionally, the long end of the wrench is engaged, leaving only the short end for applying torque.

My solution was to make a “handle” for the Allen wrench. Another solution is to replace the socket head cap screws with hex head bolts, but beware, not all sockets will fit over the bolt head and still clear the recoil’s cover. If you don’t use this tip in this application, you may find another use for it. For me, it goes in my toolbox.

First, layout a circle equal in radius to the Allen Wrench’s offset on a piece of wood. Drill a hole the a bit smaller than the wrench size. Make a groove radiating from the center and as deep as the wrench is thick. I used a chisel but other methods will produce the same results.

Next, cut out the circular layout using a hole saw, fly cutter, scroll saw, or chain saw. Whatever works for you.



Third, a little wood burning provides “grip” and adds some character to the handle.

Allen wrench pres- fitted into the hole and groove, it is now ready to use.



Paul D. Fiebich
a.k.a. AirBike Ace