

January 2020
EAA CHAPTER 377



fly paper

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

LAST MONTH

From Bill Cotter, President

In spite of the weather we had a great meeting and a fun dirty Santa party. There were 37 members and 4 planes that attended the Christmas party at SFEC on the Scott City Airport.

Tierney Hamlin was the life of the party. She was great and put a spark in the party. She promptly ran up and picked a gift; she'd rip open the gift and scream in excitement. She was life of the Christmas's party. (Dad BJ and Grandpa Tim Hamlin)



THIS MONTH

Saturday, January 11
Noon potluck at KHQG
Hugoton, KS

Join us **Saturday, January 11th** for our monthly potluck lunch at Hugoton, KS. This is the second annual fly-in to be hosted by Matt and Maddie Rome. They plan to serve soups; please bring a side dish to share. The hangar is heated so we will be toasty, no matter the outside temperature.

For more info call [Matt Rome at 620-544-6331](tel:620-544-6331) or the [airport \(Scott Spikes\) 620-544-7600](tel:620-544-7600)

DIRECTIONS FOR DRIVE-INS: KHQG is located SE of the intersection of Hwy 56 and Road 11, 2 miles southwest of the city.

Runways:

02/20: 5000x75' concrete and **13/31** 2627x60' asphalt
Noise abatement: Aircraft avoid climbout over city at all times

CT 122.8 and Weather 118.6T or 620-544-4000



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 Sherry Brandvik, Treasurer,

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

Deadline for the February 2020 issue is January 31.

OFFICERS:

President—Bill Cotter, 936-499-8042, wmpcotter@aol.com

Vice President—Matt Rome, 620-544-6331
matthewrome33@gmail.com

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

Tech Counselor—Bill Anton, 620-649-2797 or (c)649-7172, bnanton@pld.com

Treasurer/Secretary—Randal Loder, rloder@ssbscott.com
Work Phone: 620-872-7224 Ext. 231, Mobile: 620-214-3877



COMING UP...

11 January—Hugoton, KS. Has a heated hangar. Contact Matt Rome 620-544-6331.

8 February—Liberal, KS. Lyddon Aero Center. Contact Bill or Steve Lyddon. 620-624-1646.

14 March—Crott's Aviation, Dodge City, KS. Contact Raeanna (800-475-3553)

11 April—Elkhart, KS. Bill Cotter 936-499-8042

23 May—Air Fair. Lakin/Kearny Co(36k) EAA Young Eagles 5/22. Contact Jeff Morgan 620-355-9302

13 June—Buffalo, OK. Mike & Chyrrl Miller 620-388-3364

11 July—Sublette, KS Marshall Watson 620-675-8342

8 August (Breakfast at 9am)—Hooker, OK (045) Contact Mark Davis 620-482-0354.

12 September—Mid America Air Museum, Liberal. Bob Immell 620-624-5263

3 October—Syracuse Hamilton Co.(3K3) Classic Antique fly in.

Steve Phillips 620-384-5835.
PLEASE NOTE THIS IS THE FIRST SATURDAY OF OCTOBER

7 November—Stain Reiss Farms near Plains, KS 620-629-3604 37.27N, -100.72W, 7.5 miles west of Plains Ks, HY160 **PLEASE NOTE THIS IS THE FIRST SATURDAY OF NOVEMBER**

12 December Christmas party—SFEC Scott City(KTQK) Liz Vulgamore 620-874-8325

Are you interested in hosting, or helping with a monthly meeting? Would you be willing to organize or present a short program of interest to our group? We would LOVE to hear from you! Please contact Bill Cotter at 936-499-8042 or wmpcotter@aol.com

**PONCA CITY, OK
1ST SATURDAY FLY-IN
BREAKFAST
Ponca City Airport
7 to 10a.m.
Contact: (580) 767-0470.
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FOR SALE

LOOKING FOR A PROJECT? RV-4 PROJECT FOR SALE

Tail, wings, and fuselage kits assembled, all interior, and most exterior surfaces primed with vari prime. All work done by licensed A&P/IA. Asking \$14,000. (Current prices of unassembled kits from Vans, tail kit- 1445.00, wings- 6175.00, fuselage 4465.00) Includes plans, drawings, and misc hardware. Contact **ED ADAMS** at Aircraft Services PH 620-275-5535. home 620-276-3931 after 6pm or edadamsap@gmail.com.

