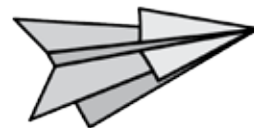


April 2023
EAA CHAPTER 377



fly paper

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

LAST MONTH

FROM BILL LONG

Last month's Ulysses Fly-in was not normal on many levels, as we normally eat in a hangar, this time was at a local restaurant Bear Creek Coffee. Car pool was set up by Steve Rice.

It was quite windy, and John Smith flew a Cessna 172 up from KLBL, I asked John if it was a rough flight and like a typical Kansas Aviator he said "no problems". The other abnormality was the turn out; the Lyddon's fly-in was one of the largest I have seen and the Ulysses was the smallest I have personally seen, but it was more like a family sit down meal.

It was very enjoyable for me to sit and get to know Chapter 377 members that I have not had the chance to be better acquainted with. Steve Rice and his son, Aiden, (Steve is the owner of Northstar Aviation the Ulysses FBO) sat down with us and was the center of most of conversation about Ag planes and their repair. It was a treat as we are so seldom around these powerful workhorses, and someone like Steve who is an expert about them.

From Ulysses High, Abigail Morningstar and her very supportive mom attended and shared with us what motivates her to be involved with aviation, and like many high schoolers she knows the general direction, the ball park, but not exactly what, not where to sit in the ballpark, but with experiences like an Young Eagle flight helps them to get a feel for the future.

Abigail came with hopes of getting a chance to fly, but the stars didn't line up as there was not any Young Eagles pilot or plane available. With flying it is always about weather, and the high wind might to upsetting for a first flight. I will keep her



up to date of any Young Eagle event in the future; she will get the air one of these days.

After lunch we all drove to Northstar for a tour. While we were there Steve was generous to allow Abigail to sit in one of the new Ag Planes in the shop

Continued on page 3

THIS MONTH

Saturday, April 8
Noon Potluck
EHA—Elkhart, KS

Come and look at vintage aircraft on our concrete parking ramp. Dennis Tevebaugh will provide brisket and beans. Please bring a side dish to share.

We are located at the extreme corner of Kansas. Elkhart(EHA). We have excellent hard surface concrete(17 & 35-Right Traffic) 4,900feet. Crosswind runway 4,900 feet. 100LL Fuel is available AWOS-3PPT 118.025 and Contact Elkhart CT on 122.8

The event will be in hangar 11 (Bill Cotter's hangar). Contact person Dennis. Tevebaugh 620-360-6100 or Bill Cotter 936-499-8042

FAA Identifier: EHA

Elevation: 3622 ft.

From city: 1.00 mi. E of Elkhart

CTAF: 122.8

WX 118.025T (620-697-4973)

RW 4/22: 4900 x 60ft.

RW 17/35: 4900 x 75ft.



Saturday, April 8, 2023

EAA Noon Potluck

EHA—Elkhart, KS

Hosted by Bill Cotter & Dennis Tevebaugh

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 \$20 to Randal Loder, Treasurer,

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

Deadline for the May 2023 issue is May 1, 2023

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COMING UP in 2023...

8 April— EAA 377 Noon Potluck, hosted by Bill Cotter 936-499-8042 & Dennis Tevebaugh 620-360-6100. Elkhart, KS. 800-475-3553

29 April— First Annual Alan Ochs Memorial Fly-In/Drive-In. Hosted by Crofts Aircraft, Dodge City, KS KDDC.

13 May— EAA 377 Noon Potluck, hosted by Greg Downing, Centerline Aviation, Guymon, OK.

10 June— EAA 377 Breakfast Fly-In, Logan Aviation, Lakin, KS.

8 July— EAA 377 Noon Potluck, hosted by Marshall Watson Family. Sublette, KS. 620-353-0349

July 24-30— EAA Airventure, Oshkosh, WI

12 August— EAA 377 Breakfast Fly-In, hosted by City of

Hooker, Mark Davis. Hooker, OK. 620-482-0354 *Please note this is BREAKFAST to beat the summer heat.

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

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

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

GA GETAWAY
IMC CLUB
April 10, 2023
6:45 p.m. - 8 p.m.

CABO MEXICO

THE BAHAMAS

Phone: 620-872-3000
Email: info@spencerflightcenter.com



operate 12 aircraft out of our Liberal and Dodge City locations. Aircraft offered for charter will include two A36 Bonanzas, one Piper PA-34 Seneca II, two Cessna 425 Conquest I's, three Cessna 441 Conquest II's, and four Beechjet 400A's. As the premier charter operation between Kansas City and Denver, this merger provides long-term sustainability and the high level of safety that the Lyddon and Crotts names have always represented. We want to thank our customers for their loyalty, friendship, and support over the years, and we look forward to the future. The FBO operations in Liberal and Dodge City will continue to be owned and operated separately by Nathan and Zach respectively.

LAST MONTH

Continued from page 1

Even though his knee is recovering from knee replacement surgery, Steve climbed up and powered up the panel so it all lit up and so did Abigail. It was fun to watch Steve's son Aiden help as well. Steve shared about the cost of the planes, repair cost, annual repair time, supply chain issue and explain how spraying system function and some about how they are piloted. Steve was very patient and very happy to take time to share. Thank you Steve and Aiden and to all that attended.

FROM JENNIFER LYDDON—Nathan Lyddon of Lyddon Aero Center, and Zach Crotts of Crotts Aircraft Service are proud to announce the merger of their charter operations. LAC Aero (Lyddon and Crotts) will





HEARD IN THE HANGAR

FROM RACHELLE POWELL/GCK Airport—Happy Spring! The terminal is going well! Phase 1 should be open by July 4th!

BRIAN SHIRLEY—Had a great trip to SunNFun. “Pretty cool going over the cruise ships and shipyard. Landing and taking off over water. Saw some alligators in a pond.”



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

FROM JIM KIRK—I was at the WWI Memorial, standing by this 1908 Austro- field gun I first saw in Quebec (Jun ‘84) as we “loaded it” + a 7” German field gun on a “borrowed” C-130. 3.5 hrs later we were Downtown K. C. (I signed ATF papers on a Sunday afternoon for both) Whew!



The Bronze Breach gun worked w/ Blackpowder. NOT w/smokeless & higher Pressures. May be ONLY One in W. Hemispheres!





HEARD IN THE HANGAR

FROM TOM AUERBACH—Southwest Bonanza Society (SWBS) held a fly-in at Ponca City for lunch at Enrique’s Mexican Restaurant on Saturday March 18, 2023. Ten Bonanzas flew in and another member is based in Ponca City.



FLY IN DRIVE IN TO DODGE CITY

Saturday, April 29

Crotts Aircraft, Dodge City, KS KDDC will be hosting the First Annual Alan Ochs Memorial Fly-In/ Drive-In at noon on Saturday, April 29.



ANOTHER ISSUE

THANKS TO: Bill Long, Bill Lyddon, Bob Immel/ Mid America Air Museum, Brian Shirley, Jennifer Lyddon, Jerry Koehn, Jim Kirk, Kymberly Logan, Paul Fiebich, Spencer Flight and Education Center, Todd Crist, Tom Auerbach. **THANK YOU ALL FOR YOUR SUPPORT!**

TODD CRIST is making sure that **ACE HENSON** is exposed to all kinds of aviation opportunities, ever since he showed interest in airplanes as a little boy. He is now 10. Lucky kid!



