

September/October 2022

EAA CHAPTER 377



fly paper

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

LAST MONTH

FROM AARON WITT

A big **THANK YOU** to the City of Hooker and EAA 377 for sponsoring the Hooker Municipal Fly-In today!!

We had 15 planes arrive, which is our biggest showing yet!! It is pretty amazing to have pilots from near and far that want to a part of this event! Our winner of the Long Distance prize was **STEVE BIRKELBACH** who flew 209 miles from McKinney, TX (T31).

We had many spectators that came out to enjoy the sights and visit with others in our community. We can't thank you enough for the community's support! That strong support honestly makes this event feel very worthwhile.

Our pictures were taken by **DR. DAVID G. JONES** which took a load off of my plate. This task was very much personally appreciated!!

Hooker Airport Board members **MARK DAVIS, JARED ROWLAN, GREG BARNES, AND NICHOLAS HOFFERBER** truly made this a success!! Although Nick is cutting wheat in Montana, he helped with much of the planning that went into the event.

Finally, **BRANDI ROWLAN** wouldn't ever look for credit but she helped out immensely by purchasing drinks and snacks for the pilot's lounge AND most importantly, cleaning the pilot's lounge for us...without us even asking!! Such a huge help for us and it's probably cleaner now than it's been in a long time!

If you didn't join in this year, I sure hope you can make it out next year!!

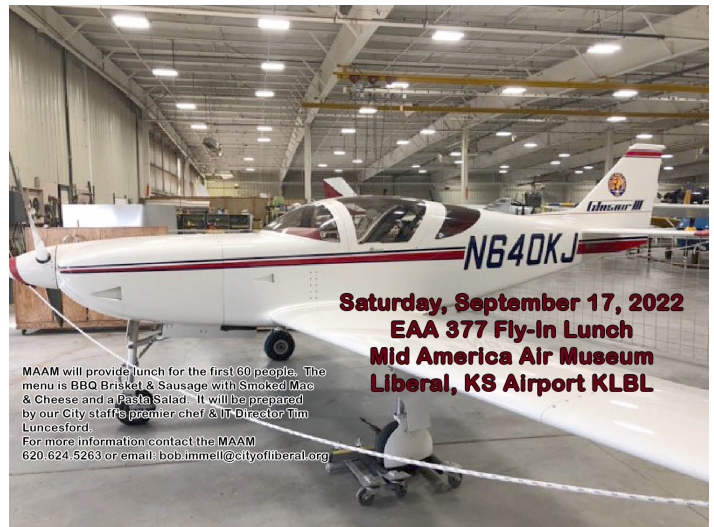
FROM MARK DAVIS

The Hooker breakfast fly-in was a beautiful morning and welcomed 15 airplanes flying in with 2 on the field for 17 total aircraft. It was a record turnout for this fly-in and there was good participation from the community as well. Everyone had a good time and a great breakfast provided by the Taco Stop. Breakfasts were free for pilots and EAA 377 members which totaled close to 40 people.

Bill Cotter conducted the meeting for the EAA chapter and gave a presentation over information on ADSB and the current condition of VOR's and their

LAST MONTH-continued on page 2

THIS MONTH



**Saturday, September 17, 2022
EAA 377 Fly-In Lunch
Mid America Air Museum
Liberal, KS Airport KLBL**

MAAM will provide lunch for the first 60 people. The menu is BBQ Brisket & Sausage with Smoked Mac & Cheese and a Pasta Salad. It will be prepared by our City staff's premier chef & IT Director Tim Luncesford. For more information contact the MAAM 620.624.5263 or email: bob.immell@cityofliberal.org

**SATURDAY, SEPTEMBER 17
at noon
EAA 377 Fly-In Lunch
Mid America Air Museum
Liberal, KS Airport KLBL**

MAAM will provide lunch for the first 60 people. The menu is BBQ Brisket & Sausage with Smoked Mac & Cheese and a Pasta Salad. It will be prepared by our City staff's premier chef & IT Director Tim Luncesford. For more information contact the MAAM 620.624.5263 or email: bob.immell@cityofliberal.org
Bring a friend who is interested in airplanes/ flying, and introduce them to our group!

FMI contact MAAM 620-624-5263

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 November/December 2022 issue is October 28, 2022

OFFICERS:

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



COMING UP...

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—TBD (EAA Christmas Party?)

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

ANOTHER ISSUE

THANKS TO: Aaron Witt, Alan Judy, Alisha Stokes, AOPA, Ben McNary, Bill Anton, Bill Cotter, Bill Long, Bob Immel, Chris Stokes, DeeAnn Ediger, Dr David Jones, EAA National, Emily Younger, John J Jenkinson III, Kymberly Logan, Liz Vulgamore, Mark Davis, Mel Crist, Paul Fiebich, Pilot Workshops.com, Steve Phillips, Todd Crist, 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. However, staffing issues have forced them to be closed on Mondays until further notice.

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.

LAST MONTH-continued from page 1

future.

