



July 2022
EAA CHAPTER 377



fly paper

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

LAST MONTH

THIS MONTH



Photos from Lakin by Randal Loder

MARSHALL WATSON and family invite Chapter 377 members and friends to the Sublette airport Saturday, July 9 for a noon potluck.

They will be serving pulled pork and hotdogs; drinks will be provided. Please bring a side dish to share. Tables and chairs will be set up in Marshall's hangar, on the east end of the field.

Cell phone reception is not the greatest at the airport, so plan accordingly. If you have any questions please call Marshall at 620-353-0349

FAA Identifier: 19S

Elevation: 2908 ft.

From city: 1 mile NE of SUBLETTE, KS

CTAF: 122.9

Runway 17/35, 4500 x 60 ft. asphalt

19S WX AWOS-3: 118.4 (620-675-8371)

LBL AWOS: 118.375 or 620-624-1221

GCK AWOS: 121.325 or 620-275-0803

Fuel is available for \$6.50

If you are driving, when you reach the 83/56 intersection, travel east on 56 thru Sublette to the eastern edge to Landfill Road (Road 00). There is an airport sign.

Airport is approx 1/8 mile north on east side of the road

FMI CONTACT MARSHALL WATSON
620-353-0349



EAA 377 FLY-IN/POTLUCK
July 9, 2022 @ NOON
19S (Sublette, KS)
Hosted by Marshall Watson Family

F . Y . I .

Chapter 377 normally meets on the second Saturday of each month. "Meetings" are normally fly-ins to different member airports, with a potluck at noon and short meeting following. December is the Club Christmas Party. Contact any of the officers listed to confirm meeting date and place. Anyone interested in recreational flying or building is encouraged to attend.

FLY PAPER is published monthly, normally mailed a week before each meeting/fly-in.

Annual membership in Chapter 377 includes one year subscription to FLY PAPER. Send \$15 (\$7.50 after July 1) to Randal Loder, Treasurer,

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

Deadline for the August 2022 issue is August 4, 2022

OFFICERS:

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

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

Newsletter Editor / Publisher—Mary Shortridge 620-272-4379 (receives text messages, photos) maryshortridge@gmail.com 12401 Yankee Hill Rd, Benet, NE 68317

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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

With the state of Covid19 stuff, who knows what will happen on a day to day basis. Please confirm times/locations as some changes may occur. Sure hope to see you on the ramp some day soon!



COMING UP...

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

July 25-31—Airventure at OSH

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

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

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

1 October— Run Drive Fly to Lakin

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

December—EAA Christmas Party.

ANOTHER ISSUE

THANKS TO: Ben Sclair, Bill Anton, Bill Cotter, Bill Long, DeeAnn Ediger, EAA National, General Aviation News, Jamie Beckett, Kyle Taylor, Kymberly Logan, Mike Scheiman, Paul Fiebich, Rachelle Powell, Randal Loder, Roddy Newland, Tom Auerbach, . **THANK YOU ALL FOR YOUR SUPPORT!**

You don't have to be an instrument pilot to benefit from the IMC Club meetings at SFEC. Meeting is 7-8pm CT, with dinner offered at 6:45. Come join in on the discussion on the second Monday of each month (not meeting in June). For More Information you can contact

Elizabeth Vulgamore,
Volunteer administrator
620-874-8325
Spencer Flight & Education Center (Located on the Scott City, KS Airport)
300 S. Mesquite Rd
Scott City, KS 67871
Phone: 620-872-3000

Email:
info@spencerflightcenter.com

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

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



HEARD IN THE HANGAR

FROM BILL ANTON (June 21, 2022)— BILL, and ED ADAMS w(right) with the RV-4 this morning. I flew to KGCK to show it to him. He probably has more blood, sweat & tears in it than I do. Photo courtesy **RODDY NEWLAND.**



BILL LONG—The Mooney has been safely moved to KLBL to it's new hangar. Bill purchased the Mooney seven years ago, and is anxious to get her back up and flying. 50 pounds of weight added to the baggage solved the problem of CG being outside the envelope when two big guys are in the front seat. Bill highly recommends Harry Marrder of Pray Aviation, who has been helping him with getting the plane back in shape, and moved to Liberal to it's new hangar.



HEARD IN THE HANGAR

FROM JIM KIRK—It was good to recently learn that the FAA had made the Master Pilot Award to Bob Woolley in Mar 2021.

I'd written a recommendation early in 2021 and was waiting on two others who'd promised, but not acted.

Now, I've confirmed Bob's name currently on FAA's Wright Brothers Master Pilot Award (page 280).

Bob left some You-Tube videos (THORP vs Glassair) with the Thorp doing loops and Bob "locked on" in trail in Glassair II "s".

I probably rode with him (10 times vs Thorp) in the Glassair (w/IO-540 @ 300 hp) and 4th of 6 Glassairs Bob built.

Bob built a Panther (see Sport Performance Aviation Panther (second row of Panther Sport Review (video) with Bob Woolley.

On 1 Jan 2000 he took my son James for his first ride (@ 14 yrs) in Bob's Thorp T-18 from New Century Airport (KS).

On May 29, 2018 Bob's Panther had the tail severed while flying near Green Cove Springs, FL in formation with his friend in RV-8.

Bob helped me many times as I acquired and flew Norman Buehlers' Thorp T-18 2002-03 to present.

<https://www.youtube.com/watch?v=1NJY9NlebSI>



FROM JIM KIRK—Yesterday (June 5), our plan was flight in Brian Von Bevern's PT-26 "B" (designated "Lend-Lease funding for 1942 training aircraft ... Fleet Built in Windsor, Canada & returned to U. S. 1946)

Our flight purpose (with two other planes was Honoring a WWII Veteran (Birthday celebration) But, another pilot notified us of rain in Ottawa moving toward Belton, MO (our destination) so we had to cancel! I was disappointed.

