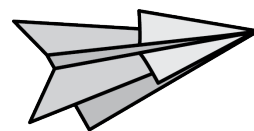


October 2021

EAA CHAPTER 377



fly paper



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

26TH ANNUAL CLASSIC & ANTIQUE FLY-IN

Saturday, October 2, 2021 ♦ 11am-1pm MDT



**Syracuse, KS—3K3
EAA Chapter 377**

*Featured aircraft:
Jack Roush's
P51 "Gentleman Jim"*
Captain James Browning

**Memorial Dedication at 11 MDT.
F16 Missing Man Fly Over To Follow**

Chili, Hamburgers and Brats served by the
Syracuse-Hamilton County Chamber of Commerce.
Free lunch to all who fly in.
Free to EAA members that drive in or fly in.

FAA Identifier: 3K3

Elevation: 3326.1 ft.

From city: 1 mile N of SYRACUSE, KS

Time zone: UTC -6 (UTC -7 during Standard Time) (MOUNTAIN DAYLIGHT TIME FOR THIS
EVENT)

Airport Communications

CTAF/UNICOM: 122.8

WX AWOS-3: 119.975 (620-384-5869)

FMI contact Steve Phillips 620-384-5835

No NOTAMS at 3K3 applicable to this event.

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 November/December 2021 issue is ???

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

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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

With the state of Covid19 stuff, who knows what will happen on a day to day basis. President Bill Cotter has organized this list for 2021 and is working on 2022; please confirm times/locations as some changes may occur. Sure hope to see you on the ramp some day soon!



COMING UP...

2 October—Syracuse/Hamilton CO (3K3) Annual Classic Fly-In. Steve Phillips 620-384-5835 (Remember Syracuse is on Mountain Time) **PLEASE NOTE THIS IS NOT OUR "NORMAL 2ND SATURDAY."**

6 November—EAA 377 Noon Potluck, hosted by Stan Reiss family. Plains, KS. 620-629-3604 **PLEASE NOTE THIS IS NOT OUR "NORMAL 2ND SATURDAY."**

11 December—Christmas Party.

DO YOU ENJOY BEING INVOLVED IN SOCIAL MEDIA?

EAA 377 needs someone to keep our Facebook Page up to date, and encourage participation from our members.

Interested?

Please contact Mary Shortridge. I am not giving it the attention it needs.

ANOTHER ISSUE

THANKS TO: Bill Anton, Bob Immel/ Mid-America Air Museum, Dee Ann Ediger, Dr. James Yager, FAA Safety Team, Jim Kirk, Jodi Yager, Paul Fiebich, Peggy McCulley, Randal Loder, Steve Phillips, Tom Auerbach. **THANK YOU ALL FOR YOUR SUPPORT!**

You don't have to be an instrument pilot to benefit from the IMC Club meetings at SFEC. Meeting is 7-8pm CT, with dinner offered at 6:45. Come join in on the discussion on the second Monday of each month (not meeting in June). For More Information you can contact

Elizabeth Vulgamore,
Volunteer administrator
620-874-8325
Spencer Flight &
Education Center (Located on the Scott City, KS Airport)
300 S. Mesquite Rd
Scott City, KS 67871
Phone: 620-872-3000
Email:
info@spencerflightcenter.com

The Ponca City Airport (KPNC) is now open for fixed wing traffic (as well as rotorcraft).

Enrique's' Mexican Restaurant is open with regular hours.

Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast – 7-10AM Ponca City OK Regional Airport (KPNC) on the FIRST SATURDAY of each month.

Due to Covid, please CONFIRM it will be held before planning your flight. (September's was cancelled, AND October's is cancelled.)

LAST MONTH

Randal Loder

Saturday, September 18th produced great weather conditions for the Fly-In at the Mid-America Air Museum at the Liberal, KS Airport. With over 100 aircraft on display for viewing, the Museum provided a fantastic venue for EAA Chapter #377's September event. I couldn't find anyone that actually got a count of members who flew in or a picture of the Museum parking ramp but an estimated 45 folks were on hand for a delicious BBQ lunch catered by Hugoton's Bonnie & Clyde Grill and Sports Bar. It was one of those lunches that might have had you doing a recalculation of your weight and balance if you were a fly in!

As the special surprise of the day, The FLY PAPER Newsletter Editor / Publisher Mary Shortridge dusted off her wings and made the long trek from Bennet, NE, and easily won first place in the "most gallons of fuel consumed" contest.

Museum Director Bob Immell and staff held a door prize drawing with Chapter #377 members Curtis Logan, Brad Rachow, Tracy King, and John Smith being the lucky members whose numbers were drawn.