The spot landing competition was a tie, even with the help of a slow motion camera! **BRIAN SHIRLEY** and **DAKOTA RAY** were spot on in the landing competition and both received \$75 for their excellent piloting skills.

The lucky winner of the random \$100 drawing for pilots was President **BILL COTTER!**

The longest distance cash award of \$150 went to from **STEVE BIRKELBACH** from McKinney, Tx in an RV-6

Special thanks to **EAA377, BILL COTTER, AARON WITT, GREG BARNES, NICK HOFFERBER, JARED ROWLAN,** and the **CITY OF HOOKER** for all their help.



HEARD IN THE HANGAR

FROM CHRIS STOKES—So this happened yesterday 8/30! Got to fly with my baby (Alisha) in my secondary baby (Stearman N46997) with two Stearmans on their way to the antique aircraft fly-in in Blakesburg, Iowa.



NEXT MONTH

27TH ANNUAL CLASSIC & ANTIQUE FLY-IN
Saturday, October 1, 2022 ♦ 11am-1pm MDT



FEATURED AIRCRAFT:
Steve and Brenda Gross's
SNJ-4
"North American T-6"

Syracuse, KS—3K3
EAA Chapter 377
Chili, Hamburgers and Brats served by the
Syracuse-Hamilton County Chamber of Commerce.
Free lunch to all who fly in.
Free to EAA members that drive in or fly in.

Because our September and October events are scheduled so close together, this is a two month issue of FLY PAPER. We will send out an email reminder with last minute details regarding the Syracuse fly-in. Mark your calendars!





Elkhart, and rents his airplane to students that want to learn to fly.

Bill has spent his entire working career in aviation related careers. His last position was with the Department of Energy (DOE) at Las Vegas NV test range, working full time and instructing in his "spare" time. He retired in 2010, and opened Tri-State Flight School to continue to foster a love for aviation to anyone interested.

A **BIG THANK YOU** to **NORMAN** and **CARA RODGERS**. Cara took the photos for FLY PAPER of Bill with his award. Norman now flies his own Cessna 182, after getting his pilots license two years ago from Bill. Bill is grateful for the help they have given to him during his health struggles this past year.

EAA 377 is incredibly lucky to have this Master Pilot at the helm of our organization!

CONGRATULATIONS BILL COTTER!!!

Our President Bill Cotter is the proud recipient of the Master Pilot award. This was no easy feat, considering the staffing issues at the FAA and the increased difficulty in the current state of "Covid". The paperwork took a lot of follow-up, but with numerous phone calls to finally speak with a real person, it happened! (Thanks **TODD CRIST!**)

While the eligibility requirements are for fifty years, Bill soloed in August of 1958, 64 years ago! He got his Private Pilot's license in August 1959, purchased his 1962 Cessna 172 N3099U in 1964, and still flies this beautiful, upgraded airplane. Bill has a flight school in



<https://www.faasafety.gov/content/masterpilot/>

WRIGHT BROTHERS MASTER PILOT AWARD

The Wright Brothers Master Pilot Award—is named in honor of Orville and Wilbur Wright who were two American aviation pioneers credited with inventing, building, and flying the world’s first successful motor-operated airplane. The Wright Brothers made the first controlled, sustained flight of a powered, heavier-than-air aircraft with the Wright Flyer on December 17, 1903 at Kitty Hawk, North Carolina. The brothers were also the first to invent aircraft controls that made fixed-wing powered flight possible.

Eligibility

To be eligible for the Wright Brothers Master Pilot Award, nominees must meet the following criteria:

- Hold a U.S. Civil Aviation Authority (CAA) or Federal Aviation Administration (FAA) pilot certificate.
- Have 50 or more years of civil and military piloting experience or 50 or more years combined experience in both piloting and aircraft operations.
- Up to 20 years of the required 50 years may be U.S. military experience.
- The effective start date for the 50 years is the date of the nominee’s first solo flight or military equivalent. The 50 years may be computed consecutively or non-consecutively.
- Be a U.S. citizen.
- Have NOT had any airman certificate revoked.

Note: Revocation of any airman certificate will disqualify a nominee for this award.

To Apply

Follow application procedures located in the current Wright Brothers Master Pilot Award Information Guide. (PDF)

Contact your local FSDO for more information.

If you have additional questions, or if you are a Master Pilot Award recipient and your name is not on this list please contact your local FAASafety Program Manager.

To view the Wright Brothers Master Pilot Award Roll of Honor.

<https://www.faasafety.gov/content/masterpilot/RecipientList.aspx>



DAVID NEUFELD, SW KANSAS’ newest pilot!
MARSHALL WATSON, instructor.

AVIATION SCHOLARSHIPS

Over \$1 million in aviation scholarships are available to AOPA members!

Spread the word to help increase awareness of the AOPA Foundation’s aviation scholarship program—AOPA members have access to over \$1 million in scholarships!

The AOPA Foundation aviation scholarship program helps AOPA members reach their aviation goals. Scholarships are available in multiple categories: primary (sport, recreational, and private pilot) certification, instrument and advanced ratings, and aviation maintenance technician certification. The awards, ranging from \$2,500 to \$14,000, can help significantly reduce training costs.