FROM RICK DEARDEN—June 12—(Rick farms in Scott County) looking towards Garden City



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

KYMBERLY LOGAN KEEPS THEM FLYING



Since I started working on aircraft as an apprentice under an IA, I have learned that a cheap annual will always cost more in the long run. It may be a nice break in your pocketbook, but what's the point in an annual inspection that will cost you almost a thousand dollars?

The FAA lays out what an inspection should cover in 14 CFR Part 43 Appendix D. It includes but is not limited to removing all interior, panels, cowling and access doors to inspect the aircraft. A certified mechanic, in general terms, inspects the entire aircraft for poor condition, deterioration, defects, failures, improper installations, unsatisfactory operations, uncleanliness, loose hardware, cables and equipment, leaks, cracks, and evidence of failure.

For example purposes, Mr. Owner calls a mechanic who has done the annual for 5 years and schedules an annual to be done in his own hangar. The mechanic comes and opens a few panels, looks at the books and checks compressions at 8am and is done by lunchtime. Mr. Owner pays him \$300 for his time and is good for another year.

The following year, the same mechanic is not available so Mr. Owner calls someone else. The next mechanic takes everything apart to inspect the aircraft and takes a whole week. The current mechanic finds quite a bit of corrosion inside the cabin of the aircraft, a broken bolt on the engine mount, a hole in the exhaust and the cable tensions are loose. The current mechanic says that the corrosion has been several years in the making due to the type of material used for the air vent ducting. The exhaust can cause carbon monoxide poisoning and the engine mounting is comprised if the bolt is not replaced. The wheel bearings were dry and burnt and needed replacement. Now after seeing the aircraft and talking to the mechanic and telling him to make it airworthy, Mr. Owner won't be able to fly for another two weeks while repairs and adjustments are being made.

When Mr. Owner picks up his aircraft, his invoice is

\$7,300.00. He asks the mechanic, "Why is my bill this much? My annual last year was \$300!" The mechanic kindly replies, "Mr. Owner, I followed the checklists from your aircraft manufacturer and the FAA. I found what is defined as deterioration, improper operation, defective hardware and improper conditions. That deems the aircraft as unairworthy. After cleaning the corrosion, installing new engine mount bolts, replacing the exhaust and wheel bearings and re-rigging the controls, your aircraft is now airworthy." Mr. Owner agrees with the mechanic and goes to test fly his freshly cleaned aircraft.

During his test flight, he finds that he no longer has the need to apply constant right rudder and right pressure on the yoke. He was able to trim the aircraft out during cruise and not have to touch a single control. He was sure he gained 3 knots and the engine ran smoothly. There was no longer the funny smell he had grown accustomed to with a slight headache and no weird scratching noise in front of him. Mr. Owner actually enjoyed the flight and the view from 5,000 feet. Upon landing, Mr. Owner was able to make his best landing in years!

The following year, Mr. Owner has his annual inspection done by the mechanic who did all the work to his aircraft the previous year. This year his annual only cost \$1,000 and his aircraft was back in a week, clean and ready for another year.

The purpose of the annual inspection is the check the condition of the aircraft once a year, every year, in accordance with the 14 CFR Part 43 Appendix D and in reference to the aircraft manufacturers checklist. This is for the safety of the owner, pilot, and all passengers.

Thank you to all who came to 36K for our fly in! It was wonderful seeing everyone and watching the spot landing contest! We had almost 30 people and 12 aircraft.

Brian Shirley won our spot landing contest and missed the 100 point mark by a couple feet. We did get to enjoy two almost-two-year-olds play with airplanes! Next year we will be doing breakfast!

KyMBERly Logan
Logan Aviation — 620-260-0502



LAST MONTH

Photos from Lakin by Kymberly Logan





SAFE AND EFFICIENT OPERATIONS AT A TOWERED AIRPORT

EPILOGUE

by

MIKE SCHEIMAN, GCK AIR TRAFFIC MANAGER

I can't give enough thanks to Mary and the good folks in EAA for allowing us some space to discuss some things that are important to all of us. Wherever your home airport is, wherever you frequent, we truly hope you have been able to get a little something from the articles. Our main goal truly is to prevent any adverse situations whatsoever so that you all have a pleasant and safe flight.

With that being said, we'll finish up with a few odds and ends.

1.) Believe it or not, most of ATC hates saying "unable". You are our customer, and we do all we can to provide the service you want and expect. If you've ever seen "Pushing Tin", that is one movie that captures our 'personalities' the best. When they argue in the radar room about how many aircraft they can fit into "a hole" on approach, that's every air traffic controller I've ever worked with. But occasionally, a situation calls for due diligence and an extra measure of safety, and we have to say "unable". You may get a delay that seems excessive or we're not able to accommodate an opposite direction operation, but when it comes down to it, we must put the safety of all first.

2.) According to ATC regulations, controllers select the runway in use when the wind is 5

knots or more. Larger airports have noise impact runway use programs. In most situations ATC does not select "the active runway" based on the length of it or if it's more convenient unless the wind is pretty much splitting two runways. You are more than welcome to ask for any runway. We have strict requirements for conducting opposite direction operations, intersecting runways are a little easier to manage. Just be prepared for "unable" once again if traffic is heavier or there is a direct conflict.

3.) There are only a couple of things ATC cannot solicit: Special VFR Clearances (SVFR) and Contact Approaches. If the weather is less than 1000ft ceiling and/or less than 3 miles visibility, we cannot let you depart or arrive VFR. Nor can we tell you to ask for SVFR. We will just repeat "Say intentions" until we both get tired of it. When we are IFR at GCK the airspace reverts back to ZKC and we must coordinate with them for your SVFR. IFR traffic has priority, so expect a delay.

