

**May 2022**  
**EAA CHAPTER 377**

# fly paper

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

## LAST MONTH

A BIG THANK YOU to Dennis Tevebaugh, Bill Cotter and friends of Elkhart, KS for hosting our April fly-in last month. Bill Cotter provided these photos.



***“The desire to fly is an idea handed down to us by our ancestors who, in their grueling travels across trackless lands in prehistoric times, looked enviously on the birds soaring freely through space, at full speed, above all obstacles, on the infinite highway of the air.”- Wilbur Wright.***

## THIS MONTH

Our originally scheduled meeting for May had to be cancelled; with Mothers Day and Graduations there were too many conflicts to reschedule an event. So take a breather in May, and we will see you at Lakin on the second Saturday in June. Logans will provide BBQ meat; bring a side dish to share. They are arranging a spot landing contest-further details next month.



Cold air clouds, and the beauty of a SW KS sunset, captured by **RICK DEARDEN**, rural Scott City.

# 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 June 2022 issue is June 3, 2022**

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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...

**14 May—CANCELLED.**

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

**18 June—Colby Airshow**

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

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

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

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

**1 October— Run Drive Fly to Lakin**

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

**December—EAA Christmas Party.**

# ANOTHER ISSUE

**THANKS TO:** Bill Anton, Bill Cotter, Bill Long, Bob Immel/ Mid America Air Museum, Dale Krebbs, EAA.org, Kymberly Logan, Mike Scheiman, Paul Fiebich, Rick Dearden, Thomas Paus, 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 &  
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on the  
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com**

The Ponca City Airport (KPNC) is now open for fixed wing traffic (as well as rotorcraft). Enrique's Mexican Restaurant is open with regular hours.

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



# HEARD IN THE HANGAR



**JACK PELTON**, CEO of EAA National, with **RON BLUM**, President of EAA Chapter 88 based in Wichita. Photo was taken by **DALE KREBBS** during the TriMotor visit to Wichita.



**FROM KYMBERLY LOGAN**—“TOP GUN” comes out Memorial weekend and is expected to be busy. I would like to know if anyone wants to go then, or wait until after the fly-in at Lakin on June 11, or we would plan for the first weekend in June. If you are interested in gathering at the movies as a group, please contact Kymberly at **620-260-0502** (text or voice) or email [kymberly@loganaviation.com](mailto:kymberly@loganaviation.com)

**FROM BILL ANTON**—I am still working my way through the flight test cards on the RV-4. Have 20 hours logged, halfway to the required 40 hours within a 100 mile radius of my home base.



# KYMBERLY LOGAN KEEPS THEM FLYING



Last month, I covered magnetos and told you we would touch more on shutdowns this month. So, why is proper shutdown procedure important? Well, manufactures of the aircraft and engines pay engineers to figure out what the best procedure is. It is sometimes different for some airplanes, but the reasons are the same. Some manufactures have you turn the switch off during to shutdown process and then turn it back on, then pull out the mixture. The reason for this is the same as most others and why I suggest everyone to test their ignition switch at shut down. It is to test the switch to verify your magnetos are grounded and prevent a hot prop. Most of the time a ground lead is broken due to vibration. Sometimes, the switch is just old and corroded. This doesn't always mean you have to do a costly repair. It just means it needs to be disassembled, cleaned, lubricated, reassembled, and reinstalled.

The reasoning for using the mixture for shut off, is to starve the engine of fuel so that it will reduce to probability of a hot prop. Got to love redundancy! The key to this is to ensure the propeller has come to a complete stop before turning off the ignition switch or magneto switches. If you turn off the spark, the fuel will not burn off and leave the probability of a hot prop. Which it does not take much for it to start back up and cause a major problem for all involved. Simply put, its for safety reasons.

Let's say your mixture cable was broken in flight due to vibrations and you can not shut the

engine down with your mixture cable now. Next you reach for the fuel selector valve and place it in the off position. This should starve the motor of fuel just like your mixture cable would. Let's say for example purposes that the engine keeps running. Well now you have a bigger problem! The cause for this is usually only one reason, your fuel selector valve needs to be overhauled or replaced. This should be checked every year by your mechanic during annual, but too often I see this neglected. So, as a last resort, you shut off the mags to shut down the motor.

To check if your selector valve needs to be overhauled is simple and not complicated, I promise! First, get a five-gallon bucket and place it under your gascolator (fuel strainer, fuel filter that is always at the lowest point of the fuel system), turn your fuel selector to the off position. Drain the fuel and disassemble the gascolator. Most of the time, if your fuel selector valve is leaking to the point where it will keep a motor running, no one has taken the gascolator apart in some time and you can expect to find bad gaskets, usually made of cork, a dirty filter, and bad O-rings. Once all the fuel has drained from the bowl and gaskets and filter have been removed, you will see if fuel is still coming out or not. If fuel continues to flow or drip out, your fuel selector valve needs to be overhauled or replaced. That simple! Since an aircraft owner can only do preventative maintenance unless they built their experimental aircraft, don't do this to your certificated aircraft. Make your mechanic do it. If you have a certificated aircraft fresh from annual, try shutting your aircraft down with the fuel selector valve. This is a great way to verify proper inspection without getting fuel all over, or you can turn off the selector valve and drain your gascolator. Both are great ways to check.

