

fly paper

April 2022
EAA CHAPTER 377

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

LAST MONTH

A BIG THANK YOU to Crotts Aircraft of Dodge City for hosting our March fly-in last month. Amador Rodriguez Paniagua provided these photos.



THIS MONTH



EAA 377
Noon Potluck
SATURDAY, APRIL 9
Dennis Tevebaugh & friends
Elkhart, KS KEHA
 Brisket & Beans—
 Bring a side dish to share



Come and look at vintage aircraft on our concrete parking ramp. Dennis Tevebaugh will provide brisket and beans. Please bring a side dish to share. We are located at the extreme corner of Kansas. Elkhart(EHA). We have excellent hard surface concrete(17 & 35-Right Traffic) 4,900feet. Crosswind tarmac runway 4,900 feet. 100LL Fuel is available AWOS-3PPT 118.025 and Contact Elkhart CT on 122.8 The event will be in hangar 11 (Bill Cotter's hangar). Contact person Dennis. Tevebaugh 620-360-6100

FAA Identifier: EHA
Elevation: 3622 ft.
From city: 1.00 mi. E of Elkhart
CTAF: 122.8
WX 118.025T (620-697-4973)
RW 4/22: 4900 x 60ft.
RW 17/35: 4900 x 75ft.

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 May 2022 issue is May 4, 2022

OFFICERS:

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

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

Newsletter Editor / Publisher—Mary Shortridge 620-272-4379 (receives text messages, photos) maryshortridge@gmail.com 12401 Yankee Hill Rd, Benet, 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

With the state of Covid19 stuff, who knows what will happen on a day to day basis. President Bill Cotter 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...

9 April—EAA 377 BBQ Cook-off, hosted by Dennis Tevebaugh (620-360-6100)

14 May—**CANCELLED**. We need a volunteer host!

11 June— **Summer Kick Off Noon Potluck Fly In** EAA 377 Noon Potluck, hosted by Logan Aviation, Lakin, KS.

18 June—**Colby Airshow**

9 July— EAA 377 Noon Potluck, hosted by Marshall Watson Family. Sublette, KS 19S.

13 August— EAA 377 9am BREAKFAST, hosted by Hooker, OK Airport.

17 September— EAA 377 Noon Potluck, hosted by Mid America Air Museum/Bob Immel, Liberal, KS KLBL

1 October—Syracuse/Hamilton CO (3K3) Annual Classic Fly-In. Steve Phillips 620-384-5835 (Remember Syracuse is on Mountain Time)

1 October— Run Drive Fly to Lakin

5 November— EAA 377 Noon Potluck, hosted by Stan Reiss family. Plains, KS. 620-629-3604

December—EAA Christmas Party.

ANOTHER ISSUE

THANKS TO: Amador Rodriguez Paniagua, Bill Anton, Bill Long, Bob Immel/Mid America Air Museum, DeAnn Ediger, Dennis Tevebaugh, EAA, FAA Safety Team, Jared Bixenman, Kymberly Logan, Liz Vulgamore, Mark Ostmeyer, Paul Fiebich, Pilotworkshops.com, Randal Loder, Sporty's Pilot Shop, Stan Reiss, 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.



HEARD IN THE HANGAR

FROM STAN REISS—One topic of discussion at Dodge City gathering was how do we grow our membership? We need younger pilots to join or encourage current members to attend each month.

FROM JIM KIRK—Photo shows PT-26 elevator pieces reworked & primed now layed out in preparation for covering using Air-Tech materials. FAA “visits” next Wed so a covering “party” is planned Mar 24. Moving quickly...Very Slowly.



UP FOR DISCUSSION—May 14 Young Eagles event scheduled for Elkhart in May has been cancelled. Bill Cotter has been fighting a tough health battle for months and just recently returned home to Elkhart. This will leave Elkhart short handed for this event. If you have an idea for a fly-in location for May please let one of our officers know. Also, do you have some ideas on encouraging student pilots and new pilots to attend our events? Let’s keep growing our chapter!



