LAST MONTH

From Mary Shortridge

Last month Ben and Sherry Brandvik graciously agreed to host our gathering at their Goodland, KS airport. Also on the field is a National Weather Service station. The Goodland NWS office (GLD) is a full-featured Weather Forecast Office with a 19 County Warning Area (CWA) including 3 counties in eastern Colorado. They had planned to have an open house the same day as our fly-in, April 14. When they cancelled their event on Tuesday of that week, it made sense that we do the same. Indeed, the weather was horrible. Lincoln, NE saw snow and sleet, so it was an easy call for me. It appears that Spring may have actually arrived now, so here’s to blue skies and tailwinds for some fun flying!

(Below is Ben & Sherry’s grandson Sage, celebrating his first birthday!)

THIS MONTH

Saturday, May 26
Lakin, KS—36K

No formal EAA #377 fly-in planned for May. We encourage you to attend the Lakin Fly-In and Air Show on the last Saturday of the month—May 26.

Field Elevation: 3,076 ft
Location: 2 miles N of LAKIN, KS
CT: 122.90
Runways: 14/32: 3410 x 40 ft, asphalt, good condition
02/20: 2579 x 90 ft, turf, poor condition

FMI contact Jeff Morgan
620-355-9302 or fivestar@pld.com

CHECK NOTAMS!
AIRPORT WILL BE CLOSED FOR THE AIRSHOW.
COMING UP...

12 May— EAA 377 does not have a May fly-in scheduled at this time.

May 17-20—EAA Ford Tri-Motor at KWDG Enid, OK

19 May—WOODRING FLY-IN BREAKFAST (3rd Saturday instead of 4th Saturday due to Memorial Day).

26 May—YOUNG EAGLES DAY at Elkhart, KS. Bill Cotter FMI.

26 May—Lakin “RUN, DRIVE, FLY” Fly-In and Airshow.

June 8-10—NE State Fly In, Chadron, NE

9 June— EAA 377 fly-in hosted by City of Montezuma/Shannon Evans. Noon potluck, Montezuma, KS Airport. K17 (Formerly May)

June 19-22—99’s Air Race Classic


11 August— EAA 377 fly-in BREAKFAST hosted by Mark Alan Ensz. Breakfast served at 9am Hooker, OK Airport. KO45

8 September— LIBERAL AIR FAIR. No formal scheduled gathering for EAA 377, but please plan to attend and enjoy the fun!

6 Oct— 24th Annual Classic and Antique Fly-in, with EAA 377 fly-in. Syracuse, KS. NOTE THIS IS THE FIRST SATURDAY

3 November— EAA 377 fly-in hosted by Southwest Family Farms/Stan Reiss Family. Noon potluck at farm strip, 6 miles north

FOR SALE

After finishing my RV project, I found a few extra items to sell: SENSENICH PROP Model M74 DM 74dia --45 pitch

NEW B&C Model SD20 14/28 engine driven Alternator

New RV-8 GAP FAIRINGS

BENDIX FUEL INJECTION COMPLETE Model RSA-5AD1

(2) RV fuel caps

FMI contact: John Borth at 620-629-1849 or johnnyborth@gmail.com

Photos in online version of FP.

GARMIN 696 FOR SALE

If you are interested contact Gary Drussell at 620-271-7621

RV-4 PROJECT FOR SALE

Tail, wings, and fuselage kits assembled, all interior, and most exterior surfaces primed with varnish. All work done by licensed A&P/IA. Asking $14,000. (Current prices of unassembled kits from Vans, tail kit- 1445.00, wings-6175.00, fuselage 4465.00) Includes plans, drawings, and misc hardware. Contact ED ADAMS at Aircraft Services PH 620-275-5535. home 620-276-3931 after 6pm or edadamsap@gmail.com.

PONCA CITY, OK

1ST SATURDAY FLY-IN BREAKFAST, Ponca City Airport 7 to 10a.m.

Contact: (580) 767-0470.