So, is it hard on things to use the mag switches to shut of the motor? Well, yes and no. This is kind of a debate and gray area. Potentially, yes, it is. Some magnetos have an impulse coupling that will crack or break without proper care and procedures. Sometimes if it breaks, it will cause more

damage to the gears in your motor and now we are talking complete overhaul. Next, you are leaving fuel in a hot motor with the potential of a hot prop. And unburned fuel will sit in the motor and if you ever let 100LL sit out for a bit, you will notice it gets kind of sticky, back to all the stuff they put in the fuel. Then the no side is, well nothing goes wrong, and some believe that to be true! That's fine, but when it comes to the one thing that keeps a pilot cool while flying, I like to error on the side of caution. You can't just pull over like your car.

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

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

## **EAA KEEPING CLOSE EYE ON TRENT PALMER FAA ENFORCEMENT CASE**

May 05, 2022 (EAA.org) –EAA is closely monitoring an ongoing FAA enforcement case involving social media personality Trent Palmer. While the case has been quietly underway since 2019, Palmer disclosed details of the case in a widely circulated YouTube video published late last week.

The case involves an “inspection pass” that Palmer says he undertook over a friend’s property, to determine if his modified backcountry Kitfox was capable of landing on a small strip normally used for model flying. He decided that it was not safe to land at the strip and abandoned the landing attempt. According to Palmer’s account, a neighbor of the friend documented the flight on a surveillance camera and reported the incident to the FAA, which charged Palmer with violating FARs 91.13, prohibiting careless and reckless operation, and 91.119(a) and (c), which specify minimum safe altitudes. 91.119 does not apply to operations necessary for takeoff and landing.

Palmer reports that the NTSB administrative law judge (ALJ) who heard the case determined that the “takeoff and landing” clause of FAR 91.119 did not apply to this operation because he did not

land. Furthermore, the lack of features typical to an airport, such as lights and a windsock, purportedly led the ALJ to conclude that the property was not an applicable landing area.

Palmer intends to appeal and is concerned that if the ALJ’s interpretation of 91.119 is allowed to stand, it would set a dangerous and illogical precedent that a pilot must actually land — and land at a designated airport — in order to be protected by the applicability clause of the rule. EAA agrees, and we look forward to learning more specifics of FAA’s allegations and the judge’s ruling. Going around must always be an option of any approach, as must abandoning a landing attempt altogether and proceeding to an alternate airport. Additionally, “off-field” operations where inspection passes are common procedure before landing are routine for backcountry pilots, ultralights, light-sport, and other types of GA flying.

The FAA has been cracking down on low-altitude operations where there is truly no intent to land, i.e. buzzing, but bonafide landing attempts must be protected. EAA will watch this case closely and if necessary address the regulatory implications for all of GA with FAA headquarters staff, in coordination with our partner associations.

## **TEXTRON AVIATION BEGINS DELIVERIES OF 10 SKYHAWK ORDER**

by Jerry Siebenmark

April 1, 2022—AINONLINE

Textron Aviation yesterday delivered five of 10 Cessna 172 Skyhawk piston singles to the Kansas State University Salina Aerospace and Technology Campus, which is expanding its aircraft fleet to support growing enrollment in its pilot training programs.

The deliveries were made during a ceremony at Textron Aviation’s Independence, Kansas plant, where all Cessna piston aircraft are assembled. “This delivery also gives us a great opportunity to celebrate another milestone achievement in our long-standing relationship with Kansas State University,” said Textron Aviation v-p of piston sales Chris Crow.

The K-State Aerospace and Technology Campus made the order that was announced in October 2021, which will expand its fleet to 22 Skyhawks. Delivery of the remaining five Skyhawks, which feature a custom exterior and Garmin G1000 NXi avionics, will be completed later this quarter. Textron Aviation’s relationship with the school dates back to the program’s inception in 1987.



# SAFE AND EFFICIENT OPERATIONS AT A TOWERED AIRPORT PATTERN OPERATIONS

by

**MIKE SCHEIMAN, GCK AIR TRAFFIC MANAGER**

Last month we talked about arrivals into the airport. This month I will talk about entering the pattern, staying in the pattern, and spacing and sequencing.

Now that you've entered the pattern, let's talk about some of the expectations here.

1.) ATC service is based on known traffic and conditions. We will adjust your pattern or have you adjust on your own to establish a sequence and maintain separation. These adjustments are based on observed traffic, accurate pilot reports and anticipated maneuvers. You, as a pilot-in-command, are the final authority for the safe operation of your aircraft and what maneuvers are acceptable or are needed for your own safety. Controllers cannot anticipate a major or abrupt maneuver in the pattern. If you need to make an abrupt or major maneuver (360, fly through final, etc.), let ATC know as soon as you are able, preferably before the start of the maneuver.