As I stated previously, you are our customers. Everything is recorded. Certain things must be said, certain things must be read back. We are not picking on you. We have to say and hear what is required. All of us go through quality control processes regularly where controllers are monitored, and recordings are reviewed. We realize student pilots are nervous, stressed, and they make mistakes. The same can be said about any controller in training. They are just as nervous and stressed and make mistakes. Some of you have experienced that recently with us training a replacement controller. Those of us with experience, controllers and pilots, make mistakes and the aviation system understands that. Any reporting is used to evaluate procedures, identify problem areas, and enhance safety. As a controller, we would rather prevent a situation, which sometimes has us coming across as being redundant, but it's far better than having to report a situation or having a more serious situation occur.

Feel free to come see us! You can ask over the radio or call the tower at 620-276-8994 if you'd like to visit. The controllers at GCK wish everyone a great and safe Summer!



Airport Users,

Runway incursions remain a serious concern nationally. One important component of our ongoing efforts to improve surface safety at GCK Airport, involves conducting a Runway Safety Action Team (RSAT) meeting at least once each year. In conjunction with airport management, we will be conducting a local RSAT meeting on **July 29, 2022**. The meeting is scheduled from **10:00am – 11:00am CDT** and will be held virtually.

The purpose of this RSAT meeting is to unite those individuals and organizations that are actively involved in air traffic operations and movement of aircraft, vehicles, and equipment on the Airport Operations Area (AOA). We look for participation from all major airport interests including tenants, fixed base operators, airport operations and maintenance personnel. Participants are asked to help develop recommendations and solutions to enhance surface safety. Those recommendations serve as the foundation for a site-specific Runway Safety Action Plan. You are cordially invited to join us.

Your participation is important, and your input is welcomed. Please RSVP to the GCK ATM at **mike.scheiman@midwestatcs.com**. Include the name, organization, phone number and email address of those who will be attending.

To join the virtual meeting, go to:

<https://us02web.zoom.us/j/87635013690?pwd=cmQ4ZDB2TXlvdEZxL3JUMXhCTkxVUT09>

Click on the JOIN A MEETING button;

enter **Meeting ID: 876 3501 3690**

Passcode: 906099

If prompted, accept the Zoom application as instructed.

If you have questions or need more information, please let me know. I can be reached at **620-276-8994** and/or **mike.scheiman@midwestatcs.com**

Sincerely,

Mike Scheiman
Air Traffic Manager
Garden City Regional Airport FCT (GCK)
620-276-8994

WINFIELD FLIGHT

by Paul D. Fiebich

June 28, 2022

News came by carrier pigeon that the Huns were harassing the Allies near Strother Field (WLD) in Winfield Kansas. Not wanting them to get the upper hand, I fired up my trusty WWI wannabe fighter (a.k.a. AirBike) and headed off in that direction. The temperature was in the mid 80's, winds were light and the sun was getting close to the horizon.

Flying at 1000 feet AGL, I spotted a Hun flying very close to the ground near Oxford. The Hun, a.k.a. Tim Tong, was flying his Weedhopper so low as to be in ground effect. If the wheat hadn't been harvested, his wheels would be brushing the seed heads. His blue Weedhopper was easily identified by the iron crosses painted on the wings.

Perhaps he had crippling engine problems and was limping back to his home field. He didn't pose any threat so I didn't strafe him; he will live for another day. Such is the gallantry of us wannabee WWI pilots.

I motored on making large sweeping S-turns to clear the sky. I did not see any Huns, only a few dead cows that they likely used as practice targets. In short order I was in the pattern at Strother Field preparing to land. When flying over mid-field I saw a biplane near an open hangar and sought to investigate. When approaching the south concrete runway 17, I noticed a newly mowed stretch of grass between runway 17 and the taxiway. Hey, someone mowed a grass strip! My revised radio call announced my landing on the grass instead of the concrete.

After landing, I taxied to the biplane to realize it was Christy McCormick prepping her scaled down Jenny JN-4D for an evening reconnaissance flight. She is still in the testing and familiarization stage with this recently purchased plane and needs very calm weather conditions.



Christy is the proud owner of this scaled-down Jenny JN-4D replica renamed "The Great Waldo Pepper".

The Jenny is powered with a Franklin engine spinning a wooden prop. Following a thorough pre-flight, Christy climbed past the wires (the Jenny has lots of supporting wires) and settled in the rear cockpit. After a few more checks, and hearing her make clicks and other sounds as she moved levers, she yelled "Clear", and the prop began spinning then caught.

The Jenny has no brakes, once the engine fires, the plane starts rolling. Chris Duncan taxied his Pietenpol past Christy on his way to runway 17. The taxiway is about 1/4 mile long and terminates at the runway's north end.

It was now 8:20 and I needed to get back to my home airport, Cherokee Strip (18KS), before sunset. A couple of pulls on the Armstrong Starter caused my two-stroker to spring nosily to life. Soon, I too, was taxiing albeit some distance behind the other two planes. Squinting into the setting sun, I watched Chris then Christy take off. It was a cool sight as they were silhouetted by the sun.

Wanting to preserve my AirBike's wheelbarrow tires, I took off from the grass runway rather than the concrete one. Flying the runway length, I made left traffic and a 180 after announcing my intentions on the radio. I then made a bee-line for home. A slight tailwind pushed my ground speed up to the low 70's. Later, I learned that Chris Duncan had followed me part way and took an air-to-air photo of my plane.

Landing exactly at 8:50 (sunset) I fast-taxed the AirBike (wheelbarrow style) until reaching my turn-off point. Dew had already formed on the grass making the tires shine as though covered with gloss black paint. Safely back at my hangar I post-flighted, refueled, then pulled the plane into its hangar. With wheel chocked and protective coverings and plugs in place, I closed the hangar doors and patted the engine cowling as I passed by. Mission accomplished!