ANOTHER ISSUE

THANKS TO: Bill Cotter, Bill Jones, Jim Kirk, Liz Vulgamore, Mark Robidoux—PilotWorkshops, Matt Rome, Paul Fiebich, Randal Loder, Stan Reiss, Tim Hamlin, Todd Crist, Tony Zepeda.

2020 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 2020, 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. Also, please include your email address—pretty please??? Also, whether you opt for a printed copy or an email version. The more people we can get to receive FLY PAPER via email rather than a printed copy, the more \$\$\$ our club saves, and the more labor and paper is saved. THANK YOU!!!

NOVEMBER @ REISS'



BILL COTTER—The day of the fly-in (November 2) the weather was perfect, we call it a severe clear VFR day—it can't get any better. There were 52 participants and 10 planes. Stan and Cheryl Reiss prepared an excellent fly in Lunch. We had a good representation for our Chapter 377.



BILL CLIFFORD: speaking on Eye care and lasik surgery procedures. It was very interesting and good information. The advances they have to enhance your vision and get back your eye sight like you were 20.years ago. Bill has his office and clinic at Garden City.

JEAN CLIFFORD: (Right) Spoke on the board of education in the school system. Jean Clifford the Longest-serving member of the current Garden City USD 457 Board of Education.





HEARD IN THE HANGAR



JIM KIRK was able to get the PT-26 safely home from Dayton, OH. The correspondence and hoops he had to jump thru were crazy. You would have thought he was transporting a GIGANTIC airplane for the logistics and paperwork required for each state it traveled through. Now that the PT-26 is home and ready for restoration, Jim decided he needed another project and purchased a C120 off of Craigslist. Here's to a busy and productive 2020! We will look forward to the updates on progress..

WEBINARS HIGHLIGHT CHANGES/ENHANCEMENTS TO AIRMAN KNOWLEDGE TESTING

FAA implementation of the new Airman Certificate Testing Service (ACTS) will provide a comprehensive, best-practices approach to enhance the overall quality of FAA Airman Knowledge Testing. Several enhancements will soon go into effect, including a requirement for knowledge test applicants to obtain an FAA Tracking Number (FTN). To help educate those taking an FAA Knowledge Test on or after January 13, 2020, the FAA will host two webinars on January 8, 2020 (1000 and 1500 EST). For details, and to register for a webinar, go to: <https://www.faa.gov/news/updates/?newsId=94845>. To learn more about ACTS, go to https://www.faa.gov/training_testing/testing/acts/. For questions, contact the Airman Testing Branch at AirmanKnowledgeTesting@faa.gov.

TONY ZEPEDA reports that the MAM bbq served at their September fly-in was from Oklahoma Smoke, based out of Hooker, OK.

BILL JONES is happy his Sting light sport airplane has gone to a new owner out in the Pacific Northwest. Now Bill and son Trey are responsible for the care and feeding of just one airplane, the C182.

MARK ROBIDOUX—PILOTWORKSHOPS

“When requesting VFR flight following, what phraseology should be used when contacting ATC with the request at first contact and once communication is established?”

ANSWER—“The initial call to ATC should be just the aircraft call sign and the type request. For example:

Memphis Approach, Mooney five six two hotel, request VFR advisories.

After the ATC Specialist answers, give your position (relative to a VOR, airport or charted VFR checkpoint), type aircraft, altitude and destination.

ATC will usually assume that you are going direct to your destination. So, unless you are doing something different, you do not have to include the routing.

Type aircraft should also be simply the basic type such as Cherokee or Bonanza.

After Radar contact is established, acknowledge any ATC instructions with your call sign and readback of the pertinent information. For example, ATC may instruct you to advise changing altitudes. If they do, simply state your call sign and intentions:

Memphis Approach, Mooney six two hotel, leaving six thousand five hundred descending four thousand five hundred.”

FROM SPORTY'S IPAD PILOT NEWS—Video: tips for flying with datalink weather on the iPad

Datalink weather has the potential to make your flying safer and more comfortable – but only if you know how to use it properly. Join iPad Pilot News contributor John Zimmerman for an in-depth look at ADS-B, SiriusXM and how to use them in flight. The webinar recording includes over an hour of practical tips for pilots of all levels.