KYMBERLY LOGAN—is excited to organize a gathering of EAA members and friends to attend the new TOP GUN movie at the Garden City Mitchell Theater. Depending on the timing, the planned event might include a gathering for lunch before the movie. Courtesy car or shuttle will be available for “fly-ins”. Contact Kymberly for more details, or watch your emails from me in the upcoming weeks. Kymberly Logan, Logan Aviation 620-260-0502

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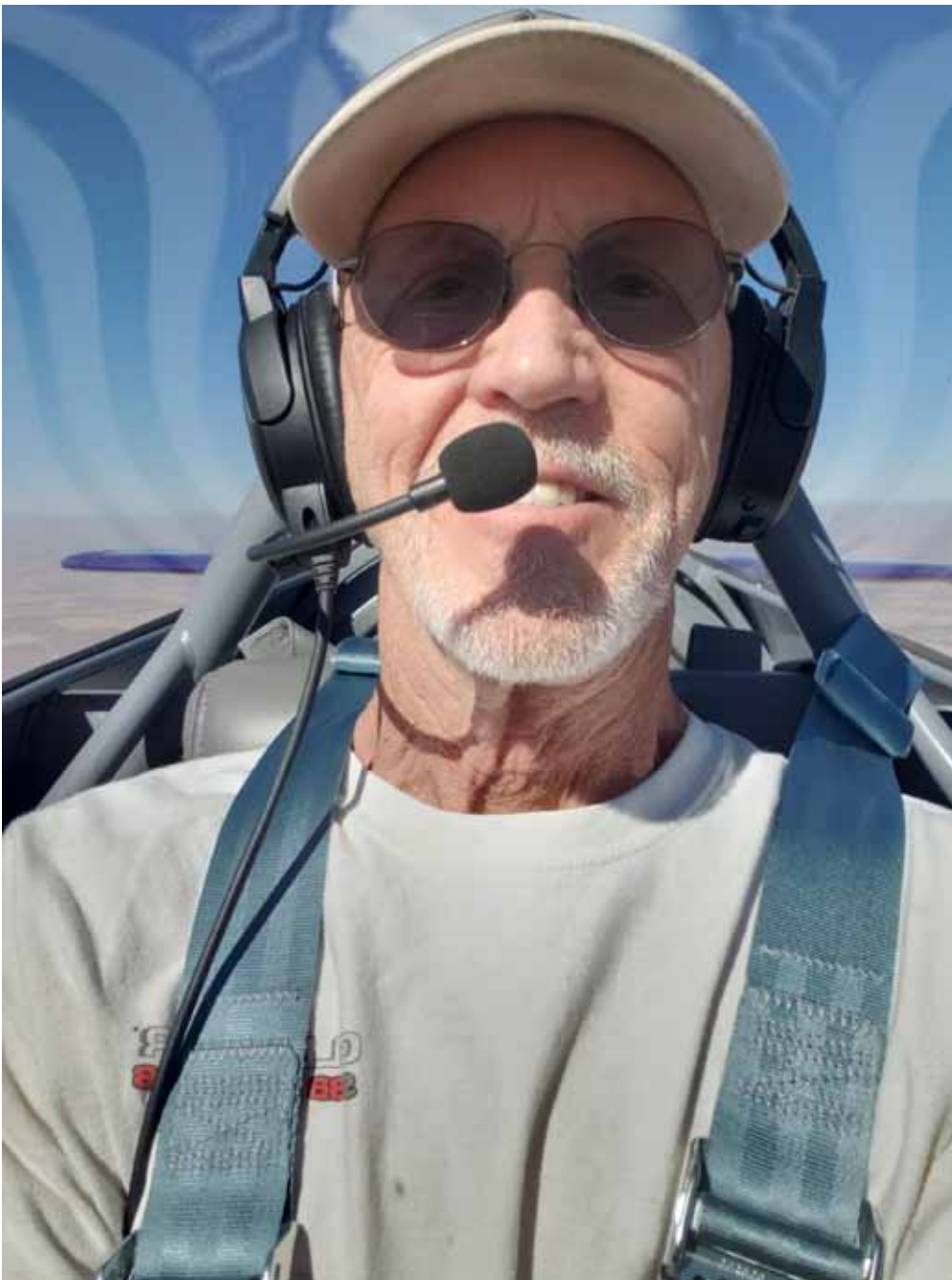
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HEARD IN THE HANGAR

More photos from Crotts Aircraft of Dodge City
March fly-in last month. **AMADOR RODRIGUEZ
PANIAGUA** provided these photos.





FROM BILL ANTON—

I've been working my way through the EAA Flight Test Manual for the RV-4. It's an organized approach to the 40 hour Phase I requirement instead of just flying in circles for 40 hours. There are 18 different Test Cards which leads you through everything from Engine Run/Taxi test, First Flight, Pitot Static Check, Wings Level Stalls, Range & Endurance, Takeoff/Landing Performance, etc. etc.

Some interesting numbers I've come up with are

Full Flaps Stall speed of 53 mph, Top Speed – 216 mph, Cruise at 24mp/2400 rpm, 206 mph, 8.5 gph, 3.66 Hours and 750 miles range with 2 gal fuel reserve, Range & endurance at 20"mp/2000 rpm, 175 mph, 5.5 gph, 5.4 hours, 945 miles with 2 gal fuel reserve.