Air-to-air photo of my AirBike taken by Chris Duncan.

<https://www.facebook.com/AirbikeAce/videos/530246958832729>



There he is! That Hun (Tim Tong) barely flying out of ground effect.



Christy doing some pre-flight checks before making her late evening flight.



Kansas cropland out the left cockpit "window."



Just another view of her cool airplane.



Most wheat has been harvested by July 1.



Christy McCormick's Jenny parked in the sun.



Just interesting patterns left by the combines harvesting wheat.



My AirBike safely back in her home airport waiting to be refueled then put to bed.



The old and the new? Actually, they both were built in the same year, 1998.



Christy McCormick is the proud owner of this scaled-down Jenny JN-4D replica renamed "The Great Waldo Pepper".

SATISFACTION (PRACTICALLY) GUARANTEED

by Jamie Beckett

as originally published in General Aviation News-used with permission



When I was about 10 years old my dad, an avid motorcyclist, bought a well-used Ducati 160cc motorcycle. His plan was to introduce my older brother and me to the wonder of two-wheels powered by an engine. Being too young to ride it on the street where it was intended to be used, we rode in the dirt. My brother hated it. I loved it. More than half a century later I continue to own and ride motorcycles. My brother continues to ignore them as best he can.

Different strokes for different folks. Even people who share the same line of DNA can have a very different sense of appreciation for an activity. Or art. Or science.

When the original version of Top Gun was released to theaters, it was 1986. I was beginning my flirtation with flying and the movie fanned that flame with intensity. Like untold tens of thousands of other young men and women, the idea of learning to fly moved up on my priority list. It's been said Top Gun was the greatest recruiting tool the U.S. Navy ever had. I suspect that's true.

Flight of the Intruder, based on the Stephen Coonts novel, came out five years later. By that time, I was fully involved in the pursuit of flying professionally. I saw it along with a handful of fellow pilots who were working as I was to earn that last big ticket, the CFI, that would allow us to go to work. Like my peers, I'd logged a couple hundred hours in trainers and was dreaming of flying larger turbine powered machinery.

It was a powerful dream, fueled by the remarkable sense of accomplishment I got with every new certificate or rating. While Maverick, and Ice-man, and their peers gave me something to day-

dream about, I found the reality of my flying to be every bit as satisfying as I could have imagined.

Many of my flight school buddies did exactly what we'd dreamed of. They worked their way up the ladder. Flying more expensive, more complex, higher performance equipment. They eventually got to the turbine powered machines that fly high and fast as they traverse the continents and the oceans on their way to locations both exotic and pedestrian. A few even spent time in the National Guard, flying fighters not all that different from those we saw in the movies.

My path went elsewhere. I stuck with the two seat trainers and the four seat personal aircraft, never flying anything more complicated than aircraft with two piston engines and six seats. Truthfully, much of my flight time has been at the controls of the smallest airplanes. Low horsepower flivvers that rarely travel beyond the standard 50 nautical mile cross country radius. Surprisingly perhaps, I have never viewed my choice to stay at the lower end of the general aviation spectrum to be a second-tier position. I love what I do. I enjoy the airplanes I get to fly. I am very much the master of my own story – the Pilot in Command of my own life.

I like that.

Had someone suggested in 1986 that I'd be perfectly content flying airplanes well under 200 horsepower that cruise at altitudes barely above the traffic pattern, I wouldn't have believed it. But here we are all these years later and I'm not just content, I'm thoroughly satisfied to be doing what I'm doing here in the low speed, low altitude environment where I work and play.

Thirty-six years after Top Gun got into my head and my heart, my wife and I spent an evening at the local movie theater on rare but much appreciated date night. Her suggestion was that we see, Top Gun: Maverick. So, without much kicking or screaming from me, we did just that.

There were motorcycles. There were airplanes. There was romance, and drama, and powerful pathos on the screen. As movies go, this one is a beauty. It's old time Hollywood glitz and glamour with the benefit of technologies that allow the viewer to experience the thrill of flying in a way that almost, almost equates to the actual experience.

If you haven't seen it, please go. If you have, I

imagine you'll see it again, as I will. Or buy a copy, as I suspect one will be in my collection, too.

For all its allure however, with the massive power of F-18s and the undeniable bravery of military pilots on display, I found myself reflecting on the joy I've felt at the controls of a 1940 Piper J3 Cub.

Built of steel tubing covered in fabric, sporting an anemic 65 horsepower engine mated to a wooden propeller, that airplane is eighty-two years old today. It's lived far longer than its designers would have imagined likely, yet it demonstrates with ease that even with its finite potential for lift and thrust the Cub can make a pilot's heart sing in a very special way.

That's the power of flight. That's the true magic found in any machinery that flies.

When the throttle moves forward, that wooden prop turns up to maximum RPM. The airplane begins to move forward and the tail lifts. My feet dance to hold the centerline between my knees as my hand instinctively moves the stick to counter any crosswind. As the Cub lifts off the grass or pavement beneath its wheels, or the water under its floats, we who are fortunate enough to be at the controls leave the realm of land mammals, climbing into the ether, a place nature didn't prepare us for. An environment where we will put to use the technology and hard-earned lessons of thousands who came before us – to defy gravity for a time, taking our own destiny into our hands and feet and crafting the experience into one we will treasure, no matter how many times we repeat it.

From ultralight aircraft to the Crew Dragon capsule that shuttles astronauts to the International Space Station, those of us who fly have lived in a way that truly fulfills us. Sometimes, the movies can express that joy, that unrepentant need for speed and altitude in a way we just can't articulate.