2.) "THE OPTION" – authorizes you to do a touch and go, low approach, missed approach, stop and go or full stop. We will use "Cleared for the Option" for the most part unless we know you are full stopping, or we have traffic behind you that may be faster. If we have an aircraft behind you that is faster or requires more separation, then you may hear us say, "Unable full stop or stop and go, other options approved" or something along the lines of "Cleared touch and go/low approach only". Basically, we can't have you dawdling.

3.) We talked about runway spacing and unexpected maneuvers. With that in mind, you must let ATC know if you are requesting a short approach or to land long. Our runway separation is based on an aircraft touching down near the runway threshold. If an aircraft is rolling out in front of you as you are landing, once you fly down the runway and catch that airplane, our separation standards are gone, and it is no longer safe.

4.) Everyone has operated at uncontrolled airports and is used to making calls on positions in all the legs of the pattern. When in the pattern at a controlled airport it is not necessary to announce every position in the pattern. When it's busy it gets to be too much. Some controllers will not require a position report when in the pattern, others will direct you to report base or downwind. If a controller directs you to report downwind or base, then you should do as directed. There are also going to be times that it is difficult to see aircraft in the pattern because of weather or hazy conditions and a controller relies on those reports.

5.) CLOSED TRAFFIC – is defined in the AIM as "Successive operations involving takeoffs and landings or low approaches where the aircraft does not exit the traffic pattern". You'll hear us use this often, "N100FG, left closed traffic approved. Report (position if required)". This just means we are authorizing you to go around and around within the pattern. If you're following other traffic in the pattern, you should be told that. There will also be times we will tell you to extend your downwind to follow other traffic or maybe to get a departure out.

6.) If you are making a full stop: Exit the runway without delay at the first available taxiway or on a taxiway instructed by ATC. Pilots MUST NOT exit the landing runway onto another runway unless authorized by ATC. Basically, if you land on Runway 17, you can not exit onto Runway 30 without authorization from ATC. If they don't tell you to exit on Runway 30, you can always ask, otherwise you would continue through the runway intersection.

7.) Making a 180 after landing – this is a big one for us. If you do this on your own, this is considered an unexpected maneuver. It's not that we are against 180's, but we are taught to keep traffic on the runway flowing in one direction. According to the AIM, "At airports with an operating control tower, pilots should not STOP or REVERSE COURSE on the runway without first obtaining ATC approval. There will be plenty of times that we will offer you the 180, but if it is not offered and you want a 180, ask for it but keep moving down the runway.

8.) Lastly on this section, if you are practicing an instrument approach, let us know where you are wanting to begin the approach and how you intend to terminate it, i.e., published missed, full stop, depart

the pattern to the north, etc. This helps us to plan and be prepared for other aircraft inbound or outbound. As always, we appreciate your business here at GCK. We are available and willing to answer any questions you may have. You can always call the tower at **620-276-8994**, arrange a tower visit, or email me at [mike.scheiman@midwestatcs.com](mailto:mike.scheiman@midwestatcs.com). Enjoy your May!

# Mid-America Air Museum

By Bob Immell, Director



This month's featured airplane is the mighty F4U-5N Corsair. This plane is on loan from the National Museum of the Marine Corps. The F4U-5N was one of at least 26 variants possibly 30

variants depending on how you define a variant of the venerable Corsair. Work on the design started in 1938. The first flight took place on May 29, 1940 and the plane was introduced into service in December 1942 with production continuing into 1953. The total number of Corsairs on Wikipedia is 12,571, but other sources place it considerably less than that. I think that it is possible that the number was significantly lower as many planes received upgrades or were converted to different variants altogether which could obscure the true number of planes that were actually constructed. A good argument can be made that the F4U was the best piston engine fighter of WWII based upon its performance numbers, the length of time it was produced (it was the longest run of a piston engine fighter in US history) and the fact that it was used well into the jet age, but then again it is simply a matter of opinion which was the best fighter. The F4U is one of the airplanes that claims to be first combat plane to fly 400 mph in level flight. I think the more accurate statement is the first single engine piston powered fighter to fly 400 mph in level flight without special modifications.

Some specific information about the F4U-5N like the one on display here at the Mid-America Air Museum is that only 214 were actually made, and of these 29 were later converted to the F4U-5NL. Both the F4U-5N and the F4U-5NL were night fighters and were equipped with radar with the difference between the two being the NL version had additional heating & deicing equipment installed specifically for the Korean winters. The 5N was the first version of the Corsair to have a metal skin on the upper and lower surfaces of the wing instead of fabric, but the elevator and rudder continued to be fabric surfaces. There were several other improvements such as improved 2 stage superchargers & intercoolers. Improved hard points for carrying up to 5,000 lbs. of ordinance,

## EAA Webinars Schedule

Preregistration is recommended, as space is limited.

