

February 2022
EAA CHAPTER 377



fly paper

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

LAST MONTH

THIS MONTH

Saturday, February 12

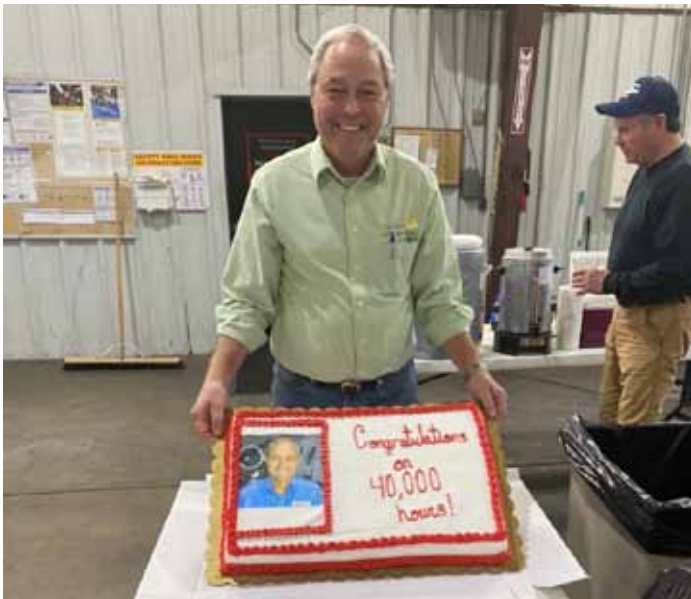
**Noon potluck at KTQK
Spencer Flight & Education Center
Scott City, KS**



Randal Loder has graciously offered to host, along with Susan Turpin, a gathering at Spencer Flight and Education Center for our February potluck on the 12th. They will provide a variety of soups and fixings; bring a dessert to share.

A SIM operator will be on hand to help you try the redbird, if you would like. Doors will open at 10am with lunch at noon.

CTAF/UNICOM—122.8
WX AWOS—620-872-2233 OR 120.0
Runway 17/35—5002x75 ft.
Runway 8/26—2145x60 ft.



FLY IN

EAA #377
NOON POTLUCK
SATURDAY, FEBRUARY 12TH

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 March 2022 issue is March 3, 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

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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 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...

12 February—EAA 377 Noon Potluck, hosted by Randal Loder & Susan Turpin, Spencer Flight and Education Center, Scott City, KS.

12 March— EAA 377 Noon Potluck, hosted by Crotts Aircraft, Dodge City, KS KDDC3)

9 April—EAA 377 BBQ Cook-off, hosted by Dennis Tevebaugh (620-360-6100) Bill Cotter (936-499-8042)

14 May—Young Eagles Step 1, Elkhart airport.

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.

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 Pot-

luck, hosted by hosted by Stan Reiss family. Plains, KS. 620-629-3604

December—EAA Christmas Party.

ANOTHER ISSUE

THANKS TO: Bill Long, Bob Immel/Mid America Air Museum, Chris Stokes, DeeAnn Ediger, Dirk Bowen, Jennifer Lyddon, Jim Kirk, John Jenkinson III, Kymberly Logan, Paul Fiebich, Randal Loder, Roy Burgess, Sporty's iPad Pilot News, Tom Auerbach, Vicki Roy. **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.

LAST MONTH

Lyddon Aero Center hosted the January fly-in at Liberal. We got to celebrate Steve Lyddon recently writing "40,000" in the Total Time column. This is definitely a mind boggling accomplishment. Congratulations, Steve! And thank you Lyddons, for all your hospitality to our group!



Kenny Johnson



2022 MEMBERSHIP

PLEASE PLAN TO RENEW YOUR MEMBERSHIP IN EAA CHAPTER 377

For Annual Membership in Chapter 377 Send \$15 to
Randal Loder, Treasurer
508 S College St, Scott City, KS 67871

Work Phone: 620-872-7224 Ext. 231
Mobile: 620-214-3877
rloder@ssbscott.com

Please include your email address and your snail mail address.

THANK YOU!