There are also specially designated scholarships for high school students and AOPA Foundation High School Aviation STEM Curriculum teachers to train for a private pilot certificate.

Learn more about available scholarships and eligibility requirements at aopa.org/scholarships. The application deadline is **February 10, 2023**, at **11:59 p.m.**

FROM BEN McNARY—I am exploring the idea of a Cessna 182 club for about 10 members to be based at KTQK. If you are interested please contact Ben McNary at bjmcnary@gmail.com or 970-402-6799.



HEARD IN THE HANGAR

FROM **CHRIS STOKES**—2022 National Stearman Fly-In will be September 5-10, 2022 at Galesburg Municipal Airport in Galesburg, IL



Chris is often seen at KLNK giving rides in his "baby"





HEARD IN THE HANGAR

FROM ALAN JUDY—The 61st Annual American Navion Society Convention was held this year during the week of June 11-18 in Dayton, OH / Moraine Airpark. Around 30+ Navions and over 60++ people from all over the country attended. We had 3 flying events scheduled during the week, a Proficiency and Efficiency events and the all out speed races. The speed races were classed by HP rating. We had a 310 HP class, a 300, 285 and 225. I was flying my Dads airplane in the 300HP class which is a stock Continental IO-550B engine. The race was timed over a 60 mile course from a standing start to our destination airport. Out of all of the Navions that flew in the speed races, we won our 300HP class and we also outran the 310HP IO-550R powered Navions. I knew that my Dads Navion could be a contender and be fast if he'd let me make a few minor changes. One was to change out the propeller to a McCauley 3 bladed 409 Prop which we did about a week before Convention. The other changes were with weight and drag reduction. After about 1 1/2 hours of flight testing in HOT

Oklahoma air, we were ready for the 5 1/2 hour flight to Dayton. We also brought home plaques for 3rd place in the Proficiency and Efficiency events. Priscilla and I made the trip but my Dad, Ron Judy couldn't make it this year and stayed at the ranch. We had a wonderful time, met a lot of new and old friends and surprised a few folks this year with the fastest Navion because last year we were next to the slowest in the 300HP class. One of the big to do things while in Dayton was for everyone to tour the National Museum of the United States Air Force at Wright Patterson Air Force Base with over 360 Aircrafts and Missiles on display. Can't wait till next year to meet up with everyone. —Alan Judy and Priscilla



FROM TODD CRIST



KYMBERLY LOGAN KEEPS THEM FLYING



Aircraft owners with a private pilot certification are allowed to work on their own aircraft with limits. According to 14 CFR Part 43 Appendix A (c), an owner/pilot is only allowed to work on 31 items, everything else has to be accomplished by a certified mechanic on the particular component, for example if it is the engine, someone with a Powerplant rating. Let's break down what you can do to a certified aircraft.

As an owner/pilot, you can remove, install and repair landing gear tires, replace elastic shock absorber cords on landing gear (Piper used these a lot), and service landing gear shock struts by adding air, oil, or both. On that, please use nitrogen and not compressed air to prevent corrosion. That is a costly expense. You can also service the wheel bearings. For any lubricant information, see the maintenance manual.

If an owner/pilot is doing a preflight inspection and noticed broken or defective safety wire or cotter pin, that can be replaced. Please do not reuse a cotter pin! Any lubrication that does not require disassembly besides inspection panels, cowlings, and fairings can be done. An example would be removing a wing inspection panel to lubricate the ailerons or flaps. You can also top off hydraulic fluid in a reservoir.

An owner/pilot is allowed to refinish decorative coating on anything that does not require removal or the flight control surfaces. You can also add protective coatings to the same effects as above unless it is not in good practice or prohibited.

An owner/pilot is also allowed to repair interior upholstery, replace seat belts, replace seat parts or seats with approved parts, replace bulbs and lens in the landing light or position lights, replace prefabricated fuel lines, replace or clean fuel and oil filters/strainers, replace hose connections unless it's hydraulic, and clean, gap and replace spark plugs. Replacement of

non-structural screws, replace side windows that are not structural or interfering with controls and wiring, and servicing and replacing batteries are all allowed. If you do not have a sealed battery, please use distilled water and do not over fill it!

Small and simple repairs to fairings, cowlings, non-structural panels are allowed as long as it does not change the contour and airflow. Simple fabric patches that do not require rib lacing or removal of structural parts and control surfaces are allowed.

Not that most around here are going to need to do this with our current drought, but if one wanted to switch the wheels for ski's and there was no weight and balance change, you could do it yourself.

What this boils down to, if it is listed as preventative maintenance or any of the above listed items on a STC or TCDS, you must follow the directions just like your mechanic. That means you must have a maintenance manual for your airplane (correct year and serial number), have a good understanding of the tasks and proper tools and you must make a logbook entry. I can not stress enough about following the instructions and a logbook entry. There have been too many times where an owner/pilot have not made the proper logbook entry and work was preformed. This takes more time during annual because your mechanic may believe that the work was not done or not done properly. Proper logbook entry instructions are in the FARs.