Bob reviewed the recent progress and updates on artifacts and aircraft that the Museum has acquired or is working to bring in. He followed with taking the group into the first public viewing of The Flying Tigers exhibit that is taking shape.

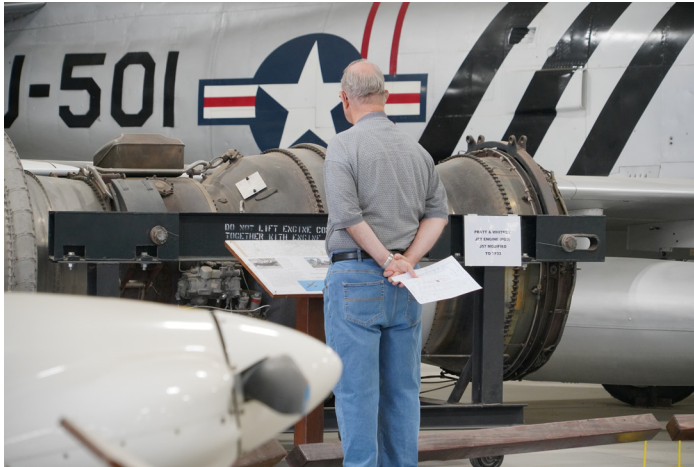
With or without a Fly-In event, this a great place to spend hours strolling amongst the many examples of our aviation heritage. Stop by soon and see all the aviation history that Bob and his staff have on display.

Please don't forget that NOW is a great time to start lining up your gift donation for the NAUGHTY SANTA gift exchange at the December Christmas Party on Saturday, December 11th at the Spencer Flight & Education Center, Scott City Airport.



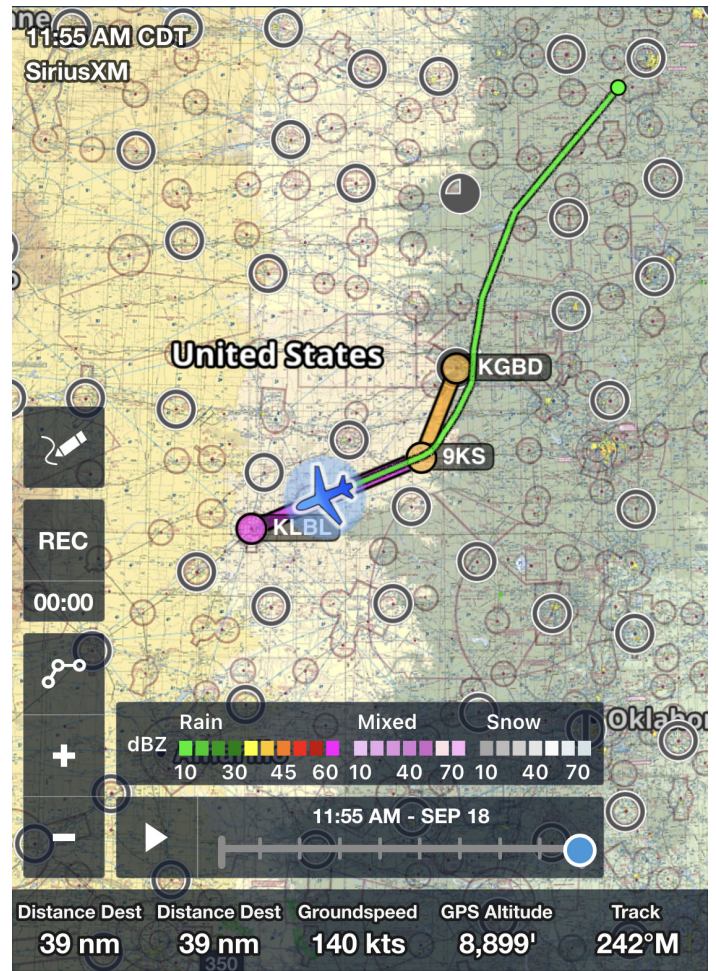
LAST MONTH

LAST MONTH



A BIG THANK YOU to **PEGGY McCULLEY** for taking pictures!

Photos offered as proof that **MARY SHORTRIDGE** FINALLY made it to an EAA fly-in. 2:34 going, 2:00 back home. 170 kts gspd was my best time (going home of course) An unforecast t-storm stretched out the trip to Liberal, besides the construction at KLNK that delayed my departure. It felt so good to be back in the plane; I was sorry I didn't have anyone to share the trip with me. Hopefully I will see you all again soon. Lets hope for a L-O-N-G Fall.





