



March 2022
EAA CHAPTER 377

fly paper

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

LAST MONTH

Saturday, February 12th turned out to be a beautiful morning for the Fly-in at Scott City. The doors opened at 10 AM and a total of 10 Chapter #377 Members and several local youth were on hand for the event which was highlighted by Dr Jame Yager leading anyone who was brave a chance to fly the RedBird FMX Simulator.

John Eply, an EAA member from Enid, OK was a fly-in guest and certainly won the “I traveled the furthest award”. The noon pot luck of Smoked Sausage & Potato soup, Chili, Ham & Cheese Bieroock’s and plenty of desserts were enjoyed by all.

Members were updated on future events and the hangar flying conversations lasted well into the afternoon. While this wasn’t a regularly scheduled location, I want to give special thanks to all who showed up and contributed to a fun Saturday with fellow pilots.

Randal Loder, Sec/Treasurer



THIS MONTH



Join us **Saturday, March 12** for our monthly noon potluck lunch at Crotts Aircraft, Dodge City. The Crotts families and employees are our hosts. Hamburgers and hotdogs will be served—please bring a side dish to share. We are hoping to see all of you there; invite a guest to introduce to our group!

DODGE CITY REGIONAL AIRPORT-KDDC

FE 2,595—3.00 mi E of city

Runways: 02/20, 14/32

Longest paved runway: 6899 ft

CTAF 122.7

WX 118.525 or call 620-227-9721 (AWOS-3)

FMI call Crotts at 620-227-3553



Photos by Liz Vulgamore

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 April 2022 issue is March 31, 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...

12 March— EAA 377 Noon Potluck, hosted by Crofts 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 Potluck, hosted by Stan Reiss family. Plains, KS. 620-629-3604

December—EAA Christmas Party.

ANOTHER ISSUE

THANKS TO: Bill Anton, Bill Long, Bob Immel/Mid America Air Museum, Deb Lawrence, John Jenkinson III, Kymberly Logan, Liz Vulgamore, Marshall Watson, Pat Whitham, Paul Fiebich, Randal Loder, Tom Auerbach, Tom Trumble. **THANK**

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.



HEARD IN THE HANGAR

The fuselage was transported to the railroad station and loaded on a Missouri Pacific flatcar and was on its way to California to fly again and into our history!

FROM MARSHALL WATSON—DAVID NEUFELD soloed March 1, on his way to his pilot's license



FROM DEB LAWRENCE (Facebook Group: Scott City History Then & Now)—Did you know there have been 2 Airliner Cafe's in Scott City's History? The original Airliner Café was an actual Airliner! In 1949 Anton (Tony) and Ruth Dvorak purchased a C-47 aircraft fuselage in Oklahoma City. Tony had it moved to the 300 Block of Main Street on the west side of the street, just north of the Gambles Store. It was remodeled into a café and named "Airliner Café". The site today is where "Bumper to Bumper Auto Parts is, previously the Duckwalls store). Tony and his wife and their daughter (Norma Dvorak Binns) ran it for three years. Norma told me that it was open 24 hours a day, 6 days a week. She said her dad kept it open 24 hours a day for the truck drivers that passed through town. She said they always had a pot of coffee on for them. Norma said there were doors on the north & south sides. The south side of the café had a counter with stools, a juke box and the north side had tables & chairs. The front window area of the plane had a big round booth and table which were always full after dances. She said there was a wall on the west side that separated the kitchen from the diner. It had a pass-through window for the food to be served. Her dad built a small building out back for storage and the bathroom. Norma said she was a waitress, along with her mom and many other ladies. In 1952, a gentleman traveling through stopped for a cup of coffee and inquired as to who owned it. He talked to Tony and told him he needed a C-47 fuselage for repairs on a plane he had crashed. Tony was not really a café man but a farmer. When field work was needed, he was out in the fields leaving Ruth to run it so he said yes and the sale was finalized.





FROM BILL ANTON—I finished N946BV RV-4 at Crott's & flew it home yesterday. I bought the project from Ed Adams in May 2020. After working on it in my hangar for about a year I loaded it up and hauled it to Crott's at Dodge to finish it there. I drove to Dodge about every day and worked with Mike Million to complete the job. After Mike and I did prep work Mike Weber put on the paint. The panel is Dynon avionics with an autopilot, ADS-B In & Out, transponder, radio, intercom, etc. I had leather seats done at Flightline Interiors in Wisconsin. The engine is a Superior IO-360 180 h.p. with cold air induction and dual Light Speed electronic ignition. The FAA issued the airworthiness certificate on Feb 9th. I still had some details to complete plus wait for a good weather window for the first flight. I took the airplane up the first time on Wednesday, March 2nd. It flew perfect. The flight characteristics are very similar to my RV-8 which I flew for 12 years and had 850 hours. After 45 minutes or so I brought it in for the first landing. After the flight home yesterday I moved the Bearhawk back a little & it fit in nicely under the Bearhawk wing. You'll notice the name on the cowling is FREEDOM III. The RV-8 was FREEDOM. The Bearhawk is FREEDOM II. I'm looking forward to completing the Phase I flight testing and then heading out to an interesting cross-country trip. (The tail number is in honor of Bill's wife Nancy Lynn)







