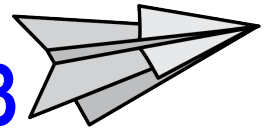


September/October 2023

EAA CHAPTER 377



fly paper

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

LAST MONTH

HOOKER, OK BY MARK DAVIS

15 airplanes total for the fly-in on Saturday for the 5th annual City of Hooker and EAA377 event.

\$100 Longest Distance Award - Ken Hollrah and Dee Ann Ediger from Enid, Oklahoma in a Blue and White Cessna 182

168 nautical miles one way to Enid.

\$75 Spot Landing (lucky pilot drawing after rain washed off the spot landing mark) - Bill Anton of Satanta, KS. Bill donated the winnings back to the EAA 377 flying club to help pay for the new trailer that contains all the tables, chairs, grill, and supplies for the monthly meetings.

\$100 Lucky Pilot Drawing for any pilot who brought a plane to the fly - in - Bud Stout of Hooker, OK. Bud also donated his winnings back to the EAA 377 for the trailer fund.

Pilots and EAA club members enjoyed a free breakfast from the Taco Stop and so did passengers of the aircraft thanks to the generosity of Chris Harrell.

Many of the EAA 377 members attended the event including the president, Bill Cotter, vice-president Bill Anton, and secretary, Randal Loder.

Very special thanks to the City of Hooker for hosting and providing resources, Mayor Aaron Witt, Clerk Sara Ogden, the Hooker Airport Board consisting of Greg Barnes, Mark Davis, Nick Hof-ferber, Jared Rowlan, photographer David Jones, and to all of the people from Hooker and the surrounding areas that came to support the event.

A BIG THANK YOU for the great pictures from Dr. David Jones. The color really pops on some of these.

Take a look on page 20 & 21

THIS MONTH

Saturday, September 16

Noon Lunch

EAA 377 will be gathering at the
Mid-America Air Museum
Liberal, KS Airport

***Please note this is the THIRD Saturday.**

Bob Immel and the staff of MAAM will be hosting our group on Saturday, September 16. Lunch will be provided: pizza, wings, subway sandwiches, & various salads. The drinks will be ice tea, lemonade, or water. The meeting and lunch will be in the air conditioned theatre as usual, and we have improved the amount of air circulation in the hangar with several new fans this summer so the hangar which is not air conditioned should be around 75 degrees by then. Pilots park on the ramp and enter the museum through the back door.

NEXT MONTH

28TH Annual Classic & Antique Fly-In
Saturday, October 7, 2023 11am-1pm MDT
Syracuse, KS—3K3

FEATURED AIRCRAFT:

Commemorative Air Force
Beechcraft MOD-18 C-45 "Expeditor" N40074
C-45 Rides \$100 per person, \$200 co-pilot seat
Chili, Hamburgers and Brats served by the
Syracuse-Hamilton County Chamber of
Commerce. Free lunch to all who fly in. Free
to EAA members that drive in or fly in.
FMI contact Steve Phillips 620-384-4222

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 (except November/December), normally mailed a week before each meeting/fly-in.

Annual membership in Chapter 377 includes one year subscription to FLY PAPER. Send \$20 to Randal Loder, Treasurer,

Readers are encouraged to contribute articles, photos, etc. by submitting them to the Editor/Publisher.

Deadline for the November/December 2023 issue is Saturday, October 28, 2023 (November's fly-in is the FIRST Saturday)

OFFICERS:

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

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

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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



COMING UP in 2023...

9 September— Air Show and Young Eagles event at Scott City, KS Airport. See poster.

16 September— EAA 377 Noon Potluck, hosted by MidAmerica Air Museum. Liberal, KS. 620-624-5263 ***Please note this is the THIRD Saturday.**

23 September—Run, Drive, Fly to Lakin

24 September—Fairmont Field EAA 455 Fly-in

7 October—Annual Classic Fly-In. Syracuse, KS. 620-384-5835
*Please note this is the FIRST Saturday.

4 November— EAA 377 Noon Potluck, hosted by Stan Reiss Family, Southwest Family Farms. Plains, KS. 620-629-3604 *Please note this is the FIRST Saturday.

9 December— EAA 377 Christmas Party, hosted by Randal Loder. SFEC Scott City, KS. 620-214-3877

A new airplane has been developed that cannot crash. Made from rubber polymers, it will just bounce. The craft was invented by Boeing, Boeing, Boeing...

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

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

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

Ponca City Aviation Booster Club
FaceBook Group
<https://www.facebook.com/groups/1125751554951764>

Photos from the August 2022 through March 2023 Breakfasts are posted under "Media / Albums".

Also: Effective April 1, 2023 hours extended 7:00AM to 10:30AM and requested donation \$10 adults / \$5 kids under 12.

See attached breakfast flyer.



HEARD IN THE HANGAR

RUN, DRIVE, FLY TO LAKIN will be on **SEPTEMBER 23, 2023!** We are still needing some volunteers for the Young Eagles (pilots and those for paperwork), PLEASE call me! This is a huge event for children in SWKS! Last year we had around 50 students. This year, with one of our performers speaking to the local schools, we expect to have more. Young Eagle flights will begin at 8:30AM to 11:30AM.

This year we will be having Tom Larkin and Kyle Franklin as our airshow performers!

Tom has been in the military, an engineer, and a commercial pilot for many years. He is not just a pilot but also an instructor for the military and commercial airlines. He will be speaking with our local students on Friday before the airshow to introduce aviation and STEM careers. He is a wealth of knowledge and experience to speak to our local students! He is currently the ONLY mini-jet performing in the world and he is coming to Southwest Kansas! We are excited to see this and have him here!

Kyle will perform a couple of acts that are sure to excite anyone into aviation! The capability and skill of such an accomplished aviator will have anyone interested in becoming a pilot!

Along with airshow performances and Young Eagles, we will be hosting a 5K Run and car show.

There will be food trucks available to fill your belly and inflatables for the kids to burn off their energy!

For the aviators we will have a fly-in and display your aircraft for a People's Choice Award! Whoever is chosen by the crowd, will receive a plaque and \$100.00! If you wish to fly in, please arrive before 12pm to enjoy the show! Airspace will be closed for the performances!

Bring a lawn chair and enjoy the show!

Kymberly Logan
Logan Aviation — 620-260-0502

If you see your former email address on this list, please send me your latest address. These addresses have been bouncing, and are now deleted from our email address book. THANK YOU!!!!

- | | |
|---------------------------------|------------------------|
| thuells@unitedwireless.com | vkoehn@ucom.net |
| morriscook662prince@gmail.com | lorphyl@gbta.net |
| prospect@pld.com | desaeo@pld.com |
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| teve@elkhart.com | dmclaren@fairpoint.net |
| danheil@tri-countyelectric.coop | dcrist@cox.net |
| maxmeschberger@centura.org | |
| jetdesalvo_6@hotmail.com | |
| bolshevikgorilla@swko.net | |



Four RV8s made the trip to Ponca City for breakfast Saturday. L-R: **BRYCE MCCLAREN, DOUG MCCLAREN, KYNLEE MCCLAREN (BRYCE'S DAUGHTER), STEVE EDWARDS, JOHN BORTH.**



HEARD IN THE HANGAR

FROM DEE ANN EDIGER— Ken & I flew out to Hooker this morning. Got a free airplane wash (nice light shower). Received the “travelled the farthest” award (168 nm) and made the trip back home just before more showers were approaching. Nice cool weather for August. We really enjoyed the outing.



RACHELLE POWELL, DIRECTOR OF KGCK—We will be opening Phase I of the terminal after the ribbon cutting on 9/5.

FROM NATIONAL STOL SERIES FACEBOOK PAGE—9000’+ DA and the Legend MOAC takes off in 95’ for his shortest take off. Brian Shirley’s best combined score was 119’ Takeoff and 107’ Landing for a total 226’ score at Pinedale, WY’s Rocky Mountain STOL.

ROCKY MOUNTAIN	
PILOT	TOTAL
1. J. CARD	252
2. B. SHIR	255
3. T. WALC	332
4. K. LANG	401
5.	
6.	

81 Brian Shirley	Legend MOAC	1st Round	2nd Round	3rd Round
		95 / 160	135 / 142	119 / 107
		255	277	

BELOW—CHRIS STOKES has the best seat in the house, atop his Stearman for the Guardians of Freedom Air Show in Lincoln, NE last weekend.