HEARD IN THE HANGAR

FROM DEE ANN EDIGER—Our Fairmont Field (10K) usually hosts EAA Chapter 455 for a fly-in in September but we were pre-empted this year for a number of reasons – one of which is that my 1968 C177 Cardinal engine compartment is scattered all over the hangar. After more than 2400 TSOH (4200 TT), the Lycoming O-320 on my plane finally gave up and I ordered a zero time rebuilt engine from Air Power in Arlington, Texas. Lead time was estimated at 12-14 weeks and the delivery date just beat that by two days. I have since learned that the lead time has increased so I guess it's a good thing I ordered in June when I did.

The symptoms that caused me to begin the process of checking out my engine began in May when I started seeing information on my JPI engine analyzer for one cylinder beginning to be suspect (lower CHT and lower EGT than the other three) as well as lower than normal takeoff power.

My husband, Ken Hollrah, is an A/P. I flew the Cardinal to our home strip from Woodring so he could check some things out at our shop where all the tools are. He did some preliminary diagnostics and found one valve was not opening properly. The simplest and cheapest solution he hoped for was a faulty valve lifter (we had one fail several years before), but after installing that, the plane was still not running right. After trying several things at our hangar on the farm, the airplane would not develop enough power to successfully reach takeoff speed and it was vibrating more than I felt comfortable with, so it was stuck at our house for the engine swap that we finally decided was the best solution. I would have liked to reposition the plane to Woodring with the 8000 foot runway for the engine swap and test flights, but that was not to be. Everyone I talk to says our 2500' smooth grass runway should be no problem with a new engine. I hope the encouragement is correct!

As we began the process of disassembling the old engine for removal, my IA, Ron Decker, was curious to see the camshaft condition so he flew his C172 to our house, removed the offending cylinder, and with Ken's borescope, confirmed his suspicion that the camshaft lobe was the culprit.

It was nearly worn flat on the offending cylinder and the tappet had quite a bit of corrosion, also. Before we purchased the aircraft in 2005, a previous ownership had seen the airplane sit for several years with the only activity to start the engine for annual inspection and a couple of flights – no more than 10 hours per year. This is especially bad for the Lycoming engine because the position of the cam results in all of the oil draining off between flights and exposing the cam to corrosion. Both Ron and Ken agreed that is probably what led to the eventual erosion of the cam lobe. Interestingly, the lobe next to the offending one that was visible at removal of the cylinder showed no sign of corrosion and my Blackstone oil analysis tests never showed excessive iron wear.

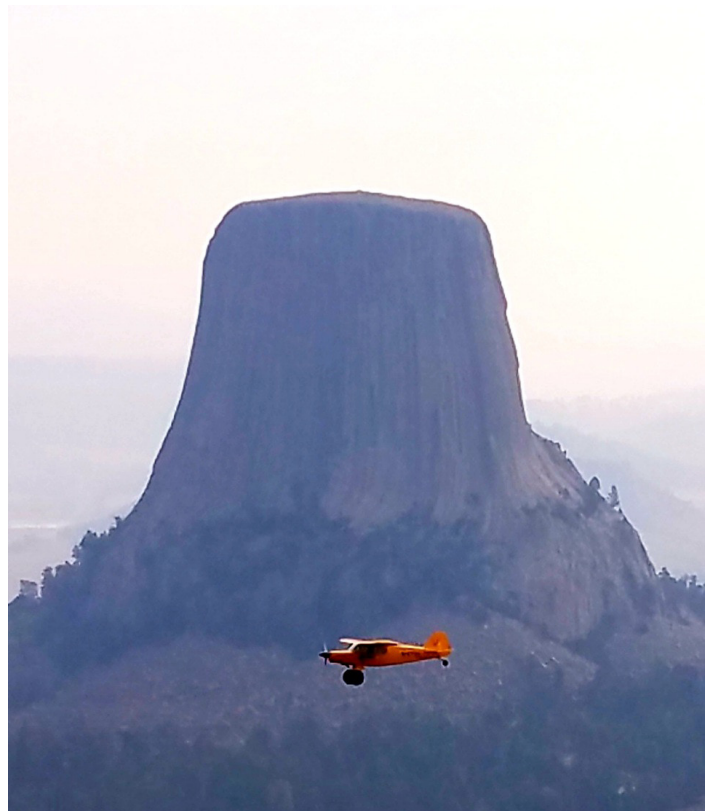
The engine is the original one installed in 1967 and it had only had one major overhaul since then. Because of the age and years since overhaul, I opted for a swap instead of an overhaul because I figured it would go quicker than an inhouse overhaul. In addition, I sent my propellor out for inspection and it was deemed under minimum specs, so that was another new item to purchase. Also replaced with new were my rubber engine mounts, vacuum pump, muffler, fuel pump (original equipment), alternator, all hoses, lines and SCAT that had not been replaced in the last few years, and the oil cooler (also original). New mags came with the engine and my starter is only a year old so I am using that one.