### Baby Ace: The Airplane That Brought Homebuilding to the Headlines

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

Presenters: Chris Henry and Ben Page | Museum Webinar Series

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

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

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

### Pass Your Checkride, Part 1: Paperwork & Oral Quizzing

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

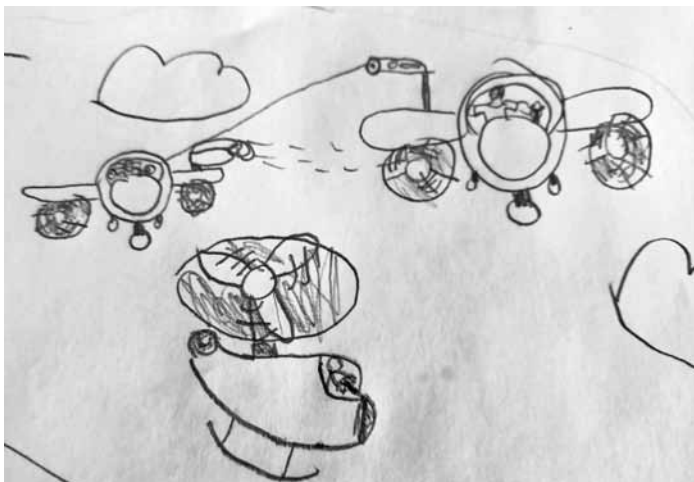
Presenter: Larry Bothe | Qualifies for FAA WINGS credit.

### Pass Your Checkride, Part 2: The Flight

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

Presenter: Larry Bothe | Qualifies for FAA WINGS credit.

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



**THOMAS PAUS** (11) of Lincoln, NE is learning the art of cartooning. He went to work immediately when I mentioned I could use some clipart for our newsletter! Thomas is a talented young man; hopefully you will be seeing more of his work in future issues!

### ***Corsair—continued from page 7***

four 20mm cannons, an AN/APS-19 radar, etc. The plane is reported to have a 270-mph cruise speed with a top speed of 470-mph using the R2800-32W engine producing 2,459 hp and a four bladed propeller with a 14' diameter. Gross weight for the plane was 13,800 lbs. The service ceiling had improved to 45,000 feet. The 5N was designed and developed in WWII, but not put into production until after WWII ended. Production of the 5N models continued until October 1951. Currently there is estimated to only be 10-15 flyable Corsairs of all types in the United States, and about 30 examples altogether in the United States mainly in museums or private collections. There also seems to be some confusion about how many 5Ns there are left versus 5NLs. For example, Osh Kosh tells me there are only 3 5Ns and another source says there are 4 but only 2 NLs. One of these NLs is claimed to be the plane owned by the Collings Foundation, but they tell me theirs is a 5N. I think this is probably because of the 5Ns that were later converted to 5NLs.

Regardless of whether it is a 5N or a 5NLs they

are some of the rarest of the breed, but there were a few versions that never went into full scale production that are rather intriguing. The FG-1A which was a Brewster made F4-U had a bubble canopy, but never went into production, but I could not find out why. The XF4U-3 was a high-altitude version. The F4U-1P was a dedicated recon version. The F4U-B1 was the British version of the Corsair. The XF4U-6 was put into production but later the name was changed to AU-1 to signify that it was mainly a ground attack version in Korea. The F2G-1D was equipped with the R4360-4 Wasp Major engine but never went into production, but that engine type was later used in the B-36 Peacemaker, and I may be wrong but I think it was also used in the A-1 Skyraider. The F4U-1 was a two-seat trainer that never went into production. There was a dash 4 model with tip tanks that never went into production. A dash 4 model with a 6 blade contra-rotating propeller that never went into production, and one FG-1 model that was equipped with a Westinghouse turbojet engine beneath the inverted gull-wing that was to be used as a test bed for the jet engine.





# FLY THE FORD!

By Paul D. Fiebich



Passengers getting a ride into history.

Other side of plane placarded with city where major restoration was done.



Occasionally we get an opportunity to actually experience history instead of just reading about it or watching a video. When the opportunity to “Fly the Ford” presents itself, grab it and go!

That’s exactly what approximately 500 people did during the four days the EAA Ford Tri-Motor was in Wichita, Kansas during early May. Online purchased tickets were \$80, onsite purchased tickets were \$85. Children who sat alone in a seat and kids up to the age of 17 paid \$55. Total seat time was 30 minutes; 10 combined minutes of taxiing and 20 minutes of flying.

There is no age limit, I saw babies who were snuggled in nursing straps and I spoke with an elderly gentleman who was 86 years old. Imagine that, 8 years YOUNGER than the plane! Some riders came to revisit the experience they had years ago, others brought their children to have a first-hand experience of riding in a vintage plane, and others seized their opportunity to finally fly in a 94-year old plane.

Passengers enter through a small door rounded at the top and bottom after stepping on a stool similar to those used when boarding trains. A center aisle separates two rows of black leather cushioned seats, each one next to a window. The walkway is steep and hanging onto the seat backs when advancing to a seat is recommended. One must duck when passing under the spar carry-trough that intrudes over-

head least one acquire a souvenir forehead red mark.