HEARD IN THE HANGAR

FROM RANDAL LODER, TREASURER—We thank those that have generously supported EAA #377 with their trailer fund donations. Replenishing our treasury with a slosch fund is a great feeling. If there are any others who would like to donate, please send your checks to Randal Loder, EAA 377 Treasurer, 508 S College St, Scott City, KS 67871

FROM DEE ANN EDIGER—Fairmont Field EAA 455 Fly-in is Sunday September 24. 10K is 6 nm east of WDG VOR on the Wichita sectional. Private owned public use. Runway 17/35 is 2600'x60' smooth turf with no obstructions other than 4 foot crops on all sides. Land amidst the milo! CTAF is 122.9. Left traffic both runways. WDG AWOS is 123.725. Av-gas available at WDG. Limited amount of 91 octane non ethanol mo-gas at Fairmont Field. Hangar opens at 2. Eat at 5. Rain or shine, fly in or drive in. For field conditions call 580-242-6627 or 580-548-6161. Meats, eating utensils and drinks provided. Bring a side or dessert.

FROM JIM KIRK—Sharing photos of a project by John Roper of Restored Aircraft. It is a 1940 Funk, manufactured in Coffeyville KS. It will be displayed hanging in the Kansas Historical Museum, Topeka, KS. FORD Model "B" engines (65hp) powered them. Engine was mounted inverted to give direct drive, etc. 365 were built. Third photo was with strikes positioned around tubular frame.



CONGRATULATIONS CAMDEN VULGAMORE on your first solo!



HEARD IN THE HANGAR



Big smiles all around when this special crew stopped in to Scott City Spencer Flight and Education Center for lunch. We thank you for your service! The Company Leader was part of the last Apache helicopters to leave Afghanistan, and Randal Loder was given a commemorative patch.





BRIAN SHIRLEY has been busy participating in National STOL series of events, quite successfully! He grabs all kinds of opportunities to put the Legend MOAC in to short and unusual places, asphalt not necessary. But the smiles are never bigger than when he can load up the grandkids and share the adventures of aviation! Emmitt and Sawyer below, in the 3-seater, all tandem.



FROM BILL LONG— STEM YOUNG EAGLES

Organizing Young Eagle (YE) events is like trying to build a bridge starting on opposite shores and hoping both sides line up in the middle, and then depend on having good weather, to allow the event to happen if the event happens at all.

On one shore the bridge begins with finding EAA approved pilots with an insured airplane, for the Liberal area. Much gratitude to **DAN CULLUM** and **RANDAL LODER**; those two have carried that load at KLBL in the past. The southern part of our EAA377 area could be helped by more EAA qualified YE pilots and planes

The other shore where that bridge begin is with getting the word out to area high schools, and indirectly to their students about an upcoming event. I will personally call surrounding schools to advertise and communicate requirements, parental signature approval, and ask high school representatives for RSVP. Since school has just started I will not know how many students will show an interest until next week.

I will plan to invite students that show an interest in becoming an A&P.

It was Austin Downs and I's hope to have "Liberal High School Space and Aviation Club" students there as in the past, but LHS administration will not allow clubs to organize at this time.

So my approach organizing a YE event is to act like a Boy Scout and "Be Prepared" and if a few or many show, either way, great, knowing nothing is perfect. There are other EAA locations and more schools to call around those future locations and another bridge to build.

NEXT STEM YOUNG EAGLES EVENT
MAAM gathering
Liberal, KS
—Saturday, September 16—

Five Steps to Becoming a Young Eagles Pilot

- Be a current EAA member
- Complete EAA's Youth Protection Training and background check
- Join an EAA chapter near you to participate in a chapter-hosted Young Eagles rally—**Or**—If you prefer to conduct one-off flights, you can order your own Young Eagles supplies
- Prior to the Young Eagles flight, ensure you meet all of the pilot requirements and follow the guidelines listed below
- Complete a Young Eagles registration form before the flight, signed by you and a parent or legal guardian

YOUNG EAGLES PILOT REQUIREMENTS

The Young Eagles pilot requirements are basic, but **MUST** be followed.

- Be a current EAA® member and hold an appropriate airman's certificate (sport pilot or greater).
- Possess a current medical certificate (if applicable).
- Be current to carry passengers in the aircraft you plan to use.
- Have a current flight review.
- Complete the Young Eagles registration form before the flight, including parent or legal guardian signature, and pilot signature.
- Conduct flights in an aircraft that is in airworthy condition.
- Have aircraft passenger liability insurance for the aircraft used (owned, rented, or borrowed) with \$100,000 per seat coverage.
- Adhere to all applicable Federal Air Regulations (FARs).
- Complete both the online training and basic background check as a part of EAA's Youth Protection Policy.

*For more information visit
EAA.org/YouthProtection.*

1000' AGL FLIGHT

PAUL FIEBICH

For those of you who only fly though 1,000 feet while climbing to 10,000 feet, here is a glimpse of what it is like if you stayed at the lower altitude. In addition to smelling the smoke from grass fires and those bucolic aromas rising from barnyards, the view at 1000 feet AGL is priceless. This is particularly true in early evening when the wind has died down and the long shadows created by the setting sun give depth and contrast to every countryside detail from contoured fields to the tree lines.

Over the years I and other light plane pilots have cleared out most of the air-attacking Hun aircraft and their supporting ground artillery locations, making for purely fun flying opportunities. Also, as I near the eighth century mark I have minimized my airborne dog fights as well as narrowed the temperature range during which I fly.

The majority of my flights are now at temperatures between 50 and 90 degrees Fahrenheit, and with winds lower than 15 mph as during the late afternoon or early evening. Because of these temperature and wind requirements, I do most of my flying during Fall, Winter, and Spring. The summer afternoon temperatures are unbearably hot and physically draining.

The Southeast Kansas countryside is a lot prettier now than earlier in the summer, mainly because of recent heavy and frequent rains. Soybean and corn crops are doing well in contrast to the wheat crop which mostly never developed during the extended springtime drought.

Hope you enjoy my photos of yet another flight at 1000 feet AGL and can imagine the comfort I feel having so many available off-airport emergency landing areas. Kansas is truly one large airport.



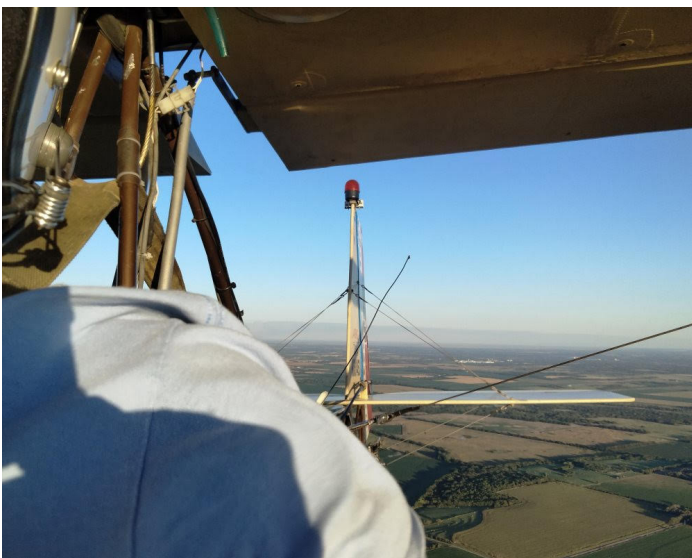
ABOVE—The Arkansas River in a unique stage of development; previous rains filled it bank-to-bank while depositing seeds in the sandbars as it receded. Those sprouted seeds provide needed weed habitat for the little critters scurrying among them.

RIGHT— Contoured fields reduce water runoff and provide for interesting looking landscapes.



Lake Wilmot is both Winfield's water source and a prime recreation area for the myriad of boaters and fishermen. The multiple drainage areas create numerous boat launching and camping sights.





Hikers are encouraged to frequently turn around and examine the area behind them to ensure they are on trail if having to backtrack. Not quite so necessary in an airplane but this does provide an interesting view.