The new engine is installed on the airplane and accessories, lines, wiring, etc, being installed. I can't wait to try it out. And my husband will be glad when this project is complete!

FROM JIM KIRK—Reporting a bit of progress on the PT-26 Fairchild ... Brakes.

It has expander type brakes ... cutting edge technology circa 1943! (maybe a bit "short" of disk brakes?)





FROM BILL ANTON—Had a great trip to the Hot Springs, SD, Blackhills Fly-In middle of September. Interesting flight across the Nebraska Sandhills on the way. They had over 50 airplanes show up. Hot Springs is the home of Larry Vetterman, the original owner of Vetterman exhaust. Larry is a Vietnam vet who flew a Forward Air Control airplane that not many people know about, the Lockheed YO-3 Quiet Star. Look it up, it's an interesting airplane and Larry has some great stories about flying it at night, low level, looking for the enemy. Clint Busenitz, who worked for Larry for several years, is the owner now. They make many of the exhaust systems for Van's RVs or other experimental aircraft. Clint also builds the Badland Traveller, a marriage of Cessna wings with Piper Cub Fuselage. I flew with Coady Morris and his dad, Case and Todd Ison to the Devil's Tower in Wyoming. We landed on a ranch hay field close to the Tower and took some photos. Like having a PhotoShopped background: When we got back to the Hot Springs airport they were just getting lined up for an impromptu STOL contest. It was my first & although was over matched against the Cubs and smaller planes, it was lots of fun. The Bearhawk impressed with the power and acceleration for a big plane. I would like to have seen a comparison against the Cessna 180 or 185 which would have been more in the same class as the Bearhawk. Clint and family and friends provided the meals for 3 days.



THIS MONTH

By Jodi & Dr. James Yager



It's been a difficult year and a half in many ways. Sharing something good that has come from the chaos that we have all experienced feels good. In March 2020, Hunter Yager was a Senior in High School in Scott City, Kansas when the CoVid-19 pandemic began to make a huge impact on his future. His mother remembers him walking into the kitchen one morning when he announced, "I'm going to be a pilot." There was something in his voice that left no room for question. He meant it. He had wanted to pursue aviation as a career for years, but a busy schedule in high school had taken precedent, so his plan was to begin flight training over the summer while working as many hours as he possibly could before starting college that fall. Now things were beginning to become very different.

Hunter's senior track season was cancelled, prematurely ending his pole vault career. All his classes were moved online, and when his soon to be flight instructor called to schedule his first lesson, Hunter learned that the Scott City Municipal Airport suddenly

needed an extra hand full time to help them through their busy schedule. All the stars of his universe were lining up. Without hesitancy, he quit the summer job he had worked for several years to accept the airport position so he could immerse himself in aviation. He had a lot to learn, but soon realized with the extra time he now had available, if he worked hard, he could meet all the requirements to get his private pilot license before he left for college. His goal was set with several obstacles to still overcome. He sold his beloved red Jeep to help pay for his lessons, though many times he remarked that he was also working for the airport for free as he spent as much money each month on his new hobby as he earned. He also applied for and received a scholarship from the Spencer Flight and Education Center to help him pay for expenses.

Hunter was surrounded by great mentors. Ben McNary, his primary flight instructor and airport manager, mechanics - Russell and Joel, CFI, Liz Vulgamore

(who took over and finished his training), and multiple pilots both local and afar who shared tips and advice any time they were able. He had a handful of interruptions and distractions including the busy spray season at the airport, a week off to participate in the Shrine Bowl football camp and game, and even his first training airplane being out of service for the remainder of the summer. Liz assisted in procuring rental airplanes to complete his training and the journey continued. He studied for and passed his written exam and just as his time was running out, his final check ride was scheduled for the day he was to leave for college. As a reward for passing, he was able to take his parents on their first flight to return the airplane he rented for the practical. His experience taught him a big life lesson. Things certainly don't always go as planned and sometimes you must work a little harder to get what you want. With persistence and determination, he was able to do what it took to make it happen! Though it meant not leaving town until 9:00 pm, it was worth it to have his goal accomplished!

Throughout Hunter's journey the excitement of it all was becoming addictive! All Hunter wanted to talk about was aviation and his father, James, began to have a genuine interest himself. He thinks it's wonderful to be inspired by his children. In fact Hunter says 8

years ago he encouraged his father to become a pilot and James responded, "I'm too old to start that now". During this time, we learned we were going to become first time Grandparents. How exciting, right? Well, this new grandbaby was not an easy drive away and so we got to thinking, "how are we going to be a part of our grandkid's lives if they live so far away?" Fly! We discussed this option and felt like it was a fantastic solution for our life situation. So, James began studying and taking lessons from Liz in January 2021.

