

August 2022
EAA CHAPTER 377



fly paper

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

LAST MONTH

Photos from Bill Cotter



A BIG THANK YOU to MARSHALL WATSON and his family, who hosted our July Fly-In Potluck at the Sublette, KS Airport.

Everyone is encouraged to come out and visit with the pilots, look at the aircraft, and enjoy the morning.

The Taco Stop will provide a delicious breakfast with breakfast burritos or breakfast plates including eggs, bacon or sausage, potatoes, and bread along with juice and coffee. All EAA members and pilots will receive a coupon for breakfast.

There will be a spot landing contest upon arrival with a \$50 gift card for the winner. In addition, there is an award for the pilot who flies in from the furthest distance.

For more information contact Aaron Witt at 580-522-1231 or Mark Davis at 620-482-0354.

HOOKER MUNICIPAL FLY-IN

August 13

9:30 a.m.



City of Hooker and EAA 377

\$75 Prize - Spot Landing Contest upon Arrival

\$100 Raffle - Pilots arriving by plane only

\$150 Prize - Furthest Distance (Plane, Straight Line to O45)

Breakfast Sold by Taco Stop

**Breakfast is free for pilots & EAA 377 Members*

Hooker, Oklahoma - O45 - 17/35 - 122.9

Self Service Fuel - \$6.07/Gallon (subject to change)

For More Information:

Mark Davis - (620) 482-0354

Jared Rowlan - (580) 651-1856

Greg Barnes - (580) 522-1016

Nick Hofferber - (580) 554-6425

Aaron Witt - (580) 522-1231

Anyone Interested in Aviation and Airplanes is Welcome!!

THIS MONTH

The 4TH ANNUAL HOOKER FLY-IN will be Saturday, August 13th at 9:30 am at the Hooker Municipal Airport, O45.

Airplanes from around the area and members of the local EAA Chapter 377 will be in attendance.

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 September 2022 issue is September 1, 2022

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

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With the state of Covid19 stuff, who knows what will happen on a day to day basis. Please confirm times/locations as some changes may occur. Sure hope to see you on the ramp some day soon!



COMING UP...

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.

EAA Chapter 1673, Colby, KS, recently formed. To see what we are up to, please join us at our upcoming chapter gathering or contact us at your convenience!

Where and When:
Meets 3rd Saturday of the month @ 8:30am
Colby Airport Terminal Building (KCBK)
5 Airport Plaza
Colby, KS 67701
Chapter Contact Information:
Kyle Taylor - President
785-691-8918 or kyle@tayloric.com

ANOTHER ISSUE

THANKS TO: Aaron Witt, Adam Williams, AOPA, Bill Anton, Bill Cotter, Bill Long, Bob Immel, Brian Shirley, DeeAnn Ediger, EAA National, Kymberly Logan, Liz Vulgamore, Mark Davis, Mike Scheiman, Pat Whitham, Paul Fiebich, Rachelle Powell, Randal Loder, Samantha Payne, Todd Crist, 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. However, staffing issues have forced them to be closed on Mondays until further notice.

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



TOM POBEREZNY, the retired president and chairman of the Experimental Aircraft Association, is being mourned by EAA and aviation communities after his death early Monday, July 25, at age 75, following a brief illness. Tom was EAA president from 1989 until 2010, and also served as chairman of the board for two years until his retirement in 2011.

“It is not lost on us that Tom’s passing occurred on the opening day of EAA AirVenture Oshkosh, the event he led into world prominence as its chairman beginning in the 1970s,” said Jack J. Pelton, EAA CEO and chairman of the board. “Tom’s legacy is tremendous in the world of aviation with his personal achievements as well as the growth of EAA, especially the development of the current EAA Aviation Center in Oshkosh, the Young Eagles program, and the creation of sport pilot nearly 20 years ago. He will be greatly missed, but more importantly, he will be remembered for all that he did for EAA and aviation. Our deep condolences and prayers go to Tom’s wife, Sharon, and his daughter, Lesley, and the rest of the Poberezny family.”

An accomplished aviator in his own right, Tom was a member of the U.S. National Unlimited Aerobatic Team that captured the World Aerobatic Championships in 1972. The following year, he won the U.S. National Unlimited Aerobatic Championship. He subsequently flew for 25 years as one wing of the legendary Eagles Aerobatic Team (originally the Red Devils), the most successful civilian precision flying team in history.

During his career with EAA, Tom oversaw a number of the organization’s milestone events. In the late 1970s he spearheaded EAA’s first major capital campaign,

which supported construction of the current EAA Aviation Center headquarters and museum complex at Wittman Regional Airport in Oshkosh, Wisconsin.

In 1992, he led the creation of EAA’s Young Eagles, which has become the most successful aviation youth program in history. Realizing the importance of mentoring to the future of aviation, EAA aimed to give 1 million kids between the ages of 8 and 17 an airplane flight by the centennial of powered flight on December 17, 2003. The 1 millionth Young Eagle was flown in October 2003, celebrating the efforts of 85,000 EAA volunteers to reach the goal. The Young Eagles program has now flown nearly 2.3 million young people.