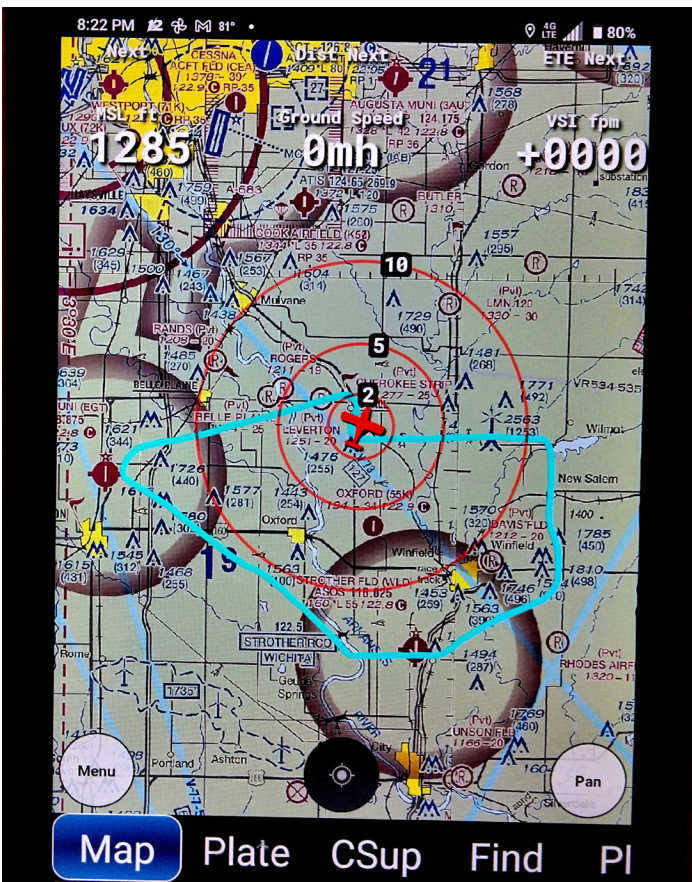
Being as I fly a single-pilot airplane, I multi-task as pilot, gunner, navigator, and reconnaissance photographer. Here I am at "work."



One disadvantage of low-level flying is that we are constantly looking through the haze instead of looking straight down. However, it is what it is. Yes, that is my left brake "shoe" in the foreground.



On the taxiway after landing at Cherokee Strip (18KS) in Udall gets me a little closer to the ground than those of you in larger GA airplanes.



Ground track of my three-leg flight: Lake Wilmot, Winfield, Wellington, and return to Udall. The flight was 1.3 hours covering about 80 miles. If I was in a hurry, I'd drive my truck! In all fairness, I flew the route faster than driving because most flight legs are diagonal whereas most roads are N/S/E/W.



Wing tanks hold 10 gallons and fuselage tank holds 1-1/2 gallons of 91 octane auto gas. Photo taken by Tom Balzer, hangar owner where I rent space along with several other pilots.

BELOW—With the flight over, I will do a post-flight inspection and prepare to refuel for the next flight.





I hoist a 2-1/2 gallon gas can several times to refuel the wing tanks, 5 gallons per side. The clear plastic tube and flashlight aid is the process which helps avoid spilling.



Neatly tucked into its hangar space, the plane is refueled, examined, and ready for its next flight. The hangar doors keep birds and critters out, soon it will be lights-out and I go home. Hope you enjoyed another low-level flight with me.

ANOTHER ISSUE

THANKS TO: Bill Cotter, Bill Long, Brian Shirley, Bob Immel/ Mid America Air Museum, Chris Stokes, Dee Ann Ediger, Dr. David Jones, EAA, Jim Kirk, John Borth, Kymberly Logan, Liz Vulgamore, Mark Davis, Piper Aircraft, Rachelle Powell, Randal Loder, STOL, Tom Auerbach.
THANK YOU ALL FOR YOUR SUPPORT!

Mid-America Air Museum

By Bob Immell, Director



STARSHIP PART 2

Hello Everyone, welcome to Part 2 of my 3 Part article on our Beech Starship, but first let me indulge in a commercial for the September 16, 2023 EAA Chapter 377 monthly Fly-In meeting hosted by the Mid-America Air Museum at noon. The menu for the luncheon will be pizza, wings, salads, & Subway Sandwiches. Hope you all can come and enjoy.

Now as I mentioned in last month's article I would focus on the aircraft's specifications and features this month. Much of the information I have included in this article came from various documents in the Museum's Archive File on our plane, with a little bit of Wikipedia information thrown in. Our file is extensive and includes everything from "Part Picking Tags" for individual parts used on the plane to final inspection checklists, magazine and newspaper articles, maintenance records, diagrams, etc. I must admit that some of the documents from different sources sometimes were inconsistent, but I have tried to be as accurate as I can with the information in this article relying on original manufacturer documents where possible.

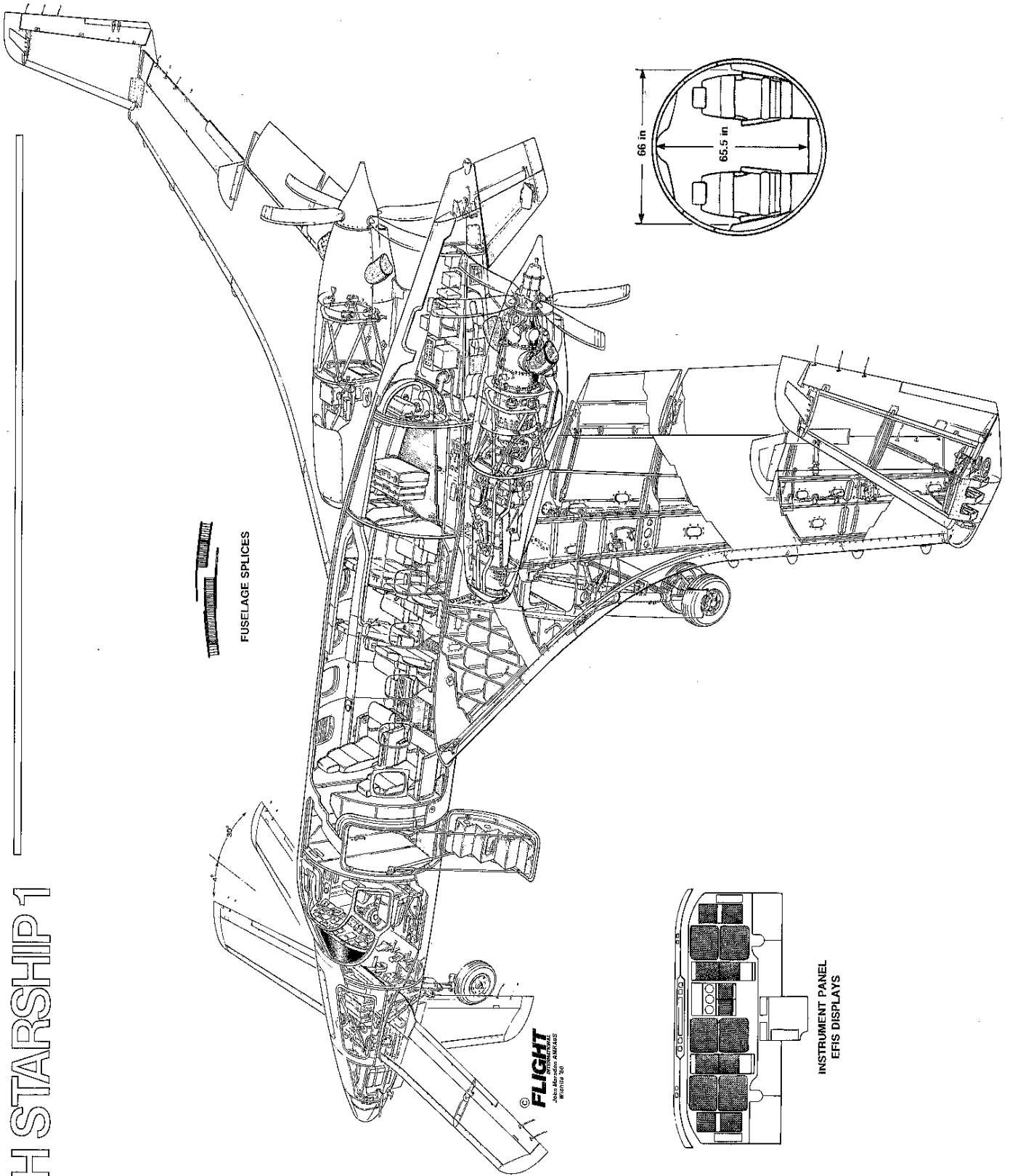
Development of the Starship began in 1979 when Beech decided to explore designs for a potential successor to the King Air series of aircraft which dominated the twin turboprop market since its inception. Beech still wanted to stay with twin turboprops because Beech President and Chairman Olive Ann Beech did not like the early corporate jets. The design phase of the project started in January 1980 as "Preliminary Design 330." The original requirements for the plane were for an 8-passenger turboprop, weighing less than 12,500 pounds that would fly at 350 knots (400 mph). Shortly thereafter Olive Ann sold the company to Raytheon, and on August 25, 1982 Beech contracted with Burt Rutan's Scaled Composites Company to refine & build an 85% scale proof of concept aircraft. One of the refinements that Scaled Composites made to the original design was the incorporation of a variable geometry canard wing. The proof of concept plane first flew in August 1983 and was not pressurized, did not have certified avionics, was a different airframe design, and the material specifications from the planned production Model 2000 as the first Starships would become called. After flight

testing of the proof of concept plane was completed the airframe was scrapped.