He decided to go all in. Fun fact, the day their first grandbaby was born is the same day they signed papers to purchase their own first airplane... a Cessna Skylark 175. On July 17th, 2021 (10 months after Hunter received his license), James passed his check ride! Both Hunter and James are now officially licensed pilots.

Hunter is currently serving a two-year mission for his church and so has temporarily put his career on hold. It has been a sacrifice to put his license away for two years but one he knows will be there waiting for him once he returns in 2023. He is not 100% sure of his future career plans but knows it will be in aviation. He loves to fly and will plan to be in the sky as often as possible. As far as James' future in aviation, he plans to fly as often as possible to see our kids and grandkids. Life is good!



2021 FLY KANSAS AIR TOUR

by Paul Fiebich



Welcome sign at Wellington Airport (EGT)

To promote aviation to Kansans, the Department of Transportation, sponsors the Fly Kansas Air Tour. The three-day event starts in Wellington and makes stops at eight more Kansas airports. Stops are for refueling, lunch, and overnight lodging. At each stop, the pilots are greeted by local townspeople, school children, and politicians.

The tour's purpose is to bring aviation to small and large communities and thus promote the effects aviation has on Kansas. Aviation and supporting activities provide the second greatest impact to the Kansas economy, the first is tourism (really).

The Fly Kansas Air tour originally began in 1928 to demonstrate the fledgling aviation industry across the state. The tour was restarted by KCAE in 2008 as a commemorative event to pay homage to the "Air Capital of the World" and aviation clusters around the state of Kansas. Today, the event reaches local communities across the state to promote interest in aviation with a focus on aviation education, pilot camaraderie, and industry development." Courtesy Kansas Commission on Aerospace Education.

This year's tour included the cities of Wellington, Fort Scott, Iola, Clay center, Phillipsburg, Salina, Concordia, and the Beech Factory Airport (Wichita).

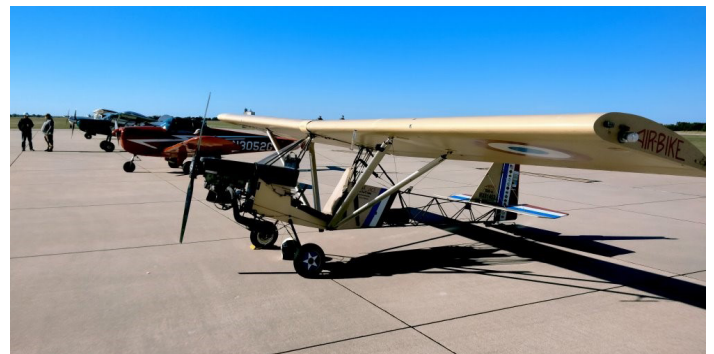
Approximately forty-five airplanes and sixty pilots & crew participated. Not everyone started the tour and ended it at the same place, pilots/crew often flew only several legs of the nine-leg tour. Due to range and flight condition limitations, I flew my AirBike to only the start and end locations. This is the sixth consecutive year I have participated.

To participate in the 2022 Fly Kansas Air Tour, Google this event in the Spring.

Below are some photos I took during my participation.



Lindsey Drelling, organizer, pumping-up the 4th grade school children who use the day to learn about airplanes, touch them, and speak with pilots.



Paul Fiebich's AirBike on the ramp ready to begin his sixth consecutive Kansas Air Tour.



Nancy Cullen poses with her Ercoupe at Wellington's airport.



Pilot and crew admission tickets at various enroute events.



I flew at 1000' AGL and thought I was low until some planes flew under me. Higher altitude was in rougher air.



Coffee, donuts, and pilot goodie pack were available at the Wellington's airport where the even started.



Tour's end, Beechcraft hangar in Wichita.



Kansas has beautiful scenery, that is if one knows what to appreciate.



A wide variety of aircraft participated, they were self-divided into two categories: fast and slow. Fast planes departed first, slow planes last. To reduce radio chatter, the slow planes flew as a flight with only one plane making the radio calls.



TOP LEFT: The Beechcraft hangar was open and set up for our lunch. A tour on the manufacturing line for the King Air and Longitude aircraft followed.

BOTTOM LEFT: Box lunches were available for pilots, crew, and people involved in administering this event.

TOP RIGHT: Some of the participating pilots and crew.

Paul Fiebich's AirBike safely back at it's home hangar on Cook Field (K50). Mission Accomplished!