If you are not 100% sure, ask your mechanic for assistance in training you how to do the work properly and a proper logbook entry. Trust me, we would rather you ask how to properly do it, than you have an incident where the FAA needs to be involved. Don't always trust YouTube or some blog you found either. Some will lead you astray.

In the end, it is always the owner/pilot who has to be sure the aircraft is actually airworthy. So you must know and understand your aircraft, even proper maintenance.

KyMBERly Logan
Logan Aviation — 620-260-0502



CONGRATULATIONS!



Congratulations, **KYMBERLY JENKINSON LOGAN**, who's one of the 3% of women who hold an airplane mechanic certificate.

EMILY YOUNGER, as one of her "POSITIVE CONNECTIONS" reports for KSN, interviewed Kimberly and reported "**KANSAS WOMAN MAKES HISTORY AS FEMALE AIRCRAFT MECHANIC**".

Due to copyright issues, I could not reproduce Younger's report in our newsletter. Please take the time to look at it at the link below, or go to our website for a link (www.eaa377.org)

<https://www.ksn.com/community/positive-connections/kansas-woman-makes-history-as-female-aircraft-mechanic/>

FOR SALE



**1941 BOEING/STEARMAN
A75 N1
\$180,000 USD**

General Specs

Total Time:3485

Time:39 SMOH

Prop 1 Time:39 SMOH

Useful Load:768 lb

Year Painted:2015 Interior Year:2015

Flight Rules:VFR

of Seats:2

Detailed Description

This aircraft is based in Garden City Kansas GCK. This aircraft was owned by a WW2 veteran pilot and now his family has decided to let it go to a new home. N5153N was restored by Big Sky Stearman in 2015. The aircraft was disassembled, media cleaned, and epoxy finished and rebuilt using all new hardware, cables etc. It has Redline brakes, new wings and center section and the 4 aileron STC modification which makes it a delight to fly. The airplane is covered in Poly Fiber with a Aerothane finish Glacier White and Santa Fe Red. Other STC's are Bracket air filter, intake pipes modified for drains.

Airframe

N5153N was restored by Big Sky Stearman in 2015. The aircraft was disassembled, media cleaned, and epoxy finished and rebuilt using all new hardware, cables etc. It has Redline brakes, new wings and center section and the 4 aileron STC modification which makes it a delight to fly. The airplane is covered in Poly Fiber with a Aerothane finish Glacier White and Santa Fe Red. Other STC's are Bracket air filter, intake pipes modified for drains.

Remarks

There is no indication in the aircraft log books that this air-frame was ever a crop duster or damage history.

Last annual inspection 5/22

Engines / Mods / Prop

39 hours on a W670M (240HP) overhauled by Radial Engines Ltd. The propeller is a Hamilton 5006 resealed and inspected at the same time by aircraft accessories

FOR MORE INFORMATION CONTACT

TODD CRIST

todd@businessjetconsultants.net

316-841-0424

Find us on
facebook

"EAA 377"

-or-

www.eaa377.org

WINFIELD FUN

Paul Fiebich



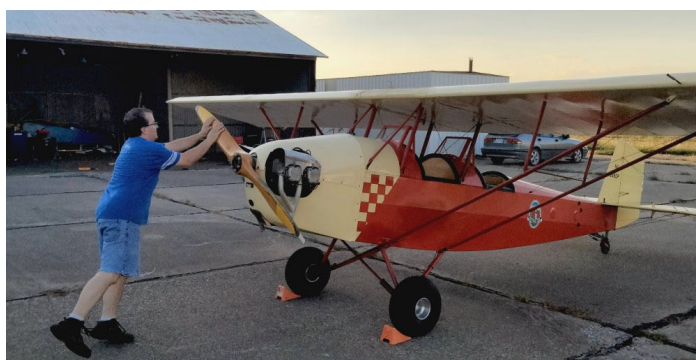
Due to severe drought in Central Kansas, the Arkansas River is mostly sandbar and very little river.



Two field corn fields have been harvested near Winfield, Kansas.



Test cutting of a Sorghum field.

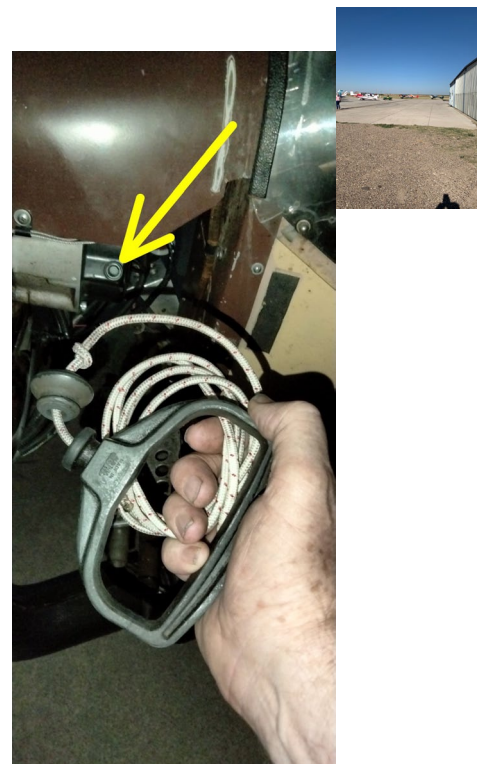


CHRIS DUNCAN hand-propping his chocked Pietenpol Air Camper prior to an evening flight.