WOODRING, OK—KWDG

4TH SATURDAY FLY-IN

April thru September BREAKFAST, 8 to 10a.m.

Contact: Keston Cook kcook@enid.org

THIRD SATURDAY IN MAY TO AVOID CONFLICT WITH MEMORIAL DAY

May 2018—page 2
HEARD IN THE HANGAR

Longtime EAA 377 member Wayne Neese of Dodge City, KS passed away Sunday, May 6. I met Wayne almost 20 years ago when he was a host of safety meetings for the FAA over in Dodge City. He also taught the ground school course at DCCC. Wayne had been valiently battling liver cancer these past few months. Obituary will be posted when available.

FROM BEN McNARY—Eight new hangars at KTQK were finished in April!

FROM DEANN EDIGER—May 17-20 is the EAA 4-T Ford Tri-Motor visit to Enid.

In addition, the Woodring Fly-in breakfast will be held on May 19 (3rd Saturday instead of 4th Saturday due to Memorial Day). After the breakfast at 11:00 in the ML Becker Learning Center at Woodring, Randy “Duke” Cunningham, Vietnam Navy Ace, will be speaking and Charles DeBellvue, Vietnam Air Force Ace, will also be in attendance. Displays in the Learning Center include a functioning T33 simulator and a restored Mig-21 cockpit with functioning panel.

The Mig-21 cockpit is on display for a limited time through the first weekend in June so this will be one of the last times that it is available to see at Enid.

In addition, the Commemorative Air Force B-25J “Maid in the Shade” be at Enid Woodring June 11th-18th.

ANOTHER ISSUE

THANKS TO: AOPA eBrief, Ben McNary, Bill Cotter, Dee Ann Ediger, EAA, Elizabeth Vulgamore, FAA Safety.gov, Jeff Morgan, Jennifer Neese Lix, Keston Cook, Paul Fiebich, Tom Auerbach, Walter Rundell

HOT MAGNETOS & SAFETY

Western Kansas has a relaxed culture I have not seen in other places I have lived. I’ve moved from Wyoming to California to Colorado to Oregon and lastly to Kansas. People routinely leave vehicle keys in the ignition or cup holder, or leave their homes unlocked. Many do these same things with their aircraft, myself included. Now propeller safety may seem like another topic but these things go hand in hand. Hot mags are a topic of many propeller safety articles but often the blame is on a broken P-lead; a wire that grounds the magnetos to prevent current from going to the spark plugs. This can and will occur, but in the last few years of flight instruction at the Scott City Airport, the number one cause of hot mags is pilots leaving the key in the both or left/right mag position.

As I wrote this an aircraft came in for fuel so I moved an aircraft sitting by our pump. Lo and behold I checked the mags before moving the prop and they were still in the BOTH position! And this was the aircraft owned by our very own mechanic, an excellent mechanic by any respect. So this could happen to anyone.

So my hope or recommendation is for all our local pilots to get in the habit of taking the key out and hanging it somewhere nearby. Maybe on the heading indicator’s alignment knob. The risk of leaving one or both mags on is too easy as well as the chance of the ignition itself being somehow faulty. This may save the life or the arm of yourself, your children, or your local mechanic or lineman should they not remember to check the mag themselves.

BEN McNARY
I sure missed flying!

Having just returned home following a 1-1/2 hour local evening flight I realized how much I missed flying during the last 6 months. This was my first pleasure flight after the 1/2 hour test flight yesterday to verify the carburetor problem solution. Today I flew to 4 different local grass strips and made 7 practice landings and takeoffs with about an 8 MPH direct crosswind. I was a bit rusty. First landing was terrible, (actually a Boeing landing: boing, boing, boing!) the last three were very nice. Just like riding a bicycle eh? Well, not quite but close.

I have been out of flying commission since November 2017 when I had my second knee replacement surgery. After that there was recovery, physical therapy, then waiting until the pain meds cleared my system so I could consider flying. Then I spent almost four months periodically trying to adjust one of the carburetor floats to stop it from overflowing at 4000 RPM and waiting for the cold winter weather to break. Finally I realized that the 1-year old floats were bad and replaced them with new floats. Problem solved!