Service Bulletins and the Aircraft Owner

Manufacturers issue aircraft Service Bulletins to inform owners and operators about critical and useful information on aircraft safety, maintenance, or product improvement. Compliance with Service Bulletins may or may not be mandatory, but you should never ignore them when it comes to safety.

Are Service Bulletins Mandatory?

The short answer is — it depends. If you are operating your aircraft under 14 CFR part 91, a service bulletin is advisory, and compliance is not mandatory unless it is included in an Airworthiness Directive. Keep in mind that *even when a service bulletin is not mandatory, you should always pay attention to it as a means to ensure your safety.* Let's unpack this further.

Are Service Bulletins the Same as Airworthiness Directives?

No. The FAA issues Airworthiness Directives (ADs) and aircraft manufacturers issue Service Bulletins (SBs). ADs are legally enforceable regulations, in accordance with 14 CFR part 39, to correct an unsafe condition that exists in a product. Compliance with an AD is mandatory for continued airworthiness.

Manufacturers issue aircraft Service Bulletins in response to identified maintenance and

manufacturing defect issues to give owners and operators critical and useful information about aircraft safety, maintenance, or product improvement. Compliance may or may not be required depending on the type of operation and whether or not it is included in an AD.

If Service Bulletins are not Mandatory, Can I Ignore Them?

No. Manufacturers issue SBs to call attention to improvements you should make to enhance your safety. It is also just good sense to heed the advice of the aircraft manufacturer who is providing important information about your aircraft.

Service Bulletins:

- 1) **Inform you about the manufacturer's recommended inspection and maintenance items for your aircraft.**
- 2) **Help you detect trends and spot weaknesses.**
- 3) **Advise you about items that may be wearing faster than anticipated or items that you or your mechanic might overlook.**

When a SB displays the words "*Mandatory*," "*Alert*," or "*Emergency*" in big red letters, it is emphasizing a significant safety concern, and manufacturers may ask the FAA to issue a specific AD

Continued on Next Page



to address the unsafe condition. These mandatory SBs can also get included in an AD as an additional source of information about the unsafe condition. If a SB is included in an AD, then compliance with that SB is mandatory for continued

airworthiness.

However, do not ignore “recommended” or “optional” SBs. Take note and ask your mechanic to check these items during inspection.

Service Bulletins call attention to improvements you should make to enhance your safety. Do not ignore them.

Make it a best practice to read, or ask your mechanic to review, any SB that the manufacturer issues for your aircraft. If cost is a concern, discuss this with your mechanic to determine the best course of action. The SB may only be reporting a product improvement that does not affect airworthiness or your safety.

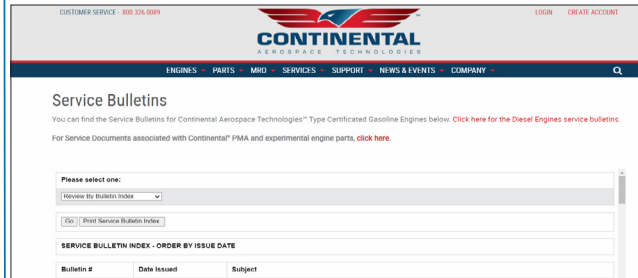


Here’s What Can Happen If You Ignore a Service Bulletin

On July 7, 2017, a Cessna T337 with faulty fuel gauges crashed in a wooded area after running out of fuel. Textron Aviation published a mandatory SB that required inspection of the fuel quantity indicating system to verify that each fuel gauge showed the precise fuel amount. It also required an initial inspection within 100 hours of operation and

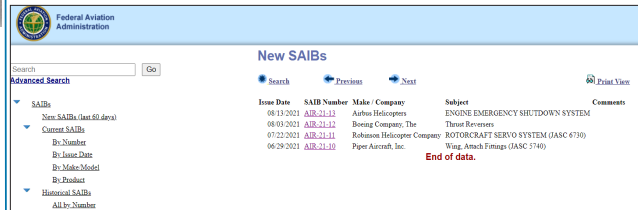
subsequent recurring inspections every 12 months. Examination of the airplane’s maintenance logbooks revealed no evidence of compliance with the mandatory SB. The aircraft was a total loss. Fortunately, the pilot and passenger survived with minor injuries, but it could have been much worse. They learned an expensive lesson about the importance of SBs.

Where Can I Find Service Bulletins For My Aircraft?



SBs are available online, and they are free. Take a look at any engine or airframe manufacturer’s website and you’ll find up to date information on the safety issues identified from accident reports, service difficulty reports, and any other data used for safety analysis and product improvement.

You can also find information, guidance, recommendations, and airworthiness concerns for your aircraft free of charge in the FAA’s Special Airworthiness Information Bulletin (SAIB) database at bit.ly/SAIBdatabase. It is searchable by SAIB number or by aircraft make and model. Subscribe and get the latest ADs and SAIBs delivered straight to your inbox.