CHRISTY McCORMICK climbing into her TEAM Mini-Max.

Good news, my AirBike started on the first pull of the "Armstrong Starter" to begin my return trip to Cherokee Strip (18KS). Bad news is that the rope pulled completely out of the recoil starter!



AUGUST FLY-IN AT HOOKER, OK

Photos by Dr. David Jones



President Bill Cotter

Dr. David Jones .co

AUGUST FLY-IN AT HOOKER, OK

Photos by Dr. David Jones



AUGUST FLY-IN AT HOOKER, OK

Photos by Dr. David Jones



AUGUST FLY-IN AT HOOKER, OK

Photos by Bill Cotter



Mid-America Air Museum

By Bob Immell, Director



Aircraft of the Month

Educate.
Entertain.
Inspire.



With September 11th just a few days away as of the time of this writing I decided I wanted to do something a little different with this month's article. First, I want to express my sincere gratitude to the First Responders who responded on that fateful day that America was attacked, and to all of the other First Responders who come to our rescue when they are needed. I also want to thank all of our military service members past and present who have put their lives on the line to protect our country. Along those lines I decided to write this article about an aircraft that we do not have in our collection yet, but is one of my favorite aircraft and I hope to someday have one on display here. The aircraft was used extensively in both Iraq and Afghanistan, and is no stranger to Liberal. It is currently the main medium size transport for the United States Marine Corp, and is used by the Air Force and the Navy and the Defense Forces of Japan. I am also proud to say that about 3 years ago our museum was the first non-military owned museum to request one of these aircraft from the National Museum of the Marine Corp when one becomes available. The aircraft I am referring to is the Bell-Boeing V-22 Osprey.

The origins of this aircraft go back to the failed American hostage rescue in Iran in 1980. One of the lessons from that attempt was that it was apparent that there was a gap in capability that neither our conventional helicopters or fixed wing aircraft could fill, and the end result was the program that created the V-22 Osprey. The road was a very rocky one to be sure, especially in the early years of development and early deployment, but now is considered the safest medium transport for the Marine Corp. While the

aircraft is either loved or hated with there appearing to be no middle ground, I personally know veterans who have said that if it wasn't for this aircraft they would not be alive today, and I also know veterans who have said they were scared to death of this aircraft. Liberal is fortunate in the fact that Bell regularly flies V-22s to Liberal on test flights. I have seen them in Marine marking, Navy markings, and even Japanese marking. My purpose of this article is not to try and sway anybody's opinion of the aircraft, but to simply point out it is a remarkable aviation achievement, and they really are amazing to see fly.

There have been approximately 481 made for the US Military and some of the aircraft's specifications are as follows:

Length 57' 4"

Length with wing and rotors folded 62' 7.6"

Wingspan 45' 10"

Width including rotors 84' 6.8"

Width with wing and rotors folded 18' 5"

Height 22' 1" with engine nacelles positioned vertically

Empty weight approximately 31,818 lbs. (varies with the different models)

Gross weight 39,500 lbs.

Combat weight 42,712 lbs.

Maximum vertical take off weight for some models 52,600 lbs.

Max take off weight with a rolling takeoff 55,000 lbs.

Fuel capacity (depends upon model) 4,451 US gallons

Main rotor diameter 38' each

Maximum speed 316 mph or 351 mph at 15,000 feet

Range 1,012 miles

Service Ceiling 25,000 feet

Rate of climb 2,320 to 4,000 feet per minute

2 Rolls-Royce T406-AD-400 turboprop/turboshaft engines

The aircraft is obviously a tilt rotor aircraft and is designed in such a way that if one engine fails the other engine will automatically transfer some power to the rotor/prop to enable to aircraft to continue to fly. The aircraft has a pilot and copilot and either 1 or 2 other crewmen who serve as flight engineers, crew chiefs, loadmasters, or gunners when a gun is mounted on the back loading ramp. The aircraft can seat 24 service members, or hold 32 on the floor of the aircraft. It has the capacity to carry 20,000 pounds of cargo internally or 15,000 pounds of external cargo. The aircraft was

designed in such a way that it can rotate the wings to align with the fuselage and the rotors can be folded as well for storage on an aircraft carrier or for transport. This folding process can be done in as little as 90 seconds reportedly. The tilt rotors can fully switch from vertical to horizontal flight or the other way around in as little as 12 seconds. I have seen reports where pilots claim that flying the V-22 in horizontal flight is very similar in feel and speed to a C-130 Hercules. I find this as odd as I have seen many demonstrations of the aircraft including some spectacular aerobatics maneuvers in which I can only say I sure am glad no Marines were in the back at the time. I also swear that I have seen one do a minimum 360 degree turn in horizontal flight mode that I think is tighter than I have seen an F-16 do it.