HEARD IN THE HANGAR

Several Snail Mail envelopes mailed out in December with Christmas Party info and renewal info included are bouncing back to my mailbox. Please make sure we have your current snail mail address. THANK YOU!!!!

CALENDAR CHANGE—A BIG THANK YOU to Lyddon Aero Center for their willingness to host the January potluck in their heated hangar. **A BIG THANK YOU** to Randal Loder for his willingness to host the February potluck at the Spencer Flight and Education Center in Scott City. EAA 377 people are THE BEST!!!

FROM DIRK BOWEN—Yesterday (1/12) was a milestone of sorts. Finally made 5 figures. 10003 hours of flight time! Would have come much sooner if not for all the years of medevac only flying 3-400 hrs/year. Time really does “fly”.

FROM RANDAL LODER— Our 2022 Membership renewal application is complete with EAA. We have 65 paid renewals for 2022 and there are at least 3 more committed. I purchased the 2022 tags for the Chapter trailer

FROM JIM KIRK—Update on 1946 Cessna 120 ... that did not make it's First Start (in 15 yrs) on a nice day after Christmas.



You may notice a spot on floor, below the newly overhauled carburetor, that points to new gaskets not yet seated & sealed. Yes, we are moving from Plan “A” (to just use existing magnitos) to Plan “B” (install two SLICK mags (New in box ... as made in 1970s) acquired last summer from a neighbor.

2nd photo is engine now with old non-working mag-

nitos removed. Then, a key piece was missing for the SLICK mags. One magnito would need an impulse coupler.



3rd photo is an e-bay purchase (only \$472 but, new in the box) impulse coupler, that arrived the same day as the snow & cold front did. So we are on “hold” until better weather! TBC.



HEARD IN THE HANGAR

Did you know that in 2018 only 7,133 of 290,002 active certified mechanics were women? This statistic, compiled by the Federal Aviation Administration's (FAA) 2018 U.S. Civil Airmen Statistics, makes it clear that women are highly underrepresented in the aviation maintenance workforce.

EAA 377 is lucky to have our very own **KYMBERLY LOGAN** at the Lakin, KS airport. She wrote the article on Page 10 regarding fuel. Kym & 'Curtis', and one year old Elaine will be hosting our noon potluck second Saturday of June.

President **BILL COTTER** has completed his application for the MASTER PILOT AWARD. It's going to be time for another celebration soon! Bill soloed at Dayton, OH in 1958 and got his pilots license at age 21. Almost 60 years ago!



FROM CHRIS STOKES—York, NE Fly-in Breakfast! (First Saturday of every month) The only place they ask, "What kind of airplane pancakes would you like?" "Stearman please". "Comin right up!" Nice work York EAA!



One year old **ELAINE LOGAN** dressed the part for Lyddon's fly-in last month.

Find us on
facebook
 "EAA 377"
 -or-
www.eaa377.org

TOM AUERBACH

MOONEY PROP STRIKE

I had a prop strike back on September 18 at the Great Bend KS Airshow. I managed to hit a taxi light on the ramp as I was taxiing out for departure after the show. I just thought that I had run over something on the ramp as I really didn't feel it; just a noise, so I didn't stop.

I proceeded to fly back to Ponca City, about an hour flight, and did not experience any vibration or anything out of the ordinary. When I put the tow bar on the airplane to push into the hangar, I discovered severe blade damage. If I had stopped the airplane would still be in Great Bend!

I managed to find another prop on Barnstormers, overhauled and certified, with an updated hub that doesn't have an AD on it. They wouldn't work on the old prop due to the hub issue.

I checked the run out on the crankcase flange and it was OK, however the prop strike AD requires an engine teardown. I pulled the engine and sent it to America's Aircraft Engines in Collinsville OK (where I had my overhaul done in 2006) at the end of September.

I proceeded to buy new stuff to put the engine back on the airframe. Did you know that Lord engine mounts now cost \$135 a piece? I cleaned up everything and painted the inside of the cowling that had been replaced during the tractor incident back in 2016. New hoses, overhauled the prop governor, mags overhauled through the engine shop, installed a vernier mixture control that I had purchased years ago and never installed.