Climb for 3 minutes from 6000 ft to 10,400 average 1800 fpm. It has 8.5 hours on it so have lots of time to go before I'm legal outside the 100 mile radius from my airstrip.





SAFE AND EFFICIENT OPERATIONS AT A TOWERED AIRPORT

GENERAL COMMUNICATIONS AND ARRIVALS

by

MIKE SCHEIMAN, GCK AIR TRAFFIC MANAGER

With the increasing warmer temperatures, there's always an increase in operations at GCK, usually a steady increase until July, which is normally our busiest month at GCK. With the increase in traffic and especially student traffic, I would like to take an opportunity to talk about how we can all work together for the safest and most efficient operations into and out of the airport. These are great reminders that can be used at any towered airport, large or small. Please feel free to share this with students, instructors, and anyone else that would like some helpful refreshers. I plan on doing a series of different phases of operation in and out of the airport. This will be the first of several.

First a reminder of GCK's operation. The tower at Garden City is not equipped with radar of any kind. We rely on accurate position information. Once we can see you, with or without binoculars, we can then base sequencing and spacing on visually knowing where you are. When it's severe clear with no contrast or it's smoky or dusty we are not always able to see you until you are a couple of miles away. I cannot stress enough how important your accurate mileage and direction from the airport is to us finding you and sequencing you in. We understand that most ATC towers have radar, and it is assumed that we know exactly where you are, but there are many towers like ours that do not.

Communicating with ATC is a great place to

start our discussion. Brevity is important, and contacts should be kept as brief as possible, but we must also know what you want to do before we can decide on what actions to take. Here's some great tips straight from the AIM:

- 1.) Listen before you transmit. Pause, listen, and make sure the frequency is clear. This also gives you the opportunity to find out if the traffic pattern is busy or not.
- 2.) On initial contact:
 - a. Use the name of the facility, "Garden City Tower (or Ground)"
 - b. Use your FULL aircraft identification (Aircraft type, model or manufacturer followed by all digits of your registration number – Skyhawk 100FG, Piper 34675, Twin Cessna, Experimental, etc.)
 - c. Tell us your position in the air or on the ground.
 - d. Tell us your request if it's short.
 - e. Let us know that you have the weather information (or ATIS code at other airports).
 - f. EX: "Garden City Tower, Skyhawk 100FG, 15 miles east, inbound for the option with ASOS". "Garden City Ground Piper 34675 at Saker for taxi, VFR to the east, with ASOS". If it is busy or if you have a lengthy request, just use "Garden City Tower, Skyhawk 100FG" and wait for a response. Many times, the controller will be busy with a vehicle or aircraft that you may not hear or is talking with ZKC ARTCC, so wait a minute before calling again.
- 3.) ALWAYS reply to instructions or questions with your callsign. If someone keys up and says "Cleared to land" without a callsign, that can cause confusion and the possibility of someone taking the wrong clearance. If you're a student pilot and you want the tower to give you extra assistance or consideration, then use "Student Pilot" on initial contact. This is not required but lets us know that we may need to help a little more or even slow our rate of speech.
- 4.) Initial callup should be around 15 miles out. This gives us time to plan for other aircraft and advise of other traffic if necessary. You must call prior to the Class D airspace at a minimum and get authorization to enter.
- 5.) Separation is Job One. We base our actions, sequencing and separation on a pilot doing what we have instructed them to do or what they are requesting to do. If you say that you are "inbound to land" we expect a full stop and will base traffic behind or in front of you on you making a full stop. We don't always need a clear runway, we can use distances such as 3000, 4500 and 6000 ft depending on the operation and the aircraft involved. But if you say you will full stop and you are landing behind another aircraft rolling out, and then you decide to do a touch and go, that breaks separation. Obviously, in a go-around situation there are exceptions. All we ask is that if you are coming in to do

pattern work, great, just let us know on initial callup, "Inbound for touch and go's".

6.) There will be times that you are set up for, let's say, a base entry, but we direct you to enter a downwind. This is for separation and sequencing purposes. Time permitting, we will let you know why we chose an action like this.

7.) If you are receiving VFR flight following with Center or an Approach Control, make sure you are familiar with the airport you are going to and have the airport in sight before cancelling your flight following services. I can't tell you how many times I have had aircraft get flight following with ZKC when inbound to GCK and then they cancel their services, only to come over to the tower and state that they don't have the airport in sight or are "lost". This situation can also lead to a wrong surface landing. With a tower that has no radar, our only safe option is to have you go back to Center to get a vector to the airport. Anyone that flies around our region knows that a pilot telling us they are over a feed yard or a corn field, doesn't help us in any way.