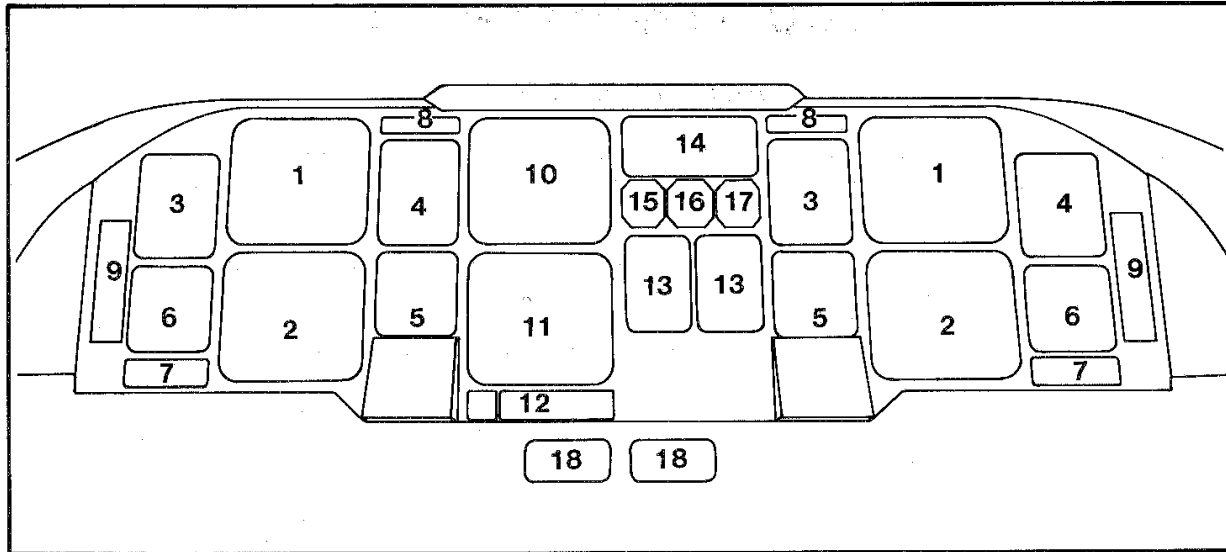
Construction of a full-sized production aircraft made almost entirely of a composite material consisting mostly of many layers of a carbon fiber cloth with a Nomex honeycomb sandwiched in was going to be expensive and take a lot of room. Beech built a building to produce the composites required in this plane which was 500,000 square feet in size. The autoclave needed for the large sections was one of the largest at that time and was quite extensive. By the way, it is my understanding that the building that exploded at the Beech Factory in Wichita a few years ago was the autoclave building, but I could be wrong about that. Three full-sized prototype aircraft were constructed. NC-1 was used for aerodynamic testing and was equipped with an ejector seat. It was also the only Starship that used a conventional electro-mechanical avionics system. Its first flight was on February 15, 1986. NC-2 was the second prototype and was used to test the avionics and for system testing. The NC-3 prototype was used for testing the flight management systems and powerplants. The first production version of the Starship flew for the first time on April 25, 1989. Beech admitted that the total production cost to that point was around 300 million dollars, but some unofficial documents in our files claimed that un-named insiders said the total cost was more like 1 billion dollars. I am always suspicious about un-named insiders claims, so use your own judgement about these unverified numbers and claims.

As far as the construction materials are concerned, it is widely claimed that the Starship was the first carbon fiber composite plane, but I think it would be more accurate to say it was the first civilian airplane to be constructed mostly of this material as various military airplanes had been using the more expensive carbon fiber composites for quite a while for specific components. It is undoubtedly the first FAA Certified aircraft to use carbon fiber composites extensively however. Some of the other characteristics about the plane include that it was supposed to be hard to stall since the canard would stall before the main wing and thus the nose would drop and the plane would pick up more speed and return to a more normal flight characteristic. Documents in our files also state that Beech thought the cabin would be quieter than most conventional twin engines planes due to the location of the pusher engines, but later improvements to the plane included wind dampers and additional insulation to the cabin to further reduce noise after some complaints about the noise level in the early planes. Beech also believed that using pusher engines would improve performance, and they also believed that by doing away with a conventional tail that drag could be reduced. There is conflicting information in our files about whether the pusher engines actually improved

BEECH STARSHIP 1



STARSHIP AVIONICS PANEL



1. PRIMARY FLIGHT DISPLAY (PFD)

Attitude, flight director, lateral deviation, glideslope deviation, airspeed error, marker beacon alert, decision height alert, reporting altitude alert, MDA alert, radio altitude, inclinometer, armed and active flight guidance modes (lateral, vertical), autopilot coupling and engagement, ILS deviation limit alert, yaw damper status. Annunciation of faults and off-normal information sources. Reversionary "composite" format of essential forward view and plan view information.

2. NAVIGATION DISPLAY (ND)

Heading, selected heading, selected course/desired track, preset course, lateral deviation (active and preset), to/from, angular/linear deviation, VNAV deviation, bearing (ADF, VOR, or wpt), distance to waypoint, wind vector, groundspeed, time to waypoint, flight plan waypoints (pictorial) and locations of nav aids in use, weather radar (incl. range, tilt, mode, gain), navigation source (active and preset); VOR/LOC 1 or 2, FMS 1 or 2). Reversionary 'composite' format. Annunciations of faults and off-side and off-normal information sources.

3. AIRSPEED INDICATOR (ASI)

Indicated airspeed, selected airspeed, OAT and IOAT, true airspeed, V_{MO} , V_{SO} , V_{SI} , V_{FE} , V_{YSE} , V_{MCA} , V_{LO}/V_{LE} , airspeed trend vector, fault annunciations.

4. ALTITUDE/VERTICAL SPEED INDICATOR (ALI)

Barometric altitude, preselected altitude, altitude alert, barometer setting, FL180 alert, vertical speed, selected vertical speed, fault annunciations.

5. CONTROL/DISPLAY UNIT (CDU)

EFIS control functions: ND format select, navigation source (active, preset), bearing pointer source, map range, angular/linear deviation. Steering transfer. EFIS test initiate.

Weather radar control functions (on-side channel): range, tilt, gain, mode, submodes.

Radio control functions: frequencies (active, preset) of navigation receiver, ADF receiver, comm transceiver, ATC transponder.

Flight management functions: create, inspect, and modify pre-stored routes and active flight plan. Initialize long range navigation sensor. Identify and select from three closest airports. Determine long range navigation sensor status and make station deselections. Update present position. Manage reading from and writing to data base. Trip planning. Define and initiate VNAV situation. System status messages.

6. SENSOR DISPLAY UNIT (SDU)

Heading (cross-side), bearings (VOR, ADF, wpt); dual DME distance, ident, hold; ILS deviations; long range navigation latitude, longitude, groundspeed, track angle; VOR frequency and radial.

7. CLOCK

Time (GMT and local). Flight hours. Upcounting timer. Downcounting timer. Trip timer. Date.

8. ALTITUDE AWARENESS PANEL (AAP)

Decision height (DH) set and display on/off. Minimum descent altitude (MDA) set and display on/off. Reporting altitude set and display on/off. Radio altimeter test initiate.

9. PILOT/COPILOT REVERSIONARY SWITCHING PANELS

Composite format on surviving primary flight display. Slave to cross-side AHRS. Slave to cross-side CDU. Barometer set in millibars rather than in. hg. FL180 alert disable.