Photo from 2019





HEARD IN THE HANGAR



FROM MARY SHORTRIDGE—Last fall I noticed my Bose headset was not comfortable, and realized the “wishbone” tip was broken, so it had slipped off the earcup and was digging into my head. I contacted Bose for a repair and they said they no longer supported my headset. They “graciously” offered a \$100 credit towards a new set. My attitude was that if they weren’t going to support this set, I would get a credit with another brand, or donate mine to someone for parts. In the meantime I used some epoxy putty and repaired the tip, drilled a new hole and it was fixed. Then, the wishbone broke up higher. So I epoxied a metal piece for support, and wrapped it with some great tape I have. (Looked tacky because I couldn’t find my roll of black, oh well) Then it broke again. *Guess I need to hurry that new brand decision.* Then, I ran across an ad on Etsy. The company confirmed the “wishbone” they manufacture would fit my headset, and “would last forever”. So for \$40 I ordered a new pair of “wishbones”, and my headset is good as new, and doesn’t look tacky! I just hope something else doesn’t break on it (on the audio side). I am prepared if/when my other set breaks, as it is only a year newer.

Check out this company- they have parts for ALL KINDS of stuff! Quick reponse to questions, quick delivery, and I thought \$40 and free shipping was a great investment!

CentralSound
Headphone Parts Store

Take Pics of Before and After Repair
Tag us on Social Media for an
EXTRA SPECIAL PROMO CODE

**FOLLOW US FOR SPECIAL OFFERS,
DISCOUNTS AND GIVEAWAYS**

f CentralSoundCorp t CentralSoundCo @ CentralSound.Co
YouTube CentralSound

**CHECK OUR YOUTUBE CHANNEL
FOR INSTRUCTIONAL VIDEOS AND
DON'T FORGET TO SUBSCRIBE**

CENTRALSOUND.CO

AirBike Flight

3/25/2023

by Paul Fiebich

Having not flown for two weeks, I was anxious to take flight yesterday when, at home in Derby, the temperature was 65 degrees and the wind was 5 mph. These were ideal conditions while seated in my open cockpit AirBike. Although the sky was clear when leaving home, two things happened that changed my flight duration and ground track when leaving Cherokee Strip (18KS).

Arriving at the Udall, KS hangar, the wind had picked up noticeably. Calling Winfield ASOS, they reported winds at 13 mph at 200 degrees. Since it was only 5:00, I decided to delay my flight as typically the winds drop when evening approaches. Winds aloft are always higher than those at ground level. A later departure would ensure a pleasant and smoother flight than one taken now. The wind was 20 degrees west off of runway 18

realized that the unit's battery was dead. Using my own judgment, I decided the wind was too strong for a pleasant flight and decided to delay for an hour.

To kill time I perused the recent copy of EAA's Sport Aviation magazine while seated in the truck cab enjoying the accumulated heat from the sun. When finished reading and with still time to kill, I decided to tidy up my hangar area and sweep the floor.



Paul Fiebich sweeping the hangar

Finally, at 6:00 I pulled the Armstrong Starter on the AirBike's Rotax engine and it sprang to life. Soon I was airborne clearing the fence at runway 18's southern end. The plan was an hour out and back route to Arkansas City. I made a mental note of the darkening sky to the west. It consisted of various distant light shafts poking through openings in the dark clouds, areas of extremely dark skies, and ground dust created by groups of rain shafts.

The headwind was higher at 500 AGL and 6200 rpm kept my ground speed at 55 mph. Ten minutes later as I passed Oxford, I again checked the storm to the west and made a note of its speed and direction. Another weather check at Winfield 20 minutes into my flight revealed the storm getting perilously closer. I decided to make a 180 and not continue to Arkansas City. The air was heavy with humidity and smelled of rain. The dew point must have been close to the



Handheld device used to determine local wind speed

Winfield is 20 miles away and conditions there don't always match those in Udall, particularly wind speed and direction. With my anemometer in hand, I walked to the runway intending to determine the local wind speed. Pressing the unit's ON button, I soon



Looking west, I noted the storm's location and direction

air temperature as the sky under the clouds was becoming somewhat hazy.

With the wind mostly at my back, my ground speed picked up tremendously, at times hitting 95 mph! Nosebleed speed! Noting time and distance to Cherokee Strip, I figured it would be a close race to get there before rain and wind hit. My main concern was that the wind direction would be from the west making for a 90 degree crosswind landing; my worst condition.



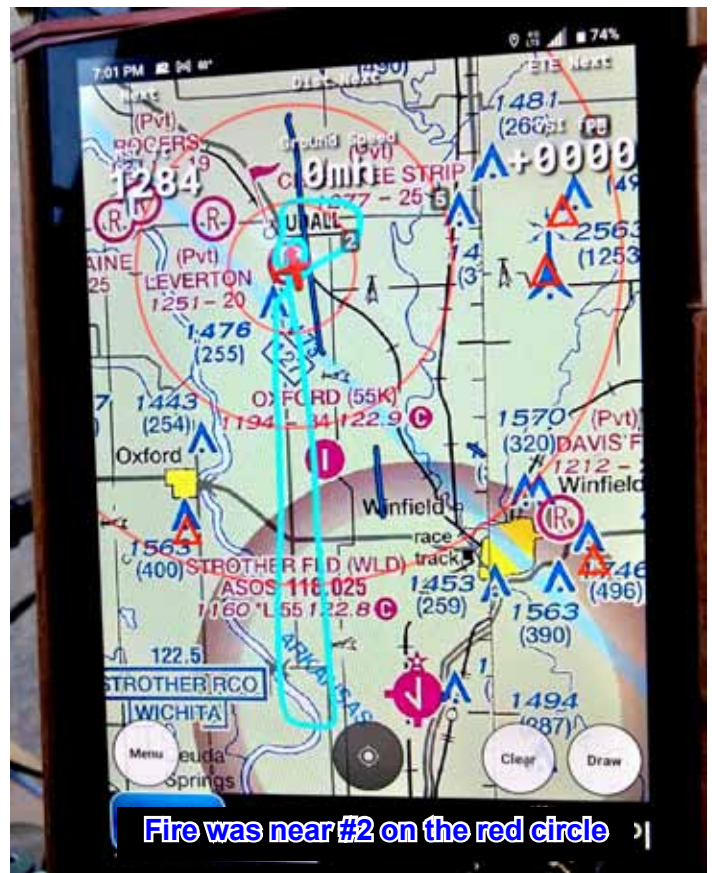
Tailwind really improved my groundspeed

At 90+ mph, I was five miles from Cherokee Strip in no time. Fortunately a gap in the weather encouraged me to take an alternate route I had been considering on this return leg. A controlled grassland burn was in progress, I noted it when making the 180 degree turn at Winfield. The smoke likely reached 5,000 feet and was a white steam-like plume; very interesting. Judging the gap in the storm, distance to the fire, and time to get to the airfield; I decided it was worth diverting in order to take a smoke plume photo.

Changing course, I flew 2 miles east to photograph the smoke plume, then turned back to the airfield. Along the way, I flew over Chris Duncan's house, he heard my familiar 2-stroke engine and photographed me as I passed. The tetrahedron now indicated the wind at 30 degrees off the runway heading. Landing



Fire was downwind of the approaching storm



Fire was near #2 on the red circle

was going to involve some additional cross-controlling to maintain direction. To ensure control, I landed at 40 mph instead of 30 mph then continued two-wheel taxiing to my turn-off point.

Taxiing into position on the hangar ramp, I shut down the engine then completed my cockpit clean-up and .8 hr trip documentation. In the distance I could see the dust being kicked up by the approaching wind and falling rain. By the time I had opened the hangar doors and positioned the AirBike for pulling it in, the storm was upon me. The storm's wind blew faster now as it came directly from the west. Rain began falling.