In 2002-2003, Tom led EAA’s Countdown to Kitty Hawk program, which commissioned the construction of the first completely authentic reproduction of the 1903 Wright Flyer — the airplane that gave birth to powered flight. The airplane successfully flew at Kitty Hawk, North Carolina, in late 2003 and was present on those hallowed grounds on December 17, 2003 — 100 years to the minute from the Wrights’ first flight.

Services are scheduled for Thursday, August 4, in Brookfield, Wisconsin, at the Krause Funeral Home.





HEARD IN THE HANGAR

FROM SAMANTHA PAYNE via Facebook— We want to give Grandpa Airways a glowing review. Flight was on time. Pilot was excellent. Travel was smooth. And in-flight entertainment was spot on.



BRIAN SHIRLEY with granddaughter Sawyer. Brian picked up his daughter and granddaughter at KGCK to fly them to Buena Vista, Colorado



Why do you like thunderstorms?
Because it shows that even nature needs to scream sometimes.

KYMBERLY LOGAN KEEPS THEM FLYING



I bought my dad a t-shirt a few years back that said something along the lines of raising an aircraft mechanic because pilots need heroes too. After recently reading an article about Charles Taylor, I remembered that shirt. They touched on some interesting facts, but I don't believe they really captured the enormity of what Charles did for aviation and becoming the first hero for pilots!

Charles was not just a mechanic but also an engineer and a pioneer of the industry. Without his ingenuity at the age of 35, the Wright brothers would not have succeeded as early as they did. Charles built parts from scraps for a wind tunnel for testing. He handcrafted metal parts and cables for the aircraft. Charles's first successful powerplant was 12 horsepower, water cooled, only went 3 mph, weighed less than 180 pounds and was built in six weeks. It didn't even use a carburetor! Just gas in a pan that was warmed up and used those fumes for fuel! Today, the FAA would say try again! After 119 years, we are seeing powerplants in production and testing for 70,000 horsepower! For those not mathematicians (wait while I ask my husband) that is an increase of 69,988 horsepower or 583,233%!

Charles was also the first airport manager. He cared for a large pasture close to Dayton called Huffman Prairie. He maintained everything on the "field". He would later be the first aircraft mechanic to service a "transcontinental flight" across America.

Within the first ten years of the first powered flight of a few seconds, Charles would have heard about Lincoln Beachey completing the first "loop" (what would later become aerobatics), the first ever communication between two pilots with the invention of the "aviaphone", aircraft flying over the Mediterranean Sea, the first landing on a carrier, night flights, the airspeed indicator is invented, and aircraft being used

in war.

Within twenty years there is communication between the pilot and ground, municipal airports, commercial flights, air mail, parachute jumps, registration numbers (which was to benefit insurance companies, surprise there), and in-flight refueling.

By the thirty years mark, flight around the world was made, an aircraft powerplant with 450 horsepower was flown, successful air drops of goods (including an airplane), aircraft carriers are manufactured, flights over the North Pole, Pratt and Whitney develop the famous Wasp, non-stop flights over the ocean, a flight simulator is invented, auto-pilot and rocket fuel is developed. At the age of 65, Charles had witnessed not only flight but the leaps and bounds of engineering that accompanies it. All of this because he helped start the beginning of powered flight.

Sadly, 25 years after the first flight, Charles left the Wright Company and moved to California. He was pretty much forgotten about after that. As a humble man, he never told anyone that he helped the Wright's with their aircraft. In the 40's he was tracked down by detectives hired by Henry Ford to help recreate the Wright's bicycle shop. He faded away again shortly after. It wouldn't be until he was 87 that a journalist did an interview of him and his life that he was recognized again. Sadly, he passed away the following year.

Within the last year, the FAA eased back on their regulations of testing supersonic flight testing, rockets are designed to be reused, the new Boeing F-15 flies 1,875 mph, electric powered aircraft are in engineering and testing, aircraft that are also "road approved" like the Samson Switchblade are doing test flights (I want one!), tons of things are digital, and NASA is attempting to put people on Mars. EAA's Airventure this year, broke records in attendance of over 650,000 people and over 4,700 aircraft! Aviation is not only popular here in the United States of America but also around the world!

Charles took part in the birth of powered aircraft and growth of aviation. He outlived the Wright brothers and watched their dream of flight go further than any



of them could have imagined, almost to the moon. We still use Charles's designs in aircraft today! They may not be exact, but the principal is still in use. He was a mechanic, an engineer, an airport manager, a trailblazer for generations to follow in his footsteps, and most of all, a hero to all pilots!

On a side note, if you have not heard, Kansas native Amelia Earhart's statue now stands in Washington, D.C.!

Kymerly Logan
Logan Aviation
620-260-0502

<https://loganaviation.com/>

RECENTLY, ON CHICAGO APPROACH FREQUENCY:

Random airline pilot: Why the circle earlier?]

