



June 2020
EAA CHAPTER 377

fly paper

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

THIS MONTH

Sadly, Covid19 required the cancellation of June’s meeting as well. Plans are for our gatherings to begin again in Sublette in July.

NEXT MONTH

MARSHALL WATSON and family invite Chapter 377 members and friends to the Sublette airport Saturday, July 11 for a noon potluck.



BACKCOUNTRY BEARHAWK: A CUSTOM CRUISER

KITPLANES

YOUR HOW-TO-BUILT AIRCRAFT AUTHORITY

17 Kits for Under \$25K

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ADS-B FOR LITTLE GUYS
Can You Fly Without It?

RANS S-21 OUTBOUND
Let the Building Begin!

JULY 2020

www.kitplanes.com

The July issue of **KITPLANES** is an extra special one for EAA 377 fans. **BILL ANTON** and his Bearhawk are the subject of Scott M. Spangler’s article “Retirement Project-A backcountry Bearhawk built for comfort, cross country cruising, and cargo capacity”, detailing Bill’s latest build, complete with photos. Bill has also built an RV8, that he flew since 2006, with more than 800 hours. This article is not available on-line, but let us know if you would like to read a copy of the magazine.

Also in this issue is a photo of **PAUL FIEBICH**’s AirBike, “ADS-B and the Little Guy: ADS-B installation may be avoidable for many small homebuilts”.

By Ron Wanttaja -May 24, 2020
The caption on the photo reads “If the engine on this Airbike has only a “lighting coil” for the ignition, it is allowed to fly within the Mode C Veil without a transponder or ADS-B Out.” You can read the article at https://www.kitplanes.com/ads-b-and-the-little-guy/?utm_source=ActiveCampaign&utm_medium=email&utm_content=KITPLANES+Weekly&utm_campaign=KP+Weekly+2020%2F05%2F26

Don’t have a subscription but want to buy your own copy of July’s Kitplanes? I got mine from

Aircraft Technical Book Company
PO Box 270 Tabernash, CO 80478
970-726-5111 (fax) 970.726.5115
www.actechbooks.com

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 July 2020 issue is July 3.

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
620-272-4379 (receives text messages, photos)
maryshortridge@gmail.com
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
508 S College St, Scott City, KS 67871

PRESIDENT BILL COTTER is 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 you do have a few events to look forward to! Sure hope to see you on the ramp some day soon!

July-Sublette, KS

August-Hooker, OK

September- Scott City, KS and Liberal, KS?



COMING UP...

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

July 20-26 AirVenture!!! SADLY THIS EVENT HAS BEEN CANCELLED.

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

8 August —Walter Rundell's Memorial Service at Pierceville Church. Time TBA.

12 September—Scott City, KS Air Show.

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.

20 SPENCER 20
FLIGHT & EDUCATION CENTER

LOREN FAUROT
2020 SCHS SENIOR

PIPER WASINGER
2020 SCHS GRADUATE

HUNTER YAGER
2020 SCHS GRADUATE

The 2020 SFEC Flight Training scholarship has been awarded to three remarkable area youth. Congratulations, goes to Loren Faurot, Piper Wasinger and Hunter Yager. Good luck, to each of you as you pursue your Private Pilot certificates. The sky's the limit!



HEARD IN THE HANGAR



KEN HOLLRAH tries to pick out a destination on a nice flying day that will take him about as far as he can go and still have the required fuel reserve in his Sub-Sonex single seat jet. His most recent flight took him from Enid Woodring Regional Airport to Childress, TX. Upon landing, he was surprised to be greeted by the FBO manager and her “helper.”

The young lady was busy with a clipboard noting tail numbers and fuel instructions. They must start them out young in Texas.



ANOTHER ISSUE

THANKS TO: AOPA, Bill Cotter, Bill Anton, Brian Shirley, Dee Ann Ediger, Elizabeth Vulgamore, James Kirk, Jennifer Lyddon, Marshall Watson, Paul Fiebich, Randal Loder, Todd Crist, Tom Auerbach.