But we can feel it. And we can share it in real life or through the lens of a really well-crafted movie. Thank goodness for the theater. Thank goodness for lift, and thrust, and drag, and weight. Live large! Fly well.

Jamie Beckett is the AOPA Foundation You Can Fly Ambassador for the Eastern U.S. A dedicated aviation advocate, you can reach him at:

Jamie@GeneralAviationNews.com

Photo of Jamie is courtesy of GANews.

UPCOMING WEBINARS

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

7/13/22@7 p.m. CDT

Squawk Talk — All About Radar and Transponders
Qualifies for FAA WINGS and AMT credit.

Prof. H. Paul Shuch

Ever since World War II, radar systems have been used to detect, direct, and destroy aircraft. But, who exactly are you seeing, tracking, or shooting at? In this FAA Safety Team WINGS and AMT Award presentation, Prof. H. Paul Shuch tells you how transponders were developed to precisely locate, and uniquely identify aircraft.

8/2/22@7 p.m. CDT

Homebuilt Highlights from AirVenture
Homebuilders Webinar Series.

Marc Cook

Kitplanes Magazine's Editor in Chief Marc Cook will cover the important homebuilt news, products, and just plain cool aircraft that caught his eye at AirVenture 2022. Even if you attended AirVenture 2022, put this one on the calendar as you just can't see it all.

8/3/22@7 p.m. CDT

Disastrous Annual
Qualifies for FAA WINGS and AMT credit.

Mike Busch

In this webinar, maintenance expert Mike Busch A&P/IA tells the sad tale of a highly experienced aircraft owner who took a newly purchased airplane to a shop he'd never used before for the first annual inspection on his watch. The annual turned into a disaster that resulted in the airplane being unflyable for more than a year and a huge invoice far beyond the shop's estimate. The sad part is that all of this could have been prevented had the owner simply dealt with the shop in a more businesslike manner, something Mike explains in detail. This should be a cautionary tale for every aircraft owner.

8/9/22@7 p.m. CDT

The Culver PQ-14
Museum Webinar Series.

Chris Henry and Ben Page

Chris Henry and Ben Page from the EAA Aviation Museum explore the history of the Culver PQ-14. This sporty little red airplane actually has an interesting history in the world of test flight. Join us as we uncover some of the exciting adventures of the PQ-14 in the test flight world.

8/10/22@7 p.m. CDT

Handling In-Flight Emergencies in Small Airplanes
Qualifies for FAA WINGS credit.

Rod Machado

If you've ever wondered whether or not you could handle

UPCOMING WEBINARS

Continued from page 14

some of the more uncommon and rare in-flight emergencies a pilot might experience, then this is the program for you. Rod Machado provides practical strategies for dealing with those uncommon but still serious in-flight emergencies that can affect all pilots.

8/17/22@7 p.m. CDT

Traffic Patterns at Non-Towered Airports
Qualifies for FAA WINGS credit.

Steve Krog

EAA Sport Aviation "The Classic Instructor" columnist Steve Krog presents information to explain traffic pattern procedures at non-towered airports. Steve discusses procedures and techniques to help navigate the traffic pattern safely and efficiently.

8/31/22@7 p.m. CDT

IFR Routing Tricks for Efficiency and Workload Reduction

Qualifies for FAA WINGS credit.

Thomas P. Turner

In our GPS Direct world there are still some tips and tricks that make IFR flight more efficient with much lower workload. From his own experience (some of it learned the hard way), Thomas P. Turner provides ideas for planning and executing IFR flights using non-towered airports, into and out of high-density airspace using SIDs and STARs, when it's a good idea to pick up a clearance in the air and when it's not, and special techniques for making short-distance flights in instrument meteorological conditions.

9/7/22@7 p.m. CDT

What Price Speed?

Qualifies for FAA WINGS and AMT credit.

Mike Busch

With fuel prices at all-time highs, it's more important than ever for pilots of GA airplanes to fly in a fuel-efficient fashion. So, how can we get the best bang for our avgas buck? Well, it turns out that there are a bunch of things that contribute to fuel-efficient flying. Mike Busch discusses optimal airspeeds, leaning, throttle and RPM settings, altitude, and fuel price bargain hunting. This webinar should give you the tools you need to make the most of the fuel you buy.

9/13/22@7 p.m. CDT

The Treasures of Pioneer Airport, Part 1
Museum Webinar Series.

Chris Henry and Ben Page

One of the hidden gems of the EAA Aviation Museum

is Pioneer Airport, located behind the main museum. This re-creation of a 1930s airfield houses a special part of the museum's collection, including many examples of golden age aircraft. Museum staff members Chris Henry and Ben Page take a look behind the doors of Pioneer Airport.

9/14/22@7 p.m. CDT

Crosswind Conundrum - When Winds and Runway Don't Align

Qualifies for FAA WINGS credit.

Prof. H. Paul Shuch

In a perfect world, the winds are always light, and what wind there is blows straight down the runway. Too bad we don't always get to fly in a perfect world! In this FAA Safety Team WINGS award webinar, Prof. H. Paul Shuch will help you to tame your flying dragon during crosswind takeoffs, landings, en route, and in the traffic pattern.

9/21/22@7 p.m. CDT

FAA Enforcement Process

Qualifies for FAA WINGS credit.

James Cooling and Alan Farkas

This webinar provides an overview of the FAA enforcement process and philosophy pertaining to certificate holders for alleged violations of the Federal Aviation Regulations. Attorneys James Cooling and Alan Farkas from EAA's Legal Advisory Council will provide tips and best practices for steps to take for airmen and other certificate holders facing a possible enforcement action.

9/28/22@7 p.m. CDT

Flying With Datalink Weather—ADS-B and SiriusXM Tips

Qualifies for FAA WINGS credit.