Topics covered include:

- Five essential rules for weather flying
- Why datalink weather is always delayed
- What's the difference between ADS-B and SiriusXM?
- How to choose a portable receiver – Stratus, Sentry and Garmin
- Avoiding IFR conditions, thunderstorms, and in-flight icing
- Five real world scenarios that show these principles in action

https://www.youtube.com/watch?v=qPDR8h_HbVU&feature=youtu.be

Last Flight of 2019

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



Predicted weather for the balance of the year is cold and windy.

Yesterday's temperature was 45 degrees, five lower than my minimum but the wind was light and variable, and I hadn't flown 11 days! Time to go "exercise" my AirBike! Arriving at the field at 4:00 I had the pre-flight and warm-up completed by 4:15 and then taxied to the grass runway 01-19.

After looking for sky divers dropping from the heavens, I announced on 122.8 my intentions to take off on runway 19. The plan was for a one hour flight. Advancing the throttle, I was soon airborne into the dense cold air. Suddenly it was a lot colder than on the ground, I suppose speed has something to do with that. Sure glad I put rubber bands around my pant legs; I didn't want to have a cool "tool" or experience extreme "shrivel factor."

"A slight haze precluded flying into the setting sun so I went north. This took me over the golf course where hardy souls were whacking their balls. Then over some dreary looking farmland before heading east then south. The plan was to fly a modified rectangular pattern with the return flight on a northwesterly diagonal to avoid flying into the sun's glare.

40 degree air temperature at 1000' AGL precluded that last leg because by body's core was getting chilled into the danger zone. (So much for the Hawaiian shirt and shorts to fool the weather gods. Just kidding) So, the third leg was shortened and the last leg thus was directly into the sun. Doing the "air show" wave (holding one hand up to block the sun) I headed back to the airfield. I have to keep my hand inside the cockpit otherwise anything protruding beyond my windshield edge produces drag on that side and I start turning.

Fortunately, as I flew directly into the sun, there were no other recreational fliers getting their final flights of the year other than the skydivers and their jump plane. Three miles out and still at 1000' I made my first inbound radio call. Next call would be when I entered the Downwind. My biological stick shaker was beginning to tell me I was getting colder, I had been up for only 3/4 of an hour. The cold temperature shortened my flight.

A jump plane was taxiing to its start position at the end of the asphalt runway 17 as I entered base leg. I

again radioed my position. On Final, over the tree at runway's end and the pond next to it, my Airbike settled gently as it met its shadow on the sod. Next, I would taxi into position to cross runway 17-35.

Enroute, the jump plane radioed an inquiry about my intentions. I told them to go ahead and take off as it was a slow taxi for me to the crossing point. We waved to each other as we passed, he after breaking ground and me going the opposite direction bending the grass with my tires.

Soon I was back at my hangar and noted the temperature was 2 degrees "warmer" than when at altitude. Following a post-flight inspection I parked my trusty plane and chocked the wheels. After a final walk-around, I patted the rudder and said to myself, God, I love this flying stuff!





[RANDAL LODER](#) (our new Secretary/Treasurer) and his Piper Archer, and Young Eagles from SFEC event in October.

EAA CHAPTER 377

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

First Class Postage
Address Correction Requested

EAA Chapter #377 Fly-In and Christmas Party
KTQK/Scott City, KS Airport
Spencer Flight & Education Center
December 14, 2019

EAA Chapter #377 held their monthly Fly-In and annual Christmas party in the Spencer Flight and Education Center, Saturday, December 14, 2019. The meeting was call to order by President William "Bill" Cotter. Other Chapter Officers present were Sherry Brandvik, Secretary/Treasurer who had announced in November that she will be stepping down following the Annual election of Officers at the December Fly-In. Matt Rome, Vice-President and Mary Shortridge, FLY PAPER NEWSLETTER Editor/Publisher were unable to attend.

President Cotter led an informational session and discussion on the ADS-B mandate that goes into effect on January 1, 2020 for aircraft flying in Class A, B, & C Airspace (and Class E in some special cases).

The following slate of Officers for 2020 were presented:

William "Bill" Cotter – President
Matt Rome – Vice President
Randal Loder – Secretary/Treasurer

There was a motion for nominations to cease and a unanimous ballot be cast for the three positions. It was seconded and the motion was unanimously approved. Randal will contact First National Bank of Scott City, KS to update Chapter #377's records.