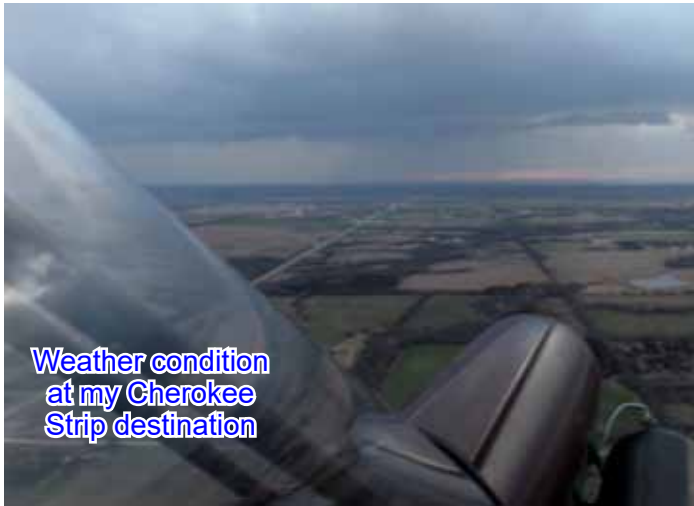
My plane was getting wet as I pulled it tail-first, into the hangar. As I closed the doors, rain blew onto the hangar floor about 5' from the threshold. What a pleasant sound to hear the rain pelting the metal roof and fiberglass doors as my plane sat inside well protected! I'd say my decision making was well-timed...



Storm in front of struts— This was my turnaround point near Winfield

albeit a bit close!

Within 30 minutes the storm had passed, wind was calm, and I was treated to the sun setting just under the distant cloud deck. Ah, another good flying experience!



Weather condition at my Cherokee Strip destination



AirBike in position for pulling into the hangar



AirBike safely nestled in the hangar



AirBike safely on the apron, storm approaching



Peaceful end to a passing storm

A DYING BREED

By Jerry Koehn

Where are the kit builders? I've asked around...they say it's a dying breed. Even in our own chapter 377...lots of pilots; not very many kits being built. I believe God made us to be creative and artistic...thereby enhancing productivity. I sense we are losing something in today's world. We love our electronic devices and all they do for us, and we can't make it without them. For instance I would not fly without ForeFlight and my iPad. All this was created by someone else...and it is good, but we relax and let someone else do the work?!! Where will the engineers of tomorrow come from, if all we've done is watched and played games on our electronic devices?

In November 2016 I decided to keep my mind open to learning a new thing. I went to Crofts in Dodge City and asked if I could take pilot training. Steve Maxwell accepted the challenge..Thank you, Steve! I passed the check ride in January 2019... Thank you, Chrissy Genova! I'm currently still flying 733FR at Crofts. Love the little plane!

In December 2021 I decided to try the Rans S21 Outbound kit. Sent the deposit January 3, 2022 to Rans and got on the waiting list. There were 102 kit orders ahead of me. I pulled a car trailer up to Hays in January 2023 and loaded two crates of parts on it. I came home with the



fuselage, tail, and wings. I plan to go at a later date and get the finishing kit, engine and firewall forward.

So far it's been rewarding and exciting for this 58 year old!! It's a huge project and sometimes I wonder if I will get it done. I will need the help of a team. I've already picked some team members--Jerel Nichols (Montezuma), Rans tech support, the guys at Crofts, Bill Anton (Satanta), my neighbor/pilot friend Phil Smith (Copeland), Waylon Nichols (Copeland). These all have already helped me with the build. Hope to see more builders and inspiration for kit airplanes.



KYMBERLY LOGAN KEEPS THEM FLYING



DUCT TAPE

We have discussed zip ties and what they can do to your aircraft. Now, let's discuss duct tape.



As funny as this picture is, and a true story for a pilot up north, it's only good for temporary and here is why.

Duct tape is made of polythene (plastic) on the top side, then fabric and the best part, the glue. The glue is a polymer glue that is pressure-sensitive and interacts and bonds with almost any surface, making it stick. This is great for short term uses but not long term on aircraft. The problem is that polymeric materials have a wide range of uses, contributing to many factors that can lead to corrosion.



Here we have an aircraft that used duct tape to hold a panel in place where the push pennies were starting to show some age and become loose.



Upon removal of the duct tape to get to the control cables to check tension, this is what we found.

In the first picture, you can see that the residue

of the adhesive was left behind with the texture of the fabric and the tops of some of the push pennies were corroded. In the second picture, this is where we tried removing the adhesive with adhesive remover, then acetone. Neither really cut into the adhesive, we ended up using MEK. The same is true when duct tape was used as an anti-chafe tape for the flaps, but you can see that it left its mark in the paint and started to corrode where there was exposed aluminum.



*Join Kymberly, Curtis, and family
for the June 10 BREAKFAST fly-in at
Lakin, KS!*



This corrosion seems to be small now, but given the time and conditions, it can grow to be a major problem. To remedy this, we cleaned off the adhesive, removed the corrosion, primed and repainted the area of the flap. This takes time and adds to the down time of the aircraft, but prevents someone from having to do a sheet metal repair or replace the skins, which with the costs of aluminum, is currently costly compared to a couple years ago.

Always use your best judgement and ask if you ever have any questions! Preventative measures and knowledge go a long way in saving you money and down time!

Kymberly Logan
Logan Aviation — 620-260-0502



Saturday morning when we “needed” some extra help building a wing rack! Elaine decided it made a better swing than a wing rack. The other picture is from one evening working late. Elaine scooted around the hangar as supervisor. It has become a treat to come to the hangar now that she has daycare! She always gets frozen yogurt when she comes to the shop!

Mid-America Air Museum

By Bob Immell, Director



B-25 MITCHELL

This month's featured airplane is the North American B-25 Mitchell medium bomber from WWII Part 1. There is so much to be said about the B-25 and we have so much information about our B-25 and another surprising B-25 artifact in our museum that I feel it deserves a two-part article. Today's article will focus more on the history of the B-25s in general, and Part 2 will focus more on the specifics of the plane in our museum and our other B-25 artifacts so here we go with Part 1.

The B-25 made its first flight in August 1940 and the last B-25 in military service was retired

in 1979 in Indonesia. There were 9816 built in at least 28 different versions. In the WWII era the Army Air Force used a strategy of having two different planes built for each set of specification directives they issued. In the case of the directive for a twin-engine medium altitude bomber the North American B-25 Mitchell and the Martin B-26 Marauder were selected to fill that role. Incidentally the Dodge City Army Airfield was built to train B-26 pilots. At the time that North American submitted their plans for the B-25 to the Army they were a relatively young and upcoming aircraft company. By the end of WWII they were the largest supplier of military aircraft to the United States and the only company that had designed and produced their own fighters, bombers, and trainers in large numbers, and were used by the Army, the Navy, and the Marine Corp. The B-25 was also the only US military aircraft named after a person in this case General Billy Mitchell. The first 10 B-25s that were built did not feature the distinctive gull wing shape as they had constant dihedral angle wings. There were stability issues with these planes so North American changed to



using a dihedral angle only on the inboard wings and using an anhedral angle on the outboard wings and thus you have a gull wing shape used on all other B-25s. The B-25 was considered to be the easiest US made bomber of WWII to fly and thus was adopted to not only fulfill the medium altitude bomber role, which at that time was considered to be between 5,000 and 10,000 feet but was also used for dive bombing, skip bombing, dropping torpedoes, ground attack & ground support, reconnaissance, and fast transport duty, and trainers for a variety of crew positions. After WWII they were adapted to serve the roles of fire bombers and even spray planes, and of course living history show planes and museum pieces. I had to put that last plug in.