John Zimmerman

Datalink weather has the potential to make your flying safer and more comfortable, but only if you know how to use it properly. Join Sporty's Pilot Shop's John Zimmerman for an in-depth look at ADS-B, SiriusXM, and how to use them in flight.

-Weather accident trends

-The 5 rules of datalink weather

-Differences between ADS-B and SiriusXM

-Popular weather receivers

-Real-world weather flying scenarios

10/13/22@7 p.m. CDT

Tax Exempt Basics

Patti Arthur

This webinar will cover the basics of tax exempt status for EAA chapters. Patti Arthur, a tax attorney with many years of experience helping EAA chapters, will help you understand the basic rules of tax exempt and charitable status.

LAST MONTH

Photos from Lakin by Randal Loder





Airport Terminal Construction

Estimated Timeline - June 2022- Oct. 2024

Funding:

\$22M
Federal Funds

\$9M
Local Funds



Phase 1

- Demolition of the restaurant and secured waiting area.
- Construction of the following: lobby, ticketing, security, secured waiting area, tenant office space, restaurant and public viewing area.



Phase 2

- Demolition and rehabilitation of the current terminal.
- Construction of the following: baggage claim area, jet bridge, rental car and tenant spaces.

Frequently Asked Questions

Will the airport be closed during construction?

No, flights will continue to operate.

Who will operate the restaurant?

The restaurant tenant will be selected through a public Request for Proposals process after the completion of Phase 1.

Will we get new flights?

The construction of the terminal will allow the airport to facilitate additional flights, additional airlines and larger aircraft in the future.

Flights will continue to operate - Phase 1 Changes to Operations:

- Departing Passengers: Passengers will go through the screening process then enter a corridor that will lead them to a temporary secured waiting area until it's time to board the aircraft.
- Arriving Passengers: Passengers will deplane the aircraft following a painted walkway to the temporary entrance of the terminal located between the current terminal and airport administration building.

Flights will continue to operate - Phase 2 Changes to Operations:

- Departing Passengers: Passengers will utilize the new portion of terminal constructed in Phase I.
- Arriving Passengers: Passengers will deplane and enter the temporary structure to gather baggage, rent cars and then proceed to exit through the temporary entrance of the terminal located between the current terminal and airport administration building.

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WING NUTS FLYING CIRCUS



19



EAA CHAPTER 1405 FLY-IN

SATURDAY • JULY 9 • 2022

GOULD PETERSON MEMORIAL AIRPORT (K57) TARKIO, MISSOURI



Fly-In Breakfast & Lunch

Available 7:30 a.m. until end of show
\$10.00 Per Person Airshow Admission
Fly-in's & 5 & Under FREE

Proceeds from food and admissions
will help pay for the show
We Are A 501c3
Federal Tax Exempt Organization

Congressional Aviation Town Hall Meeting

- 10:00 a.m. EAA Hangar
- Aircraft Displays and Technologies
- Congressional Aviation Town Hall Meeting
(Many featured aviation speakers including
leaders from the following GA organizations:
AOPA, EAA, NBAA, NATA, GAMA, HAI, ICAS,
NAAA, and CAF)
- Discussions with government officials, members
of Congress, aviation experts and pilots

Many, Many More At Showtime



Air Show & Flybys 12 Noon - Finish

Matt Younkin, Twin Beech; Aeroshell Aerobatic
Team; B-2 Flyover, Mike Wiskus,
WWII Training Demonstration,
Joint Special Forces Jump Team,
WWII Warbird Parade,
Dakota Territory Museum Demo,
P-40 Demo, Chuck Aaron helicopter demo
F-16 Demo
Many More By Show Time

Static Aircraft

B-25 · P-51's · T-6's ·
PT-26 · PT-19 · BT-13 · Corsair · P-40
· PT-22 · C-47 · Grumman Avenger ·
Super Stearman · PT-17 · Skyraider ·
Many warbirds and vintage aircraft



Airport Information

Airport FBO: 816-244-6927
Check NOTAMS or website
for arrival procedures
and frequency assignments
prior to fly-in.

Non-Radio Aircraft Welcome

Please don't be discouraged if you have
a vintage non-radio aircraft.
Please call ahead to Brooks at:
816-244-6927
(4000' Grass strip available
next to runway)

For information
call EAA Chapter 1405 members:
816-244-6927 · 816-262-8500

~ Visit our website at www.wingnutsflyingcircus.com ~

JOIN THE FLIGHT!



Climb aboard EAA's North American B-25 Mitchell *Berlin Express* for a once-in-a-lifetime opportunity to fly in one of World War II's most vital aircraft.

WICHITA DWIGHT D EISENHOWER NATIONAL AIRPORT [ICT]

WICHITA, KS | JULY 7TH - 10TH

@ "Doc" B-29
Hangar

B-25 FLIGHT EXPERIENCES - Flights possible 10 am to 7 pm

EAA MEMBERS

\$360

NONMEMBERS

\$400

Includes a
FREE one-year
EAA membership

Visit EAA.org/25 or call **800-359-6217**.



"Keep 'Em Flying" - Because from the top helps come maintenance and operating costs for Berlin Express

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Jabara Construction Schedule

Runway Closure

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

Please note:

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



Saturday Sept. 10, 2022
 3612 N. Webb Rd., Wichita, KS 67226
 Gates open: 8 am—4 pm

Admission
 Adults: \$5.00
 Kids: 17 & under FREE !



FUN FOR EVERYONE !

Free Young Eagle Flights (ages 8-17), Car Display, R/C Aircraft Display, Model Rocket Display, Candy Drops, Helicopter Rides, Young Builder Activities, Airplane Display and Judging, Flight Competitions, 7th Annual Ercoupe Stamped.