Controller: There was a bunch of Oshkosh traffic along the shoreline and not talking to anybody.

Pilot: What's at Oshkosh?

Controller: Little pancake fly in...

Pilot: Ohh, that sounds fun...



FROM JOHN J JENKINSON III—Kymerly and I took off Saturday morning (7/9) and went to work on an airplane at a different airport. An airplane with a round engine. We had good daddy/daughter time.

August 2022—page 6

AIRVENTURE 2022

Elizabeth & Myles Vulgamore



AIRVENTURE 2022

Bill Anton



Lined up, ready to depart...



“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.”

***A well-lived life,
like flying, requires
constant adjustments.***

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“EAA 377”
-or-
www.eaa377.org

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GENERAL NAVIGATION
EMERGENCY PROCEDURES**

FOR MORE INFORMATION CONTACT
Elizabeth Vulgamore (620) 874-8325

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/>

JULY FLY-IN AT SUBLETTE, KS

Photos by Bill Cotter



EAA EFFORTS FIND SUCCESS IN UPDATED FAA TURF OPERATIONS POLICY

*Reprinted with permission from AOPA and Adam Williams.
Original article was Published in AOPA PILOT Turbine
Edition, August 2022)*

TURF OPERATIONS OUTSIDE RUNWAYS

by Adam Williams, AOPA Manager, Airport Policy

April 07, 2022 – The FAA has just released updates to its airport design standards, and among the policy updates is a long-awaited acknowledgment to allow turf operations on unpaved runway safety areas (RSAs). This is a policy update first suggested by EAA several years ago during the annual EAA/FAA Winter Recreational Summit.

Subsequently, in September 2020, EAA combined with AOPA, the Recreational Aviation Foundation, and the United States Parachute Association in joint comments to the FAA in support of the turf operations proposal.

The updated policy (FAA AC 150/5300-13B, Chapter 2.10) includes key risk factors to consider for unpaved area operations, also commonly referred to as “turf operations.” It also covers airport design recommendations, FSDO safety assessments, maintenance requirements, and pilot education for aviators using either the paved or unpaved surfaces at an airport.

Aircraft often preferring a turf-operation option include vintage tailwheel aircraft, ultralights, gliders, and aircraft with large tundra tires, among others.

“This policy update has been several years in the making after EAA first asked FAA to codify what has taking place naturally at GA airports for decades,” said Lily Johnson, EAA’s government advocacy specialist, who coordinated the efforts with the FAA. “EAA has worked closely with the FAA, Midwest ATC, and Wittman Regional Airport in Oshkosh to prototype the concept for non-AirVenture time periods, as evidence that it can work effectively for airports throughout the nation and give pilots who prefer unpaved turf options as safer and less demanding on airframes.”

THANK YOU to TODD CRIST
for opening this discussion.

Since the dawn of flight, pilots have recognized the advantages of using turf surfaces for certain operations. As airport designs became more sophisticated, and turf runways were paved, the desire to take off or land on turf persisted—even if that meant operating on the land outside the edges of a designated runway. Many airports have had a safe “turf operating area” parallel to a paved runway for decades. However, the FAA guidance on airport design left questions about an airport’s authority to permit that activity.

After receiving input from AOPA, the EAA, the Recreational Aviation Foundation, and others, the FAA released a major revision to Advisory Circular 150/5300-13B, Airport Design. This AC now recognizes the use of turf operating areas (its term is “Aircraft Operations in the Unpaved Runway Safety Area”) for the first time.

Airports are not prohibited from permitting such operations if they are safe. If a manager is uncertain about the safety of this activity at an airport, the local Flight Standards District Office is available to perform a safety assessment. Considering the diversity of airport environments, this policy is reasonable and puts authority in the right places. Pilots wishing to discuss new turf operations outside of designated runways should contact their airport manager. (You may contact Adam Williams at adam.williams@AOPA.org with any questions you might have)

FROM RACHELLE POWELL, DIRECTOR OF AVIATION OF THE GARDEN CITY REGIONAL AIRPORT—

Turf operations outside runways also known as Aircraft Operations in the Unpaved Runway Safety Areas are not approved at GCK. The primary function of a standard RSA is to enhance the safety of aircraft that undershoot, overrun, or veer off the runway. While aircraft operations are not inherently unsafe, such operations have the potential to introduce various hazards and risks to pilots, other aircraft, vehicles, individuals, and facilities on the airport. An airport must consider key factors listed in the Airport Design AC 150/5300-13B Section 2.10.06 – 2.10.6.6. GCK has considered the factors listed in the Airport Design AC and will not allow Aircraft Operations in the Unpaved Runway Safety Areas (RSA).

Mid-America Air Museum

By Bob Immell, Director



Aircraft of the Month

Educate.
Entertain.
Inspire.