The B-25s were first built in Inglewood California which was the home of North American, but later a second plant was opened in Kansas City to produce the B-25 which was where the majority of B-25s were manufactured. In total Kansas City produced 6,608 B-25s including the one on display in our museum. The first to see combat were used by the British RAF who had received about 900 B-25s through the Lend-Lease Program. Other major countries that used them were Canada, Australia, and the Russia who received 870 B-25s. The first ones sent to Britain did not have gun turrets. General Hap Arnold who was in command of the entire US Army Air Force used a B-25 for his personal transport plane. In the European Theatre Britain and its Commonwealth allies were the primary users of the B-25 on the Western Front. Of course, Russia was the largest user of B-25s on the Eastern Front, but the majority of all B-25s produced were used by the United States and its allies in the Pacific Theatre. Today there are estimated to be about 100 surviving B-25 bombers and of these about 45 are supposed to be airworthy.

Perhaps the most famous B-25 mission of all time was General Doolittle's raid on Tokyo Japan which took place about 6 months after the attack on Pearl Harbor. This raid consisted of 16 B-25s with a crew of 80 airman who launched on April 18, 1942 from the aircraft carrier Hornet. The men knew they could not return to the Hornet upon completing their mission so instead the plan was to fly on to China and land. Since they were spotted by a Japanese boat they had to launch about 170 miles farther away than they planned on. Of

the 16 B-25s 15 either crashed along the China coast or in the ocean just short of China, and one decided to fly to Russia instead. That plane and its crew were arrested by Russians and the crew did not get returned to American lines until a year later when the Russians arranged for them to be transported to a prison in Africa close to British held territory then allowed them to escape. The plane was kept by Russia and was the only surviving Doolittle Raider plane of the mission. Unfortunately, the plane was destroyed in a hangar fire in the 1950s. Of the 80 crewman a total of 69 lived to be returned to the American Military.

Another B-25 flight that many have forgotten about occurred in July 1945 when a B-25 flying in heavy fog flew into the 79th floor of the Empire State Building when the pilot became disoriented and turned in the wrong direction. The fire that broke out in the building due to the impact was brought under control in a relatively short time and then totally extinguished. This set a record for the highest fire ever successfully extinguished at that time. Also, an elevator operator who survived the accident was loaded into another elevator by firefighters to be taken down to the ground for transport to a hospital and set a record for being the person who survived the farthest free fall in an elevator when the cable in the elevator the firefighters put her in broke. The Empire State Building re-opened for business less than 48 hours after the plane crash occurred.

Next month's FlyPaper will have Part 2 of my story and will focus on the characteristics of the plane and more information on our actual plane's history.

After many months of email "issues", I finally took time and added our 200+ contacts to Mailchimp. This will hopefully simplify my emails to you. Everyone will receive their own individual email, rather than a long list of bcc. (Some mail servers don't like bcc and bounce them.) This will also be a big help as any officer can have access to the list, in case I am incapacitated for some reason. PLEASE make sure our new email address is in your contacts, so it won't get placed in a junk folder. And send me your email address if you are not getting our emails!

EAACHAPTER377@GMAIL.COM

25 years!

from Mary Shortridge

I got my private pilots license in December 1997 and went to my first EAA 377 meeting in April 1998, upstairs at the Garden City Airport; A church friend, Ross Aillsieger brought me. It was brought up at that meeting that the current newsletter was produced by Larry Zant and his wife Marjorie, with Walter Rundell as newsletter "editor". (Walter loved to poke fun at himself) Larry and Marge were ready to move on, so I happily signed up for the job. I'd been doing newsletters since the early 80's, and thought it would be fun since airplanes and flying would be the topic. Little did I know how much signing up as a member of this group would change my life. I got to know Walter; we worked really well together and became fast friends. Bob Townsend was the treasurer, and "Keeper of the List", so we worked together monthly as well. My first "fly-in" was the Buehler's Mothers Day fly-in that May. I'll never forget, we were in Lincoln, NE for the weekend, and as we flew to Buehlers, our groundspeed got slower and slower. 60 knots across the ground when got to Norm and Eleanor's. My point is, those early experiences with EAA 377 seem like yesterday. Look around my office, and there are photos and knick knacks from these memorable times. The plaque from EAA proclaiming our newsletter #8 in the WORLD our first year (first place newsletter was from South Africa). My first trip to OSH was to collect that award, riding in the back of Dave Hilker's RV4. And the 6 foot prop over my doorway was a gift from Bob Townsend. The desk I use is a Mooney wing I got from Larry Magri. Folks, it does not get better than this!

It doesn't seem like 25 years. Things have changed, certainly. But while many "groups" have folded, especially in general aviation, our club has members continually breathing new life into Chapter 377.

Thanks to all of you, for all you do. Lets make sure to welcome the new people; they will hopefully be around for the next 25 years!

I have included those first two issues of FLY PAPER in this issue. Fortunately, desktop



RUNDELL FLY-IN JULY 2000

publishing is easier and more powerful. Scanners are high res and in color! We don't have budgetary restraints because we distribute via email. Sometimes I get so involved in information that I think is important to our chapter that FLY PAPER grows to a ridiculous size. Remember, there is always room for pictures of airplanes and kids!

I'll include a couple of my favorite photos that are readily available digitally. There are THOUSANDS of prints in my storage room....



AIRPORT CARS I HAVE KNOWN

by Walter Rundell

You can land on our grass strip, park your airplane, and walk less than a hundred feet to the door of our house. This is one of the very few benefits of owning a farm, if you have to make a living there. Of course, there are airport community developments where this is possible but the above examples are not the norm. The normal situation is, survive the landing, taxi to the tie down apron, then start figuring how you are going to reach your ultimate destination.

At the Millionaire FBO on Wiley Post airport OKC, I actually saw a guy park his King Air and be whisked away in his company limo. He confided that he didn't usually fly the King Air, but his Gulfstream was in the shop. My heart went out to him. Again, this is not going to happen to many of us. Occasionally we will be met, thanks to previous arrangement, by family, friends, business acquaintances or what ever, but this does not cover all the bases.

No, gentle readers, eventually, you are going to arrive at Swamptown Airport, unannounced, uninvited and unaware of how you are going to get to town.

For this example we will assume that the facility is attended. You make your way to the gas shack and get the attention of the person reading the Trade-A-Plane by commenting, "What a nice little airport this is". Remember, humility is the key here. If you have a humble bone in your body, this is the time to exercise it. The line boy is in control of your destiny. Feigning innocence and ignorance (Well, maybe you won't have to fake the latter) you say, "What's the best way to get into town?" Now, at this point you are rolling the dice. His response can range all the way from, "Just take my pickup", or "I'll run you in" to "Start walking". Keep in mind that cabs are seldom an option unless the town has two Wal-Marts.

The next example is a similar airport, except it is unattended, Your only hope is the doubtful looking telephone in the weathered box attached to the pole supporting the remains of the wind sock beside the forties gas pump that used to pump gas before the EPA outlawed all the underground tanks. (Sometimes, I just like to see how many words I can get into a sentence) There will be no telephone book. The Sheriff's number may be written above the phone. Divine intervention may be needed here. As they say, "Wear comfortable shoes".

At last, we come to the subject of our discussion. THE AIRPORT CAR. In the days before every town in the United States became "SUE City", it was not uncommon to be able to borrow a car at the airport. It was usually an old beater that was maintained just for that purpose.

In fifty ummmmm years of flying, I have been the beneficiary of a number of these noble conveyances. I thought you might like to compare your experiences with some of my more interesting ones.

Atwood, Kansas—An old Plymouth. All you had to know was that the battery cable had to be hooked up and you were on your way.

Stillwater Oklahoma- A mature Chevy was provided after I announced that I just needed a car to go into town for a funeral. After joining a procession, that I assumed would proceed to the edge of town and the cemetery, I found that we were going to a burial location some thirty five miles away. They were amazed at the airport that the elderly Malibu survived the round trip.

Minden, Nebraska—I was given the keys to one of a barn full of mustard yellow Chevys (I guess they thought if one wandered off, it would be easier to find) that the Pioneer Museum used to maintain for the use of their flying guests. Founder, Harold Warp, was an active pilot.