Fast forward and the engine work was completed in December but had to wait for me to return from Pennsylvania in January.

The email below from January 29 is the latest news and shows the progress on installing the engine. My advice is don't have a prop strike!

I picked up the engine on Monday and it was 65 degrees.

Turned cold Tuesday 35 degrees with wind, warming back up this weekend.

Started installing accessories in back that are hard to install with engine on the airframe.

I also installed the inter-cylinder baffles and engine baffles in the back that are also difficult on the airframe.

I temporarily installed the starter and alternator for balance on the hoist.

Entered the engine into the top Lord mounts first, still need to engage the lower mounts.

Delicate operation to get the back accessories into the engine mount – tight fit.

Mags, vacuum pump, fuel pump and governor all have interferences that require finagling.

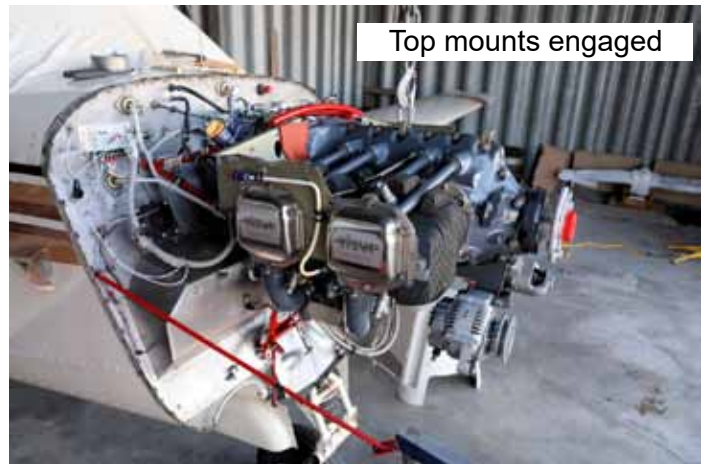
Had to temporarily remove the governor oil line.
More fun tomorrow.



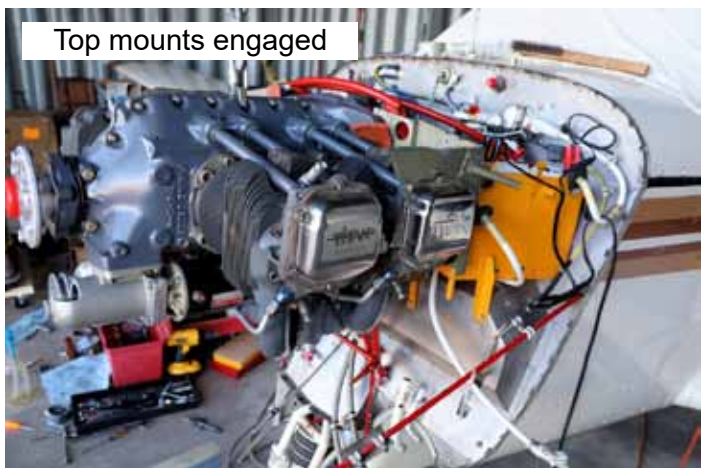
Starter & alternator installed for balance



Accessories installed



Top mounts engaged



Top mounts engaged

FROM PAUL FIEBICH—Below are some photos of my latest hangar location. Seems like every couple of years I have to move from where I am to someplace else. I am now at Cherokee Strip (18KS) in Udall, KS. where I share hangar space.



Hangar faces west, short taxi to the grass runway. Airpark is 18 miles from my home.



Grass runway 18/26 is 100' wide x 2500' long, EAST traffic, 122.8, lights are frequency operated.



My AirBike and associated equipment snuggled into one corner of the hangar.



CURTIS SNYDER was kind enough to deliver some stuff to Paul Fiebich for Mary Shortridge. Paul did his best to corrupt Curtis, who already has a dream of flying... (Photo by Paul Fiebich)



FROM PAUL FIEBICH—Donation hangar for KAM is done. Hangar is removable for placement independent of the pedestal. Pedestal can then be used for other purposes: wedding cake, baptismal, butchering chickens.