As the Director of the Air Museum I am frequently asked what is my favorite airplane, or which airplane I would most like to fly or ride in. This is a very difficult question as I have a favorite vintage plane, a favorite experimental plane, a favorite WWII plane, and a favorite fighter jet. The question of which aircraft I would most like to ride in is however an easy question for me. Before I reveal the answer first indulge me a little bit about why I may be partial to it, and let me explain part of why I try so hard to make sure younger people leave the museum wide eyed and excited. You see my very first experience of flight occurred when a gentleman was kind enough to give me a ride in a Hughes 300 helicopter. Not only was it my first flight ever it was the first helicopter I had seen in person and up close. The man also happened to have flown helicopters during the Vietnam War so my ride was shall we say better than any rollercoaster I have ever been on in my life, and gave me a real good idea of what you could do in a helicopter if you had the skill. So needless to say, that might have predisposed me to pick a helicopter for this article. Well I don't have a Hughes 300 in the collection here, but since I have ridden in one several times I chose its big brother's military version the OH-6 Cayuse. It is of course a development of the Hughes 500 now known as an MD 500, or some of you TV buffs might remember it as the colorful helicopter from the original Magnum PI TV series.

Ok enough of my indulgence, now let's talk about the aircraft. The OH-6 Cayuse is probably one of the biggest bargains in military aviation history as the government purchased them for less money than it cost Hughes Aircraft to build them, and that was on purpose and was the decision of Howard Hughes himself. Now some people might claim that was unfair to the competition, but even though I wasn't a taxpayer yet when that decision was made as a taxpayer now I applaud Mr. Hughes for that decision even though his reasons were dubious at best. I however see it as one of his contributions to our military men and women. The Hughes Aircraft division of Hughes Tools was eventually purchased by McDonald-Douglas who in turn was purchased by Boeing. According to Boeing the OH-6 was designed to meet the 1960 Techni-

cal Specification 153 for a light observation helicopter capable of personnel transport, escort and attack missions, casualty evacuation and observation. Twelve companies took part in the competition and Hughes submitted the two-seat Model 369. Fairchild-Hiller and Bell were the two finalists, but somehow later the Army added Hughes to the list as well. During the course of the competition the Bell design was eliminated as it was underpowered. Hughes eventually won the contest and the price per airframe was reported to be \$19,860 while Hiller's price was reported to be \$29,415. The OH-6 was immediately called the LOACH even though its official name was the Cayuse. Today they are more commonly called Little Birds, but they have had other nicknames such as the Flying Egg or the Killer Egg. Initially the Army ordered 1,435 OH-6As for use in the Vietnam War, and they entered service in September 1966. It immediately set 23 records for speed, distance, and altitude. During the Vietnam war a many as 100 OH-6As rolled off the assembly lines each month. 964 OH-6As were destroyed in the Vietnam War mostly due to enemy ground fire.

One reason for this is the fact that many were used to fly low and slow over the Jungle to draw enemy fire and expose the enemy's location for the Cobra Gunships to come in and take out the enemy. This



practice caused some of the OH-6 crews to come up with their own versions of armor protection that came to be known as "Chicken Plate." There were of course other uses for the helicopter including a very important spy mission in which a modified Little Bird was used to get a crew onto a North Vietnam mountain top to tap the North Vietnamese Military's communications. For this mission two LOACHs were specially modified to make them into the quietest helicopters in the world. Supposedly one was destroyed in training for the mission and the backup was used, then reverted back to its normal design and sold. Another use was for the Army's Helicopter Demonstration Team called the Silver Eagles which was based out of Fort Rucker, Alabama in 1972 and originally consisted of 25 enlisted volunteers and 12 officer aviators. 9 OH-6A helicopters and 9 OH-58 Kiowas made up the team, but the Kiowas were almost immediately transferred out of the unit. They only performed a total of 220 airshows during their short career which ended with their last performance at Fort Rucker on November 23, 1976. For the airshows only 7 helicopters were used. One being a solo act and called Bozo the Clown. They performed a series of formation manures that were similar to what the Blue Angels or Thunderbirds did only with the twist of being done with helicopters which meant they were closer to the ground and crowd and were of course slower. The solo act was amazing as the pilot performed some feats directly in front of the crowd such as gently setting over large metal oil barrels rearranging them and setting them back up with the landing skid, or connecting a cable to a large wooden spool and using it as a yo-yo including the walk your dog trick. Considering the skill, it took back them just to make a helicopter hover without the aid of modern computers for any amount of time these tricks are even more impressive to me now than when I had the good fortune of watching them perform here in Liberal in what I think was the fall of 1975 although it could have been 1976 just before their final performance. Truly amazing to see.

Now for some stats there were a total of 1,434 OH-6s made not including the civilian version known as the Hughes 500 series, now the MD 500 and 600 series. Top speed was around 147 mph with one 317 shaft horsepower Allison T-63-A engine. Max speed at sea level was 150 mph, and had a climb rate of 1840 feet per minute and a service ceiling of 15,800 feet. The range was 413 miles, empty weight was 1,156 lbs., with a max take off weight of 2,700 lbs. The rotor diameter was 26 feet 4 inches. It accommodated a crew of 2 and 2-4 passengers or 4 armed troops, although I can't imagine 4 passengers unless they were hanging out the sides of the doors in the back. Our OH-6 is on loan from the National Museum of the United States Army.