8.) If you are flying into an airport IFR, make your request for a different runway with ZKC/Approach Control, so they can coordinate that with us or any other tower. We pick a runway based on the wind being more than 6kts and the one most nearly aligned with the wind. You may want another runway, and usually we can accommodate that. A little behind the scenes: when ZKC gives us a position we start mapping out what leg we will have you enter based on the runway in use. We also may move other traffic to a opposite downwind, if we assume you are going to the runway in use from a particular direction. The more advanced warning we have, the smoother it is for everyone.

I want to end this first part with a big thank you for using GCK. You are our customers. We are here to serve you. But we also have limits and regulations that we must abide by. If there's ever anything you don't agree with or have questions on, please feel free to call or visit the tower. We especially encourage students to visit the tower and get the opportunity to see that we're just humans like they are. We can be reached at 620-276-8994. Until next time...

EAA Webinars Schedule

Preregistration is recommended, as space is limited.

Your Airplane's Report Card

WEDNESDAY, APRIL 6, AT 7 P.M. CST

Presenter: Mike Busch | Qualifies for FAA WINGS and AMT credit.

Gyrocopters of the EAA Collection, Part 2

TUESDAY, APRIL 12, AT 7 P.M. CST

Presenters: Chris Henry and Ben Page | Museum Webinar Series

Welcome to EAA – Getting the Most Out of Your Membership

WEDNESDAY, APRIL 13, AT 7 P.M. CST

Presenters: David Leiting

Young Eagles Build and Fly – EAA's Youth RC Build Initiative

THURSDAY, APRIL 14, AT 7 P.M. CST

Presenters: Serena Kamps

Controllability as Affected by Weight and Balance

WEDNESDAY, APRIL 20, AT 7 P.M. CST

Presenters: Gordon Penner | Qualifies for FAA WINGS credit.

Planning for International Young Eagles Day

THURSDAY, APRIL 21, AT 7 P.M. CST

Presenters: David Leiting

Bad News Is Good News: Avoiding Most Accident Scenarios

WEDNESDAY, APRIL 27, AT 7 P.M. CST

Presenter: Tom Turner | Qualifies for FAA WINGS credit.

MGL Avionics

TUESDAY, MAY 3, AT 7 P.M. CST

Presenter: Adam O'Connor | Homebuilders Webinar Series

Tulip Fever (Pre-buys)

WEDNESDAY, MAY 4, AT 7 P.M. CST

Presenter: Mike Busch | Qualifies for FAA WINGS and AMT credit.

Baby Ace: The Airplane That Brought Homebuilding to the Headlines

TUESDAY, MAY 10, AT 12 P.M. CST

Presenters: Chris Henry and Ben Page | Museum Webinar Series

Out After Dark — A Pilot's Guide to Flight at Night

WEDNESDAY, MAY 11, AT 7 P.M. CST

Presenter: Prof. H. Paul Shuch | Qualifies for FAA WINGS credit

Pass Your Checkride, Part 1: Paperwork & Oral Quizzing

WEDNESDAY, MAY 18, AT 7 P.M. CST

Presenter: Larry Bothe | Qualifies for FAA WINGS credit.

Pass Your Checkride, Part 2: The Flight

WEDNESDAY, MAY 25, AT 7 P.M. CST

Presenter: Larry Bothe | Qualifies for FAA WINGS credit.

EAA gratefully acknowledges the support of Aircraft Spruce & Specialty Co. for its generous sponsorship of our webinar programs.

CROTTS AIRCRAFT OF DODGE CITY MARCH FLY-IN



More photos from Crotts Aircraft of Dodge City March fly-in last month. [STAN REISS](#) provided these photos.

KYMBERLY LOGAN KEEPS THEM FLYING



Did you know if your magneto timing is incorrect or magnetos are weak you could be losing optimal power?

Magnetos are the source of the spark for your spark plugs. For redundancy and better fuel burn, there are two to every motor. One runs the top plugs on one side of the motor and the bottom plugs on the other side. The other, obviously, runs what's left. Again, redundancy. Something the FAA loves!

One way to make sure your magnetos are operating at their best is during run up and doing your mag check. You can have a mag drop of a maximum difference of 175 RPM and a difference of 50 RPM between the two. That's a huge difference in RPMs when you may need them for whatever reason. Personally, I like to see mine no less than 50 RPM and 25-50 RPM between the two. This helps a mechanic and the owner/operator know when something is wrong.