The photos show what the farming community in south central Kansas is like in late spring. The air was hazy and smelled of burning grass smoke. Yesterday the two photos of burned fields were fully ablaze. In two weeks they will be covered with lush new grass. Yes, that is my right brake shoe in the photo.

The feed lot represents another farm economy in our region. As the year progresses this lot will house about 1000 cattle being finished for market. The long photo is my runway at Pilot Pointe (SN52). Over its 2000’ length, it slopes about 75’. I am the only one on this runway and soon I will be gone as the owner wants to use the machine shed in which my AirBike is hangared, to store a couple of vintage tractors. I will now have moved 5 times in 20 years!

The final photo is my very trusty and thoroughly enjoyable AirBike Single. This plane has taken me to places I never dreamed of going to and exposed me to many experiences with the environment and people. What a fantastic hobby! 1100 hrs. Total Time on the airframe; it is my magic carpet!

Several years ago my cousin Linda wrote expressing these comments: “Paul, you continue to knock me out. You have turned your lifelong interest in building airplanes into a life enhancing adventure. It tickles me pink that you not only have found such an active means of enjoying your interest and skill at flying but that you have also developed your writing skills to match your imagination...” Thanks for acknowledging that achievement Linda.

Paul D. Fiebich
a.k.a. AirBike Ace
HAROLD KRIER—A LEGEND REMEMBERED

by Walter Rundell

First published September 1999

Will Rogers, popular humorist of the 1930s, is often remembered for his remark that he “never met a man he didn’t like”. I will paraphrase that to say, I never met a man who didn’t like Harold Krier. In fact, almost thirty years after his untimely death, I still meet individuals of that era who are anxious to let it be known that they knew him and have their name mentioned along with his.

Soon, Sport Aviation will be carrying pictures and copy concerning the clip wing Cub that chapter member Marc Krier built. It is a replica of the one that launched his Uncle Harold into competition aerobatics.

I had the good fortune to meet Harold when I went to the airport to rent an airplane. (Needed to impress a girl—she was not impressed with a smoking 65 hp Champ and left town.) He was just getting interested in aerobatics, and getting things gathered up to build his clip-wing. This was around 1951 when private flying had just died a sudden death and the flying business was Starvation City. Surprisingly, some interest in “Stunt Flying”, as it was called at the time, had started to appear. Remember, this was just a few years after WWII, when the skies had been full of young men in powerful airplanes, doing all kinds of exciting things, and there was little need for airshows as such.

With my romance on hold, I had the time to become one of the more persistent airport loafers. There were many of these, and although Harold was patient and polite with them, he did have a little trick of turning the heat down sometimes in the winter to drive them out so he could work on his projects. One night we were sitting in his shop reading the latest flying mags, when Harold showed me an article about Bevo Howard, who was the acknowledged aerobatic champion of the day, and had taught his craft to thousands of pilots during the war. Harold observed Bevo had to be getting a little old, and he might just bump him out of his spot. This was the beginning of a campaign that saw him build and fly his clip wing, start his airshow career, buy and rebuild his Great Lakes, enter and win one of the first big post-war aerobatic competitions, move from Garden City to Wichita, become the star of Bill Sweet’s NATIONAL AIRSHOWS, build a biplane of his own design that incorporated the best features of the Great Lakes and the Jungmeister that Bevo flew, and become a member of the first United States team to fly in the world championship. I do not believe that Harold ever flew in direct competition against Bevo but he was so impressed with Harold’s ability that he became his mentor and basically “passed the mantle” to him. Recognizing that some of the new maneuvers were better performed with a low wing airplane, Harold bought and modified a De Haviland Chipmunk, flying it first with the original Ranger engine, later converting it to a Lycoming.

This all happened over a twenty year period and by that time the same magazines that Harold and I had read late at night in the old Garden City hangar, were all carrying pictures of him and his airplanes on their covers.