PLANTING THE SEED...

Mary Shortridge





Last Saturday I had the pleasure of being a tour guide for an airport adventure at KLNK. Our friends **JOE AND VICKI ROY** were delighted to have their three year old grandson Cole for the weekend. He LOVES big construction equipment, so when I visited with him at Christmas I told him that I bet he would like airplanes!

He did not forget, so the grandparents asked for a tour to see my airplane. Then, to make it extra exciting, I enlisted my friend **ROY BURGESS**, and he was on board to help. Just a few rows from my hangar is a beautiful Stearman; **CHRIS STOKES** wasn't going to be at the airport that day, but generously allowed us to go in his hangar and show it off. Roy takes care of a brand new Diamond DA40-NG so we took a peek at that, too. We all had so much fun; Cole really got exposed to a lot of different airplanes. High wing, low wing, biplane, and modern composite. To top it all off, at the end of the tour Roy couldn't help himself and after photos, cranked up the "Green Machine" and took her flying. So Cole got to see taxi, takeoff, and then just minutes later a photo of what Roy was seeing out his window. Hopefully we sparked a fire, and Cole will get all kinds of rides in the next few years. I'm not sure who had the most fun!



KYMBERLY LOGAN KEEPS THEM FLYING



This is a huge debate with drastic changes in the last few years. With FAA approved STCs for some 100UL, the EPA, FAA's task force Piston Aviation Fuels Initiative (PAFI), fuel availability, fuel costs, we are curious what the future of liquid altitude will hold.

First, with 100LL, there is always a thin layer of lead in the oil, on the belly and in the distinct blue/green stain everyone worries to find. We use the lead in avgas for increasing the compression without detonation and for its lubrication properties. Now yes it can have a few negatives too. Examples include, spark plugs fouling, and lead build up in the exhaust and belly of the airplane. Please remember that the buildup in the motor would be mainly if the octane level is too high and improper care of the motor. A great example is waiting too long for an oil change.

Mogas is a wallet saver for those who still wish to fly but don't care to spend the extra on low lead and there are many STCs out there to make everything legal. That's ok! But what most are unaware of, you cannot just fill up with the same stuff you put in your daily driver! The fuel you put in your car now days has ethanol. Not to mention, the changes in mogas when those STCs came out. That's not bad on cars but it is horrible in your air-cooled airplane!

Ethanol will pull moisture into the fuel. Our fuel tanks are vented. So, if fuel with even 10% ethanol is vented at all, it will pull the moisture from the air into the fuel. We are all aware of what that will mean while flying. Which is why we sump the tanks before flying. This also can start to corrode your tank, fuel lines, fittings, hose clamps, hardware, carburetor, and gascolator. Not only will it pull in the moisture, but it also doesn't sit well for long periods of time. We sometimes must stay grounded due to the weather or our schedules. If your mogas sits for more than a month, it starts to break down. The shelf/storage life expectancy has decreased considerably. There are the aromatics that

are in fuel now days as compared to 10 years ago, which decreases storage life and deteriorate most seals.

With this, if you plan on using a type of fuel other than 100LL, you must make sure you can first. There are service bulletins, manufacture recommendations, service letters, pilot operating handbooks, Type Certificate Data Sheets, Supplemental Type Certificates, and talk to your mechanic! Lycoming has a wonderful Service Instruction 1070 and Mandatory Service Bulletin 398. Be sure to read everything! You can't have ANY ethanol. Well, your airplane has an STC for regular mogas. Well, if we look at when those STCs became approved, the chemical makeup of fuel was WAY different than what it is today. So, you would be helping yourself if you verified what the chemical makeup was for the STC and see what fuel specification you are supposed to use. Most gas stations have 87 with about 10% ethanol. And now days, premium is starting to have some traces of ethanol due to sharing the same hose and nozzle with ethanol fuels. Please keep that in mind! Using improper fuel octane, additives, and fuel will cause your maintenance costs to increase! You can't just go off what the engine manufacture has, but the overall deciding factor is left to the airframe manufacture (this was reinforced by Lycoming in my recent IA training).