Because the plane has conventional gear, seated passengers are leaned back as if in a recliner. Those of us with a high CG and center of mass have a difficult time getting out of the seats in that attitude!

While seated and belted, passengers have a few minutes before engine start-up to gaze at the plane’s interior; wood paneling, curtains, overhead light, air vent and of course each has a large rectangular window. With a whine and puff of smoke, each engine is started in sequence until all are running and vibrating in unison. Gauges on each side engine pod display pertinent information.

Cabin noise is loud enough to prevent conversation other than a few yelled words at the passenger across the aisle. Mostly, people point. Can you imagine riding for 500+ miles in this environment without air conditioning or heat? Originally, when in passenger use, a nurse/flight attendant handed out soft drinks and snacks. This was a marketing action to promote airline passenger care and safety that continues today.

During takeoff, seats acquire a more natural attitude as the tail lifts. All window views are spectacular. One can see the engine pods, one landing gear, wing underside and empennage. Of course, view-

ing the familiar Wichita landmarks from 1000' AGL was rewarding as it gave us a new perspective of our normal ground level view.

Those passengers sitting directly behind the cockpit can view flight operations. The control wheel is really a wooden spoked wheel, all panel instruments are analog, radio and transponder are floor-mounted between the pilot and co-pilot.

The pilot constantly monitors the wheel, rudder pedals, and ceiling mounted trim crank. I watched his feet constantly "dancing" on the rudder pedals and made a comment to him about that, he said flying the plane was "very fatiguing."

All too soon the runway was in sight and the engine RPMs decreased undoubtedly signaling that a landing was imminent. The long gear extension travel resulted in a very smooth landing announced only by a squawk noise when the tires made initial contact with the concrete. A brief taxi brought us back to the hangar. Once we were stopped and the engines shut off, all the passengers gave a round of applause to the pilot.

All passenger flights were pleasant and the memory was retained in everyone's mind. The four days of weather ranged from absolutely perfect with a 6 mph wind and blue skies, to overcast and windy conditions. For safety and comfort reasons, bumpy and rainy flights were postponed for another day. Our pilot Taylor; has been doing this for five years, he always put passenger comfort and safety first.

Ford Motor Company bought the rights to this Tri-Motor version from the Stout Sheet Metal Inc. Company and produced 199 Ford Tri-Motors from 1926 through 1933. Our plane, NC9645, was built in 1928 as S/N 8, it is the larger of two versions at a cost of \$55,000. Named the City of Wichita, it was built specifically for the Transcontinental Air Transport Airline to fly passengers, in hops, between New York City and Los Angeles starting in 1926. During start-up, the distance included the first and last legs by train. This is also the actual airplane used in the all flying coast-to-coast passenger airline in October 1930.

The City of Wichita had a varied life as passenger service, providing Grand Canyon and Bolder Dam tours, hauling freight, static-line parachutist, and licensed in both United States and Mexico. After passing through many owners it is now owned by the Liberty Aviation Museum of Port Clinton, Ohio and leased to the Experimental Aircraft Association for opportunities to "Fly the Ford."

Wingspan is 77 feet, and the fuselage is 50 feet long. Three P & W R-985 450HP engines power the plane. It can carry 11 passengers, a crew of two or three, with luggage stored in the wings. Cruise speed is 122 mph. In 1951 the original corrugated

skin was replaced with modern Dural Sheet metal hence it acquired the nickname "The Smooth Skin Ford." It is highly polished and I would caution you to be sure to wear your Ray Ban sunglasses when viewing it in sunlight.

When opportunity knocks, open the door and take a flight on the Ford. You'll be glad you did.



Ford Tri-Motor cockpit, for \$200, a passenger can fly right seat.



Directly in front of the wheel is Wichita's Keeper of The Plains statue and Exploration Place, both in view of the Arkansas River.