HEARD IN THE HANGAR



15 month old **ELAINE LOGAN** loves to go flying with Grandpa John Jenkinson III.



HEARD IN THE HANGAR



It isn't often that Kansas weather permits PAUL FIEBICH to go flying in his airbike during the winter. He actually flew two days in a row recently. Airbike is ready to be tucked in for the night in its new hangar at 18KS

TOM AUERBACH MOONEY PROP STRIKE

Making progress on getting my engine back together on the Mooney.

Internal engine baffling, electrical wiring, hoses (fuel, fuel pressure, oil cooler, oil pressure, manifold pressure), scat tubing (cabin heat, carb heat, fuel pump cooling), ignition wiring complete.

Exhaust system installed, EGT probe installed, spark plugs installed, refilled engine oil.

Controls: throttle, mixture, prop governor, carb heat, cabin heat, complete.

Installed overhauled prop and safety wired.

Next is the engine cowling...

Installed top and bottom engine cowling and prop spinner.

Pulled the plane outside and started the engine to check for leaks.

No leaks, phew!

But the throttle needed to be adjusted for proper idle – cable restraint would not allow full control of lever position.

Absolutely inaccessible cable clamp took two hours to reposition and retighten.

Engine now idles around 700 rpm, slightly high but acceptable.

Now my main concern is the engine seems to run rough; will try dynamically balancing prop.



FROM SPORTY'S IPAD PILOT NEWS—

How does ADS-B traffic work?

ADS-B has become a household word among pilots over the last decade, especially with the popularity of devices like the Sentry, Stratus, and Garmin GDL receivers. While ADS-B weather is fairly well understood, ADS-B traffic is more complicated and there has been a great deal of confusion about when and how pilots can view this traffic information. In this article, we'll try to explain in plain English what ADS-B traffic is, how to get it, and what the limitations are.

Not like weather

The most important thing to understand is that ADS-B traffic is not like ADS-B weather. The weather product (technically FIS-B) is broadcast to anyone with a receiver—like an AM radio station. The only real limitation is that you must be in range of an ADS-B ground station. This is what some people call a “dumb transmission,” because you simply turn on the receiver and start receiving radar, METARs and TFRs. No additional equipment is required.

ADS-B traffic (called TIS-B), on the other hand, is very different—it is not broadcast to anyone and everyone. Instead, it is a “smart transmission,” meaning the ADS-B ground station sends a customized data package to a specific aircraft, and only in reply to an interrogation from specific types of panel-mount avionics. If you don't have the right panel avionics, you probably won't get reliable traffic. Instead of an AM radio, it's a text message conversation. Here's why...

***Read the rest of this article, and many more valuable articles, on the Sporty's "iPad Pilot News" website!
<https://ipadpilotnews.com/2021/11/how-does-ads-b-traffic-work/>***

Sign up to receive their free email alerts regarding their free training materials!

Find us on
facebook

“EAA 377”

-or-

www.eaa377.org

FROM KYMBERLY LOGAN—I just heard about Harry recently and I thought that for March article I would share my story.

Not many know why I became an aircraft mechanic and after the passing of Harry Bartell, I think now is the time to share my story.

When I was in high school, grandpa and grandma were active in EAA and the International Flying Farmers. So naturally, I was too. I can't remember a time where I didn't want to fly planes for a living. I never thought about the need of an aircraft mechanic or importance of airport personnel until I met Harry Bartell. I always thought it was like cars, you could do it yourself. I remember Harry laughing at me for that the first time. The more meetings we attended the more interest I had in what Harry did and knew. Grandpa was teaching me how to fix my car, so naturally I was curious about the airplanes! I didn't realize there was more aviation stuff than just flying around.