Harlingen, Texas—I made a deal for a Rent-A-Wreck, finding out too late that it would not shift out of second gear. Calling back to the agency, I was told, "If you want to go faster, just push the pedal down further". Why didn't I think of that?

Watonga, Oklahoma—A very accommodating older gentleman, who said he was just filling in for the airport operator, told us to go ahead and take the vintage Chrysler, parked out front, to go into town for lunch. I finally got it running, but only learned the operating status of the brakes when we banged into the side of the local SONIC. There was no significant damage, but we did get immediate attention.

Hutchinson, Kansas—Eight of us who were late, fly-in arrivals for the State Fair night show, shared THE Hutchinson taxi in order to be arrive at the grandstand on time. We were unavoidably intimate.

Lamar, Colorado—Again, we were going into town to attend a funeral. This means we had on some of the upper end of our wardrobe. We were supplied with an exceptionally grungy Falcon that appeared to have had a long career as a shop car behind it. We were given clean pieces of cardboard to put in the seats. The seat back on the driver's side was not a problem, as it had given up and permanently reclined some time previous. Once on the road, it exhibited an almost uncontrollable desire to explore the right ditch. I think it wanted to go there and die.

All this might lead you to believe that you should point out some of these automotive idiosyncrasies to your benefactor(s). NO! NO! NO! On the contrary, be lavish in your expression of appreciation.

To do otherwise will only make it harder on both you and the next flyer that needs a ride. Replenish the fuel supply and make a generous donation to the coffee and donut fund. After all, you are a member of the elite, who travel by private airplane. Enjoy your flight, and good luck on the ground transportation.

(My all-time favorite "Walter's Wisdom".)



EXPERIMENTAL AIRCRAFT ASSOCIATION

Garden City Chapter 377

April 1998

LAST MONTH

In spite of some really crummy weather, a good percentage of our membership showed up at Ulysses Aero Center to check out some very nice projects that they have over there. The RV is well along. I was a little disappointed that there was no provision for hot and cold running water in the panel, but I think everything else was in there. The Malones are expecting that airplane to join the fleet in sixty to ninety days.

There was the usual exchange of ideas and information in the hanger. Larry Zant announced that he had taken the weight off the gear of his Navion just the day before. Another classic takes to the air again after a long rest. Wendell Lambert gave us a good rundown on the Lycoming crankshaft AD. Not a pretty story, but some of us are going to have to deal with it some way or another.

During the business meeting, it was decided to have a Chapter banquet this Spring. More on that later. President Alan Stevenson made a plea for member input to the newsletter. By the way, nobody has sent in any of those recipes that I asked for.... c'mon, ladies....

COMING UP....

**Thursday, May 28 —Aviation
Safety Education Seminar
7:00 PM**

Dodge City Community College, Little Theater, 2501 N. 14th Ave, Dodge City.

Program: High Mountain Flying & Your Personal Flight

Sponsors: The Federal Aviation Administration, Wichita Flight Standards District Office, The Dodge City Civil Air Patrol.

For more information call Bruce Allred @ (316) 941-1208 or Wayne Neese @ (316) 224-3368

If you have something that you think would be of interest to the Chapter, and want it included in the newsletter, please let me know.

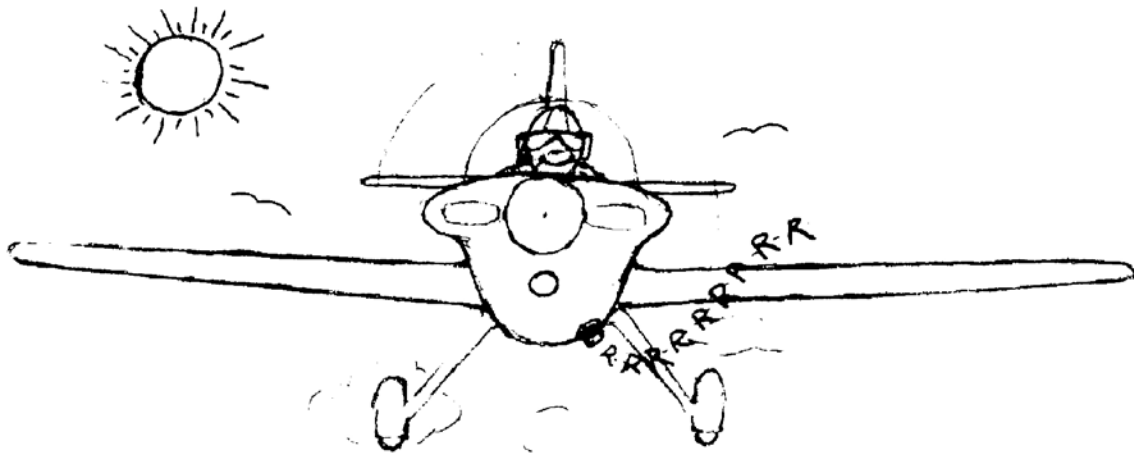
-Walter

I am in the process of putting the membership information on a different type of computer, so all the data has been re-typed. Since my typing skills are not infallible (not even close!), please contact Mary Shortridge at 316-275-6950 if there is a mistake on your label.

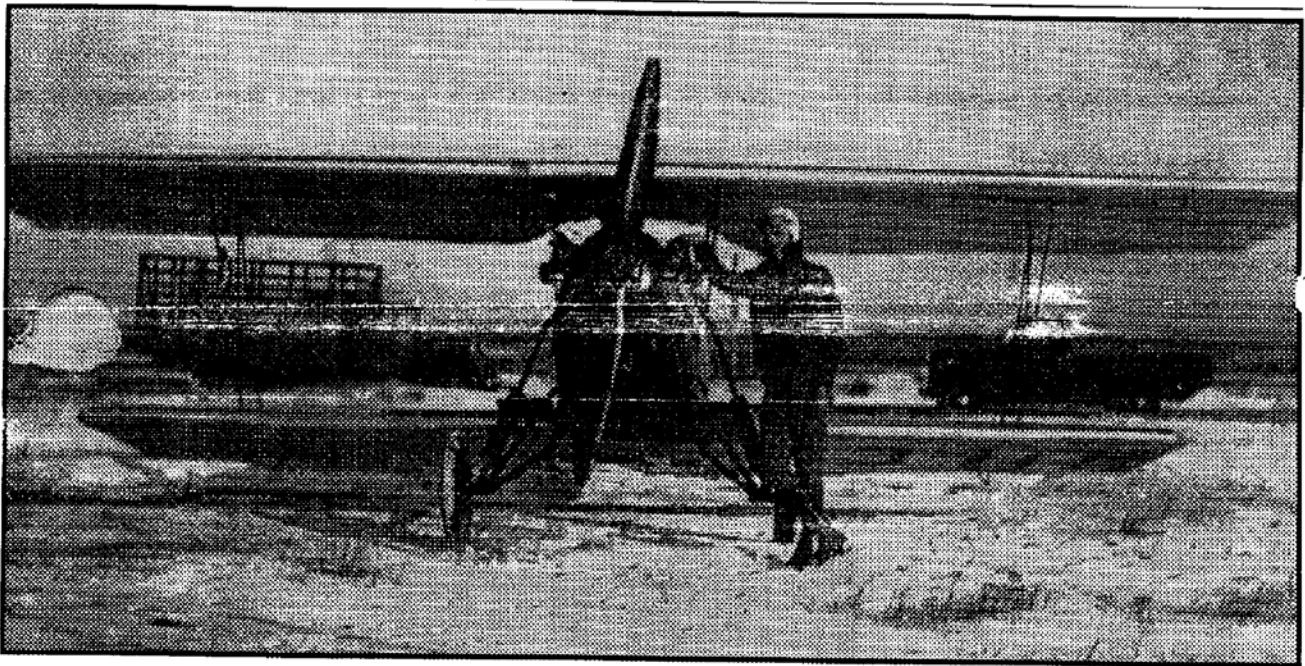
Thanks!

