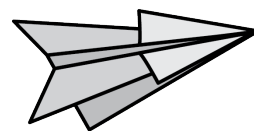


April 2023
EAA CHAPTER 377



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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Work Phone: 620-872-7224
Ext. 231, Mobile: 620-214-3877
508 S College St, Scott City, KS 67871



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.



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!





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**

CentralSoundCorp CentralSoundCo CentralSound.Co

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.



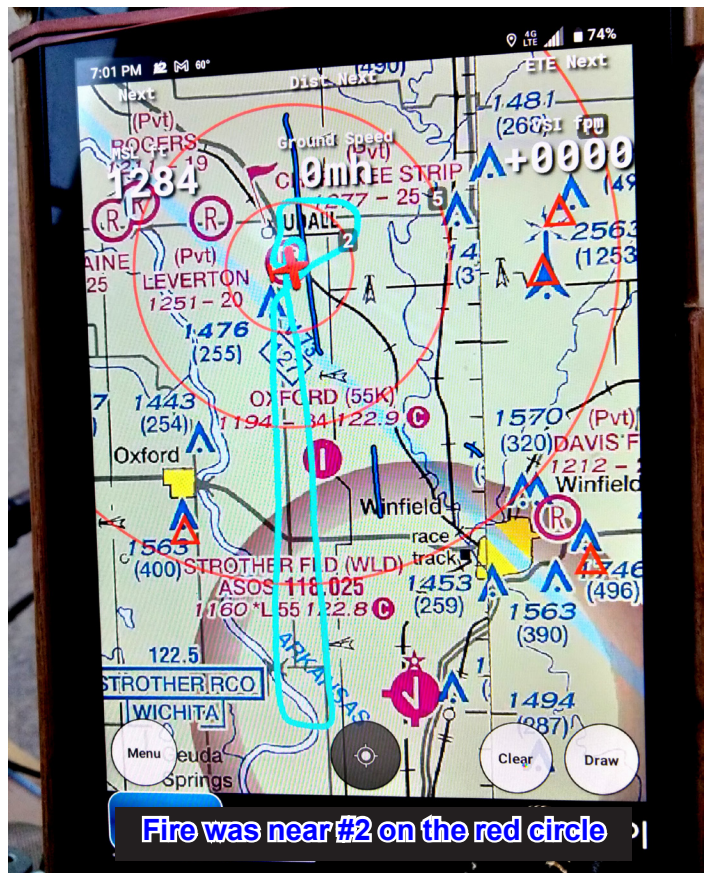
Tailwind really improved my groundspeed

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.

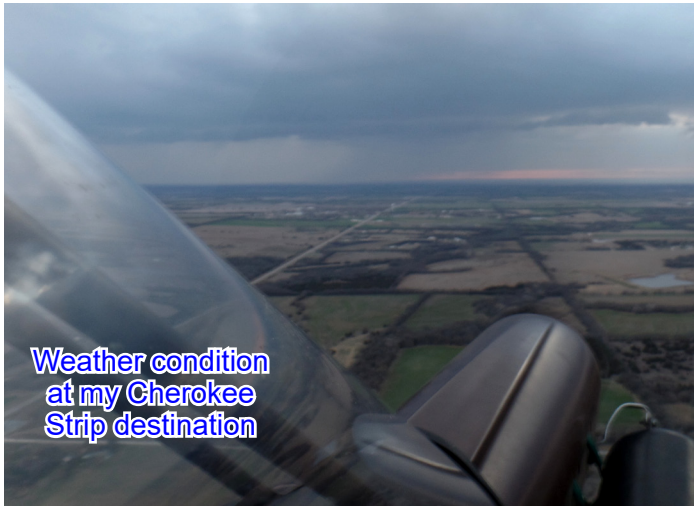
My plane was getting wet as I pulled it tail-first, into the hangar. As I closed the doors, rain blew onto the hangar floor about 5' from the threshold. What a pleasant sound to hear the rain pelting the metal roof and fiberglass doors as my plane sat inside well protected! I'd say my decision making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