President Cotter thanked Sherry Brandvik for her years of service to the Chapter as Secretary/Treasurer and Mary Shortridge for her continued service and excellence in producing the FLY PAPER NEWSLETTER.

The Chapter #377 Fly-In location worksheet was distributed with the next monthly Fly-In scheduled for January 11, 2020 at the KHQG/Hugoton, KS Airport.


The meeting adjourned and the delicious BBQ lunch catered by the C-Mor-Butz BBQ Team of Scott City was served.

Following the meal the Annual "Naughty Santa" Christmas Gift exchange rounded out the party. 37 people attended.

President:


William "Bill" Cotter

Secretary/Treasurer:


Randal Loder

November Fly-In
Southwest Family Farm near Plains, KS
Photos by Bill Cotter



December Fly-In/Christmas Party Spencer Flight Education Center Photos by Bill Cotter



November Fly-In Stan Reiss Southwest Family Farm near Plains, KS



November Fly-In
Stan Reiss
Southwest Family Farm near Plains, KS



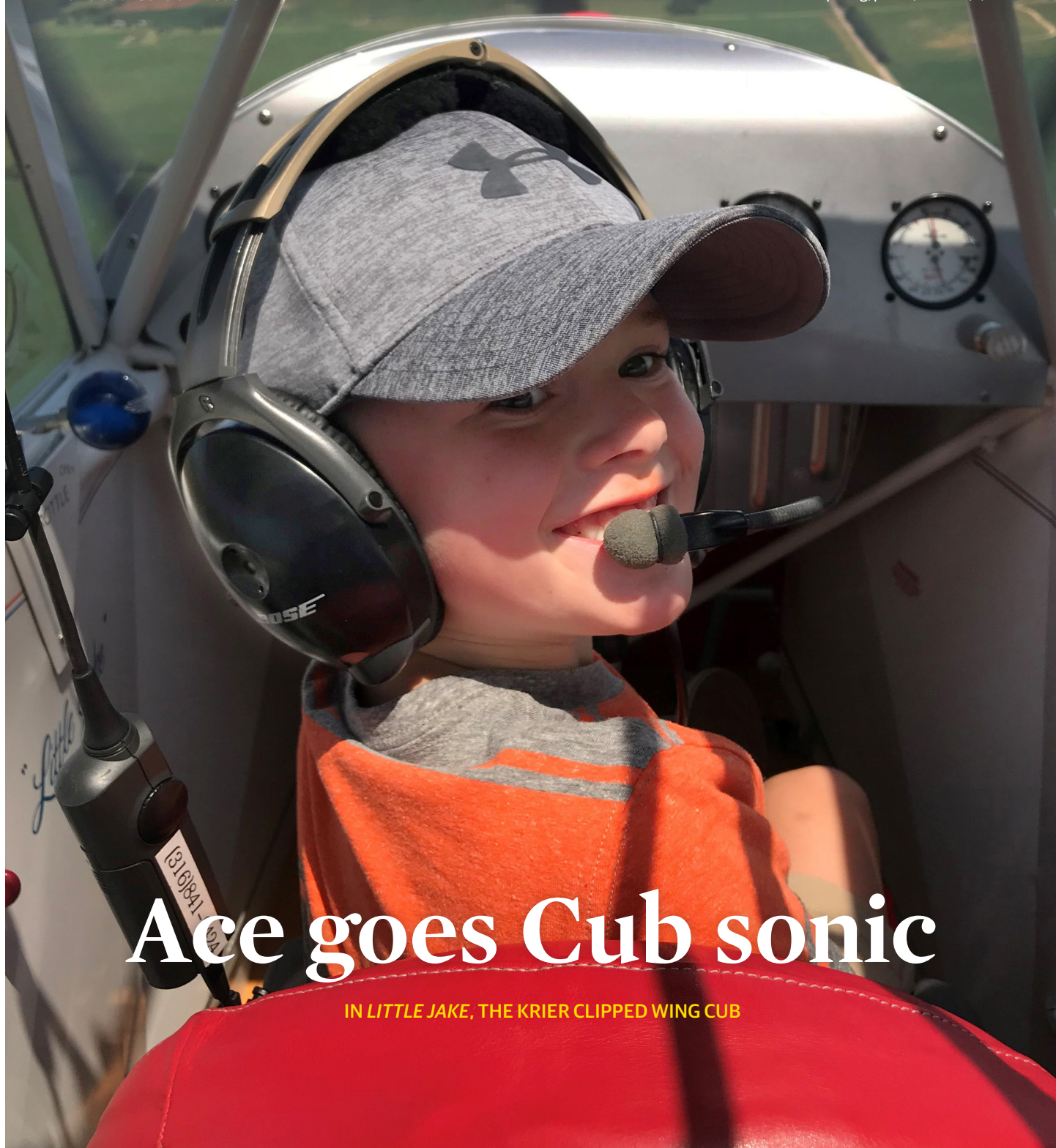
December Fly-In/Christmas Party Spencer Flight Education Center Photos by Liz Vulgamore