Calendar of "Local" Airvents

May 10	Buehler Mothers Day fly-in	Scott City, KS
May 16	Don Goodnight's fly-in	Meade, KS airport
June 13	Harold Kennedy's fly-in	Minneola, KS
July 11	Rundell's fly-in	Pierceville, KS



Farold Fox - Typical Day



SOMETHING OLD

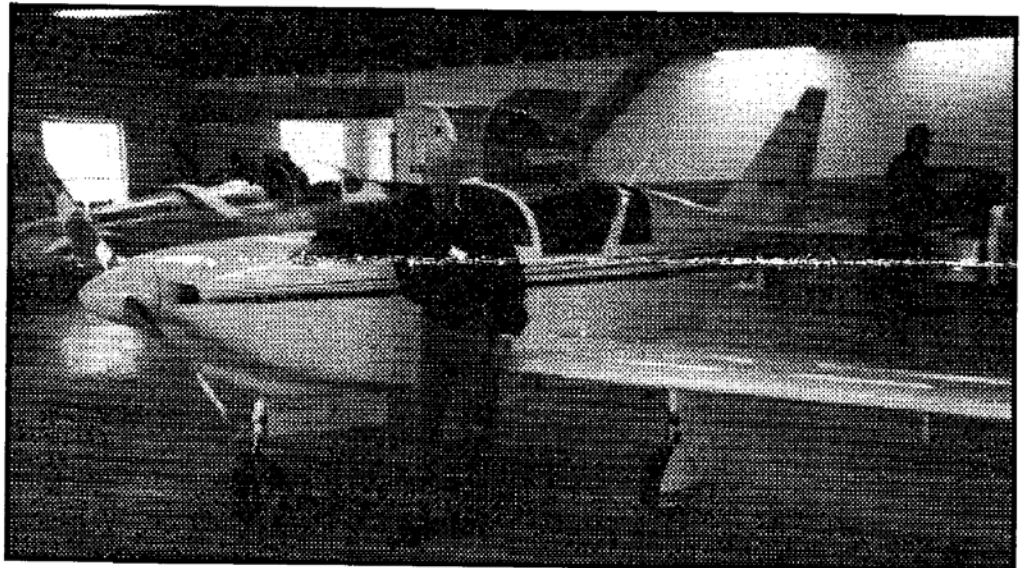
Pictured above is Harold Kennedy who, I believe, is a chart member of Chapter 377, standing in front of his 1929 lear biplane. This picture was taken in the mid-thirties. At this point, Harold had about a hundred hours of flying time and in his mind, knew about everything there was to know about flying. Shortly after coming to this conclusion, he spun in from low altitude and destroyed the airplane. He sur-

vived with most of his skin, and kept the hub caps with the LEAR logo cast into them as a little reminder. No, this was not the Lear of Learjet fame. Harold has however, had contact with descendents of the people who founded Lear Aircraft Corporation. They built two or three airplanes before going broke, as was common with many airplane companies starting up in those times.



Farold Fox - Typical Night

SOMETHING NEW



A very durable aviator, here Harold stands in front of the super slick Glasair that we all ooh'd and ahhh'd over at last month's meeting. Knowing Harold, I am sure that given a chance, he would love to levitate this little hummer and add it to the fifty or so types that he has flown. Several years ago I was at a fly-in and conversation was centered around a homebuilt that somebody had whipped up. The debate was about if and how the creation would fly. Eventually Harold turned to his wife and said, "Hold my hat, Mama. I'm going flying"...

and he did.

Does anybody have the least idea what private airplanes will be like sixty years from now? I would like to hear from you.

Bob Townsend reports that we have forty five members signed up. About all the regulars and some fresh blood.



BOB TOWNSEND'S CUB - AT LAST!!!!

It's still at Meade, and Bob is pacing the floor, waiting for the final inspection and test flight.

EAA CHAPTER 377
Newsletter Publisher
105 Drury Lane
Garden City, KS 67846



BOB & RITA TOWNSEND
1606 N 3RD
GARDEN CITY, KS 67846



EXPERIMENTAL AIRCRAFT ASSOCIATION

Garden City Chapter 377

May 1998

LAST MONTH

A good number of the chapter showed up at the airport meeting room for the monthly meeting. A couple of new members were signed up; Rusty Woods of Kalvesta, and Mary Shortridge of Garden City. Both are pilots. Several subjects were discussed. The possibility of discontinuing the club newsletter was brought up. This was later resolved. (See "I Can Fly")

Dave Hilker of Cimarron announced that he is getting a shop ready to build an RV6. Let's see, that makes Anton, Malone, Adams, Couch, Fox, and Hilker, all with RV's in one stage or another. We should be getting a discount on kits.

Ross Ailsieger came up with an idea that was received. We have talked, several times, about putting together an aviation library at our meeting place. That has not happened. Ross suggested that the chapter buy a set of Private Pilot course video tapes and donate them to the Garden City Public Library. We voted to do that. He has taken charge of acquiring the tapes and investigating what other aviation-related items might be accepted for use at the library.

Norm Buehler brought a tape on the development of military flying. We watched that while we ate the goodies.

The April and May issue of our newsletter are being mailed together this time, due to April flying by too quickly.....

MOTHER'S DAY FLY-IN

The next meeting will be May 10. This will be the famous and long running Mother's Day Fly-in at Buehlers. I'm pretty certain that Eleanor is the only mother in the United States that has hosted a fly-in at her home for twenty four consecutive Mothers Days. *What price fame—right Eleanor?*



For those of you who need more details: Travel 2 miles north of Scott City on hwy 83, then 4½ miles west on Road 170. Bring a covered dish. Drinks and table service are provided. And don't let a little rain stop you from coming!

THE PARTY IS OVER...

Hope you didn't miss the April Banquet. The event was well attended and everyone seemed to enjoy themselves. The little table favor gliders performed admirably. Some were modified for aerobatics, some for distance flying, and others just crashed into the gravy.

Our speaker, Jim Latham, was presented with an honorary Chapter 377 membership badge. We had hoped that Jim would be able to stay around the next day and check out some projects, but he had a crisis to tend to at Lockheed, so he had to go back to Fort Worth Saturday morning.



I CAME AWFUL CLOSE...

There used to be a country western song about a guy that never really accomplished anything. The chorus went "But I came awful close".

In 1955 I undertook to realize the fantasy that I had harbored since I was ten. My uncle had taken me for a ride in his Curtiss Robin when I was about five and from that point on I was infected. I bought a set of Stits Playboy plans, went down to Wichita and got a load of 4130, broke out my trusty hack saw and welding torch, then tore into it. Marc Krier's uncle Harold was in the area at that time and we elected to hybridize

some Luscombe parts in to the design. The results are shown in the two pictures, above. Several things happened to me over the next four or five years, but the upshot of the whole deal was that I got bogged down to the point that I sacrificed the project to scrape up money to buy a flying airplane. At the time I sold out, I had about everything to finish the Stits, including a low time, fuel injected 85 hp Cont. I got seven hundred and fifty -- that's 750 dollars for the whole shebang. Sob, sniff. No, I didn't build and fly my own airplane,..... BUT I CAME AWFUL CLOSE.

SUN-N-FUN

Tom Stallings and David Nannarone will have been to Sun-N-Fun fly-in in Florida by the next meeting. We will expect a report on all the good stuff that they saw. Tom reports that he tries to do something on his Hummel Bird project each day. Hang in there, Tom, that will get the job done.