Service Bulletins are a great way to stay informed about product improvements and safety issues that affect your aircraft. Take an active role in maintenance by reviewing inspection results and discussing ADs and SBs with your mechanic.



www.FAASafety.gov

Download All Fact Sheets at bit.ly/GAFactSheets

UPCOMING EVENTS

TOM AUERBACH of Ponca City, OK does a GREAT job of keeping a list compiled of upcoming aviation events. Looking for an excuse to fly? Here you go! Remember to verify as part of your preflight! Covid issues as well as weather issues can cause last minute changes.

Sept 29 - Oct 3 - Cass, AR - Byrd's Adventure Center (51AR) See www.ArkansTOL.com for ever emerging details.

September 30 - Oct. 3rd - Huntsville, AL- US Pilots Association Fall fly-out. The weekend will include an FAA Safety Seminar, a tour of the U.S. Space and Rocket Center, the U.S. Veterans Memorial Museum, and time to explore on your own. View more details and register by visiting <https://USPilots.org>

Saturday, October 2, 2021 – * CANCELLED***
Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast – 7-10AM
Ponca City OK Regional Airport (KPNC)**

Saturday, October 2, 2021 – Closed in morning Enrique's Mexican Restaurant – Ponca City Regional Airport

Thank you for all the love and so many prayers for our family and staff.

We will be closed Saturday morning, October 2, for Enriques memorial service but will open at 4pm.

For now....

We are back to work and look forward to continuing to serve our community!

We are short staffed so we appreciate your patience but are working hard to provide the best homemade authentic food around!

See ya soon, Mercedes

Saturday, October 2, 2021

Annual Aviation Festival 2021 – Max Westheimer Airport (OUN) Norman OK– 9AM to 2PM

Saturday, October 2, 2021

Syracuse/Hamilton CO (3K3) Annual Classic Fly-In.

Steve Phillips 620-384-5835 (Remember Syracuse is on Mountain Time) Flyer available on request.

October 2 - Morrilton, AR - Morrilton Municipal Airport (KBDQ) 9:00 AM until all food is gone. Full Breakfast with Petit Jean Sausage & Bacon. Sponsored by EAA 1590. EAA Meeting will follow breakfast. This will be a recurring event on the first Saturday of the month. Contact: 501-472-1197

October 2 - Springdale, AR - Springdale Municipal Airport (KASG) 9 AM - 4 PM Flightline Bar & Grill Breakfast all day with free pancakes with each meal.

479-318-2523 Flightline's new hours: We're open Tuesday-Friday 7-2, and ALL Saturdays 9-4. We will continue to offer free pancakes on the 1st Saturday of the month

Sunday, October 3, 2021

ALVA, OKLAHOMA - DONUTS AND COFFEE - Every Sunday 8am – 10am

Alva Regional Airport (AVK) CTAF: 122.8

No Cost. Donations appreciated.

Derrick Courson -Manager

(580) 327-2898 – Airport

(580) 748-2709 – Cell

2875 College Blvd.

Alva, OK. 73717

Website <http://alvaok.org/ara.htm>

<https://www.facebook.com/alvaregionalairport>

Friday-Saturday, October 8-9, 2021

Fall Festival of Flight – 59th Annual Classic Airplane Fly-In

Gainesville Municipal Airport (KGLE) TX

Texas Chapter Antique Airplane Association – www.txaaa.org

Saturday, October 9, 2021

Wichita EAA Chapter 88 - 2nd Saturday Breakfast Monthly Breakfast 8 - 11 AM. Eggs, Pancakes, grilled Sausage, Coffee and Juice!!

11+ \$7 - 4-10 \$5 - 3 under Free

Fly in to Colonel James Jabara Airport in Wichita KAAO

Saturday, October 9, 2021

Ottawa KS Breakfast Fly-In

Ottawa Municipal Airport (KOWI) AirNav.com

CTAF: 122.8

2nd Saturday of each month (May thru October)

Aviation Explorers Post 8000 Breakfast Fly-in, Ottawa, KS

Breakfast Fly-in 8 am – 10 am. All money raised will help the scout kids pay for gas to learn how to fly. Questions? Call Kevin McCurdy: 785-242-5310 or email: kmccurdy@ottawaks.gov

October 9 - Carlisle, AR - Carlisle Municipal Airport (4M3) EAA chapter 122 UL will host their monthly 2nd Saturday Fly-in/Drive-in breakfast 8:00-until food is gone.

This will be a full menu breakfast: Waffles, hot cakes, bacon, eggs, sausage, biscuits, gravy, bacon. Pilots flying in eat free.