Some other interesting facts about the aircraft are as follows: The first flight was on March 19, 1989 and it was adopted into service by the Marine Corp in 2007. The Air Force entered it in service in 2009, followed by the Navy for use as carrier duty in 2021. The Japanese Defense Forces also have purchased some starting in 2017. Bell makes the wing, nacelles, rotors, drive systems, tail surfaces, and the aft ramp. They also integrate the Rolls-Royce engines and performs the final assembly of the aircraft. Boeing manufactures and integrates the fuselage, cockpit, avionics, and the flight controls. Sadly, the production run of the V-22 is probably coming to an end soon at least for the US Military as all of their orders have almost been filled and the Pentagon does not intend to buy anymore. Hope you found this article as fun to read as it was for me to write it. I have some photos of V-22s here at the airport in Liberal. Unfortunately, most of the photos I have taken of it flying elsewhere are videos which would not translate well into a newsletter.



PILOTWORKSHOPS.COM

“If ATC assigns an altitude while you’re on VFR flight following do you need permission before descending?”

Subscriber question:

“I was on VFR Flight Following and the controller told me to maintain at or above 4500 feet. That was fine until I needed to descend for my destination and couldn’t get a break to ask. I started down and was chastised for it. But I was VFR, so altitude should have been my choice, right?” —

Dave W.

FROM JOHN KRUG—“You’re not the only one who’s found himself in this dilemma. Pilots are encouraged to use Flight Following services when available only to find themselves stuck with an ATC restriction that they can’t remove because of frequency congestion.

And I have some bad news for you: You probably did bust a regulation. The relevant paragraph is 14 CFR 91.123 Compliance with ATC clearances and instructions which says:

(b) Except in an emergency, no person may operate an aircraft contrary to an ATC instruction in an area in which air traffic control is exercised.

The FAA Chief Legal Counsel has issued several opinions on this subject. The most pertinent is the Karas 2013 opinion, which we’ll link in the comments below. It states in part:

Pilots flying in controlled airspace must comply with all ATC instructions, regardless of whether the pilot is flying VFR or IFR, in accordance with § 91.123(b). ATC instructions include headings, turns, altitude instructions and general directions ... A pilot flying VFR in Class E airspace, which is controlled airspace, is not required to communicate with ATC; however, if a pilot is communicating with ATC and ATC issues an instruction, the pilot must comply with that instruction.

The FAA Legal opinion is pretty clear—and these are the folks that will rule on a pilot deviation. If you want to keep your license, you must comply with ATC instructions, even while VFR and in Class E airspace.

I’d recommend any pilot files a NASA ASRS Report after landing if caught by such a situation.”

- FOR SALE -



**ROBOTOW Battery powered tow bar for nosewheel airplane.
(Model 6303) \$1000.00**

See details <https://www.robotow.com/products/28VL-Cordless-Universal-Robotow-Recommended-p239005002>

Adapter for Piper Comanche included!

28VL Cordless Universal Robotow (Price new \$1,599.00)

6303 Cordless 28 Volt Robotow

6361 Robopak 28V Li-ion Battery

6360 Robocharge 28V Charger

Features include a comfort grip handle with variable speed switch settings of forward, reverse and locked; a black oxide coated knurled drive drum for non slip operation with maximum torque transfer; a lightweight Li-ion battery with charger. 28 volt Robotow is lighter in weight than other cordless Robotow models.

Comanche adapter included. (*Requires an adapter to fit your plane. Most are around \$150)

Robotow not compatible with wheel pants

(The owner sold his airplane a year ago. The buyer didn't want the electric tow bar.)



Like new tow bar with collapsible handle for nosewheel airplane, was used on a Piper Comanche. \$50.00

All items are located in Wichita, Kansas.

To purchase, contact:

Paul Fiebich

1239 N Split Rail Ct

Derby, KS 67037

(316) 519-5739

fiebichpv@aol.com



Like new jumper cables, used on Piper Comanche. \$50.00.

KWDG

**Enid Woodring
Regional Airport's 13th
Annual Poker Run &
Fly-In Breakfast**

**September 17th, 2022
7:30am – 10:00am**

**All proceeds this year will go to
the Garfield County Advocacy
Council.**

<https://www.thecarecampus.com/>

**For more information or to sign
up for the Poker Run, please
contact Mason Brinley (Airport
Operations Manager).**

(580) 616-7387 – mbrinley@enid.org



**27TH ANNUAL
CLASSIC & ANTIQUE FLY-IN
Saturday, October 1, 2022 ♦ 11am-1pm MDT**



FEATURED AIRCRAFT:
Steve and Brenda Gross's
SNJ-4
"North American T-6"

**Syracuse, KS—3K3
EAA Chapter 377**

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

**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.

Sunday, September 11, 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>

Friday, September 16, 2022
Food Truck Friday at Wiley Post (KPWA)
11:00 AM to 2:00 PM –
Newman's Firehouse BBQ
Friday-Sunday, September 16-18, 2022