UPCOMING WEBINARS

<https://www.eaa.org/eea/news-and-publications/eea-webinars>

8/3/22@7 p.m. CDT

DISASTROUS ANNUAL

Qualifies for FAA WINGS and AMT credit.

Mike Busch

In this webinar, maintenance expert Mike Busch A&P/IA tells the sad tale of a highly experienced aircraft owner who took a newly purchased airplane to a shop he'd never used before for the first annual inspection on his watch. The annual turned into a disaster that resulted in the airplane being unflyable for more than a year and a huge invoice far beyond the shop's estimate. The sad part is that all of this could have been prevented had the owner simply dealt with the shop in a more businesslike manner, something Mike explains in detail. This should be a cautionary tale for every aircraft owner.

8/9/22@7 p.m. CDT

THE CULVER PQ-14

Museum Webinar Series.

Chris Henry and Ben Page

Chris Henry and Ben Page from the EAA Aviation Museum explore the history of the Culver PQ-14. This sporty little red airplane actually has an interesting history in the world of test flight. Join us as we uncover some of the exciting adventures of the PQ-14 in the test flight world.

8/10/22@7 p.m. CDT

HANDLING IN-FLIGHT EMERGENCIES IN SMALL AIRPLANES

Qualifies for FAA WINGS credit.

Rod Machado

If you've ever wondered whether or not you could handle some of the more uncommon and rare in-flight emergencies a pilot might experience, then this is the program for you. Rod Machado provides practical strategies for dealing with those uncommon but still serious in-flight emergencies that can affect all pilots.

8/17/22@7 p.m. CDT

Traffic Patterns at Non-Towered Airports

Qualifies for FAA WINGS credit.

Steve Krog

EAA Sport Aviation "The Classic Instructor" columnist Steve Krog presents information to explain traffic pattern procedures at non-towered airports. Steve discusses procedures and techniques to help navigate the traffic pattern safely and efficiently.

8/31/22@7 p.m. CDT

IFR Routing Tricks for Efficiency and Workload Reduction

Qualifies for FAA WINGS credit.

Thomas P. Turner

UPCOMING WEBINARS

Continued from page 14

In our GPS Direct world there are still some tips and tricks that make IFR flight more efficient with much lower workload. From his own experience (some of it learned the hard way), Thomas P. Turner provides ideas for planning and executing IFR flights using non-towered airports, into and out of high-density airspace using SIDs and STARs, when it's a good idea to pick up a clearance in the air and when it's not, and special techniques for making short-distance flights in instrument meteorological conditions.

9/7/22@7 p.m. CDT

WHAT PRICE SPEED?

Qualifies for FAA WINGS and AMT credit.

Mike Busch

With fuel prices at all-time highs, it's more important than ever for pilots of GA airplanes to fly in a fuel-efficient fashion. So, how can we get the best bang for our avgas buck? Well, it turns out that there are a bunch of things that contribute to fuel-efficient flying. Mike Busch discusses optimal airspeeds, leaning, throttle and RPM settings, altitude, and fuel price bargain hunting. This webinar should give you the tools you need to make the most of the fuel you buy.

9/13/22@7 p.m. CDT

THE TREASURES OF PIONEER AIRPORT, PART 1

Museum Webinar Series.

Chris Henry and Ben Page

One of the hidden gems of the EAA Aviation Museum is Pioneer Airport, located behind the main museum. This re-creation of a 1930s airfield houses a special part of the museum's collection, including many examples of golden age aircraft. Museum staff members Chris Henry and Ben Page take a look behind the doors of Pioneer Airport.

9/14/22@7 p.m. CDT

Crosswind Conundrum - When Winds and Runway Don't Align

Qualifies for FAA WINGS credit.

Prof. H. Paul Shuch

In a perfect world, the winds are always light, and what wind there is blows straight down the runway. Too bad we don't always get to fly in a perfect world! In this FAA Safety Team WINGS award webinar, Prof. H. Paul Shuch will help you to tame your flying dragon during crosswind takeoffs, landings, en route, and in the traffic pattern.

9/21/22@7 p.m. CDT

FAA Enforcement Process

Qualifies for FAA WINGS credit.

James Cooling and Alan Farkas

This webinar provides an overview of the FAA enforce-

ment process and philosophy pertaining to certificate holders for alleged violations of the Federal Aviation Regulations. Attorneys James Cooling and Alan Farkas from EAA's Legal Advisory Council will provide tips and best practices for steps to take for airmen and other certificate holders facing a possible enforcement action.

9/28/22@7 p.m. CDT

Flying With Datalink Weather—ADS-B and SiriusXM Tips

Qualifies for FAA WINGS credit.

John Zimmerman

Datalink weather has the potential to make your flying safer and more comfortable, but only if you know how to use it properly. Join Sporty's Pilot Shop's John Zimmerman for an in-depth look at ADS-B, SiriusXM, and how to use them in flight.