FOR SALE

1958 Cessna 175. Excellent Condition. Full gyros. Completely refurbished in 1991. Less than 3,000 hours total time, less than 300 hours since top overhaul. For more information call Ross Aillsieger at 316-275-0582.

President

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11245 E. Haskell Co. Line Rd.
Pierceville, KS 67868-9705

I CAN FLY! I CAN FLY!

Has some of the magic gone out of your trips to the airport? Not getting that buzz you used to get when you shoved the throttle home and waited for the wings to lift you away from the ground-bound masses?.... Talk to new Chapter 377 member Mary Shortridge a few minutes, and it will all come back.

Mary showed up at the April meeting, complete with A2 jacket and that "yes, I fly" look in her eyes. She just recently pulled off the neat feat of getting her private in a total of thirty days. I'm sure there are many who have done that but I only know of two in my acquaintance. With the number of pilots in the country going in the

same direction as my stock in Buggy Whip Corp, it is fun to talk to somebody that is fired up about flying.

Capable people seem to have a way of attracting thankless jobs, and when I discovered Mary, I promptly gave her another one. She will be taking over the publishing of our chapter newsletter from Larry Zant and Marge Williams, giving them more time for other projects.

Ron, Mary and Elissa Shortridge live in Garden City where Ron is a number cruncher with Kennedy and Coe. It will be interesting to watch as Mary accumulates hours and ratings. You can believe it will happen.

You're Invited to Attend



Fly-In at the Meade Airport

Saturday, May 16, 1998
10:00am - 1:00pm
Hamburger Fry at 12:00

*Come sign Don's
Log Book.*

COME CELEBRATE DON GOODNIGHT'S 50 YEARS OF FLYING!

President Alan Stevenson 316-356-4196
Vice President Marc Krier 316-635-4437
Tech Counselor Larry Zant 316-275-9125
Treasurer Bob Townsend 316-276-6713
Secretary/Newsletter Editor Walter Rundell 316-335-5274
11245 E. Haskell Co. Line Rd.
Pierceville, KS 67868-9705

May 22-23
Atchison, Kansas
Amelia Earhart Memorial Airport

The Greater Kansas City Chapter of the Antique Airplane Association's 32nd Annual Fly-In. Call Stephen Lawlor, 816-238-2161 or Gerry Gippner at 913-764-8512 for more information. You can also view Stan Herd's crop art of Amelia (constructed last year, it is his first permanent crop art) from the air. It is pictured on this year's Southwestern Bell phone book. That is an early photo, not nearly as striking as photos taken since.

EAA CHAPTER 377
Newsletter Publisher
105 Drury Lane
Garden City, KS 67846

WEBINARS

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

<https://www.eaa.org/eaanews-and-publications/eaawebinars>

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

4/5/23—7 p.m. CDT

Ethics of Misdiagnosis

Qualifies for FAA WINGS and AMT credit.

Mike Busch

When an aircraft owner puts his aircraft in the shop and asks his mechanic to fix a specific problem, should the owner have to pay for work done or parts installed that don't resolve the issue? That's the question the owner of a vintage Piper PA-12 Super Cruiser posed to maintenance expert Mike Busch. The question triggered a fascinating exchange between Mike and the owner about the ethics of misdiagnosis, and that's the subject of this webinar. Mike discusses what owners can do to avoid being victimized by this all-too-common situation.

4/19/23—7 p.m. CDT

VNAV and Visual Approaches: Helpful or Hidden Dangers?

Qualifies for FAA WINGS credit.

Gary Reeves

Learn how the new visual approach and VNAV features in panel mount navigators and iPad applications can be helpful sometimes, but also have many hidden dangers that can lead to pilot deviations and even cause mid-air collisions. This is a must-attend webinar to learn how and when to safely use these new features but, even more importantly, when they should never be used and the dangers they can cause if used improperly. Join Gary, "GPS" Guy in the Pink Shirt, Reeves, a lead rep for the FAA Safety Team and the 2019 FAA National CFI of the Year, as he shares two decades and more than 8,300 hours of teaching real-life IFR using Avidyne, ForeFlight, and Garmin.

5/3/23—7 p.m. CDT

Booted Out of Annual!

Qualifies for FAA WINGS and AMT credit.

Mike Busch

Sometimes truth is stranger than fiction. In this webinar, Mike Busch tells the story of a Beech Debonair that was undergoing an annual inspection. The inexperienced owner was told by the shop manager that the airplane's engine required a costly major overhaul. The owner was shocked and questioned whether that was really necessary. One thing led to another, and the shop manager ordered the airplane to be thrown out of his shop in pieces. Worse, there were no other shops or mechanics on the field. The rest of this unusual story involved twists, turns, sabotage, and a kind FAA inspector from the local FSDO who was actually "here to help."

5/15/23—12 p.m. CDT

Stop Dreaming and Start Flying – Flight Training First Steps

Learn to Fly Week Webinar | Qualifies for FAA WINGS credit. (EAA Staff)

So, you're ready to jump in and begin your flight training, but where do you start? Join EAA staff members as they cover all you need to know to jump-start your flight training journey.

5/15/23—7 p.m. CDT

Flight Simulators 101 - Leveraging a Home Simulator for Flight Training

Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.

Chris McGonegle

Flight simulators have exploded in popularity recently. With new software options, impressive flight controls, and EFB app integration, it has never been easier to use a home flight simulator for real training (in addition to fun). In this fast-paced webinar, Chris McGonegle, a commercial pilot and Sporty's flight simulator expert, will discuss how to use simulators effectively and how to avoid making mistakes that will degrade your flying skills.

5/16/23—12 p.m. CDT

How to Pass the Private Pilot FAA Written Test in Less Time

Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.

Bret Koebbe

It's something all pilots have to do during training for a private pilot certificate — pass the FAA Knowledge Test. While this test has gotten a bad rap over the years from some, the reality is it's a non-event when you approach it with the proper mindset and use the right study tools. In this webinar, we'll show how to use tried-and-true study methods using Sporty's Learn to Fly Course to make the process an engaging and meaningful learning experience, and not just another exercise in rote memorization.

5/16/23—2 p.m. CDT

How to Save Time and Money in Flight Training

Learn to Fly Week Webinar

Larry Bothe

Learn what it really takes to learn to fly. Is it difficult? Do I have to deal with higher math? How much testing must I undergo? What is the real total cost of learning to fly? Are there "hidden costs"? How can I save money along the way? All this and more in this comprehensive look at flight training.

5/17/23—12 p.m. CDT

Getting Back into the Left Seat – No Matter How Long It's Been

Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.

Jamie Beckett

Falling out of currency is a common risk for general aviation pilots. Fortunately, getting that currency back is often

UPCOMING EVENTS

easier than you might think. This webinar explores the FAA requirements for currency and explains how most pilots can get current and back in the left seat no matter how long it has been since they flew last. From medical requirements to flight training options, and even a few hints on how to contain costs, the webinar is the perfect place to begin planning your next flight review, whether you're current now or haven't been in the left seat in decades.

5/17/23—7 p.m. CDT

Pass Your Checkride (Part 1 of 2) – The Oral Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.

Larry Bothe

Get your paperwork right so the examiner is happy. Do your homework. Bring everything you need. Learn the common errors in the oral quizzing portion, and how to avoid them. You have more control over your practical test than you think. Take advantage of these things, and pass the first time.

5/18/23—7 p.m. CDT

Pass Your Checkride (Part 2 of 2) – The Practical Exam Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.

Larry Bothe

Do the flight portion of your checkride like a pro. Perform maneuvers in ways that always work. Learn to correct maneuvers that aren't working out. What will the DPE accept, and what is just flat bad? All this and more, in this detailed flight portion guidance. Includes a quick (5-minute) review of the paperwork & oral quizzing presentation. Fly well, and pass the first time.