If after an annual, your magneto drop is at 50 RPM and a few months later your mag drop is now at 100 RPM, you can let your mechanic know. Sometimes it's as simple as new points or capacitor. Sometimes it means you need a 500 HR inspection done on your mags. If it's caught beforehand, you could save yourself the costly overhaul. Some mags just have a weak magnet and it needs to be re-magnetized and the points cleaned. It's simple but extremely effective! And it can be done at your next annual, because it's still within limits. So, your planning ahead and no sticker shock expressions are needed!

Another item I see that is not always checked

is the P-lead. It's a simple check that should be done before shut down at low idle. Before you pull your mixture all the way out, turn your magneto switch to off for a split second and back on. You will hear and see a drop in RPMs. This is perfect! It means your magnetos are grounded for that split second. Which is good for when you have to turn the propeller to attach your tow bar. I have personally seen a hot motor restart with the keys on the dash. Luckily, no one was hurt, but it is possible! If both magnetos are not grounded, there is a potential for the motor to start.

For extra knowledge, it's hard on a lot of things to shut your motor down with the magneto switch. If pulling your mixture all the way out does not work, turn your fuel off. If that still does not shut it down, take it to your mechanic and then turn it off with your magneto switch. I will elaborate on this next month!

Until then.... Happy flying!!

Remember, if you can see a trend happening, you can save yourself down time, headaches and costly repairs!

Kymerly Logan
Logan Aviation
620-260-0502

FOREFLIGHT UPDATES HAZARD ADVISOR AND WEIGHT AND BALANCE FEATURES

ForeFlight recently released their latest app update, version 14.2, which improves two of the app's popular preflight planning tools. In this article, we'll show where to find the new features and how to make the most of them when planning your next flight.

Here's a quick summary of what's new, sorted by subscription plan:
Basic – Enhanced Weight and Balance
Pro Plus – Hazard Advisor Altitude Preview
Performance Plus – Weight and Balance integrated with Flights, Jepp Organized Track Systems

Read the complete article <http://ipadpilot-news.com/2022/03/foreflight-updates-hazard-advisor-and-weight-and-balance-features/>

Mid-America Air Museum

By Bob Immell, Director



This month's featured airplane is the magnificent Beech Model 17 Staggerwing. The Staggerwing was the brainchild and passion of Walter Beech and was the airplane that Walter wanted to build all the way back to before the Beech Aircraft Corporation was even formed. It made its maiden flight on November 4, 1932 and was first put into production in 1933. Between 1933 and 1949 when the last Staggerwing rolled off of the production line a total of 785 had been made. Each plane was a custom build with finishing details to the interior of real wood, leather and mohair upholstery. The frame of the airplane was primarily welded steel tubing instead of an all wooden one. While being famous for its "staggered wing" with the upper wing being set back further on the fuselage than the lower

wing defying the conventional wisdom of biplanes of the time it was also famous for its enclosed cabin and retractable landing gear. The landing gear on the very first production planes however were not retractable at all, but were instead fixed and had spats covering the wheels. The plane was intended to be a "Business Executive Airplane" with its primary competition being the Waco Custom Cabin or the Waco Standard Cabin biplane, but ironically the principal buyer of the airplane was the United States Army Air Force and the United States Navy, and to a lesser extend the British Royal Air Force & Navy. The original price tag in 1933 was between \$14,000 and \$17,000 and the last 16 produced sold for \$29,000 apiece in 1949.

By the start of WWII only 424 had been sold, and they were used most famously in air racing, with several notable victories and achievements occurring in this time period. For example, some of these were as follows:

- 1936 Bendix Trophy Race with Pilot Louisa Thaden & Co-Pilot Blanche Noyes winning the race



using only an average of 65% of the engines power output.

- 1936 Louisa Thaden won the Harmon Trophy.
- 1937 Jackie Cockran set a women's speed record of 203.9 mph and an altitude record of over 30,000 feet.
- 1937 Jackie Cockran finished 3rd in the Bendix Trophy Race.

In World War II over 270 modified Staggerwings were initially purchased by the United States Army Air Force. This was soon followed up by another 118 that were purchased or leased from private owners by the Army and Navy. Jackie Cockran's Staggerwing was one of these. The British Royal Airforce and the British Royal Navy also purchased 106 Staggerwings. The United States Army Air Force called their Staggerwings the UC-43 which were equipped with a circular automatic direction finder antennae mounted between the main landing gear and had landing lights on the lower wings. These planes were all powered by the Pratt & Whitney R-985 engine. The United States Civil Air Patrol also used Staggerwings in WWII to patrol the East Coast of the United States and the Gulf of Mexico.