-Weather accident trends

-The 5 rules of datalink weather

-Differences between ADS-B and SiriusXM

-Popular weather receivers

-Real-world weather flying scenarios

10/05/22@7 p.m. CDT

On a Short Leash – Maintenance Costs

Qualifies for FAA WINGS credit and AMT credit. .

Mike Busch

The very best maintenance shops do thorough inspections and meticulous maintenance but can also run up shockingly high invoices unless the aircraft owner is actively engaged and keeps the shop on a short leash. Maintenance guru Mike Busch A&P/IA demonstrates exactly how this should be done, using a real-life example of an owner who appropriately declined two-thirds of the shop's proposed repairs, thereby reducing a \$25,000 work order to a \$5,000 invoice. You'll learn what kinds of things can be reasonably and prudently declined or deferred, and what things you should always approve.

10/11/22@7 p.m. CDT

The Treasures of Pioneer Airport, Part 2

Museum Webinar Series

Chris Henry and Ben Page

One of the hidden gems of the EAA Aviation Museum is Pioneer Airport, located behind the main museum. This re-creation of a 1930s airfield houses a special part of the museum's collection, including many examples of golden age aircraft. Museum staff members Chris Henry and Ben Page take a look behind the doors of Pioneer Airport.

10/13/22@7 p.m. CDT

Tax Exempt Basics

Patti Arthur

This webinar will cover the basics of tax exempt status for EAA chapters. Patti Arthur, a tax attorney with many years of experience helping EAA chapters, will help you understand the basic rules of tax exempt and

- FOR SALE -



**ROBOTOW Battery powered tow bar for nosewheel airplane.
(Model 6303) \$1000.00**

See details <https://www.robotow.com/products/28VL-Cordless-Universal-Robotow-Recommended-p239005002>

Adapter for Piper Comanche included!

28VL Cordless Universal Robotow (Price new \$1,599.00)

6303 Cordless 28 Volt Robotow

6361 Robopak 28V Li-ion Battery

6360 Robocharge 28V Charger

Features include a comfort grip handle with variable speed switch settings of forward, reverse and locked; a black oxide coated knurled drive drum for non slip operation with maximum torque transfer; a lightweight Li-ion battery with charger. 28 volt Robotow is lighter in weight than other cordless Robotow models.

Comanche adapter included. (*Requires an adapter to fit your plane. Most are around \$150)

Robotow not compatible with wheel pants

(The owner sold his airplane a year ago. The buyer didn't want the electric tow bar.)



Like new tow bar with collapsible handle for nosewheel airplane, was used on a Piper Comanche. \$50.00

All items are located in Wichita, Kansas.

To purchase, contact:

Paul Fiebich

1239 N Split Rail Ct

Derby, KS 67037

(316) 519-5739

fiebichpv@aol.com



Like new jumper cables, used on Piper Comanche. \$50.00.

HOOKER MUNICIPAL FLY-IN

August 13

9:30 a.m



City of Hooker and EAA 377

\$75 Prize - Spot Landing Contest upon Arrival

\$100 Raffle – Pilots arriving by plane only

\$150 Prize – Furthest Distance (Plane, Straight Line to O45)

Breakfast Sold by Taco Stop

*Breakfast is free for pilots & EAA 377 Members

Hooker, Oklahoma – O45 – 17/35 – 122.9

Self Service Fuel - \$6.07/Gallon (subject to change)

For More Information:

Mark Davis – (620) 482-0354

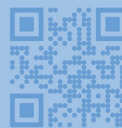
Jared Rowlan – (580) 651-1856

Greg Barnes – (580) 522-1016

Nick Hofferber – (580) 554-6425

Aaron Witt – (580) 522-1231

Anyone Interested in Aviation and Airplanes is Welcome!!



SilverWest

AIRFEST 2022

AUG 20 GATES OPEN **7:30AM**

SILVERWEST COB AIRPORT
HIGHWAY 69 ★ WESTCLIFFE COLORADO ★ ELEV. 8,290'

FREE PANCAKE BREAKFAST 8:00 - 10:00AM



VIEW VINTAGE AIRPLANES ★ LIVE MUSIC ★ GREAT FOOD

DESIGN - JO STUDIO, INC.



Saturday Sept. 10, 2022
 3612 N. Webb Rd., Wichita, KS 67226
 Gates open: 8 am—4 pm

Admission
 Adults: \$5.00
 Kids: 17 & under FREE !



FUN FOR EVERYONE !

Free Young Eagle Flights (ages 8-17), Car Display, R/C Aircraft Display, Model Rocket Display, Candy Drops, Helicopter Rides, Young Builder Activities, Airplane Display and Judging, Flight Competitions, 7th Annual Ercoupe Stampede.