CONGRATULATIONS!!! DWAYNE DEVELLEN, student of **Marshall Watson** in Sublette, passed his private pilot checkride. He soloed back in March! Marshall has another student going for his checkride (6/1) if the weather cooperates.



GAVIN VULGAMORE, 11, enjoys spending time with his mom, **ELIZABETH**, CFII and Volunteer Administrator at Spencer Flight & Education Center. Dad **MYLES** is a pilot, too!



HEARD IN THE HANGAR

JIM KIRK was delighted to tell me about the article in Kitplanes regarding **BILL ANTON**'s Bearhawk build. Jim also notes Norman's T-18 (Jim has owned this plane for years, but it was built by our **NORMAN BUEHLER** of Scott City) had its Annual yesterday (5/26) passing with added item Garmin GDL- 82 for ADS-B out to comply with 1 Jan FAA requirement.

We have a member looking for a clean **ERCOUPE**, no corrosion. Have a lead? Drop me an email maryshortridge@gmail.com

TODD CRIST has been out having fun with the Krier Clipped Wing Cub.



So far 2020 is like looking both ways before crossing the street, and then getting hit by an airplane.

PAUL FIEBICH

When asked whether he has uncovered any surprises during "annual", **PAUL FIEBICH** answered "Yes"

The first time I did an annual, I had flown about 75 hours that year. At that time I had wheel barrow tires, wheels, and their stock bearings for my landing gear. When I pulled the wheels off their spindles to inspect and subsequently repack the bearings I got the surprise. The bearings were almost non-existent. Only a few of the balls (ball bearings) remained in each race, instead of 9 or 10 there were only two or three! And the races were completely chewed up. I essentially had no more bearings, everything was gone!

Prior to doing the annual I had noticed a lot of "play" in each wheel but didn't think much of it. there was also some rough running when the wheel was jacked up off the ground and a distinctly coffee-grinder type of noise heard when I spun them. Never in my life did I realize how close I came to having the wheels actually come off the plane because once the bearings were gone, even the axle nut would not retain the wheel which now would have had a hole in the housing larger than the retaining nut!

After I cleaned out my shorts, I removed what was left of the bearings, bought some replacement wheel barrow bearings at the hardware store and decided to keep a closer watch on any wear. That next year, I repacked then eventually replaced the bearings three more times! Keep in mind that these were wheel barrow bearings, never meant to incur the rolling mileage and high speed (50 mph) rpm that I was subjecting them to.

For several more years I continued with the process of replacing bearings frequently, always doing so with wheel barrow bearings. I did not realize there were better bearings to be purchased that would fit the wheel housing. I finally went to BRC in Wichita and bought good bearings that had seals. What a difference! Those bearings and the wheel barrow wheels are still on my plane. Every third annual I remove those bearings and repack them.

The tires are also wheel barrow tires, they are 2-ply and light. . Plus they give me several more inches of ground clearance over the regular doughnut style tires and wheels. Notice the wheels on my plane in those photos, those are wheel barrow tires. However, the wheel barrow tires were easily punctured by those thorn type spikey burrs we have around here. The tires were tubeless so they would go flat. I installed tubes but the would get punctured too. Very aggravating!

Final solution was to cut a strip of corrugated cardboard equal to the inside tire width and circumference. Once inserted in the tire they became the necessary barrier to prevent punctures. I then inserted the tube, pumped up the tire on the wheel and presto! No more problem!

SAT

JUNE 20, 2020

13TH ANNUAL

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BENTON + KANSAS

Stearman
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PAUL FIEBICH'S AIRBIKE ANNUAL

My AirBike Single, although built as EXPERIMENTAL in 1998, qualifies as a Light Sport airplane. Upon completion and receiving an Airworthiness Certificate I subsequently applied for and received a Repairman's Certificate. This certificate allows me to do all my own maintenance, which includes performing the Annual Condition Inspection. The air frame now has 1150 hours Total Time, not bad for a 22 year-old 350 pound airplane.

Although some people jokingly claim that an AirBike's Annual is only a very thorough pre-flight, truth is quite different. I created a 4-page checklist that brings attention to every aspect of the plane, from the tailwheel bearings to propeller cleaning and balance checking. Various aspects of the plane are grouped for convenience on the check list such as Cockpit, Engine, Wings, Empennage etc.