450 HP Pratt & Whitney engines provide plenty of power.



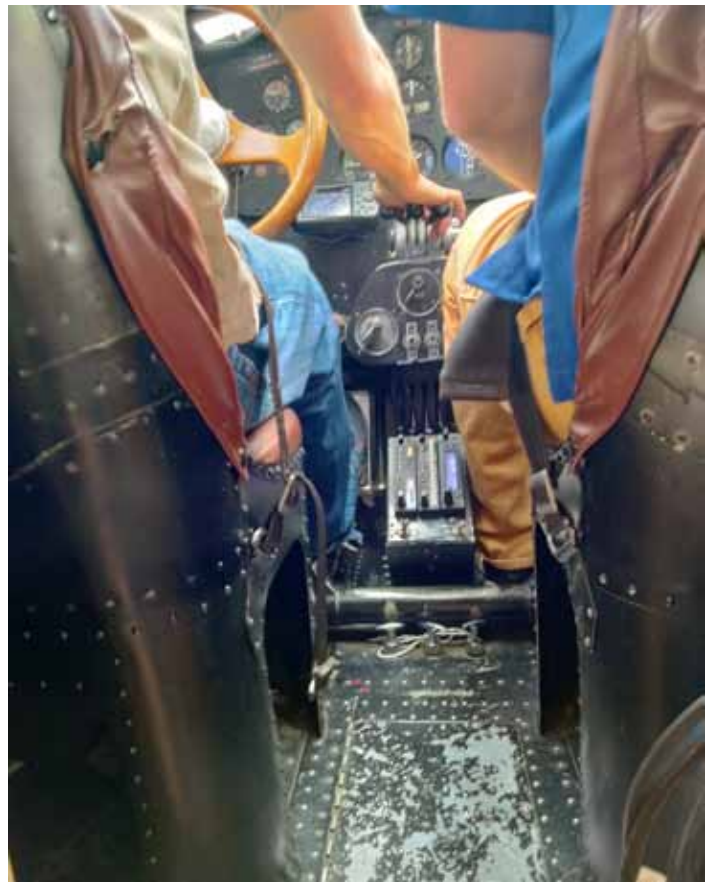
The host organization must provide overnight hanging, Clemens Aviation made one of their hangars available.



Stout Metal and Ford Motor Company emblem on the fuselage side.



Cabin view showing woodwork, seats, lights, spar carry-thru, and Head in the Tail.



Pilot Taylor was constantly busy ensuring a smooth flight.



Ladder and ceiling hatch providing access to the wing for refueling



Ford Tri-Motor taxiing to the loading area for the next group of passengers.



Taylor, our pilot flew almost 50 missions for our EAA Chapter 88.



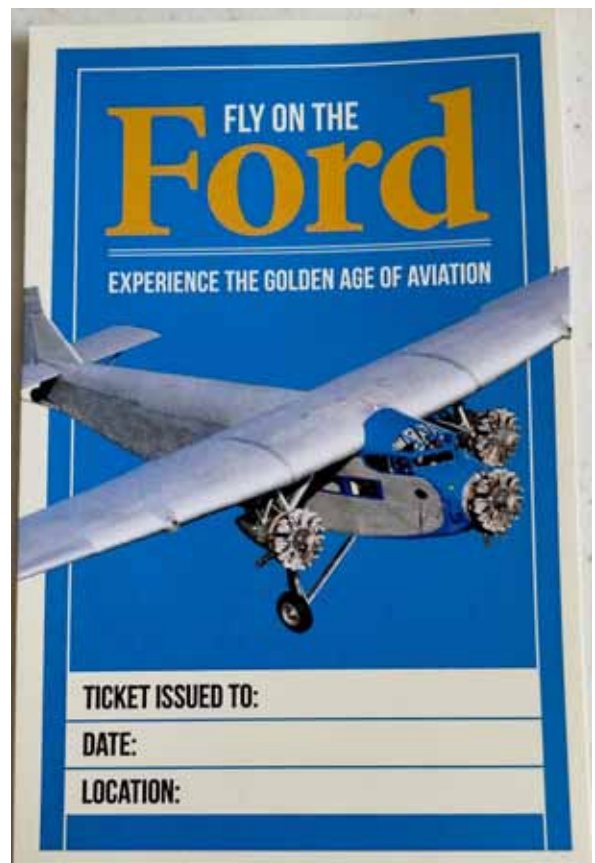
Neat view of the starboard side and fuselage engines.



Identification of original airline this plane was built for.



Window view, note the woodwork, curtains, light switch, air vent and sick sac.



COLBY MUNICIPAL AIRPORT



**AIRSHOW**  
SATURDAY, JUNE 18

**7AM-10AM: BREAKFAST**

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

**1PM-3PM: AIRSHOW**

PERFORMERS INCLUDE:



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

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



# Jabara Construction Schedule

## Runway Closure

- Weekend runway closures are set for the **weekends of May 6th, May 13th, May 20th, June 3rd, and July 8th.**
- Weekend closures run from **7pm Friday to 6am Tuesday.**
- T-hanger taxiway rehab is scheduled for May 10th to May 20th.
- The runway and airport will be open for Memorial Day and 4th of July weekends (May 30th and July 4th)

Please note:

Construction is weather permitting – WAA will monitor the weather and update this page by noon on Fridays whether the runway will be open or closed for the weekend.

# Ponca City

## Fly-In/Drive-In Breakfast



**Where: Ponca City Oklahoma Regional Airport (KPNC)**

**When: 1<sup>st</sup> 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](mailto:ou444@yahoo.com)**

**Bert Blanton 580-762-3794 [blantonb610@gmail.com](mailto:blantonb610@gmail.com)**

**Don Nuzum 580-767-0470 [nuzumdl@poncacityok.gov](mailto: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, May 14, 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 - Drive in only

05/14/2022 - 8-11am -EAA 88 Monthly Breakfast (KAAO, Wichita). Drive in only for May breakfast. No Young Eagle flights are available due to Runway Repairs. Please join us! 3612 N Webb Rd. Check [www.EAA88.org](http://www.EAA88.org) for any changes.