AOPA PILOT

The Voice of General Aviation

aopa.org/pilot | 2019 | \$8.95



Ace goes Cub sonic

IN LITTLE JAKE, THE KRIER CLIPPED WING CUB

This cutie, Ace Henson, is a buddy of Todd Crist. Todd is also friends with an AOPA photographer, so Ace wanted a magazine cover to show to his girlfriend! (He's 6!)

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Monthly Breakfast

2nd Saturday of the Month

Join us for the EAA Chapter 88 Monthly Breakfast
at our new location: 3612 N Webb Rd, Wichita, KS



Breakfast Menu:
Scrambled Eggs
Pancakes
Sausage
Coffee
Juice

During this event
Midwest Corporate Aviation
is offering fuel \$.40
off per gallon

Doors open @ 7:00 AM - 11:00

Young Builders activities for the kids

Contact info:

EAA Chapter 88 President
Bill Lindsay 316-880-5988

Tina Lindsay 316-880-2588
Phyllis Blanton 316-755-0659
Christine Toevs 316-435-2091

EAA Chapter 88 website: www.eaa88.org

Facebook: [WichitaEAACChapter88](https://www.facebook.com/WichitaEAACChapter88)

Adults \$6.00
12 & under \$4.00

Col. James Jabara Airport (KAAO)
1,420' MSL
2,200 MSL pattern altitude
ASOS 134.025
CTAF 122.7
UNICOM 122.7
Wichita Approach/Departure 134.8
Runways 18-36 6,101' x 100'



MIDWEST CORPORATE AVIATION



Ponca City

Fly-In/Drive-In Breakfast



Where: Ponca City Oklahoma Regional Airport (KPNC)

When: 1st Saturday of Month (7 to 10 AM) Rain or Shine

Open to the Public: Bring the family; children must be supervised.

Free Wi-Fi: fly-in-2g or fly-in-5g password: poncacity

Sponsored By: Ponca City Aviation Foundation; a 501(c)(3)

Proceeds are used for education and the promotion of aviation to young people of all ages.

Volunteer help provided by: Ponca City Aviation Booster Club, EAA Chapter 1046, Ponca City High School and others.

See us on Facebook: Ponca City, OK Monthly Fly-in/drive-in Breakfast

Suggested Donation: Adults \$8, Children \$4

**Menu: Pancakes, Scrambled Eggs, Sausage,
Bacon, Potatoes, Biscuits & Gravy,
Fruit, Orange Juice, and Coffee.
Soda Pop or Bottled Water – \$1.00 extra**

Contacts:

Bruce Eberle 580-761-5884 ou444@yahoo.com

Bert Blanton 580-762-3794 bert@cableone.net

Don Nuzum 580-767-0470 nuzumdl@poncacityok.gov



LUNCH AVAILABLE: Enrique's Mexican Restaurant (Sat 11-9) 580-762-5507 – Located in Airport Terminal

PONCA CITY REGIONAL AIRPORT (KPNC): ELEV 1008, RWY 17-35 7201'x150' – RIGHT TRAFFIC FOR RWY 17

FREQUENCIES: CTAF/UNICOM 123.0 // ASOS 134.075 (580-765-0049) // ILS/DME–RWY17 111.9 // LOM/NDB 515

FUEL: PHILLIPS 100LL 24-HR – Self Service // Truck JET-A & 100LL – CALL CTAF 123.0 or PHONE 580-767-0429