The summer before my senior year, I saw Harry and Marilyn in Spokane Washington for the IFF Convention in July 2004. I was named IFF Farmerette for the year and Marilyn was the IFF Duchess. I was so excited about the opportunity and being able to share the honor of royalty with Marilyn for the same year and represent our great state of Kansas. That year, Harry told me if I was considering being an aircraft mechanic, working at an airport and professional pilot, I should consider going to Spartan School of Aeronautics in Tulsa, Oklahoma. October of that year, grandma and I made a road trip to Tulsa to tour the school. Harry always told me, "Airplanes don't care if your a woman, so do worry if your in a field of men. Your smart!" He knew I was nervous going and being the only female in my class. But I realized he was right!

After I graduated high school, I attended Heston College (it was closer to home) instead for my professional pilot degree.

After time, my chronic migraines got the best of me for a few years and I wasn't able to fly. I was devastated. But I still wanted to be near airplanes. Harry's words always stuck in my mind and I was now determined to go try again, but this time, go to Spartan. I met with other mechanics for advice and most said Spartan. Harry was right. Now, I just needed the money. So I worked hard for a few years to pay off old school debt before getting more and finally I was off!

By the time I got there, 11 years had passed since I heard Harry tell me it was the place to go and walked the halls with grandma by me. After I graduated, took all nine of my FAA tests and passed, I was walking back to my car through one of the hangars at the school as an official A&P. It was a beautiful fall day in October. I was reminded of my journey there and realized that exactly 12 years before, grandma walked next to me though that exact hanger and told me if I put my mind to it, I would be able to do it. All of this because of the conversations with Harry about what he did for a living, peaked my interest.

I always knew I would come back to SWKS to work on airplanes. I never in a million years guessed that I



My time has come, but don't grieve for me.
I'm safely home where I have strived to be.

My life has been full and I have loved so much,
especially warm smiles.
But nothing as valuable as loving so many
in days of want and days when there was plenty.

Some days will be tough, but those
will pass soon enough.
Remember each person's good and
where they once stood.

Our past creates the future, brighter than today.
Keep up the fight, for we will meet again someday.
In a place that is brighter, one fit for a fighter.
Be faithful and strong, as life comes along.
So you too can be free, one day just like me!

H. Garman

In Loving Memory Of

Harry Lee Bartel

BORN
September 26, 1948, Fowler, KS
ENTERED INTO ETERNAL REST
Tuesday, February 1, 2022, Norman, OK
FUNERAL SERVICE
Thursday, February 10, 2022, 2 PM
Assembly Of God Church, Hugoton, KS
OFFICIANTS
Pastor Pam Peachey, Pastor Terry Miller,
Pastor Nathan Engelman
MUSICIANS
Pastor Ken Harder, George Lucas
SELECTION
"Amazing Grace, "Sweet Beulah Land"
PALLBEARERS
Rick Barnes, Don Button, Rodney Kelling,
Frankie Rotolo, Darrell Teeter, Clarence Doerkson,
LT Esarey, Robert Leneve, Chris Webb
HONORARY PALLBEARER
David Helget, Jim Ghumm, Colton Ghumm
FINAL RESTING PLACE
Moscow Cemetery, Moscow, KS
MEMORIAL
My Father's House or Pheasant Heaven Charities
In the care of Robson Funeral Home,
P.O. Box 236, Hugoton, KS 67951

Harry Lee Bartel, 73, passed away Tuesday, February 1, 2022, at OU Medical Center in Norman, Oklahoma. He was born to Martin and Helen (Reimer) Bartel on September 26, 1948, in Fowler, Kansas.

He married Marilyn LewElla Hall Harris on December 15, 2001, in Moscow, Kansas. She preceded him in death on February 17, 2020. Marilyn and Harry enjoyed 18 great years together. They took trips all over such as Canada, an Alaskan Cruise, Bahamas, and Belize. Along with their trips they enjoyed going to eat with their friends at various restaurants around Hugoton. He and Marilyn were very active in the Flying Farmers Convention.

Harry was a past Hugoton City Airport Manager. He was the President of International Flying Farmers and Kansas Flying Farmers. He was a part of the Incident Management Team of Kansas. He was also a part of Hamm Radio Club and the American Radio Relay League. Harry was a member of the Hugoton Masons Lodge #406.

Harry was a gentle and loving man to all those he encountered. He was full of life and enjoyed people and helping others. He enjoyed family dinners and spending time with them. He was an active man of many things and enjoyed life. But we know he is in Heaven in the arms of Jesus and with his loving Marilyn again.

Harry was a faithful member of the My Father's House Church in Hugoton.

Survivors include brother, Richard Bartel, Ulysses, KS.; sister, Ruth Bartel, Hugoton, KS.; nephew, Clint Barte' and wife Maggie, New Haven, NY.; niece, Erin Arnold and husband PJ, Lockport, KY.; great-nieces and nephews, Olivia and Charlotte Bartel and Cecil Arnold; many other relatives and friends.