The Staggerwing that is in the Mid-America Air Museum came from the James Keith Peachy family from the Hugoton, KS area. It is a F-17-D Model Serial Number 257 and was manufactured in January 1939 at a cost of \$29,000. Only 60 F-17Ds were manufactured. It is equipped with a Jacobs L6MB engine with a rated horse power of 300. The engine weight is 535 lbs, and has an oil capacity of 5 gallons. The Standard Weight of the planes is listed at 3940 lbs. The wingspan is 32 feet. The Cruise Speed is listed as 182 kts and a Max Speed listed as 250 mph. The Service Ceiling is reported to be 18,000 feet (Jackie Cockran's plane had been modified to set her altitude record) with a range of 500 miles. The fuel capacity information I have is conflicting with it being reported to be 77 gallons in some documentation and 125 gallons on other documents. One of the unique things about the Staggerwing on display here is that it has two doors instead of one. According to some records and correspondence I reviewed this was a factory option and not a modification made later with at least one other Staggerwing having two doors

although I have been told there were 7 made this way, but I can't verify the numbers.

Interesting enough at the request of the Civil Air Patrol last year I sent them detailed pictures of the exterior and interior of the Staggerwing here to be used at their anniversary convention which I think is a great honor for the Air Museum. If you haven't been by the Air Museum recently please stop by and check it out. Have a great day.

FAA SAFETY TEAM SAFER SKIES THROUGH EDUCATION

“PREFLIGHT WEATHER SELF-BRIEF - BASIC PLUS UPCOMING WEBINARS”

Topic: Analyze the Weather on Your Route to Make Safe Decisions—and in only 10-15 Minutes!

Monday, April 18, 2022

15:00 Pacific Daylight Time

(16:00 MDT, 17:00 CDT, 18:00 EDT, 12:00 HST,
14:00 AKDT, 15:00 Arizona, 22:00 GMT)

Select Number: WP01111829

Description:

Weather is the most lethal of all major causes of aviation accidents.

In this 60 minute webinar, learn the practical lessons you can apply to increase the speed and accuracy of your preflight weather briefings.

- Learn the 6 elements you **MUST CHECK** in any brief
- How to significantly reduce the mountain of needless data
- How to use (and the value of) the new graphical forecast for aviation
- Where to identify each of the six aviation weather hazards

This is for anyone who is looking for a simpler, faster way to accurately perform a preflight brief and identify the potential hazards without complexity.

Register by going to: <http://www.fly-rite.com/free-webinars>

COLBY MUNICIPAL AIRPORT



AIRSHOW
SATURDAY, JUNE 18

7AM-10AM: BREAKFAST

8AM-1130AM: EAA YOUNG EAGLES RIDES
FREE AIRPLANE RIDES FOR AGES 8-17

1PM-3PM: AIRSHOW

PERFORMERS INCLUDE:



*Bob Richards with a Pitts and Correll/Richards together
There will be some static displays.*

- ✳ NO ADMISSION FEES
- ✳ BRING A FOLDING CHAIR
- ✳ FOOD VENDORS ON SITE FOR LUNCH



EAA Chapter 569 presents...

fly on the **Ford**



A fully restored Tri-Motor is coming to
LINCOLN AIRPORT (LNK)
MAY 5-8, 2022

Experience air travel as it was in the
Golden Age of Aviation. Book your flight today!

Learn more or reserve your seat today, visit:
877-952-5395 • FLYTHEFORD.ORG
• EAA Chapter 569 website: eaa569.org •



ADVANCED ONLINE

WALK-UP

ADULT \$72

CHILD (17 AND UNDER) \$52

\$77

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 blantonb610@gmail.com

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

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.

Saturday, April 9, 2022

Haskell OK: Coffee & Donuts

Haskell Airport (2K9) AirNav.com CTAF: 122.9
EVERY SATURDAY - 8:00 am - 10:00 am - Rain or shine, fly or drive, aviation enthusiasts will be there no matter what the weather is doing.

Saturday, April 9, 2022

Wichita EAA Chapter 88 - 2nd Saturday Breakfast
Monthly Breakfast 8 - 10 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

April 9 - Carlisle, AR - *** Cancelled ** Airport closed for runway resurface.

Carlisle Municipal Airport (4M3) EAA chapter 122 UL will host a FREE appreciation Fly-in/Drive-in breakfast 8:00-until 10. This will be a full menu breakfast: Waffles, hot cakes, bacon, eggs, sausage, biscuits, gravy, bacon. Everyone eats free this month. We thank everyone who has supported our chapter activities throughout the years. Contact: Was755@suddenlink.net

Saturday, April 9, 2022

EAA 377 Noon Potluck Lunch – Elkhart KS (KEHA)
Brisket and Beans – bring a side dish.