SCHEDULE OF EVENTS

- 8 am to 10:30 am...Breakfast (prices posted)
- 9 am to 1 pm.....Young Eagle Registration
- 9 am to 3 pm.....Young Eagle Flights
- 11 amCandy Drop
- 11 am to 2 pm.....Lunch (prices posted)
- 1:30 pm.....Mandatory pilot briefing (for competition contestants)
- 2 pm.....Flight Competition
- 2 pm.....Candy Drop
- 4 pm.....Awards for Aircraft Judging & Flight Events
- 5 pm to 6 pm.....Happy Hour (cash bar)
- 6 pm to 7 pm.....Banquet Dinner
- 7 pm to 8 pm.....Guest Speaker: Harold Walter
- 8 am to 7 pm.....Silent Auction



Skyote—Dick Curtis



Zenith 701— Tim McCall



C-150 (JPATS USAF) - Wayne Bormann

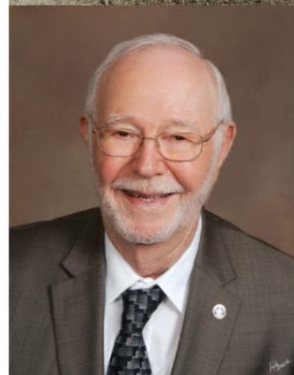
ATTN: PILOTS & CREW

You are invited to attend! Enjoy complimentary admission including either breakfast or lunch. Our flight competitions (Est. Take-Off Distance & Spot Landing) have \$100 prizes for each event! Our evening activities include a banquet (\$25/individual, \$160/table of 8), followed by speaker Harold Walter. (see sidebar)

Contact us for more Information

Bob Blanton (Fly-In Chairman) (316) 841-2921
 bobblanton46@gmail.com
Ron Blum (EAA Chapter 88 President)
 (316) 295-7812 fly-in-home@att.net
 Website: www.EAA88.org Facebook: [wichitaeachapter88](https://www.facebook.com/wichitaeachapter88)

Col. James Jabara Airport Information (KAAO)
 1000' AGL Pattern Altitude
 Class D (KBEC) is 1 mile S. of Jabara Runway
 Wichita Approach/Departure: 134.8
 ASOS 134.025 / CTAF: 122.7
 Runway 18-36 100' X 6,101' Field elevation: 1421'



“Life’s Experience with Aviation”
 Author of “Airplane Beans”, worked for Cessna, Convair, Boeing and Beechcraft. Inductee for the 2022 Kansas Hall of Fame.



Event Sponsor

**37th Annual FLYING M RANCH Fly-In & Campout
REKLAW, TEXAS - October 21 - 22 - 23, 2022**



**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**

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, August 6, 2022—Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast – 7-10AM Ponca City OK Regional Airport (KPNC) Fantastic food; very well attended long running event. For a suggested \$8.00 donation (and well worth it) you can have pancakes, scrambled eggs, bacon, sausage, potatoes, biscuits & gravy, orange juice, coffee, and fruit. Sponsored by the Ponca City Aviation Foundation on the first Saturday of every month rain or shine. Contact Bruce Eberle 580-761-5884 email: ou444@yahoo.com

Breakfast is served from 7:00 to 10:00 a.m. The requested donation is \$8 adults, \$4 children under 12. The menu includes pancakes, scrambled eggs, bacon, sausage, potatoes, biscuits & gravy, orange juice, coffee, and fruit. Cold soda pop and bottled water are available at \$1.00 each.

Note: The A-26 Invader "Lady Liberty" from Enid has cancelled due to maintenance problems – maybe October.

Saturday, August 6, 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.

August 6 - Springdale, AR (KASG) Now has a CFI doing a free ground school on the 1st Saturday of the month from 9-12. Flightline Bar & Grill located in the Springdale terminal building serves pancakes all day. Contact 479-318-2523 or email info@flightlinebar.com for information.

August 6 - 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

Saturday, August 13, 2022—Enid OK – Woodring Airport (KWDG) Oklahoma Pilots Association Flyaway – Oklahoma Train Museum

Saturday, August 13, 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, August 13, 2022—Oologah, OK - Dog Iron Ranch Airport (OK37) 87th Anniversary of the crash that killed Will Rogers and Wiley Post in Alaska on 8-15-1935.

OK37 is a 2,000 feet grass runway, 17-35, CTAF 122.9. Pilots will receive goody bag and \$5 coupon for use at several food trucks that will be there.

Field opens at 7:30 AM. For Info: 918-343-8118.

Saturday, August 13, 2022—Wichita EAA Chapter 88 - 2nd Saturday Breakfast

Monthly Breakfast 8 - 10 AM. Eggs, Pancakes, grilled Sausage, Coffee and Juice!!

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

Fly in to Colonel James Jabara Airport in Wichita KAAO

Saturday, August 13, 2022—Ottawa Airport (KOWI), Ottawa, KS

Breakfast fly-in 8 am to 10 am, 2nd Saturday of the month. Come on down and help the explorers kid earn some money to help my for gas.