This concern of lead has now helped spark the newer 100UL STCs and may possibly cause nationwide move away from 100LL. Remember, these are STCs not FAA certified for everything. The FAA is still doing testing to certify 100UL. Most pilots have probably seen the articles AOPA came out with recently. If you have not, I suggest it! It's a very interesting reading. AvWeb also came out with an article addressing the recent EPA standing on their endangerment finding (January 12, 2022). Then, there is the recent banning of 100LL in California.

Bottom line, verify what fuel you can use with not only the engine manufacture but also the airframe! This is becoming something that the FAA, NTSB, engine manufactures and airframe manufactures are being concerned with. Check your STC information. Ask your mechanic. Ask your fuel provider for information on the fuel. There are Service Bulletins, Service Letters, Mandatory Service Bulletins, Airworthiness Directives to what you can do and what is suggested. With today's technology, most of this information is online and available for anyone to read! To save you money, headache from maintenance costs and down time, verify what you use.

-BLACK- CAT 2-1



The True Story of a Vietnam
Helicopter Pilot and His Crew



BOB FORD

Bob Ford Vietnam Pilot

2:30 p.m.

Sunday February 20

M.L. Becker Learning Center
Woodring Veterans Park
Woodring Regional Airport
Enid, Oklahoma

Free Admission
Open to the Public

Experimental Aircraft Association
Chapter 455 Enid

The Huey will be outside on display on the 20th when Bob Ford comes to speak.

Mid-America Air Museum

By Bob Immell, Director



December was a very busy month here at the Mid-America Air Museum. Starting December 1st, the long-awaited heater replacement in our 80,000 square foot hangar began, at this time about 2/3 of the hangar now has the new heaters strategically placed to properly heat the entire hangar without cooking any aircraft especially the ones hanging up. We hope to have the rest hung and operational by mid-January. Currently we are maintaining a comfortable temperature of about 65 degrees even during our recent dip into the single digit temperatures. Due to the ongoing construction the hangar is not as neat and well arranged as usual and the areas that

are off limits to the public changes almost daily our visitors have been very understanding and are still amazed at the collection of aircraft and how many types they never heard of.

Visitors at the museum exceeded my expectations for the year by about a 1,000 guests with the on-going COVID restrictions throughout our country and of course preventing public school tours from happening, however that may be changing as I have a few tours from our neighbors to the North scheduled already. 2020 was of course a difficult year with only 4,020 visitors but we fared better than most. 2021 attendance turned out to be 6,101 which is still low but all things considered a really great year as at least 5,000 of these were travelers most of whom visit every air museum they can find. Almost all of these visitors have told us this is one of the best air museums in the country and they also usually attribute that to the fact that we have a wide variety of aircraft that are well maintained, you can get up close to really see them, and many have commented that this is the only air museum they have been to that offered guided tours with real live guides. Many also say it is the best museum experience they have ever had because of the combination of all of these things. I attribute the “best experience” part to the fact that I am truly blessed with a great staff and the people who help with the tours. One thing I know for sure is that we have really made some very memorable impressions on a lot of young people and to a lot of us whose family members served in WWII, Korea, and Vietnam.

I am also very proud to say that we are getting a lot of consideration from all over the country for donations of some really rare historical aircraft most of which are real war-birds. While I always consider these things to be extreme long shots it still makes me feel very proud of the museum. It also makes for a pleasant predicament to have because I really don't have much available space to work with especially if we add two new interactive experiences to the museum in late 2022 as currently planned. I also find the most interesting part of these inquires to be that with two exceptions all of this consideration is from people who visited the museum this past year and only showed an interest after taking a tour. One of the other inquires came from a former well-known air show performer. In addition to all of this we received a very generous donation to purchase archival quality display cases to help us show off more of our artifacts that aren't airplanes. This donation came from the niece of a WWII B-17 ball turret gunner from the early days of the European theater. The museum also has a beautiful new LED sign paid for through grant money. We are still learning to how to use it but we are getting better.