See Jabara Runway Construction Memo

## **Saturday, May 14, 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, May 14, 2022**

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

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

## **Saturday, May 14, 2022**

Searcy, AR - Searcy Municipal Airport (KSRC) The LIT FSDO FAA Safety Team (FAASTeam) is hosting an "Aviation Safety Stand Down".

Free breakfast will be served at 8 am, lunch at noon, and an after-event social at 5 pm. Hourly training sessions commence at 9 am. Each consists of a topic presentation by a FAASTeam subject matter expert followed by a table-talk discussion. Six topics will be covered, each worth individual WINGS credit: -- Midair Collision Avoidance; -- Pilot Proficiency Training; -- Pilots and Airplanes; -- Pilots and Helicopters;-- Aircraft Maintenance; -- Airport Surface Safety.

Note: Our update for your next distribution will include additional information on each topic, as specified by the presenters. More to follow.

Contact Information: Brad Kidder FAA Safety Team

Lead Representative General Aviation - Operations  
(C) 479.831.8910

## **Sunday, May 15, 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>

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

All pilots welcome. For more information: [www.uspilots.org](http://www.uspilots.org)

**May 19th** - \*\*\* Thursday \*\*\* - 5:00 pm - On: Tailwind Aviation in Bentonville is starting again with summer monthly socials (haven't done it since COVID), fly or drive bring the family and enjoy good food, friends and learn more about the work Tailwind has done in the area. Will be held at the large hangar on the NW side of the field, just south of the Field house 100 yards. 2507 SW Aviation if you drive. Donations expected. Further info call or text Brian Baldwin 909/215-4342.

## **Saturday, May 21, 2022**

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

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

Our official Fly-Ins will start this month, on the third Saturday like usual, and will run through September. Barnstormers Restaurant does have their Barnstormers Breakfast on the third Saturday on January, February, and October, so they we still technically have "Fly-Ins" on those months on the same hours. Keston Cook – Airport Director.

Woodring's April fly-in breakfast will be Saturday, April 23rd. As always Barnstormers will be serving their buffet breakfast from 7:30am to 10am, \$8 a plate. I hope to see you all there!

Mason Brinley, Airport Operations Manager

## **Saturday, May 21, 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, May 21, 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.

**May 21** - Shell Knob, MO - Turkey Mountain Airport (MO00) from 10 am-2 pm...MO00 Burgers and trimmings... donation. For additional information call: Judy at 417-858-6345; Cell 417-671-1832  
This event will be in the hangar just off the south parking area \*\* Note CTAF 122.9

**May 21** - 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 0800. 870-423-8393

**May 21** - 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, May 22, 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, May 28, 2022**

Sundance EAA Ch24 Pancake Breakfast Fly-In  
Sundance Airpark (KHSD) Yukon OK AirNav.com  
CTAF: 122.7

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

Monthly Pancake Breakfast and Young Eagle flights. If you plan to attend for the Young Eagle flights, please phone or email at least 24 hrs in advance and let us know how many plan to attend.  
Please note that Young Eagle flights are subject to weather and pilot availability. Questions? Call Pat Cohenour: 405-495-1612 or email: patricktc@cox.net

Saturday, May 28, 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

**May 28** - 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

**May 28** - RAZORBACK WING, COMMEMORATIVE AIR FORCE - SEE THE 1941 PT-22 RECRUIT "MISS CHERIE" COME RIDE IN A RARE WARBIRD THAT TRAINED PILOTS IN WWII. In conjunction with the EAA Chapter 165 breakfast at North Little Rock Airport (KORK) from 0800 to 1000, the Razorback Wing, Commemorative Air Force will display and give rides in the rare 1941 Ryan PT-22 Recruit "Miss Cherie". We are recruiting pilots, mechanics, non pilots and youth 12 and older to join and help grow our team so that we can accomplish the CAF mission to EDUCATE, INSPIRE and HONOR here in Arkansas. Follow us on Facebook at <https://www.facebook.com/CAFRazorbackWing/> To contact us call or email Jeremy Lashbrook at 501-920-9635 or [jeremylash@gmail.com](mailto:jeremylash@gmail.com) For a donation of \$200 you can ride in the Ryan PT-22. Riders must be 12 years of age or older. Riders weight limited to 220 lbs due to aircraft weight and balance restrictions.

**May 29** - Hollister, MO - Branson Airport (BBG). - Wings over the Ozarks Airshow. 9:00 AM to 5:30 PM. First act at 12:00. Admission is FREE. Come enjoy a "festival" event with food, activities, aircraft static displays, and music lineups including band "Members Only" and thrilling aerobatic events by world-class aerobatic performers. Fly-in or drive in for a great show. Address is Branson JetCenter, 130 Wright Brothers Rd, Hollister, MO.

Donations for The Boys & Girls Club of the Ozarks will be accepted at the event. More information can be found at this website.