5/19/23—12 p.m. CDT

FAA Medical Certification and You Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.

Tom Charpentier

Join EAA Government Relations Director Tom Charpentier as he covers all things aeromedical-related and addresses all your burning FAA medical questions.

5/19/23—2 p.m. CDT

Conquer the Checkride: Strategies for a Successful Practical Test Learn to Fly Week Webinar | Qualifies for FAA WINGS credit.

Loren French

In this session we'll discuss the structure of a checkride (practical test), and share examiner, instructor, and student perspectives on the process. We will talk thru some strategies to help you, or your student prepare for and conquer any FAA Practical Test. The session will include interactive Q&A following the presentation.

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

Friday, April 7, 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
April - Flavor Train

Saturday, April 8, 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, April 8, 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.

Saturday, April 8, 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, April 8, 2023

EAA 377 Noon Potluck, hosted by Bill Cotter 936-499-8042 & Dennis Tevebaugh 620-360-6100. Elkhart, KS. 800-475-3553

Sunday, April 9, 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, April 15, 2023

Enid OK, Woodring (KWDG)

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, April 15, 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, April 15, 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.

April 15 - Berryville, AR

Carroll County Airport (4M1) Third Saturday BREAKFAST EVENT!! 8:00 - 10:00 Farm fresh scrambled eggs, sausage patties & links, flapjacks, coffee, sweet tea, orange juice, and always a bunch-o-sweet treats made by the airport wives...\$10.00 suggested donation. All starting at 08:00. Contact: 870-423-8393 or 870-423-7854.

April 15 - 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

April 15 - Magnolia, AR

Magnolia Municipal Airport (KAGO) fly in lunch 10:30 - 1:30 Fly-in Lunch Contact: Rick Franke nickthefranke@yahoo.com

April 15 - Springdale, AR (KASG)

Alt date April 22nd. Summit Aviation at Springdale Municipal Airport will host a Fly-In and Open house. No Cost event. We are looking for anyone who would like to display their planes on the ramp for the day. Call ahead to lead us know if you want to display your plane. 479-751-4462 Restaurant on the field serving breakfast all day. Expect to see multiple vendors for

businesses in the area. Self-Serve Rate on Full Service fuel all day.

April 21 - 22 - Kansas Fly-in www.rthrowbridgeflyin.com Ryan Trowbridge 316-371-8240

Our Event:

Packed with a full day of great events, prizes and sponsorship entact, we welcome you to register for any and all of the events taking place:

Airplane poker run.

Top prize Costa Rica trip for 4.

Sponsored by Crosswinds Aviation

Motorcycle poker run

top prize a trip for 4 to Costa Rica.

Stops at Madrocks sports bar, Buster's sports bar, the Derby VFW, the Haysville VFW.

\$40 entire

\$20 for an additional hand (rider).

Includes a barbecue meal at the event.

Additional prizes Sponsored by Smith chiropractic.

Cornhole tournament.

2 divisions: pro and redneck.

Pro Top prize: Costa Rica trip.

Redneck Prizes for 1st thru 4th on both divisions

Sponsored by Freedom counseling.

BACKYARD BBQ competition.

Sponsored by Lee Noel insurance agency.

Sanctioned by KANSAS CITY BARBECUE SOCIETY

Car show

Sponsored by Razz Macarty

For those wishing to participate in activities listed, please register for your entry.

Sunday, April 16, 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, April 22, 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.

Saturday, April 22, 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.

Sunday, April 23, 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, April 29, 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.

Saturday, April 29, 2023

Dodge City, KS (KDDC)
First Annual Alan Ochs Memorial Fly-In/Drive-In.
Crotts Aircraft, Dodge City, KS. 800-475-3553

Saturday, April 29, 2023 Parsons Tri-City KS (KPPF)
Fly-in breakfast 8:00AM to 10:00AM (unless they run out of food).
Fly-Ins scheduled for the LAST Saturday of every month (except November & December). Going back to breakfasts in April.

April 29 - Ada, Oklahoma

Ada Regional Airport (KADH). Fly in Pancake Breakfast 8:00 am - 10:00 am. To be served in our beautiful new Airport Terminal lobby Sponsored by EAA Chapter 1005. Donations are welcome. Big Time Pilot Door Prize for any Pilot who flies in for the event. GAMI has donated a G100UL STC!! Drawing will be at 9:45 am. Contact: Bill Holland (405) 626-1386, email: BillTHolland@gmail.com

April 29 - 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

April 29 - Cotter, AR -

The Valley Airport (61AR) Breakfast Time: 8:30 A.M. to 10:30 A.M. Donation: \$8:00 Pancakes, scrambled eggs and sausage Coffee, juice, and milk. Place: Micki and Duane Baker Address: 3528 Denton Ferry

Road, Cotter Arkansas Contact info bakerduane12@yahoo.com , 832-721-8472.

Sunday, April 30, 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>

Friday, May 5, 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
May – Blue Donkey Tacos

Friday - Sunday, May 5-7, 2023

CRITTERS LODGE SPRING FLY- IN, Centerville, TX
Dillards Airport (TE01), Centerville, TX
Join us in our overnight Fly-In and camp out!! Event will BEGIN on FRIDAY EVENING with our Kick-Off Dinner at 6:30 pm. Event ends SUNDAY MORNING AFTER BREAKFAST. Contact: Wendell Dillard - Phone: 903 536 7000 - Website: <http://critterslodge.org> - Email

Saturday, May 6, 2023

Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast – 7:00-10:30AM
Ponca City OK Regional Airport (KPNC) – NOTE CHANGES TO HOURS AND DONATION
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 10:30 a.m. The requested donation is \$10 adults, \$5 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.
See also FaceBook Group – Ponca City Aviation Booster Club - <https://www.facebook.com/groups/1125751554951764>

Saturday, May 13, 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, May 13, 2023

Ottawa Airport (KOWI), Ottawa, KS
Aviation Explorers Post 8000 Breakfast Fly-in (Satur-

day, 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, May 13, 2023

EAA 377 Noon Potluck, hosted by Greg Downing, Centerline Aviation, Guymon, OK.

May 18-21, 2023 USPA Flyout Branson, MO.

ALL PILOTS WELCOME! For more information, go to www.uspilots.org.

Saturday, May 20, 2023

Enid OK, Woodring (KWDG)

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, May 27, 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.

June 1 - 4 Mountain View, AR-

Wilcox Field (7M2) Annual Ercoupe Regional Bust out of Winter weekend. Every type of aircraft is welcome. Friday Evening Banquet at Angler's Inn with guest speaker Dan Gryder from his Probable Cause YouTube channel. For information and registration: <https://ercoupe.org/index.php/calendar-of-events/eoc-supported-events/2023-bust-out-of-winter>

Friday, June 2, 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
June – Newman's Firehouse BBQ

Saturday, June 3, 2023

Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast – 7:00-10:30AM

Ponca City OK Regional Airport (KPNC) – NOTE CHANGES TO HOURS AND DONATION

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 10:30 a.m. The requested donation is \$10 adults, \$5 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.

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

Saturday, June 3, 2023

Chickasha Wings & Wheels Airshow & Car Show
Chickasha Municipal Airport (KCHK) - 9 AM – 2:30 PM

Saturday, June 10, 2023

Kansas Cessna 120/140 Association Annual Gathering

Wamsley Field (SN36) – Conway Springs KS

Contact: Brett Schwartzendruber – KS Rep 620-217-9568, Roy Aycock – Vice President 620-209-5659

Saturday, June 10, 2023

Ottawa Airport (KOWI), Ottawa, KS

Aviation Explorers Post 8000 Breakfast Fly-in (Saturday, Apr 8 - Nov 11, 2023)

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