For additional information contact Dave Johnson, (501) 230-5469

Wednesday-Sunday, October 13-17, 2021

Spartan Trailer Rally – Planes, Trailers and Automobiles

Tulsa International Airport (KTUL) - The Tulsa Air and Space Museum is an aerospace museum in Tulsa, Oklahoma, United States. It is located in the northwest corner of the Tulsa International Airport property.

Flyer available on request.

Saturday, October 16, 2021

Enid Barnstormer's Breakfast Buffet Fly-In
Woodring Reginal Airport (KWDG) AirNav.com
TOWER: 118.9

Fly-In Breakfast; 3rd Saturday of the month (Jan thru Oct); \$8 per plate

Questions? Call Keston Cook: 580-234-5476 or email: kcook@enid.org

Annual Poker Run

October 16 - Berryville, AR - Carroll County Airport (4M1) Third Saturday BREAKFAST Event. Serving 0800 - 1000. Breakfast is back on the menu: \$7.00 suggested donation. ALL-YOU-CAN-EAT - scrambled eggs, bacon, sausage, flapjacks & always a mess of homemade sweet treats made by the airport wives.

October 16 - Pine Bluff, AR - Grider Field Airport (KPBF) fly-in breakfast 3rd Saturday of every month. Our specialty is eggs anyway you want them, from fried to eggs Benedict. You should try our omelets. Come enjoy your breakfast in our WWII style Officers Club. A \$8.00 donation gets you all you can eat. Contact: Sara Works (870-543-9933) email: works_sara@yahoo.com

Friday-Saturday-Sunday, October 22-23-24, 2021

36th Annual Flying M Ranch Fly-In & Campout – Reklaw Texas (7TA7)

FaceBook: FlyingMRanch Reklaw – Website: www.reklawflyin.org

Oct 22 - 24 Gassville AR 72635 “11th Annual Roller Fly-In”

Saturday, October 23, 2021

Sundance EAA Ch24 Pancake Breakfast Fly-In & Young Eagle Flights

Sundance Airpark (KHSD) AirNav.com CTAF: 122.7

Every 4th Saturday Mar thru Oct (except July). Time: 8:00 am - 11:00 am

Monthly Pancake Breakfast and Young Eagle flights. If you plan to attend for the Young Eagle flights, please phone or email at least 24 hrs in advance and let us know how many plan to attend. Please note that Young Eagle flights are subject to weather and pilot availability.

Questions? Call Pat Cohenour: 405-495-1612 or email: patricktc@cox.net

Register for Young Eagle flights here: REGISTER

Oct 23 - Hollister, MO - Branson Airport (KBBG) Fly-in

Oct 23 - 24 - Ercoupe Fly-in Camp out at Critters Lodge TE01

Dillard Airport (TE01), Centerville, TX

Saturday, October 30, 2021

Parsons KS Biscuits & Gravy Fly-In
Tri-City Airport (KPPF) AirNav.com CTAF: 123.0

Last Saturday of each month; January thru October.

Food and fellowship for anyone interested in airplanes. Breakfast is \$6.00

Questions? Call Marlene Carson: 620-423-9878 or email: CarsonM@cableone.net

October 30 - Springdale AR - Springdale Municipal Airport (KASG) Flightline Bar & Grill Fly-In 11-3

Saturday, November 6, 2021 * TENTATIVE *****

Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast – 7-10AM Ponca City OK Regional Air-

port (KPNC)

Saturday, November 6, 2021

OAAA Fly-In and Car Show – Pauls Valley OK Municipal Airport (KPVJ)

We have Norma's Food Truck coming to serve tacos and burgers and we will continue to sell beverages inside. We are expecting a few hundred cars to show up so we will be asking for lots of help, not only with the cars but airplane parking as well. It was decided to allow people to sell items if they bring a booth to do so and we will charge \$20 a booth and \$20 per car. The Young Eagles program from Ada will come and help with whatever we need help with. We will have new T-shirts made that feature airplanes as well as the car show.

Saturday, November 6, 2021

EAA 377 Noon Potluck, hosted by Stan Reiss family.

Nov 6 -Nov. 6th. KBYH, Blytheville Arkansas (KBYH). Fly-In. with The Commemorative Air Force

**36th Annual FLYING M RANCH Fly-In & Campout
REKLAW, TEXAS - October 22 - 23 - 24, 2021**



**DAVE & MARCIA MASON, Phone: 936-369-4362
STINSONEER@AIRMAIL.NET - FB: FlyingMRanch Reklaw
7TA7 - N31° 50.7' W94° 57.5' - RWY 02-20
3,500' TURF - 310 ft. ELEV - UNICOM 122.9**