10. ENGINE INDICATION, CAUTION AND ADVISORY SYSTEM (EICAS)

ITT (incl. start and run limits), torque, prop rpm, prop sync, N_1 , fuel flow, oil temperature, oil pressure, autofeather arm, and 80 caution and advisory annunciations in yellow (caution), white (status), and green (advisory) categories. Master caution annunciators are located in the glare shield adjacent the master warning annunciators. Thirteen warning annunciations are located in the center of the glare shield.

11. MULTIFUNCTION DISPLAY (MFD)

Reversionary EICAS indicator. Weather radar (channels 1 & 2). Moving map (heading up). Planning map (north up). Checklists (emergency and routine). Navigation status pages (performance, track, progress, route list, VOR/DME status, position summary). Avionics fault list. Diagnostic and maintenance data summaries.

12. COURSE HEADING PANEL (CHP)

Course select (#1 and #2), direct to (VOR or wpt), heading select, joystick (used with MFD).

13. RADIO TUNING UNITS (RTU)

Control and display of active frequencies/codes, modes, and status of VHF COMM #1, #2, and #3. VOR/ILS receivers #1 and #2, ADF receivers #1 and #2, ATC transponders #1 and #2, DME transponders #1 and #2, and MLS receivers #1 and #2. COMM preset/recall. COMM transmit, DME hold, and ATC reply annunciation. Reversionary display of ITT, torque, prop RPM, and N_1 for each engine.

14. CENTER REVERSIONARY SWITCHING PANEL

EICAS on upper/lower indicator, RTU #1 and #2 normal or engine data or disabled. Marker beacon sensitivity high/low. Radio call sign. Audio volume controls.

15. PNEUMATIC AIRSPEED INDICATOR

16. GYRO HORIZON

17. PNEUMATIC ALTIMETER

18. FLIGHT GUIDANCE MODE SELECTION PANEL

} Standby instruments

Starship 1 General Specifications:

WEIGHTS:

Maximum Ramp Weight	15,010 lbs
Maximum Takeoff Weight	14,900 lbs
Maximum Landing Weight	13,680 lbs
Maximum Zero Fuel Weight	12,600 lbs
Basic Empty Weight (With Unusable Fuel, Oil and Standard Equipment)	10,085 lbs ^{\$900}
Useful Load (Standard Airplane)	4,925 lbs

WING AREA AND LOADING (Cruise):

Forward Wing Area	61.51 sq ft.
Forward Wing Loading	72.68 lbs/sq ft.
(@ 30% total load)	
Aft Wing Area	280.88 sq ft.
Aft Wing Loading	37.13 lbs/sq ft.
(@ 70% total load)	
Power Loading (PT6A-67A)	6.21 lbs/shp.

DIMENSIONS:

Aft Wing Span	54 ft. 4.7 in.
Forward Wing Span	
Aft Position	21 ft. 11.5 in.
Forward Position	25 ft. 8 in.
Length	46 ft. 1 in.
Height to Top of Tip Sails	12 ft. 11 in.
Cockpit Height	58.2 in.
Cockpit Width	67.0 in.
Cockpit Door Width	18.5 in.
Cockpit Volume	104 cu ft.
Cabin Length (Includes Aft Baggage and Excludes Pilot's Compartment)	253.5 in.
Cabin Width	66 in.
Cabin Height	63.5 in.
Cabin Volume	344 cu ft.
Entrance Door Height	50.4 in.
Entrance Door Width	23.0 in.
Forward Baggage Compartment Volume	19.4 cu ft.
Forward Baggage Compartment Weight	160 lbs.
Aft Baggage Compartment Volume	35.0 cu ft.
Aft Baggage Compartment Weight	525 lbs.
Total Baggage Capacity	54.4 cu ft.

PRESSURIZATION:

(8.4 Differential)	Cabin Altitude
Actual Aircraft Altitude - 21,400 ft.	Sea Level
Actual Aircraft Altitude - 25,000 ft.	1,560 ft.
Actual Aircraft Altitude - 30,000 ft.	3,860 ft.
Actual Aircraft Altitude - 35,000 ft.	5,940 ft.
Actual Aircraft Altitude - 41,000 ft.	8,060 ft.

performance or not because of turbulence coming off the wing surfaces, but that is for a far more accomplished aerodynamist than my layman's knowledge to decipher. When Beech decided to do away with the traditional tail they moved the rudder or should I say rudders to the ends of the main wing and called them tipsails. The glass cockpit was a first for a business aircraft and was supplied by Rockwell Collins.

The actual performance of the airplane turned out to be less than the original specifications called for due to many different factors. Some of these performance issues included that the weight of the aircraft eventually increased significantly and topped out at 14,900 lbs. instead of being under 12,500 lbs. as originally intended. FAA requirements for the new construction methods, along with additional insulation for noise dampening in the cabin, and increasing the fuel capacity by 31 gallons in the 2000A versions account for some of the extra weight. The actual speed of the aircraft also was only 310 knots (356 mph) due in part to weight and more drag than anticipated.

As far as production and sales are concerned Beech only made 53 Starships which were comprised of the 3 prototypes, 20 Model 2000 Starships, and 30 Model 2000A Starships. The Model 2000A Starships were upgrades of the original design and are the planes that incorporated things such as the additional cabin insulation and fuel capacity. Other improvements included removing some stall strips, adjusting the angles of the engine nacelles, etc. which did improve the airspeed by a whopping 9 knots. Beech also offered upgrade packages for the Model 2000s to bring them up to the Model 2000A standards, and did upgrade the prototypes as well. The final Starship was produced in 1995. The list price for the Starship in 1989 was 3.9 million dollars which was comparable to a Cessna Citation V or a Learjet 31 which were significantly faster. Only 11 were actually sold in the first 3 years of production and overall the majority of those produced were leased, although I have to wonder what the percentage of other brand corporate airplanes such as the Cessna Citations and the Learjet's were also leased versus purchased outright back then. In 2003 Beech announced that it would stop supporting the Starship and the rest is history as they say. Some were chopped up, some remained in service, and the entire warehouse of parts was sold to a private owner of at least one Starship.

I have attached to this article some official drawings from our files along with a few more actual specifications on the Starship. Part 3 of this series on the Starship will focus on our Starship and some interesting connections to what many would consider appropriate for the Halloween season. As always if you haven't been to the Museum lately please come for a visit, and don't forget about the Fly In on September 16th.

EAA WEBINARS

This is an abbreviated list of upcoming webinars. Check out the EAA website for a complete list.

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

AND, you can watch the webinars after they are recorded, at any time you would like. This will not allow for WINGS credit, however.

9/13/23—7 p.m. CDT

Dealbreakers - Lessons Learned from Prebuy Examinations

Qualifies for FAA WINGS and AMT credit.

Prof. H. Paul Shuch

Over the past decade, Prof. H. Paul Shuch has performed several dozen preflight examinations of used light sport and experimental aircraft. In this FAA Safety Team WINGS and AMT award qualifying webinar, he shares flaws found, lessons learned, and new insights he has gained into when to walk away.

10/4/23—7 p.m. CDT

Fortunate Catch

Qualifies for FAA WINGS and AMT credit.

Mike Busch

A maintenance-aware owner is the last line of defense against maintenance errors. In this webinar, Mike Busch A&P/IA relates the story of one Bonanza owner whose shop replaced two cylinders because of burned exhaust valves. Then, just as the mechanic was buttoning up the airplane in preparation for the break-in flight, this maintenance-involved owner looked closely at the newly installed cylinders, spotted something that concerned him, raised his concerns with the shop, whereupon the A&P who installed the cylinders admitted that he'd made a critical mistake that almost certainly would have resulted in a catastrophic engine failure had the vigilant owner not saved the day. Mike also talks about the crash involving another Bonanza that suffered a catastrophic in-flight engine failure years earlier caused by precisely the same error and was the subject of landmark litigation.

Nobody wants to fly an unsafe airplane. Fortunately, we pilots have numerous opportunities to uncover conditions which might compromise safety, including prebuy examinations, preflight inspections, thorough run-ups, inflight vigilance, post flight inspections, and post-maintenance checks. This WINGS and AMT award webinar will prepare you to ground the aircraft before it grounds you!

11/8/23—7 p.m. CST

Cloudy With A Chance of PIREPs

Qualifies for FAA WINGS credit

Prof. H. Paul Shuch

Pilot Reports are just one more way for aviators to share critical safety information with each other. In this WINGS award webinar by Prof. H. Paul Shuch, we will review the format of PIREPs, including what they cover, when to file them, where to check them, and how to interpret their sometimes cryptic language. We're all in this together!