Some items require only a visual inspection such as examining the wing attach bolt/nut positions and their anti-tamper paint stripe. Others items require much more intense action such as repacking the wheel bearings or re-torquing the cylinder head bolts.

Everything has a service life and needs to be addressed accordingly. For example: fuel filters are replaced twice a year, crankcase oil is replaced every year, parachute repacked every year, and tires are replaced as needed, usually about every five years. Electrical checks are made such as measuring the ohms resistance of the magneto and its voltage output.

Electrical checks are made with the engine running to ensure all strobes and the headlight works, and gauges are operational. Engine checks include replacing spark plugs, verifying carburetor settings and throttle slide movement, servicing the air cleaner, and smooth engine operation from 2400 rpm to 6700 rpm. The engine is a Rotax 503 two cylinder two-stroke.

Hand washing the plane provides an even closer visual inspection to the fabric, weld joints, and other things that are not specific items on the check list. After the check list completion and washing the plane are done, it is test flown and I sign it off as complying to the FAA Regulation Part 43, Appendix D and those pertinent items. I verify the aircraft to be safe in all aspects of its flight envelope. I am solely responsible.

The ACI takes anywhere from 10 to 20 hours to complete over the course of a week or so. I rarely work more than three hours at a time, this is due to my physical endurance (I am 75 years old) and sometimes the heat. I shoot for doing the ACI in June, a month of usually, but not always, benign weather in Kansas. Once everything is completed I have confidence the plane will meet its mission requirements of patrolling the Eastern Front looking for Huns and protecting women and children from harm. This IS a WWI wannabe French fighter! One needs not only have piloting skill but a great imagination!



A check list for doing the Annual Condition Inspection is vital for ensuring every aspect of the plane's condition is addressed.



Ailerons are removed for inspecting the aft spar and lubricating the aileron pivot points.



AirBike ready for test flight following ACI.



BRIAN SHIRLEY'S NEW "BABY"

I'm a little late with my birth announcement for 915BS becoming an airplane on Jan 8th, 2020. It's the latest kit out of Rans Aircraft called the S21 Outbound. The reason I went with this model is because it's a really great mix of being fast enough to get somewhere, and slow enough to get into the short areas (no runway needed). I put the new Rotax 915 engine on it which produces 141hp all the way up to 15,000. It cruises at 135mph down low on the 26" Alaskan Bush Wheels and 145mph at 13,500, while burning 7.2 gph. Not bad for a STOL airplane! I equipped the panel with a Garmin G3x touch, a Garmin 175, with both tied to a Garmin autopilot. As of June 1 I've got a little over 160hrs on it with trips to SoCal, Big Bend TX, and all over the State. REALLY enjoying it so far!



Above: California.
Below left and right: Some fellows out of Wichita running air boats.



Big Bend, TX





ROGER HOWELL of Kansas City signed off on the certificate for **BRIAN SHIRLEY's** Rans S21 Outbound January 8, 2020..

EAA CHAPTER 377

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

First Class Postage
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BRIAN SHIRLEY OFF INTO THE WILD BLUE YONDER



BRIAN SHIRLEY OFF INTO THE WILD BLUE YONDER



Monthly Breakfast

2nd Saturday of the Month

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

Young Eagle Flights
9:30 AM to 12:00 PM
8 to 17 years of age
Weather permitting

Breakfast Menu:
Biscuits & Gravy
Scrambled Eggs
Pancakes
Sausage
Coffee
Fruit
Juice



Doors open @ 7:00 AM - 11:00 AM
Young Builders activities for the kids

Contact info:
Phyllis Blanton 316-755-0659
Christine Toevs 316-435-2091

EAA Chapter 88 website: www.eaa88.org
Facebook: [WichitaEAChapter88](https://www.facebook.com/WichitaEAChapter88)

Adults \$7
12 and Under \$5

Col. James Jabara Airport (KAAO)
1000' AGL Pattern Altitude; KBEC
Class D is 1 mi. South of runway
ASOS 134.025
CTAF 122.7
Wichita Approach/Departure 134.8
Runway 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