Contact: Milton Scott - Phone: 785-229-2710 - Website: <https://airscouts.club/>

Saturday, August 13, 2022

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

Sunday, August 14, 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>

Friday, August 19, 2022—Food Truck Friday at Wiley Post (KPWA)

11:00 AM to 2:00 PM – Callahan's Chicago Dogs

Saturday, August 20, 2022—Enid OK – Woodring Airport (KWDG)

Woodring's August Fly-In & STOL Contest breakfast will be Saturday, August 20th. As always Barnstormers will be serving their buffet breakfast from 7:30am to 10am, \$9.99 a plate, \$4.99 for kids 12 & under. We will have a mandatory safety briefing for all participants at 8:00am in the pilot's lounge of the terminal building. Hope to see more participants this month!

Mason Brinley - Airport Operations Manager - Direct: (580) 616-7387 - Airport: (580) 234-5476 - mbrinley@

Saturday, August 20, 2022—Okie Derby 2022 - Sundance Airport (KHSD) – Yukon, Oklahoma
The 46th annual Okie Derby Proficiency Rally will be held Aug. 20, 2022, at Sundance Airport (KHSD) in Oklahoma City.

Sponsored by the Oklahoma Chapter of the Ninety-Nines, the rally is a fundraiser for the chapter's Wings of the Future...

Test your piloting skills at the Okie Derby Proficiency Rally

Saturday, August 20, 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.

Saturday, August 20, 2022—Wings, Wheels & Wishes – Fly-In and Car Show

Airman Acres Airport (OK93) in Collinsville, OK.

<https://www.facebook.com/wings.wheels.wishes>

August 20 - 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 patties & links, flapjacks, sweet tea and always a bunch-o-sweet treats made by the airport wives...\$10.00 suggested donation. All starting at 08:00. Contact: 870-423-8393 or 870-423-7854.

August 20 - 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

Saturday, August 27, 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, August 27, 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

August 27 - Shell Knob, MO - Turkey Mountain Airport (MO00) from 8 am - 12 pm... Judy's famous "Omelet in a Bag" breakfast fly-in. By donation. For additional information call: Judy at 417-858-6345; Cell 417-671-1832 This event will be in the Restaurant building. Park in the south parking area and a shuttle will pick you up ** Note CTAF 122.9

August 27 - 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

Saturday, September 3, 2022—Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast – 7-10AM

Ponca City OK Regional Airport (KPNC)

Fantastic food; very well attended long running event. For a suggested \$8.00 donation (and well worth it) you can have pancakes, scrambled eggs, bacon, sausage, potatoes, biscuits & gravy, orange juice, coffee, and fruit. Sponsored by the Ponca City Aviation Foundation on the first Saturday of every month rain or shine. Contact Bruce Eberle 580-761-5884 email: ou444@yahoo.com

Breakfast is served from 7:00 to 10:00 a.m. The requested donation is \$8 adults, \$4 children under 12. The menu includes pancakes, scrambled eggs, bacon, sausage, potatoes, biscuits & gravy, orange juice, coffee, and fruit. Cold soda pop and bottled water are available at \$1.00 each.

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

Saturday, September 10, 2022—Ottawa Airport (KOWI), Ottawa, KS

Breakfast fly-in 8 am to 10 am, 2nd Saturday of the month. Come on down and help the explorers kid earn some money to help my for gas.

Contact: Milton Scott - Phone: 785-229-2710 - Website: <https://airscouts.club/>

September 10 - Harrison, AR - Boone County Airport (KHRO) GA fly-in Details to follow.

Friday, September 16, 2022—Food Truck Friday at Wiley Post (KPWA)
11:00 AM to 2:00 PM – Newman’s Firehouse BBQ

Saturday, September 17, 2022—Enid OK – Woodring Airport (KWDG)

The 14th Annual Poker Run Fly-In is coming up on 17 September 22. There will be a signup sheet in the terminal for you to order your Poker Run T-Shirts. You can email me at: mbrinley@enid.org ; Call me at (580) 616-7387 for your shirt size, quantity, pocket or no pocket. This signup sheet is for the T-Shirts only and not the Poker Run participation entry. The T-Shirt signup sheet will be finalized and due on 10 August 22. If you have any questions or concerns feel free to contact me with the information above.

Mason Brinley - Airport Operations Manager - Direct: (580) 616-7387 - Airport: (580) 234-5476 - mbrinley@enid.org

Saturday, September 17, 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.

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

Sept 24 - Cookson OK - Tenkiller Airpark (44M) EAA Chapter 1040 All you can eat pancake breakfast. 8-10 AM. Donations are appreciated. Fly-in tent camping is permitted. Fuel is available for cash or checks only. For information call Val at 918-457-4774 or Woody at 918-931-0601. Email Val at veedster@aol.com

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— Run Drive Fly to Lakin KS

Friday, October 7, 2022

Food Truck Friday at Wiley Post (KPWA)
11:00 AM to 2:00 PM – Flavor Train

Friday-Sunday, October 21-23, 2022

37th Annual FLYING M RANCH Fly-In & Campout – REKLAW, TEXAS (7TA7)
FMI: www.reklawflyin.org, FaceBook: FlyingMRanch Reklaw

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