KYMBERLY LOGAN KEEPS THEM FLYING



WE ARE ALL HUMAN...

We are all human! And as a human, we are well known to make mistakes. I'll admit, I make mistakes myself! We all deal with something one day that will turn our day on its head and ruin it, which in turn can cause an error if we do not pay attention to the human factor errors. Since we are humans and make mistakes, the FAA has the "Dirty Dozen" to help us recognize, minimize, and prevent mistakes.

Chesley 'Sully' Sullenberger once said, "We've all heard about the computer simulations, and now we are watching actual sims, but I can't quite believe you still have not taken into account the human factor." He couldn't have said it any better! The "Dirty Dozen" is human factor, just the error side of things. In the next two articles I will cover the human factor error causes. This is good not only as a mechanic, but anything aviation and in life!

The first error is "Lack of Communication". We all dislike when someone tells us to do something but fails to provide all the information to complete the task, they ask of us. This is a great time of year to start practicing your communication skills before the holidays, no more heated discussions on how to hang those Christmas lights! The best ways to accomplish this would be to use a checklist, drawing with instructions, and walking through the process so that everyone is on the same page. Some people do better to read instructions while others do better hearing, some

just want a drawing. Keep this in mind when communicating with anyone. No one can read your mind, so save yourself the headache, work on communication skills to eliminate any confusion.

The second error is complacency. You so used to walking out of your door for the day that some days if you are not paying attention and preoccupied, you can't be sure you locked the door. But you do it every day, so you had to lock the door! You come home after a long day and find you did not lock the door. That is complacency! You are overconfident about something because you have done it "hundreds" of times. I know it like the back of my hand, I can do it with my eyes closed. All of these are prime examples of over confidence and complacency. In this mindset you will almost always find errors. It is best to use a checklist to avoid this. It is also best to learn from other's mistakes. Did you see someone drain the oil and forget to put the plug in BEFORE adding new oil? Remember that and try very hard not to repeat it!

The third is a big one, lack of knowledge. Now, I think the learning and experience that is done during building an experimental aircraft is by far the best way to learn what your mechanic does from time to time and helps one understand their airplane. But how were things done before YouTube when you didn't know? You would ASK! Why do you think at the end of every article I tell you to ASK your mechanic? It is because of this human factor error! If you don't know, don't just find an answer, find the correct answer. To get the correct answer, go to the current manual. If that doesn't work, ask someone who has been through the training. If you still don't have anyone close by to ask, go to a training seminar! With all of the technology in today's world, you will find answers! Just please make sure they are correct answers.

Distractions is number four. Distractions are the leading cause of forgetting a task. As a mother, small business owner and mechanic, this is my number one human factor that I must watch for. You're in the middle of a task and the phone rings. Do you answer the phone or let it go to voicemail and call back later? Personally, I try to finish what I am doing and then call back. But what do you do when you have a crying almost 3-year-old? Well, I attend to her AFTER I write down where I left off and return once Elaine is taken care of. Writing things down, using a checklist and repeating the last three to four steps of the checklist minimize forgetting things after a distraction.

Lack of teamwork seems to be a problem right now in many aspects of our current world situation. This is where there is failure to work together as a team to complete a shared goal. We must make sure everyone agrees and understands. This requires communication, refer to number one, and trusting your

team. This would be similar to the Kansas City Chiefs working together with great communication, working together, and understanding their job to win the Super Bowl!

Number six and lastly for this article is fatigue. This could be mental or physical exhaustion. Maybe you didn't get your normal eight hours of sleep and you just worked a long, hard day, but you want to go relax with some flying. Is this a good idea? Probably not. Fatigue causes us to be forgetful, complacent, distracts us, and can cause other issues.

It's fascinating how all of these refer back to another "Dirty Dozen". They are all connected and go hand in hand. It is important to acknowledge and mitigate any "Dirty Dozen" at all times. As humans, we will make mistakes. It is up to us to acknowledge them and do our best to ensure that an outcome will not be disastrous, in aviation or on the day to day. I urge everyone to try to find at least one "Dirty Dozen" a day.

This will cause you to become observant, able to acknowledge it, understand it and able to fix the problem before it snowballs into something with catastrophic endings.

And remember, if you do not know, refer to number 3!

KyMBERly Logan
Logan Aviation — 620-260-0502



SERVICE NO. 443X SPARES LETTER

Date: August 23, 2023

(S) (M)

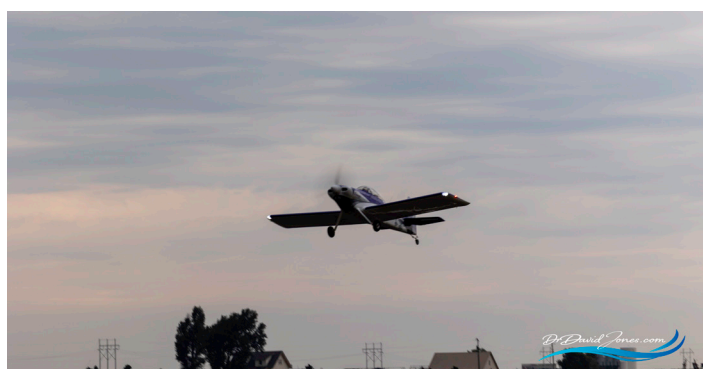
Service Spares Letter (SSL) 443X supersedes and cancels SSL 443 in its entirety.

<u>SUBJECT:</u>	ENGINEERING TECHNICAL SUPPORT FOR AIRCRAFT OWNERS, OPERATORS AND MAINTENANCE FACILITIES
<u>REASON FOR REVISION:</u>	SSL 443X cancels SSL 443.
<u>MODELS AFFECTED:</u>	<u>SERIAL NUMBERS AFFECTED:</u>
ALL	ALL
<u>PURPOSE:</u>	<p>Piper Aircraft, Inc. is no longer able to provide "for hire" technical support services including the following:</p> <ul style="list-style-type: none">• Aircraft Structural Modifications• Structural Repair Schemes• Technical Support for Development of Supplemental Type Certificates (STCs)• Life Limit Extensions Related to Current Production Aircraft• Conceptual Design up through Certification Including:<ul style="list-style-type: none">• Drafting and Design• Engineering• Testing and Analysis• Trade Studies and FAA Designee Approvals• Engineering Technical Services <p>Piper Aircraft, Inc. will continue all engineering technical support related to Piper Service documents, including supporting required repairs, when these service actions are considered Piper Mandatory to maintain continued airworthiness up to the airworthiness limitations of Piper Aircraft, Inc. Piper reserves the right to not provide technical support for any aircraft that may have been modified without Piper approval.</p> <p>All other engineering technical support services should be directed to FAA designated engineering representatives (DERs) or the equivalent authorized by civil aviation regulators outside of the United States of America. The FAA website provides a DER directory that lists designees by their location and lists their credentials. Visit https://www.faa.gov to obtain the regularly updated directory.</p>

(OVER)

HOOKER, OK

PHOTOS BY DR. DAVID JONES



HOOKER, OK

PHOTOS BY DR. DAVID JONES



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.

If you know an event has been cancelled, please contact Tom Auerbach @
m20c78956@sbcglobal.net

Saturday, September 9, 2023

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.
See attached flyer.