[https://flybranson.com/current\\_updates/air-show-music-festival-set-for-memorial-day-weekend-2022/](https://flybranson.com/current_updates/air-show-music-festival-set-for-memorial-day-weekend-2022/)

**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](mailto:andya@diamondcity.net) for details.

Last count I have is 18 folks were registered for this

event. We going to have a good time. Come on down, up, or over and join us.

### **Saturday, June 4, 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, June 4, 2022**

Chickasha OK (KCHK) Wings and Wheels Airshow  
<https://www.chickasha.org/518/2021-Wings-Wheels>

### **Saturday, June 4, 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

**June 4** - Fayetteville, AR - Drake Field (KFYV) 2022 Midwest Sonex Fly-in -is scheduled for Saturday June 4th Fayetteville Drake Field KFYV starting at 8 am. Contact: Rick Wantz by email at rawantz@sbcglobal.net

For those arriving Friday evening, we are planning to meet at Tim's Pizza on the Fayetteville downtown square at 6pm.

Saturday morning we will be starting at 8am on the Fayetteville Drake field ramp just north of the FBO. If driving you can park at the FBO terminal and walk thru building to the ramp and take a left on the ramp. You should see us setup on the ramp. We will have lunch provided around 11:30am.

**June 4** - Springdale, AR (KASG) Now has a CFI do-

ing 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](mailto:info@flightlinebar.com) for information.

**June 4** - 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

**June 10-11** - Willow Springs, MO (1H5) - EAA Chapter 1218 Fly-in/Camp-out

All meals from Friday evening cook-out to Sunday breakfast by donation. Live music. Bring your musical instrument and join in. Fuel available and assess to showers. Information: <https://www.1218.eaachapter.org/> Contact 417-233-1218

### **Saturday, June 11, 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 - Drive in only

05/14/2022 - 8-11am -EAA 88 Monthly Breakfast (KAAO, Wichita). Drive in only for May breakfast. No Young Eagle flights are available due to Runway Repairs. Please join us! 3612 N Webb Rd. Check [www.EAA88.org](http://www.EAA88.org) for any changes.

See Jabara Runway Construction Memo  
Probably June too, but not decided yet.

**June 11** -Bentonville, AR - Bentonville Municipal / Louise M Thaden Field

(KVBT) 8:30 am - 2:00 pm No cost Fly-in pilot social and informative event with a speaker on safety Sponsored by Angel Flight Central and Angel Flight South Central. Contact: [jenna@angelflightcentral.org](mailto:jenna@angelflightcentral.org) or [DG-Cope@aol.com](mailto:DG-Cope@aol.com)

**11 June**— Summer Kick Off Noon

Potluck Fly In EAA 377 Noon Potluck, hosted by Logan Aviation, Lakin, KS.

**June 15-19** Smoketown, PA (S37) Ercoupe Owner's Club National Convention

### **Saturday, June 18, 2022**

Colby KS (KCBK) Municipal Airport Fly-In & Airshow 2022 – 7AM-5PM

Pancake & sausage breakfast starts at 7AM! - Free airplane rides 9-11AM for youth between 8 and 17-years-old!

All kinds of aircraft on static display! - Lunch vendors on site!

Airshow starts at 1PM! - 5 Airshow acts! - Airshow runs from 1-3PM.

**June 18 - 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. 870-423-2120

**June 18** - 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, June 25, 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 Cohenour: 405-495-1612 or email: patricktc@cox.net

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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

**Saturday, June 25, 2022**

Props and Pistons, Amarillo, TX  
Tradewind Airport (KTDW), Amarillo, TX  
Air Show and Fly-in Benefitting Hope Lives Here. Food trucks, car show, fly in, fly overs and much more.  
Contact: Jon Kuehler - Phone: 7204121132

June 25 - 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

**June 25** - 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

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

**July 25** - 31 Oshkosh, WI - Whitman Field (KOSH) EAA AirVenture 2022

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

**Saturday, September 10, 2022**

Greene County Aero Fest Fly-In – Claremore Regional Airport (KGCM)

Breakfast 8:00AM to 10:30AM – Lunch 11:30AM to 2:00PM

Contact: Joel Howard 918-645-2635 or joel@aircraft-specialties.aero

**Saturday, September 10, 2022**

EAA CHAPTER 1631 fly-in at Wellington KS Airport (KEGT). We will have a fly in breakfast and young eagle rides.

Matthew D. Wiebe, Airport Manager - (620) 440-2213

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

**Wednesday-Sunday, September 21-25, 2022**

5th All Bellanca Fly-In – Bartlesville OK (KBVO)  
September 24 – 10AM to 2PM - \$5 Donation suggested

This year's 2022 All Bellanca Fly-In is set for Weds Sept 21st- Sun 25th. Public day is Sat for those non aviators who are curious.

Stephen Dunbar

**1 October**— EAA 377 Syracuse/Hamilton CO (3K3) Annual Classic Fly-In.

Steve Phillips 620-384-5835 (Remember Syracuse is on Mountain Time)

**1 October**— EAA 377 Run Drive Fly to Lakin KS

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