33rd Annual Under the Wire Fly-In
Flying V Ranch (T26) – Louise Texas

Saturday, September 17, 2022
Enid OK – Woodring Airport (KWDG)
As you all know the annual Woodring Poker Run is just around the corner! (17 Sep 22, 0700-1000) I hope to see a lot of participants this year! The cost is \$30.00 per person to enter the Poker Run. This cost will cover your entry to the Poker Run as well as a free t-shirt! As always Barnstormers will be serving their buffet breakfast from 7:30am to 10am, \$9.99 a plate, \$4.99 for kids 12 & under. I have attached the Rules of Engagement up above. If you would like to order a t-shirt (\$25.00) or sign up for the Poker Run (\$30.00) please contact me at (580) 541-8485 or at mbrinley@enid.org. Please do not hesitate to reach out to me with any questions or concerns. If you are filling out the Poker Run Registration word document above for your registration please do not forget to send me the completed form to mbrinley@enid.org. As most of you know already this will be the final Fly-In of the year for Woodring. Thank you all for an outstanding year!
Mason Brinley - Airport Operations Manager - Direct: (580) 616-7387 - Airport: (580) 234-5476 - mbrinley@enid.org

Saturday, September 17, 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, September 17, 2022
Guthrie-Edmond OK Regional Airport (KGOK) – 10th Annual Community Day & Fly-In – 9AM to 2PM

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

September 17 - Berryville, AR - Carroll County Airport (4M1) Third Saturday BREAKFAST EVENT!! 8:00 - 10:00 Attention! The time has changed: 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.

September 17 - Pine Bluff, AR - Grider Field Airport (KPBF) fly-in breakfast 3rd Saturday of every month. Our specialty is eggs anyway you want them, from fried to eggs Benedict. You should try our omelets. Come enjoy your breakfast in our WWII style Officers Club. A \$8.00 donation gets you all you can eat. Contact: Sara Works (870-543-9933) email: works_sara@yahoo.com

Sunday, September 18, 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>

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

Saturday, September 24, 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 availabil-

ity. Questions? Call Pat Cohenour: 405-495-1612 or email: patricktc@cox.net

Saturday, September 24, 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, September 24, 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

September 24 - Cookson OK. - Tenkiller Airpark (44M)
EAA Chapter 1040 All you can eat pancake breakfast.
8-10 AM. Donations are appreciated. It will be held in T3 Aerosport Aviation hanger, next to the FBO. The Camping area will be open to any aircraft that would like to tent camp. Fuel will be available for cash or check. For more information call Woody at 918-931-0601 or Val at 918-457-4774 or email at veedster@aol.com.

September 24 - Shell Knob, MO - Turkey Mountain Airport (MO00) from 10 am - 2 pm... BBQ Lunch fly-in. By donation. For additional information call: Judy at 417-858-6345; Cell 417-671-1832 This event will be in the Restaurant building. Park in the south parking area and a shuttle will pick you up ** Note CTAF 122.9

September 24 - 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 in front of the hangar and cars in the parking lot still on Remount Road. Planes park behind the hangar. We are located right at the beginning of runway 5. Please come on out Arrive hungry, leave stuffed. Any questions - 419 360-741

Sunday, September 25, 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>

September 28 - October 2nd - Byrd's Adventure Center - Byrd's Backcountry Airstrip (51AR) 3rd annual ArkanSTOL Ozark Backwoods Challenge Fly-in, STOL competition, Aviation Expo. Byrd's main runway is 1900' grass. Pilots should be proficient in off-airport operations. Arrival procedure in effect during event. Pre-registration recommended. Rain or shine. Like a backcountry Airventure right here in Arkansas! We're gonna have loads of fun. Arrival procedure and much more info at www.arkanstol.com or email questions to challenge@arkanstol.com

Saturday, October 1, 2022

Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast - 7-10AM

Ponca City OK Regional Airport (KPNC)

Fantastic food; very well attended long running event. For a suggested \$8.00 donation (and well worth it) you can have pancakes, scrambled eggs, bacon, sausage, potatoes, biscuits & gravy, orange juice, coffee, and fruit. Sponsored by the Ponca City Aviation Foundation on the first Saturday of every month rain or shine. Contact Bruce Eberle 580-761-5884 email: ou444@yahoo.com Breakfast is served from 7:00 to 10:00 a.m. The requested donation is \$8 adults, \$4 children under 12. The menu includes pancakes, scrambled eggs, bacon, sausage, potatoes, biscuits & gravy, orange juice, coffee, and fruit. Cold soda pop and bottled water are available at \$1.00 each.