Friday-Sunday, September 8-10, 2023

Midwest LSA Expo – Mt Vernon IL (KMVN)

Saturday, September 9, 2023

Air Show and Young Eagles event at Scott City, KS

Saturday, September 9, 2023

Wichita EAA Chapter 88 - 2nd Saturday Breakfast
Monthly Breakfast 8 - 10 AM. Eggs, Pancakes, grilled Sausage, Coffee and Juice!!
Age 11+ \$7 - 4-10 \$5 - 3 under Free
Fly in to Colonel James Jabara Airport in Wichita
KAAO

Saturday, September 9, 2023

Ottawa Airport (KOWI), Ottawa, KS
Aviation Explorers Post 8000 Breakfast Fly-in (Saturday, Apr 8 - Nov 11, 2023)
Breakfast fly-in provided by the kids of Aviation Explorers Post 8000. 2nd Saturday of the month 8 am. to 10 am.
Contact: Milton Scott - Phone: 785-229-2710 - Website: <https://airscouts.club/> - Email

Saturday, September 9, 2023

Harrison, AR - Boone County Airport (KHRO) Fly-in
10 am - 2 pm. WINGS safety seminar: Safety Risk Management begins at 11 am Lunch served at noon with Anstaff Bank grilling Burgers and dogs. Pilot's Paper Airplane Competition begins at 1 pm. Cash prizes to the top 3 finishers. 1st Place \$100, 2nd place \$50, and 3rd place \$25. Same weekend as the Hot Air Balloon Festival at the soccer complex. Also same date as the Rotary Club fundraiser so tandem jumping will be going on all day. Contact: Judy (870) 741-6954

Saturday, September 9, 2023

Wellington KS Municipal Airport Open House – 7:30

AM to 1:00 PM

EAA Chapter 1631 Fly-In Breakfast – 7:30 AM - \$5 donation

Young Eagles Flights – register <https://youngeagles-day.org>

Classic Cars, Music, Food Truck, Display Aircraft, Pedal Planes and More

Saturday, September 9, 2023

3rd annual Hayland Fly-In – HAYLAND FARMS, 19793 PLYMOUTH RD., DORRANCE, KS
This year we will be adding a Car & Tractor Show. You can view our Website (haylandfarms.com) for more information.

FOR MORE DETAILS ON EVENTS VISIT www.haylandfarms.com or call Tom Mahoney: 314-882-2495

Saturday, September 9, 2023

Lincoln, MO - Lincoln Municipal airport (0R2) annual fly-in.

Breakfast served from 7:00 AM until 10:00 AM .
Lunch served from 10:00 AM until 1:00 PM . Freewill donations accepted for meals . Some door prizes awarded at noon . All types of aircraft welcome . Fly-in or drive-in . Rain out date is September 23 . Questions ? Please call Lincoln City Hall at 660-547-2718 , or Jim Bentch , at 660-723-3970

Saturday, September 9, 2023

2 Annual Greene Country Aerofest – Claremore OK Regional Airport (KGCM)
Fly In or Drive In – 8AM to 4PM
CTAF 122.7 Food trucks Vendors and more. For more information contact Joel at 918-645-2635 Or by email joel@aircraftspecialties.aero

Sunday, September 10, 2023

Greene Country Aerofest – Claremore OK Regional Airport (KGCM)
Fly In or Drive In – 8AM to 4PM

Sunday, September 10, 2023

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, September 16, 2023

EAA 377 Noon Lunch, hosted by MidAmerica Air Museum. Liberal, KS. 620- 624-5263

*Please note this is the THIRD Saturday.

For static display RSVP, Contact ouairport@ou.edu or 405-325-7233

Saturday, September 16, 2023

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, September 16, 2023

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, September 16, 2023

Berryville, AR - Carroll County Airport (4M1) 3rd Saturday BREAKFAST EVENT!! 8:00 - 10:00 AM.
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. Contact: 870-423-8393.

Thursday-Saturday, September 21-23, 2023

Pioneer Day Festival – Bulldog Pride
Skiatook Central Park – Details go to www.Skiatook-Chamber.com

Friday-Saturday, September 22-23, 2023

Bartlesville OK Regional Fly-In – Bartlesville Municipal Airport (KBVO)
Welcome to the 2023 Back to Bartlesville Regional Fly-In. Bartlesville Municipal Airport (KBVO) is rich in aviation history and in years past was home to the National Biplane Association and Tulsa Regional Fly-In. Please join us and enjoy two full days of aviation activities as we honor our WWII Veterans.
Saturday, September 23, 2023
Enid OK, Woodring (KWDG) – Poker Run Woodring's Fly-In Breakfast. As always Barnstormers will be serving their breakfast buffet from 7:30am to 10:00am, \$9.99 a plate per adult, and \$5.99 per kid 12 and under.
Mason Brinley - Airport Operations Manager
1026 S. 66th Street - Enid, OK 73701
Direct: (580) 616-7387 - Airport: (580) 234-5476 - mbrinley@enid.org

Saturday, September 23, 2023

17th Annual Aviation Festival - Max Westheimer Airport – 9:00 AM to 2:00 PM

Saturday, September 23, 2023

Enid OK, Woodring (KWDG) – Poker Run Woodring's Fly-In Breakfast. As always Barnstormers will be serving their breakfast buffet from 7:30am to 10:00am, \$9.99 a plate per adult, and \$5.99 per kid 12 and under.
Mason Brinley - Airport Operations Manager
1026 S. 66th Street - Enid, OK 73701
Direct: (580) 616-7387 - Airport: (580) 234-5476 - mbrinley@enid.org

Saturday, September 23, 2023

Sundance EAA Ch24 Pancake Breakfast Fly-In Oklahoma City - Sundance Airport (KHSD)
Sundance EAA Ch24 Pancake Breakfast Fly-In 8-10am; Oklahoma City, OK; Sundance Airpark (KHSD); 13000 N Sara Rd, Yukon, OK 73099
Monthly Pancake Breakfast and Young Eagle flights.

Saturday, September 23, 2023

Lost Bridge Village Airport (40AR). Annual Fly-In with food, music, antique vehicles, and fun from 11 AM till 2 PM. CTAF is 122.9. Everyone is welcome. For more info, contact the Lbvca office at 479-359-3204. Lost Bridge Village is now a Public Use Private Airport. Be aware of the surrounding trees and terrain. Our website FAQ has been updated at <https://lbvca.com/lbvca-airstrip>.

Saturday, September 23, 2023

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

September 27- October 1st, 2023 -

ArkanSTOL at Byrds Adventure Center (51AR) 4th annual ArkanSTOL. World's most unique Short Takeoff/Landing Competition and Aviation Festival - right here in Arkansas! Rain or shine, Family friendly, Live Music, Presentations, STEM Activities, Camping, Vendors. For Attendance, Volunteer, or Sponsorship opportunities head over to: www.arkanstol.com See you this Fall!

Saturday, September 30, 2023

Annual Bean Dinner – 12Noon

Last Saturday of September (annually) is our annual fly-in/bean dinner.

Airman Acres (OK93) – Collinsville OK

Saturday, September 30, 2023

4th Annual Airshow and Community Day – El Reno OK

The Airshow is free to attend! Bring your own blankets or chairs. Please note, pets are not allowed. Gates open to the public at 10 a.m. - The Airshow will take place from 12 p.m. to 3 p.m.

Saturday, September 30, 2023

First Annual Bombers Brew & BBQ
Tulsa Air and Space Museum (TASM) – Tulsa OK

Saturday, September 30, 2023

4th Annual Airshow and Community Day – El Reno OK

The Airshow is free to attend! Bring your own blankets or chairs. Please note, pets are not allowed. Gates open to the public at 10 a.m. - The Airshow will take place from 12 p.m. to 3 p.m.

Thursday-Saturday, October 5-7, 2023

Fly Kansas Air Tour
Thursday – Hays, Goodland, Colby, Scott City, Dodge City
Friday – Great Bend, Wellington, Hutchinson, Salina
Saturday – Emporia, Topeka

October 5 - 8, 2023

New Orleans, LA - Lake Front Airport (KNEW). US Pilots Association Fall Fly-Out. Our visit to New Orleans will include a Wings seminar, a visit to the National WWII museum, free time to explore on your own and a tour of the city by riverboat, not to mention the opportunity to fly into the unique New Orleans Lakefront Airport. View more details and register by visiting <https://USPilots.org>

Friday, October 6, 2023

Food Truck Friday – Wiley Post Airport (KPWA) – The First Friday of Every Month (Apr 7 – Oct 6) 11:00AM to 2:00PM
In the AirCentre Parking Lot, 5805 Philip J Rhoads Ave
October – Blue Donkey Tacos

Saturday, October 7, 2023

Annual Classic Fly-In. Syracuse, KS. 620-384-5835
*Please note this is the FIRST Saturday.

Saturday, October 14, 2023

Ottawa Airport (KOWI), Ottawa, KS
Aviation Explorers Post 8000 Breakfast Fly-in (Saturday, Apr 8 - Nov 11, 2023)
Breakfast fly-in provided by the kids of Aviation Explorers Post 8000. 2nd Saturday of the month 8 am. to 10 am.
Contact: Milton Scott - Phone: 785-229-2710 - Website: <https://airscouts.club/>

Saturday, October 7, 2023

Pauls Valley Hamburger Lunch Fly-In
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-Sunday, October 20-22, 2023

Cushing OK Fly In Fair

Friday-Sunday, October 26-28, 2023

38th Annual FLYING M RANCH Fly-In & Campout – REKLAW, TEXAS (7TA7)
FMI: www.reklawflyin.org, FaceBook: FlyingMRanch Reklaw

Saturday, November 4, 2023

EAA 377 Noon Potluck, hosted by Stan Reiss Family, Southwest Family Farms. Plains, KS. 620-629-3604
*Please note this is the FIRST Saturday.