SCHEDULE OF EVENTS

- 8 am to 10:30 am...Breakfast (prices posted)
- 9 am to 1 pm.....Young Eagle Registration
- 9 am to 3 pm.....Young Eagle Flights
- 11 amCandy Drop
- 11 am to 2 pm.....Lunch (prices posted)
- 1:30 pm.....Mandatory pilot briefing (for competition contestants)
- 2 pm.....Flight Competition
- 2 pm.....Candy Drop
- 4 pm.....Awards for Aircraft Judging & Flight Events
- 5 pm to 6 pm.....Happy Hour (cash bar)
- 6 pm to 7 pm.....Banquet Dinner
- 7 pm to 8 pm.....Guest Speaker: Harold Walter
- 8 am to 7 pm.....Silent Auction

ATTN: PILOTS & CREW

You are invited to attend! Enjoy complimentary admission including either breakfast or lunch. Our flight competitions (Est. Take-Off Distance & Spot Landing) have \$100 prizes for each event! Our evening activities include a banquet (\$25/individual, \$160/table of 8), followed by speaker Harold Walter. (see sidebar)

Contact us for more information

Bob Blanton (Fly-In Chairman) (316) 841-2921
 bobblanton46@gmail.com
Ron Blum (EAA Chapter 88 President)
 (316) 295-7812 fly-in-home@att.net
 Website: www.EAA88.org Facebook: [wichitaeachapter88](https://www.facebook.com/wichitaeachapter88)



Skyote—Dick Curtis



Zenith 701— Tim McCall



C-150 (JPATS USAF) - Wayne Bormann



“Life’s Experience with Aviation”
 Author of “Airplane Beans”, worked for Cessna, Convair, Boeing and Beechcraft. Inductee for the 2022 Kansas Hall of Fame.

Col. James Jabara Airport Information (KAAO)
 1000' AGL Pattern Altitude
 Class D (KBEC) is 1 mile S. of Jabara Runway
 Wichita Approach/Departure: 134.8
 ASOS 134.025 / CTAF:122.7
 Runway 18-36 100' X 6,101' Field elevation: 1421'



**37th Annual FLYING M RANCH Fly-In & Campout
REKLAW, TEXAS - October 21 - 22 - 23, 2022**



**DAVE & MARCIA MASON, Phone: 936-369-4362
STINSONEER@AIRMAIL.NET - FB: FlyingMRanch Reklaw
7TA7 - N31° 50.7' W94° 57.5' - RWY 02-20
3,500' TURF - 310 ft. ELEV - UNICOM 122.9**

Ponca City

Fly-In/Drive-In Breakfast



Where: Ponca City Oklahoma Regional Airport (KPNC)

When: 1st Saturday of Month (7 to 10 AM) Rain or Shine

Open to the Public: Bring the family; children must be supervised.

Free Wi-Fi: fly-in-2g or fly-in-5g password: poncacity

Sponsored By: Ponca City Aviation Foundation; a 501(c)(3)

Proceeds are used for education and the promotion of aviation to young people of all ages.

Volunteer help provided by: Ponca City Aviation Booster Club, EAA Chapter 1046, Ponca City High School and others.

See us on Facebook: Ponca City, OK Monthly Fly-in/drive-in Breakfast

Suggested Donation: Adults \$8, Children \$4

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

Contacts:

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

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

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.

Thursday-Sunday, July 7-10, 2022

EAA North American B-25 (Berlin Express) Tour – Wichita KS (KICT) – Dwight D Eisenhower National Airport
B-25 Flight Experiences – 10AM to 1PM
Visit EAA.org/B25 call 800-359- 6217

Saturday, July 9, 2022

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

Saturday, July 9, 2022

Haskell OK: Coffee & Donuts
Haskell Airport (2K9) AirNav.com CTAF: 122.9
EVERY SATURDAY - 8:00 am - 10:00 am - Rain or shine, fly or drive, aviation enthusiasts will be there no matter what the weather is doing.

Saturday, July 9, 2022

Ottawa Airport (KOWI), Ottawa, KS
Breakfast fly-in 8 am to 10 am, 2nd Saturday of the month. Come on down and help the explorers kid earn some money to help my for gas.
Contact: Milton Scott - Phone: 785-229-2710 - Website: <https://airscouts.club/>

Saturday, July 9, 2022

EAA 377 Noon Potluck, hosted by Marshall Watson Family. Sublette, KS (19S).

Sunday, July 10, 2022

ALVA, OKLAHOMA - DONUTS AND COFFEE - Every Sunday 8am – 10am
Alva Regional Airport (AVK) CTAF: 122.8
No Cost. Donations appreciated.
Derrick Courson -Manager
(580) 327-2898 – Airport
(580) 748-2709 – Cell
2875 College Blvd.
Alva, OK. 73717
Website <http://alvaok.org/ara.htm>
<https://www.facebook.com/alvaregionalairport>

Saturday, July 16, 2022

Enid OK – Woodring Airport (KWDG) Fly-In Breakfast

- \$0.50/gal discount on fuel

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

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

Woodring's July Fly-In & Spot Landing Contest breakfast will be Saturday, July 16th. As always Barnstormers will be serving their buffet breakfast from 7:30am to 10am, \$9.99 a plate, \$4.99 for kids 12 & under. We will have a mandatory safety briefing for all participants at 8:00am in the pilot's lounge of the terminal building. Hope to see more participants this month!

Very Respectfully, Mason Brinley - Airport Operations Manager

Saturday, July 16, 2022

Haskell OK: Coffee & Donuts
Haskell Airport (2K9) AirNav.com CTAF: 122.9
EVERY SATURDAY - 8:00 am - 10:00 am - Rain or shine, fly or drive, aviation enthusiasts will be there no matter what the weather is doing.