He was preceded in death by his parents, Martin and Helen; his wife, Marilyn; and his siblings, Donald G. Bartel and Wilma K. Bartel.



ACKNOWLEDGEMENTS:

We would like to take this opportunity on behalf of the family to express our gratitude for your thoughtfulness and kindness by your attendance at the service of "Harry Lee Bartel"

Robson Funeral Home, Hugoton, KS
David & Brandy Robson
Morgan Robson-Link
J.D. & Megan Robson

would be an owner of my own shop and helping run the airport by the time I was 34. But thanks to my husband and a few others, come June, we will have been working on airplanes in SWKS for a year.

A few months ago I was able to get in touch with Harry and talked about joining the Flying Farmers again. A few weeks later I saw him at the auction in Satana. I am thankful for having the opportunity to talk to him, introduce my family and tell him thank you for pointing me in the direction that changed my life and brought me to where I am now. He will be missed by many.

KYMBERLY LOGAN KEEPS THEM FLYING



Everyone has been cooped up in the nest for awhile due to recent weather and snow. Now it's almost spring and time to shake the dust off the wings and enjoy spring!

After sitting for a few weeks or months be sure your ready to shine at the next fly in! Here are some cleaning tips of things I've learned and things I personally use in my shop when we do an annual or detailing.

If your cockpit stinks, lightly sprinkle baking soda on the carpet and put some in a cup (about 1/4 of a measuring cup) on the dash and let it sit in the airplane for a couple days. Then, remove the cup, vacuum the carpets and that should help. It works best when the airplane is warm in the cockpit. So if you can let it sit in the sun for a day. It is super helpful when the airplane sits for a time, like during the winter. I usually will get a pint mason jar, fill it up half way with baking soda, drill small about 7-10 holes in the lid (1/16" bit works perfectly), tighten on the lid, set it in the airplane when you're not flying and all bad odors are gone! Just make sure you try to change it out every month like the one in your fridge.

Your poor bird needs a bath so you go get the car wash soap out of the garage. Not necessary, I have a cheaper option! Go to the kitchen sink and grab the dawn dish soap! Add 1-2 teaspoons to a gallon of warm water. This removes all grease, oil, lead buildup and bugs. If you feel you must use something like simple green on the bugs, I recommend you don't, but be 100% sure you don't let it dry and rinse it extremely well. It will corrode things! That's why I don't like it or use it. Elbow grease and warm soapy water is best with

a sponge for bug scrubbing!

For the lead buildup on the belly that does happen usually just behind the exhaust stack. I use mineral spirits and old rags. Get your creeper out, moisten your rag, rub off the belly, take a clean rag and dry off the area! TA-DA!! Magic! If you want to make it easier, use Aeroglaze afterwards (see below). For areas around the rivets, use an old toothbrush and dip it in a small metal cup or old veggie can of mineral spirits and dry with a rag. It does air dry, but using a dry rag to buff makes it look super clean!

Please remember your electronics are touchy. If you can't clean your screen with a damp microfiber towel, call your avionics shop that installed it for things you can use.

Please don't use windex on your on electronics and windows. You have windows that are practically plexiglass. Be sure you use something safe for that. Personally, I use a product called Aeroglaze from Aircraft Spruce with two clean microfiber towels. One for application, the other to buff off.

I also use Aeroglaze for a dry wash, making the paint shine, removing oxidation, getting those dried on, stubborn bugs and cleaning up dry bird poo. It's a wax type product with just a tad of "grit". So this also helps for cleaning the airplane from bugs after your flight. The Aircraft Spruce part number is 13-00030-1.

On your interior, if you have vinyl seats and panels I use a dash of dawn and warm water in a spray bottle and a microfiber towel. If you have leather, use a leather cleaner if the dawn and water doesn't cut it. If you have cloth, vacuum the seats after lightly sprinkling the seat with baking soda. For stains, see your mechanic or an interior shop about what's ok to use. You don't want to damage the fire retardant in any fabric! So don't use your household stuff or the things on the automotive store shelf without verification.

If all else fails, hire a high school student who wants to earn extra money for their pilots license, call your mechanic or local FBO for a name of does detailing at your airport or ask if they wash airplanes!