Sunday, April 10, 2022

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>

Saturday, April 16, 2022

Enid OK – Woodring Airport (KWDG) Fly-In Breakfast - \$0.50/gal discount on fuel

Barnstormers Restaurant – 7:30 to 10:00AM – Breakfast Buffet \$8.00/person

Our official Fly-Ins will start this month, on the third Saturday like usual, and will run through September.

Barnstormers Restaurant does have their Barnstormers Breakfast on the third Saturday on January, February, and October, so they we still technically have “Fly-Ins” on those months on the same hours. Keston Cook – Airport Director.

Saturday, April 16, 2022

Haskell OK: Coffee & Donuts

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EVERY SATURDAY - 8:00 am - 10:00 am - Rain or shine, fly or drive, aviation enthusiasts will be there no matter what the weather is doing.

Saturday, April 16, 2022

David J. Perry Fly-In Pancake Breakfast

David Jay Perry Airport (1K4) AirNav.com

RAIN OR SHINE (Fly or Drive) TIME 8:00 am - 10:00 am

Questions? Call Larry: 405-439-3704

Pancake breakfast on Third Saturday (continuing event) at David J. Perry Airport, Goldsby, Oklahoma.

April 16 - Berryville, AR - Carroll County Airport (4M1) Third Saturday BREAKFAST EVENT!! Attention! The time has changed and so has 4M1....NOW SERVING BREAKFAST: Farm fresh scrambled eggs, sausage, bacon, flapjacks, sweet tea and always a bunch-o-sweet treats made by the airport wives...\$10.00 suggested donation. All starting at 0800. Contact: 870-423-8393

April 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

Sunday, April 17, 2022

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>

Saturday, April 23, 2022

Sundance EAA Ch24 Pancake Breakfast Fly-In

Sundance Airpark (KHSD) Yukon OK AirNav.com
CTAF: 122.7

Every 4th Saturday Mar thru Oct (except July). 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 Co-henour: 405-495-1612 or email: patricktc@cox.net

Saturday, April 23, 2022

Lyons-Rice County Municipal Airport (KLYO) - Lyons, Kansas, USA

1st Annual Rice County Airport KS Airshow – 9 AM til it's over.

April 23 - Fort Smith, AR - Fort Smith Regional Airport (KFSS) will be hosting a Fly-In. The event will kick off with breakfast Saturday, 4/23 at 8:30 a.m. with a full day of WINGS program, Tower Tour/Talk, Lunch and a Poker Run. Area hotels have been secured for those interested in arriving on Friday evening. Contact: Jim Kelly email: jpkelly3@aol.com or on cell at 479-651-1421

April 23 - North Little Rock, AR - North Little Rock Municipal Airport (KORK) EAA Chapter 165 4th Saturday Breakfast. We start serving at 8:00 and go until 10:00. If it is cold or hot, the hangar is well heated and air conditioned. DIRECTIONS : The main entrance to NLR Airport is on Remount Road. We have OUR OWN ENTRANCE, Gate #20, which is located about a city block south of the main airport entrance still on Remount Road. Planes park in front of the hangar and cars in the parking lot behind the hangar. We are located right at the beginning of runway 5. Please come on out Arrive hungry, leave stuffed. Any questions - 419 360-7414

April 23 - RAZORBACK WING, COMMEMORATIVE AIR FORCE - SEE THE 1941 PT-22 RECRUIT "MISS CHERRIE" COME RIDE IN A RARE WARBIRO THAT TRAINED PILOTS IN WWII In conjunction with the EAA Chapter 165 breakfast at North Little Rock Airport (KORK) from 0800 to 1000 on the fourth Saturday of each month, the Razorback Wing, Commemorative Air Force will be present displaying their 1941 Ryan PT-22 Recruit "Miss Cherrie" and available to meet with the public. We are recruiting pilots, mechanics, non pilots and youth 12 and older to join and help grow our team so that we can accomplish the CAF mission to EDUCATE, INSPIRE and HONOR here in Arkansas. The Razorback Wing CAF will also hold a monthly meeting from 1000 to 1100. Follow us on Facebook at <https://www.facebook.com/CAFRazorbackWing/> To contact us call or email Jeremy Lashbrook at 501-920-9635 or jeremylash@gmail.com Additionally, for a donation of \$200 you can ride in the Ryan PT-22. Riders must be 12 years of age or older. Riders weight limited to 220 lbs due to aircraft weight and balance restrictions. Any donations to the Razorback Wing CAF will be greatly appreciated and help us to further the CAF mission to EDUCATE, INSPIRE and HONOR here in Arkansas. Donors will also receive our newsletter and be kept up to date on our events.