Saturday, July 16, 2022

David J. Perry Fly-In Pancake Breakfast
David Jay Perry Airport (1K4) AirNav.com
RAIN OR SHINE (Fly or Drive) TIME 8:00 am - 10:00 am
Questions? Call Larry: 405-439-3704
Pancake breakfast on Third Saturday (continuing event) at David J. Perry Airport, Goldsby, Oklahoma.

July 16 - Berryville, AR - Carroll County Airport (4M1) Third Saturday BREAKFAST EVENT!! Attention! The time has changed and so has 4M1....NOW SERVING BREAKFAST: Farm fresh scrambled eggs, sausage patties & links, flapjacks, sweet tea and always a bunch-o-sweet treats made by the airport wives...\$10.00 suggested donation. All starting at 08:00. Contact: 870-423-8393 or 870-423-7854.

July 16 - 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

July 16 - Fayetteville, AR - Drake Field (KFYV) 7:30-15:00 Wings and Wheels at Arkansas Air and Military Museum and EAA 4290 S. School Ave, Fayetteville, AR \$10 all you can eat breakfast \$20 to enter the car show. Contact : Laci Cell: (501)304-2663

July 23 - North Little Rock, AR - North Little Rock Mu-

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

Saturday, July 23, 2022

Sundance EAA Ch24 Pancake Breakfast Fly-In
Sundance Airpark (KHSD) Yukon OK AirNav.com
CTAF: 122.7
Every 4th Saturday Mar thru Oct (except July). 8:00 am - 11:00 am
Monthly Pancake Breakfast and Young Eagle flights. If you plan to attend for the Young Eagle flights, please phone or email at least 24 hrs in advance and let us know how many plan to attend.
Please note that Young Eagle flights are subject to weather and pilot availability. Questions? Call Pat Co-henour: 405-495-1612 or email: patricktc@cox.net

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

Saturday, July 30, 2022

Parsons KS Biscuits & Gravy Fly-In
Tri-City Airport (KPPF) AirNav.com CTAF: 123.0
Last Saturday of each month; January thru October.
Food and fellowship for anyone interested in airplanes.
Breakfast is \$6.00
Questions? Call Marlene Carson: 620-423-9878 or email: CarsonM@cableone.net

Saturday, August 13, 2022

Oologah, OK - Dog Iron Ranch Airport (OK37) 87th Anniversary of the crash that killed Will Rogers and Wiley Post in Alaska on 8-15-1935.
OK37 is a 2,000 feet grass runway, 17-35, CTAF 122.9. Pilots will receive goody bag and \$5 coupon for use at several food trucks that will be there.
Field opens at 7:30 AM. For Info: 918-343-8118.

Saturday, August 13, 2022

Ottawa Airport (KOWI), Ottawa, KS
Breakfast fly-in 8 am to 10 am, 2nd Saturday of the month. Come on down and help the explorers kid earn some money to help my for gas.
Contact: Milton Scott - Phone: 785-229-2710 - Website: <https://airscouts.club/>
Saturday, August 13, 2022
EAA 377 9am BREAKFAST, hosted by Hooker, OK Airport.

Saturday, August 20, 2022

David J. Perry Fly-In Pancake Breakfast

David Jay Perry Airport (1K4) AirNav.com
RAIN OR SHINE (Fly or Drive) TIME 8:00 am - 10:00 am
Questions? Call Larry: 405-439-3704
Pancake breakfast on Third Saturday (continuing event) at David J. Perry Airport, Goldsby, Oklahoma.

Saturday, August 20, 2022

Wings, Wheels & Wishes – Fly-In and Car Show
Airman Acres Airport (OK93) in Collinsville, OK.
<https://www.facebook.com/wings.wheels.wishes>

Saturday, August 27, 2022

Sundance EAA Ch24 Pancake Breakfast Fly-In
Sundance Airpark (KHSD) Yukon OK AirNav.com
CTAF: 122.7
Every 4th Saturday Mar thru Oct (except July). 8:00 am - 11:00 am
Monthly Pancake Breakfast and Young Eagle flights. If you plan to attend for the Young Eagle flights, please phone or email at least 24 hrs in advance and let us know how many plan to attend.
Please note that Young Eagle flights are subject to weather and pilot availability. Questions? Call Pat Co-henour: 405-495-1612 or email: patricktc@cox.net

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Last Saturday of each month; January thru October.
Food and fellowship for anyone interested in airplanes.
Breakfast is \$6.00
Questions? Call Marlene Carson: 620-423-9878 or email: CarsonM@cableone.net

Saturday, September 10, 2022

Greene County Aero Fest Fly-In – Claremore Regional Airport (KGCM)
Breakfast 8:00AM to 10:30AM – Lunch 11:30AM to 2:00PM
Contact: Joel Howard 918-645-2635 or joel@aircraft-specialties.aero

Saturday, September 10, 2022

EAA CHAPTER 1631 fly-in at Wellington KS Airport (KEGT). We will have a fly in breakfast and young eagle rides.
Matthew D. Wiebe, Airport Manager - (620) 440-2213

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

Wednesday-Sunday, September 21-25, 2022

5th All Bellanca Fly-In – Bartlesville OK (KBVO)
September 24 – 10AM to 2PM - \$5 Donation suggested
This year's 2022 All Bellanca Fly-In is set for Weds Sept 21st- Sun 25th. Public day is Sat for those non aviators who are curious.
Stephen Dunbar

1 October— EAA 377 Syracuse/Hamilton CO (3K3)
Annual Classic Fly-In.
Steve Phillips 620-384-5835 (Remember Syracuse is
on Mountain Time)

1 October— Run Drive Fly to Lakin KS

Friday-Sunday, October 21-23, 2022 37th Annual
FLYING M RANCH Fly-In & Campout – REKLAW,
TEXAS (7TA7)
FMI: www.reklawflyin.org, FaceBook: FlyingMRanch
Reklaw

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