See also FaceBook Group - Ponca City Aviation Booster Club - <https://www.facebook.com/events/767669004385577>

Saturday, October 1, 2022

Double Trouble Biplane Show - Tulsa Air and Space Museum - 9am to 4pm
www.TulsaMuseum.org

Saturday, October 1, 2022

16th Annual Aviation Festival - 9am to 2pm
Max Westheimer Airport, Norman OK

Saturday, October 1, 2022

Pauls Valley Hamburger Lunch Fly-In - Time: 11:30 am

Pauls Valley Municipal Airport (KPVJ)

CTAF: 122.8

Oklahoma Antique Airplane Association

Saturday, October 1, 2022

Altus OK AFB Airshow

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

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

1 October - EAA 377 Run Drive Fly to Lakin KS

October 1 - Garfield, AR - Lost Bridge Village Airport

(40AR) The 16th Jessie Harvey Memorial Annual Fly-In from 11 AM to 2 PM. There will be burgers, hot dogs, chips, drinks, and more. Live music provided by the Second Wind Band. More than just aircraft, there will be classic cars and whatever else folks want to exhibit. CTAF is 122.9 and normal procedure is to land on 33 and takeoff on 15 (yes the runway has been renumbered since last year). Everyone is welcome. Donations accepted to cover cost of food.

For more information contact the LBV office at 479-359-3204 or to talk to a resident pilot (Steve Bray, airport manager) , 479-359-0317

Friday-Sunday, October 7-9, 2022
Cushing OK (KCUH) Fly-In Fair

Friday, October 7, 2022
Food Truck Friday at Wiley Post (KPWA)
11:00 AM to 2:00 PM – Flavor Train

October 14, 15, and 16 - Walnut Ridge Regional Airport (KARG) 80th Anniversary Celebration of the beginning of flight training at the WWII Army Air Forces Basic Flying School at Walnut Ridge. WWII B-24 Diamond Lil and AT-6 from the CAF B-29/B-24 Squadron in Dallas are scheduled to arrive at noon, Friday, Oct 14. Rides on the B-24 will be available Saturday and Sunday morning at 9:00 and 10:30. Ramp Access to B-24, and walk-thru tours will be available Saturday afternoon. AT-6 rides will be available all day Saturday and Sunday morning. Other warbirds have been invited. Fly-in pilots and passengers invited to enjoy FREE fly-in breakfast (7-9) and lunch (11:30-1:30) on Saturday at Wings of Honor Museum. FAA Safety Meeting in the museum at 10:00 on Saturday with door prize. Any questions: harold@bscn.com, or call - 901-828-2257.

October 14 - Gordonville, TX (3T0) - "Cedar Mills 21st Annual Safety Seminar and Fly/Splash In" Click: https://www.faasafety.gov/SPANS/event_details.aspx?eid=113940 For information and registration.

October 15 - Star City, AR - Star City Airport (55M) Fly in Pancake breakfast 9 am - 11 am. \$8.00 for breakfast and benefit raffle tickets available for Blackstone Griddle & Cook set only \$5.00. Contact Matt Padgett 870-328-0484 or email: Pad_7507@yahoo.com.

Saturday, October 15, 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.

Friday-Sunday, October 21-23, 2022
37th Annual FLYING M RANCH Fly-In & Campout – REKLAW, TEXAS (7TA7)

FMI: www.reklawflyin.org, FaceBook: FlyingMRanch Reklaw
See flyer.

Oct 21 - 23 Gassville AR 72635 "12th Annual Roller Fly-In" All Planes, PPC's, various Aircraft, Trailers, Campers, Tents, Sport Pilots, Private Pilots, Wanna B Pilots and "Let me tell you how I did it" Pilots are welcomed. Enjoy a 2600 ft smooth grass air strip with adjoining camping and parking. Take off / land over the crystal-clear White River and fly to the beautiful Twin Lakes of Bull Shoals and Norfolk. As time gets closer more information will become available. Contact: Ronnie Smith 870-623-2252 / Email: Whiteriversportflyerseaa@gmail.com.

Saturday, October 22, 2022
Challenge Air Fly Day – Tulsa Riverside (KRVS) – Pilots Wanted
Challenge Air provides kids with special needs ages 7-21 the opportunity to earn their wings with a free 30 minute flight around Tulsa.

Oct 27 - ***A Thursday Event ** Searcy AR - Safety Seminar Topics: Weather, Non-towered Airports, & Risk Management. Details and registration: https://www.faasafety.gov/SPANS/event_details.aspx?eid=113990&caller=/default.aspx

Saturday, October 29, 2022
Parsons KS Biscuits & Gravy Fly-In
Tri-City Airport (KPPF) 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, November 5, 2022
Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast – 7-10AM
Ponca City OK Regional Airport (KPNC)
Fantastic food; very well attended long running event. For a suggested \$8.00 donation (and well worth it) you can have pancakes, scrambled eggs, bacon, sausage, potatoes, biscuits & gravy, orange juice, coffee, and fruit. Sponsored by the Ponca City Aviation Foundation on the first Saturday of every month rain or shine. Contact Bruce Eberle 580-761-5884 email: ou444@yahoo.com Breakfast is served from 7:00 to 10:00 a.m. The requested donation is \$8 adults, \$4 children under 12. The menu includes pancakes, scrambled eggs, bacon, sausage, potatoes, biscuits & gravy, orange juice, coffee, and fruit. Cold soda pop and bottled water are available at \$1.00 each.
See also FaceBook Group – Ponca City Aviation Booster Club - <https://www.facebook.com/events/767669004385577>

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