April 29th and 30th at Cook Airfield (K50) Derby Kansas. The Rod Trowbridge memorial Fly-in. Hotels in Derby and south Wichita. Overnight plane camping but no showers. If we get a large number of people wanting to camp, I will bring in showers. Last year nobody camped. We have port-a-potties. Multiple food trucks. Two live bands Friday night. Four live bands Saturday afternoon, EAA young eagles free kids flights, Airplane poker run, motorcycle poker run, car show, 4x4 Jeep poker run, corn hole tournament, BBQ competition. Free to enter the event. It cost to enter competitions. www.rthrowbridgeflyin.com Contact: Ryan Trowbridge @ 316-371-8240

Saturday, April 30, 2022

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

April 30- Blytheville AR- Arkansas Aeroplex (KBYH). Fly-In. Free Lunch 11AM-1 PM. Burgers and Bratwurst. Donations accepted for National Cold War Center. Limited tour of the USAF Ready Alert Facility (2 pm), free admission to the Blytheville Air Force Base Exhibition (9 AM-4 PM). Featured Aircraft that day is American Airlines DC-3 Flagship Detroit. DC-3 Tours and rides available all day . For more information contact Barry 870-780-5871

May 14 - Searcy, AR Safety stand down. Breakfast and Lunch plus 6 presentations. More information coming..

May 19 - 22 Branson, MO USPA Flyout, Safety Seminar + many fun activities.

Saturday, May 28, 2022

Sundance EAA Ch24 Pancake Breakfast Fly-In
Sundance Airpark (KHSD) Yukon OK AirNav.com
CTAF: 122.7
Every 4th Saturday Mar thru Oct (except July). 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.

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Friday-Sunday, June 3-5 - Mountain View, AR - Wilcox Memorial Field (7M2) Ercoupes will gather for a week-end of fun, food, music, and relaxation in the Folk Music Capital of the universe. Everyone is welcome contact Andy -- email: andya@diamondcity.net for details.

11 June— Summer Kick Off Noon
Potluck Fly In EAA 377 Noon Potluck, hosted by Logan Aviation, Lakin, KS.

9 July— EAA 377 Noon Potluck, hosted by Marshall Watson Family. Sublette, KS 19S.

13 August— EAA 377 9am BREAKFAST, hosted by Hooker, OK Airport.

Saturday, September 10, 2022
Greene County Aero Fest Fly-In – Claremore Regional Airport (KGCM)
Breakfast 8:00AM to 10:30AM – Lunch 11:30AM to 2:00PM
Contact: Joel Howard 918-645-2635 or joel@aircraft-specialties.aero

Saturday, September 10, 2022
EAA CHAPTER 1631 fly-in at Wellington KS Airport (KEGT). We will have a fly in breakfast and young eagle rides.
Matthew D. Wiebe, Airport Manager - (620) 440-2213

17 September— EAA 377 Noon Potluck, hosted by Mid America Air Museum/Bob Immel, Liberal, KS KLBL

Wednesday-Sunday, September 21-25, 2022
5th All Bellanca Fly-In – Bartlesville OK (KBVO)
September 24 – 10AM to 2PM - \$5 Donation suggested
This year's 2022 All Bellanca Fly-In is set for Weds Sept 21st- Sun 25th. Public day is Sat for those non aviators who are curious.
Stephen Dunbar

1 October— EAA 377 Syracuse/Hamilton CO (3K3) Annual Classic Fly-In.
Steve Phillips 620-384-5835 (Remember Syracuse is on Mountain Time)

1 October— EAA 377 Run Drive Fly to Lakin KS

5 November— EAA 377 Noon Potluck, hosted by hosted by Stan Reiss family. Plains, KS. 620-629-3604

PILOTWORKSHOPS.COM

“What should you do if your door pops open in flight?”

“A cabin door popping open just after takeoff can be a very distracting event and has been the cause of several accidents.

The natural pilot action is to attempt to get the door closed as soon as possible, and this is exactly the wrong thing to do. The most important thing is to maintain aircraft control. In my experience, it is almost impossible to get an open door closed in flight, so don't get distracted trying.

In most airplanes, the door will only open a few inches as there is a lot of airflow preventing it from opening too far. There may be some slight loss of performance but aircraft control should not be a problem. If your POH has a procedure, follow it. In general, avoid high speeds, and return and land using normal procedures.

In the worst case scenario, it is possible (but not probable) that the door could come off and hit something on the tail. This is a very low probability, but that could cause controllability problems. So there is good reason to maintain aircraft control and keep the speed from becoming excessive.

So if this happens to you, give up on the idea of getting the door closed. Return and land, and close the door on the ground.”

Find us on

facebook

“EAA 377”

-or-

www.eaa377.org