**KyMBERly Logan—Logan Aviation
620-260-0502**

Mid-America Air Museum

By Bob Immell, Director



This month's featured airplane is Wilber Staib's LB-5 named "Tiny." Wilber was born on July 6, 1914 and passed away on October 5, 1993. Wilber was a self-taught aircraft designer

who in the 1940's started or at least upped the race to build the world's smallest flyable aircraft. Although Wilber performed at airshows using the title "The Diamond Wizard" undoubtedly because he lived in Diamond, Missouri at the time and that is where he started his aircraft designing days. I have been able to ascertain that he was a flight instructor during WWII in Chanute, KS using the PT-14 trainer, and later worked for a time in Neosho, Kansas for North American's Rocketdyne Division as an Inspector. While in Diamond he began designing 6 of the world's smallest aircraft. Five of these were airplanes and one was a helicopter. The 5 small airplanes were all labeled LB-1, LB-2, LB-3, LB-4, and the pinnacle of the planes was the LB-5. In case you are wondering what LB stood for it was "Little Bast****" well you get the idea after all this is a PG rated story.

LB-1 was a single engine open cockpit biplane with conventional landing gear. LB-2 was an open cockpit monoplane with conventional landing gear, and had a reported cruising speed of 125 mph which was only 5 mph faster than the landing speed. LB-2 was later converted into a biplane and thus became the LB-3 which also had a reported 125 mph cruising speed, Wilber used this aircraft at airshows for a while. I was unable to determine if he ever flew the plane himself at airshows or not but there was definitely another man who flew it for 2 years then the pilot changed to a third man who performed using the plane for about 1 year before he broke his back in a highspeed accident. LB-4 was a high wing single seat twin engine tricycle landing gear with an uncovered welded steel tube fuselage. Its cruising speed was only 60 mph and had to be flown with the throttles wide open to stay in the air, but then again it used chainsaw motors for the airplane engines. These planes were all the title holders of the world's smallest plane for its type at one time or another.



This brings us to the LB-5 biplane named "Tiny." Contrary to what would appear to be an obvious reference to the small planes size it was actually named after his wife Irene "Tiny" Staib who donated the plane to the Mid-America Air Museum on March 10, 1999. The LB-5 is not the world's smallest biplane as measured by wingspan, but at the time of its introduction was definitely one of the smallest, and as I understand it was fairly maneuverable. It used a Volkswagen engine for the powerplant and had a landing speed of around 120 mph reportedly. The length of the airplane is 12 feet and 3 inches with a wingspan of 11 feet 5 inches. Over the years the race for the smallest flyable plane has heated up starting with the "Wee Bee" whom was displaced by the "Stits Junior" whom was displaced by the "Staib -LBs," whom was displaced by the Stits "Sky Baby" in 1980, then by "Bumble Bee" on January 28, 1984, then by "Baby Bird" then by "Bumble Bee 2" which first flew on April 2, 1988 and was destroyed in a crash on May 5, 1988 due to its inherent instability. "Bumble Bee 2" was a biplane with a reported top speed of 190 mph and a wingspan of only 5 feet 6 inches. Its length was 8 feet 10 inches and a height of 3 feet 11 inches, and an empty weight of 396 lbs. and a max take off weight of 573 lbs. Of-course by now there may be others that claim the title based on a number of factors such as weight, etc. but you get the idea the planes are small. I personally think "Tiny" is a much better-looking airplane than the other planes mentioned in this article, but maybe I am biased because it is here at the Mid-America Air Museum.

To give you a visual reference to the size of "Tiny" I have included a few photographs of the plane with two of our staff members in the photos



for a size reference. The taller of the two men is well over 6 feet tall and height wise would fit inside. Notice how the shorter of the two staff members all but completely vanishes inside "Tiny."

DO YOU ENJOY BEING INVOLVED IN SOCIAL MEDIA?

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

Interested?

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

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

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, March 12, 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

Saturday, March 12, 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, March 12, 2022

EAA 377 Noon Potluck, hosted by Crotts Aircraft, Dodge City, KS (KDDC)

Sunday, March 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, March 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, March 19, 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.

March 19 - Berryville, AR - Carroll County Airport (4M1) Third Saturday LUNCH Event. 7th ANNUAL

'EAT SOME CHILI, GET SOME GAS.' The airport manager's wife is fixin' her killer chili again! Av-gas pump price will be reduced by 10% during the event. Serving begins at 1200. Suggested donation: \$10.00. Contact: 870-423-8393

March 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

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

Sunday, March 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, March 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 parking 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, April 2, 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, April 2, 2022

6th Annual Flying Aggies Fly-In
Saturday, Apr 2, 2022 — Stillwater, OK

Saturday, April 2, 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: casandjohnsmith@gmail.com

Saturday, April 9, 2022

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

April 29th and 30th at Cook Airfield (K50) Derby Kansas. The Rod Trowbridge memorial Fly-in.

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.

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.

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

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