I have spoken mostly about his accomplishments. Let me say a few things about the man. There were dozens of stories I would like to tell but I will just say that he was generous and considerate to the point that it was almost a weakness. Larry Krier, Marc’s father (Harold’s brother) was a heavy equipment operator during the time that Harold was building
his airplanes, and when he was between jobs he would work with him in the shop. It was hilarious to watch them as Harold wanted the tools all to be in their proper place unless they were being used, while Larry was perfectly happy to leave them on the floor. There was a running battle over this, but Harold respected Larry’s ability and they were usually able to arrive at a truce. About the only kind of people who turned him off were those who had an overenthusiastic opinion of themselves. He taught a number of young people to fly and inspired some of them to go into the Air Force. He joked one time that he should be getting a bounty. He worked on other peoples airplanes during the day and then worked on his dream after hours, still finding time to help guys like me (I had a home built going at the time). He would bring kids who didn’t seem to have anything going for them out to the hangar and pay them to do odd jobs just so they would have a purpose, and a little cash. Even when he reached the top of the heap, he continued to give, mentoring several budding flyers who later became big names. In a recent issue of Sport Aviation, Tom Poberezney paid homage to Harold as one who had been a major influence in his life.

What a privilege and pleasure it was to have had a man of such talent, dedication, and personal integrity as a friend.

Oh yes, the girl who left town? After a several year career with United Airlines she came back, I married her, and we have been flying happily together for forty years.

FROM MARY SHORTRIDGE (FLY PAPER PUBLISHER)—
While recently perusing back issues of FLY PAPER, I was reminded that my first EAA meeting was March 1998, and my first newsletter was April 1998. I got my PPL in December 1997. Twenty years of fun! When I began with the newsletter, Walter Rundell wrote some quite entertaining and informative articles, that are mostly timeless. So, to celebrate 20 years, I plan to include some over the coming months.

I chose to include the article about Harold Krier this month, to celebrate the delivery of Harold’s Chipmunk to Blakesburg to become part of the Antique Airplane Association’s permanent collection. I would like to be there to witness this. Hopefully June’s 2018 FLY PAPER will include photos of this event. My apologies for the poor quality of the photos. The original photo files are long gone, and scanner quality of a 300 dpi 20 year old newsletter is not so great.
EAA WEBINARS SCHEDULE

We’ve announced our May and June webinars that you can enjoy from the comfort of your home. EAA Webinars are free to all aviation enthusiasts, but pre-registration is recommended since space is limited to the first 1,000 registrants.

Upcoming webinars include the following topics and presenters:

WHERE FUEL MEETS AIR
Wednesday, May 2 – 8 p.m. CDT
Presenter: Mike Busch

FOUR FUNDAMENTALS OF FLIGHT – BREAKING IT DOWN TO BASICS
Wednesday, May 9 – 7 p.m. CDT
Presenter: Prof. H. Paul Shuch

WHAT WILL YOU DO FOR AN ENGINE FAILURE ON TAKEOFF?
Tuesday, May 15 – 7 p.m. CDT
Presenter: Gordon Penner, AC

TFR AND ADIZ: HOW TO AVOID A FIGHTER ESCORT
Wednesday, May 23 – 7 p.m. CDT
Presenter: Douglas Dal Soglio

DEVELOPING THE NEXT GENERATION OF ONLINE AVIATION WEATHER FORECASTS
Wednesday, May 30 – 7 p.m. CDT
Presenter: Jamie Enderlen and Brian Hirsch

June Webinars

PLANES AND CARS
Wednesday, June 6 – 8 p.m. CDT
Presenter: Mike Bush

DEVELOPING A PILOT’S OPERATING HANDBOOK FOR E-AB AIRCRAFT
Wednesday, June 13 – 7 p.m. CDT
Presenter: Dick Socash

TIPS FOR FLYING INTO EAA AIRVENTURE OSHKOSH 2018
Wednesday, June 20 – 7 p.m. CDT
Presenter: Fred Stadler