Before ending this article, I want to thank a handful of people who have gone above and beyond to help me every since my tenure as the Director here started on Halloween 2018. Since that time, we have had well over 18,000 visitors many of whom received personal guided tours. Thank you to Mr. Jay Houser and Mr. Bob Keating for all of the times you have dropped what you were doing to rush over and do tours and all of the great knowledge you have passed on to me, and of course all of the hard work you also have put in here over the years. You two have not only worked, given tours, given advice, but have also gone with me to check out several different aircraft which had been offered to the museum. Mr. Bill Lyddon for all the times you have run down here to help with an aircraft problem, all of the advice, and offering the use of equipment when needed. Also, I want to thank Airport Manager Brian Fornwalt for all the times he has come down here to help with manpower or heavy equipment when needed and just as importantly helping keep a close eye on things when we are closed.

If you haven't been to the museum in a while stop by and check things out.

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.

Friday, February 11 - Fayetteville, AR - Drake Field (KFYV) 6:00 pm Hangar Dance.
Tickets \$35 - \$65 which includes food and dance lessons. Call 479-521-4947 for info and tickets.

Saturday, February 12, 2022
Haskell OK: Coffee & Donuts
Haskell Airport (2K9) AirNav.com CTAF: 122.9
EVERY SATURDAY - 8:00 am - 10:00 am

Saturday, February 12, 2022
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, February 12, 2022
EAA Chapter 377 – Noon Potluck Fly-In
Spencer Flight & Education Center – Scott City KS (KTQK)

Sunday, February 13, 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, February 19, 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, February 19, 2022
Haskell OK: Coffee & Donuts
Haskell Airport (2K9) AirNav.com CTAF: 122.9
EVERY SATURDAY - 8:00 am - 10:00 am

February 19 - 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, February 20, 2022
EAA Chapter 455 – Enid OK – Woodring Airport (KWDG) – M.L. Becker Learning Center
Bob Ford – Vietnam Pilot – -BLACK- CAT 2-1 – 2:30PM
The True Story of a Vietnam Helicopter Pilot & His Crew – Free Admission – Open to the Public

Sunday, February 20, 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, February 26, 2022
6th Annual Flying Aggies Fly-In
Saturday, Feb 26, 2022 — Stillwater, OK

Saturday, February 26 - North Little Rock - North Little Rock Municipal Airport (KORK) EAA Chapter 165 IS BACK after a solid year of building our new hangar. Our very first breakfast in this beautiful new 60 x 80 hangar will be on the 4th Saturday in February which will be the 26th of Feb. Breakfast will continue on the 4th Saturday of every month. 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. We plan on making this very first breakfast a real barn burner, well worth flying or driving to it. We do plan on giving away a very small airplane that was donated to us but you must be present to win.
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 park-

ing lot behind the hangar. We are located right at the beginning of runway 5.

Please come on out and help us with this GRAND OPENING. Arrive hungry, leave stuffed. Any questions - 419 360-7414

Saturday, March 5, 2022

Pauls Valley Hamburger Lunch Fly-In – Time: 11:30 am

Pauls Valley Municipal Airport (KPVJ) AirNav.
com CTAF: 122.8

Oklahoma Antique Airplane Association

LETS KEEP EM FLYING!! - Johnene Smith

The Oklahoma Antique Airplane Association has a monthly meeting/Fly-In at or club house on the north-west corner of the PVJ field, once a month on the first Saturday. Come join in on the fun! You don't have to fly an antique in, we have cars, motorcycles, and every kind of airplane old and new. We eat about 11:30 to 12:00 and have burgers hot dogs and in the winter chili and Cajun food. Kids are welcome and rides are available for anyone that shows up. Questions? Call Shannon Sharp: 405-238-4035 or email: casandjohn-smith@gmail.com

March 19 - Joplin, MO Rusty Pilots seminar see <https://pic.aopa.org/events/item/52/3503> for information.

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

Friday-Sunday, June 3-5 - Mountain View, AR - Wilcox Memorial Field (7M2) Ercoupes will gather for a weekend 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.

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