Saturday, November 11, 2023

Ottawa Airport (KOWI), Ottawa, KS
Aviation Explorers Post 8000 Breakfast Fly-in (Saturday, Apr 8 - Nov 11, 2023)
Breakfast fly-in provided by the kids of Aviation Explorers Post 8000. 2nd Saturday of the month 8 am. to 10 am. Contact: Milton Scott - Phone: 785-229-2710 - Website: <https://airscouts.club/> - Email

Saturday, December 9, 2023

EAA 377 Christmas Party, hosted by Randal Loder. SFEC Scott City, KS. 620-214-3877

SPENCER FLIGHT AND EDUCATION CENTER PRESENTS

Flight into the night

AIRSHOW

SEPTEMBER 9, 2023

at the Scott City, KS Airport

7:00 PM • FREE ADMISSION

more information
AVAILABLE ON OUR WEBSITE
SPENCERFLIGHTCENTER.COM



FEATURING NATHAN HAMMOND • BRIAN CORRELL • BOB FREEMAN
BEGINNING AT 5 PM : STATIC DISPLAYS • FAMILY ACTIVITIES • LIVE MUSIC • FOOD TRUCKS
BEER GARDEN • TANDEM SKYDIVING • FLY-IN CAMPING...AND MUCH MORE!

J & R
CAR & TRUCK CENTER
SCOTT CITY, KANSAS

OAKLEY
AG CENTER, LLC
CASE II
AGRICULTURE

FAIRLEIGH COMPANIES

Flight into the night

AIRSHOW SCHEDULE

5 PM - ON	Food Trucks	5 PM - ON	Silent Auction
5 - 9 PM	Bounce Houses		• BENEFITS THE SFEC FLIGHT TRAINING SCHOLARSHIP FUND
5 - 7 PM	Weston Wilkerson Music	5 - 10 PM	Virtual Flying Ride
5 - 10 PM	Planes Movie <small>ON LOOP</small>	7 PM	Airshow Begins
7:20 PM	Bob Freeman	7:45 PM	Brian Correll
8:02 PM	Sunset	8:30 PM	Nathan Hammond
8:50 PM	Fireworks Display	9 PM	Chuck Briseno Band

SEPTEMBER 9TH at the Scott City Airport
See you there!

Run, Drive, Fly To Lakin

AIRSHOW



2023

SATURDAY, SEPTEMBER 23RD



NEW ACTS BY:

**MINI JET AIRSHOWS
AND
FRANKLIN'S
FLYING CIRCUS**

**FREE ADMISSION
Gates Open at 8 am**



FUN RUN - FOOD TRUCKS - VENDORS - INFLATABLES

CAR SHOW



**FREE AIRPLANE RIDES
HOSTED BY
THE EAA YOUNG EAGLES**



**EAA Young Eagles
FREE AIRPLANE RIDES
(Ages 8 - 17)**

Follow us on Facebook for detailed times or Visit us at www.rundriveflytolakin.com

FLY KANSAS AIR TOUR

OCTOBER 5 – 7, 2023



**STUDENT ENGAGEMENT!
AIRCRAFT DISPLAYS!
FOOD TRUCKS!
EVENING ENTERTAINMENT!**

SCHEDULE AT A GLANCE

THURSDAY, OCTOBER 5

Hays Regional Airport
Leave Hays at 8:30 a.m.
to head to Goodland

Goodland Municipal Airport
10:00 a.m. – 10:40 a.m.

Colby Municipal Airport
11:00 a.m. – 12:30 p.m.
(Lunch Stop)

Scott City Municipal Airport
1:15 p.m. – 2:30 p.m.

Dodge City Regional Airport
3:30 p.m. – 8:00 p.m.

FRIDAY, OCTOBER 6

Great Bend Municipal Airport
9:45 a.m. – 10:45 a.m.

Wellington Municipal Airport
12:00 p.m. – 2:15 p.m.
(Lunch Stop)

Hutchinson Regional Airport
3:00 p.m. – 4:30 p.m.

Salina Regional Airport
5:00 p.m. – 8:00 p.m.

SATURDAY, OCTOBER 7

Emporia Municipal Airport
10:00 a.m. – 11:00 a.m.

Topeka Regional Airport
11:30 a.m.
(Lunch Stop)

Pilots Register 



FLY KANSAS AIR TOUR

OCTOBER 5 – 7, 2023

AIR TOUR ROOM BLOCKS

Please note: Group transportation will only be provided to these specific hotels, when traveling from airport to hotel and hotel to airport.

When booking with partner hotels, please mention you are with the:

“Fly Kansas Air Tour”

HAYS, OCTOBER 4

Hilton Garden Inn
221 West 43rd St.
Hays, KS. 67601
785-727-7721
Group Rate \$134

Follow the link below to make reservation, or you may call in.

<https://www.hilton.com/en/attend-my-event/hysiigi-flyks-0649a7de-4ba3-45ed-9386-c22f7b73ed70/>

DODGE CITY, OCTOBER 5

Hampton Inn & Suites Dodge City
4002 West Comanche
Dodge City, KS. 67801
620-225-0000
Group Rate \$139
Must call hotel to make a reservation.

SALINA, OCTOBER 6

Hampton Inn Salina
401 West Schilling Rd.
Salina, KS. 67401
785-823-9800
Group Rate \$119

Follow the link below to make reservation, or you may call in.

<https://group.hamptoninn.com/l1vy42>

Pilots Register 



28TH ANNUAL CLASSIC & ANTIQUE FLY-IN Saturday, October 7, 2023 ♦ 11am-1pm MDT



FEATURED AIRCRAFT:
Commemorative Air Force
Beechcraft MOD-18 C-45
"Expeditor" N40074
C-45 Rides \$100 per person
\$200 co-pilot seat

**Syracuse, KS—3K3
EAA Chapter 377**

Chili, Hamburgers and Brats served by the
Syracuse-Hamilton County Chamber of Commerce.
Free lunch to all who fly in.
Free to EAA members that drive in or fly in.

Team McConnell Safety Welcomes You To The

2023 MACA Fly-In
Mid-Air Collision Avoidance



SATURDAY 14 OCTOBER

0730 - 0900 Landings

0915 Seminars

1300 Lunch

1400 -1600 Departures



Aviation Crosstalk
KC-46 & KC-135 Tours
Food Trucks

Safety Seminars Include:
USAF & FAA Flight Safety
Patterns, Arrival & Departure
Weather for Aircrews



Fly-in/Drive-in Registration Deadline 14 Sep
Spaces Are Limited - Sign Up Today !! →
Forms @McConnellFlightSafety FaceBook



SCAN ME



Ponca City

Fly-In/Drive-In Breakfast



Where: Ponca City Oklahoma Regional Airport (KPNC)

When: 1st Saturday of Month (7 to 10:30 AM) Rain / 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 \$10, Children \$5

**Menu: Pancakes, Scrambled Eggs, Sausage,
Bacon, Potatoes, Biscuits & Gravy,
Fruit, Orange Juice, and Coffee.
Soda Pop or Bottled Water – \$1.00 extra**

Contacts:

Bruce Eberle 580-761-5884 ou444@yahoo.com

Bert Blanton 580-762-3794 blantonb610@gmail.com

Don Nuzum 580-767-0470 nuzumdl@poncacityok.gov



LUNCH AVAILABLE: Enrique's Mexican Restaurant (Sat 11-9) 580-762-5507 – Located in Airport Terminal

PONCA CITY REGIONAL AIRPORT (KPNC): ELEV 1008, RWY 17-35 7201'x150' – RIGHT TRAFFIC FOR RWY 17

FREQUENCIES: CTAF/UNICOM 123.0 // ASOS 134.075 (580-765-0049) // ILS/DME-RWY17 111.9 // LOM/NDB 515

FUEL: PHILLIPS 100LL 24-HR – Self Service // Truck JET-A & 100LL – CALL CTAF 123.0 or PHONE 580-767-0429

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