EAA gratefully acknowledges the support of Aircraft Spruce and Specialty Co. for its generous sponsorship of our webinar programs.
EAA FLIGHT PLAN
First Flight Event
STEP 1
May 26, 2018
Registration @ 8:00 AM
HANGAR #11A
ELKHART AIRPORT
Elkhart, KS
Ages 8-17
Parent/Guardian must accompany Young Eagle.
Early pre-register for event Recommend
Forms available at Elkhart Lumber
And Register forms are to be return to Elkhart Lumber
Phone Contact: Bill Cotter 1-936-499-8042
For more information:
http://www.youngeagles.org/flightplan/flight.asp
Last week I went to KLNK to fly to KGRI for an NE AAA (Antique Airplane Association) fly-in near KGRI. I was so pleased to see Thumper’s “almost twin” on the ramp! Co-owner Keith McRoberts, based at KLNK also, was on his way to Crete to skydive, and invited me to come down. No skydiving for me! Had a GREAT time with the NE AAA members! Looking forward to a fly-in the weekend before Blakesburg. EAA377 members welcome!
The General Aviation Joint Steering Committee (GAJSC) has determined that a significant number of general aviation fatalities could be avoided if pilots were better informed and trained in determining and flying their aircraft at the best glide speed while maneuvering to complete a forced landing.

**What Is Best Glide Speed?**

Is it the speed that will get you the greatest distance? Or is it the speed that gets you the longest time in the air? Or are these two the same — the longer you fly, the further you go? Well, as so often is the case, best glide speed depends on what you’re trying to do.

**Going the Distance**

If it’s distance you want, than you’ll need to use the speed and configuration that will get you the most distance forward for each increment of altitude lost. This is often referred to as best glide speed and, on most airplanes, it will be roughly halfway between \( V_x \) (best angle of climb speed) and \( V_y \) (best rate of climb speed).

Keep in mind that this speed will increase with weight so most manufacturers will establish the best glide speed at gross weight for the aircraft. That means your best glide speed will be a little lower for lower aircraft weights.

**Need More Time?**

If you’re more interested in staying in the air as long as possible to either fix the problem or to communicate your intentions and prepare for a forced landing, then minimum sink speed is what you’ll need. This speed is rarely found in Pilot Operating Handbooks, but it will be a little slower than maximum glide range speed.

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>( V_x )</th>
<th>Best Glide</th>
<th>( V_y )</th>
</tr>
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<tbody>
<tr>
<td>C172</td>
<td>53</td>
<td>65</td>
<td>73</td>
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<tr>
<td>AA5A</td>
<td>73</td>
<td>83</td>
<td>91</td>
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<tr>
<td>PA 28 161</td>
<td>63</td>
<td>73</td>
<td>79</td>
</tr>
</tbody>
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Not all manufacturers publish a best glide speed. Here’s a few examples of some who do.
What About My Airplane?

If you’re wondering about the airplane you fly, you can do some experiments on a dual flight with your flight instructor. Start at $V_s$ or the manufacturer’s recommended best glide speed with power off — you did remember the carb heat, didn’t you? — and note speed vs. sink rate as you adjust pitch to reduce airspeed. For the most useful results, you should do this as close to typical mission weight as possible. To identify minimum sink speed, look for the highest speed forward that will give you the lowest rate of descent. Knowing these speeds will give you a couple of important numbers to have in the back of your mind should a situation ever warrant their use.

How Far Can I Glide?

How many miles you can glide per 1,000 feet of altitude is another very useful thing to know. A rule of thumb for Cessna 152s and 172s is 1.5 nautical miles per 1,000 feet of altitude above ground level. Consider experimenting to see how far your aircraft can glide.

Forced Landing Tips

A good way to prepare for a forced landing is to practice power off approaches and landings at typical mission weights. This will keep your skills from getting rusty.

Some pilots will choose a spot between the 1st and 2nd third of the available landing area for an initial aim point. As they see they can make that initial spot, they’ll add flaps and perhaps slip the airplane to move the aiming spot to the 1st third of the landing area. This is done to reduce the chance of landing short or a final approach stall while trying to stretch the glide to the runway.

Position is Key

For any type of gliding approach, you’ll want to reach a key position on base from which you’ll know you can make a successful landing. Until the key position is reached, keep the airplane configured for best glide. After you pass the key position, add flaps and gear to configure the airplane for landing and fly the final approach at 1.3 times the stalling speed in landing configuration ($1.3 V_{so}$). The FAA’s Airplane Flying Handbook contains several helpful diagrams for different power-off landing scenarios and corresponding key points.

Resources

- FAA Airplane Flying Handbook — Approaches and Landings (Chapter 8): [http://1.usa.gov/2lYzSoN](http://1.usa.gov/2lYzSoN)
- FAA Safety Team (FAASTeam) WINGS Pilot Proficiency Program: [www.FAASafety.gov/wings](http://www.FAASafety.gov/wings)
Monthly Breakfast

2nd Saturday of the Month
Join us for the EAA Chapter 88 Monthly Breakfast
at our new location: 3612 N Webb Rd, Wichita, KS

Breakfast Menu:
- Scrambled Eggs
- Pancakes
- Sausage
- Coffee
- Juice

During this event
Midwest Corporate Aviation
is offering fuel $0.46
off per gallon

Doors open @ 7:00 AM - 11:00

Young Builders activities for the kids
Adults $6.00
12 & under $4.00

Contact info:
EAA Chapter 88 President
BB Lindsay 316-880-5988
Tina Lindsay 316-880-2588
Phyllis Blanton 316-755-9659
Christine Tunn 316-433-2091

EAA Chapter 88 website: www.eaa88.org
Facebook: WichitaEAAChapter88

Col. James Jabara Airport (KAO)
1,420' MSL
2,200 MSL pattern altitude
ASOS 134029
CTAF 122.7
UNICOM 122.7
Wichita Approach/Departure 134.8
Runways 18-36 610° x 100°
Tandem AirBike for sale, contact Werner Schafer at (816) 739 2949 or vwschaf4@centurylink.net
$11,500 OBO
Located 30 miles east of Lee Summit, MO
Plane can be delivered by flying or trailering for an agreed upon additional expense. Specs and photos in digital issue of FLY PAPER.
FOR SALE:
SENSENICH PROP Model M74 DM 74dia --45 pitch*NEW SKY-TEC STARTER Model 149-NL*NEW B&C Model SD20 14/28 engine driven Alternator*New RV-8 GAP FAIRINGS*BENDIX FUEL INJECTION COMPLETE Model RSA-5AD1*(2) RV fuel caps.FMI contact John Borth at 620-629-1849 or johnnyborth@gmail.com
Tail, wings and fuselage kits already assembled. All interior, and most exterior surfaces primed with Vari prime

**Asking $14,000.**

Current prices of unassembled kits from Vans:
- Tail kit $1445.
- Wings $6175.
- Fuselage $4465.

Includes plans, drawing, and miscellaneous hardware.

All work has been performed by licensed A&P/IA

FMI contact
Ed Adams at Aircraft Services
PH 620-275-5535
home 620-276-3931 (after 6:00 pm)
edadamsap@gmail.com
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 bert@cableone.net
Don Nuzum 580-767-0470 nuzumdl@poncacityok.gov

LUNCH AVAILABLE: Enrique’s Mexican Restaurant (Sat 11-9) 580-762-5507 – Located in Airport Terminal
PONCA CITY REGIONAL AIRPORT (KPNC): ELEV 1008, RWY 17-35 7201’x150’ – RIGHT TRAFFIC FOR RWY 17
FREQUENCIES: CTAF/UNICOM 123.0 // ASOS 134.075 (580-765-0049) // ILS/DME–RWY17 111.9 // LOM/NDB 515
FUEL: PHILLIPS 100LL 24-HR – Self Service // Truck JET-A & 100LL – CALL CTAF 123.0 or PHONE 580-767-0429

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