



May 2020
EAA CHAPTER 377



fly paper

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

LAST MONTH

Sadly, Covid19 required the cancellation of April's meeting. And the Newsletter Publisher lost the ambition to publish FLY PAPER with no upcoming good news...

THIS MONTH

Sadly, Covid19 required the cancellation of May's meeting as well. The Newsletter Publisher put out the call to membership to offer us some good news, and you will find the May issue enjoyable. Our group doesn't lend itself well to a Zoom gathering. Fingers crossed that we will soon be able to be out on a ramp somewhere, again chatting with EAA 377 friends.

FUTURE MONTHS

Our President Bill Cotter has a hangar on the Elkhart airport. The Elkhart airport manager and Bill Cotter are supportive of a fly-in whenever the opportunity presents itself. During Covid19 isolation Bill has been working on his RC models, and enjoys playing with his drones as well. He has shared some photos and information for this issue of FLY PAPER. Stay tuned and we will let you know when a fun fly-in can happen in Elkhart.

DAVID GIVENS—Reported in March he was in the middle of a rebuild on my PA-20. Doing about 12 STCs, cables, pulleys, LED lights, interior, and all new fabric. Should be down to bare fuselage.



We have it totally disassembled. Will start cutting the opening for the left hand door tonight or tomorrow. Then welding and off to the soda blaster. Will be ordering paint and fabric this week. Fortunately Stewart Systems is still operating normally. Univair is a whole other deal.



GINA removing the very last piece of fabric.

SPENCER
FLIGHT & EDUCATION CENTER

**AERIAL
SCAVENGER
HUNT**

Rules: Participants must upload pictures to the SFEC Facebook page. This is a race! The first to complete the scavenger hunt will be awarded a fuel discount from the fine folks at A+ Aviation Services! (25gal off 50 gal max)

AVIATION SERVICES

LET'S GO FLYING...

- PICTURE IN FRONT OF SFEC
- RUNWAY SIGN AT KGCK
- DRYLAKE
- SCOTT LAKE
- LITTLE JERUSALEM
- PICTURE FROM 9.5 MSL
- SPECIAL AWARD FOR THE BEST WINGTIP!

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 Sherry Brandvik, Treasurer,

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

Deadline for the June 2020 issue is June 5.

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COMING UP...

ALL EAA 377
EVENTS ARE
S U S P E N D E D
DURING THE

COVID19 CRISIS.

July 20-26 AirVenture!!! **SADLY THIS EVENT HAS BEEN CANCELLED.**



If you are going to wear a mask, you might as well promote aviation. Thankfully, no masks necessary in the cockpit. (Mary Shortridge)

*The propeller is just a big fan
in front of the plane to keep the
pilot cool. Want proof?
Make it stop; then watch the
pilot break out into a sweat.*

FOR SALE

LOOKING FOR A PROJECT? RV-4 PROJECT FOR SALE

Tail, wings, and fuselage kits assembled, all interior, and most exterior surfaces primed with vari prime. 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.

ANOTHER ISSUE

THANKS TO: AOPA, Bill Cotter, Bill Jones, David Givens, Dee Ann Ediger, Elizabeth Vulgamore, FAASafety.gov, FlightAware, James Kirk, Jerry Mulliken, Marshall Watson, Randal Loder, Sportys iPad News, Todd Crist.



Maintaining social distance.

KEN HOLLRAH above the clouds in the SubSonex.
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HEARD IN THE HANGAR

FROM RANDAL LODER—Tyson's CEO goes on a rant earlier this week warning that there are going to be meat shortages in the near future. That should help really create some empty shelves in the meat departments of your local grocery store.. Remember hoarding of toilet paper?

Anyway, my 4 year old Granddaughter, Kiera, in Escondido, CA is "foraging" on her daily walks with Mom. Her Mom is about 2 weeks from delivering my next Grandson so there will soon be another mouth to feed. So in the fine tradition of her Western Kansas roots Kiera is starting an Escargot Feed Yard. Anyone have a little extra butter and garlic?



MARSHALL WATSON soloed **LEIGHTON DELISSA** (Meade) April 17.

FROM JERRY MULLIKEN— For all you Piper Cub fans and history buffs:

<https://www.historylink.org/File/8469>

"Lieutenant John W. Hodgkin, U.S. Air Force, lands his ski-equipped Piper Cub on top of Mount Rainier on April 12, 1951.

Aviators have a saying: "There are old pilots and there are bold pilots, but there are few old, bold pilots." Apparently John Hodgkin beat the odds, having survived World War II, the Korean War, and many flights to the tops of mountains. He died in Long Beach, California on May 13, 1989, at age 80. Hodgkin will always be recognized as the only person to have ever landed and taken off from the summit of Mount Rainier in a private airplane."



TODD CRIST is pleased with his most recent aviation art purchase. Check it out. <http://www.rickblyseth.com/general-gallery#/airshow>
Art is displayed with Harold Krier's Clipped Wing Cub that Todd meticulously restored.



FROM BILL JONES—I am working on my 1931 Studebaker Roadster's fuel system. Having problems with vapor locking. Going to change type of pump and hopefully can get it to be dependable to drive. Danna is getting tired of towing me home.

JAMES KIRK—Update on the 1946 120 project. Polish on the fuselage upper (easy part) has progressed. Underside (harder part) = to do. Wings ready to cover with Ceconite.



If you say "Ceconite" Aircraft-Spruce...sends boxes.



Pilot's side...yes, with more area to polish and other wing to cover.

FROM SPORTY'S IPAD PILOT NEWS—Check airport status anywhere with Digital ATIS app
Wouldn't it be nice if you could check which runways and instrument approaches are in use at your destination airport before takeoff? Now you can right from your iPhone or iPad, thanks to the simple but effective ATIS app on the app store.

From FP Editor: If you fly with an iPad, you should ABSOLUTELY be signed up to receive Sporty's FREE iPad newsletter!

GREG JUDY— I'm flying a bit, just wish we could fly somewhere to eat!

We put in a hangar fan a few weeks ago. It's been great so far, but we will see how well it does in July!

These are made locally (Pilot Point, TX, north of Dallas) by Phik Eggers at Super Duty Fans. Phil flies a Bonanza and wasn't liking the hangar and shop fans he was finding (or the prices!), so he set out to design a better one. They have several sizes and this one is a 5' diameter unit with a variable speed, 2 hp motor moving 43,000 cfm.

I might also mention that these Super Duty Fans have been going into cattle barns and shop areas too.



BILL COTTER'S BACKYARD FUN

(When he isn't at the Elkhart Airport)



This is my Hobby barn located in my back yard. When the weather goes south I have a place to go.



I am working on a 1/5 scale **Cessna 182 R/C** model. Cessna 182 Skylane has the big engine as compared to the Cessna 172.



Left: WWI Eindecker Monoplane Fokker Fighter. This plane was flown by Max Immelman, German Ace. Max Immelman was credited to use the first combat maneuver called "the immelman" In arial combat. This maneuver was used when the opposing aircraft was on your tail. Pull up as to do a climb but you invert your aircraft(overhead)put Your plane invert pass the opposing aircraft from the top and during a wing over to regain the advantage behind to go in for the Kill.



North American F-86 Saber jet. This is a F-86f, 1/5 scale. The paint scheme is of the first US Air Force aerobatic team. This was before the thunder birds. F-86 was known as the MiG killer during the Korean War in a place call MiG alley.



This is my **P-51**, this is a 1/5 scale of the actual full size P-51. The P-51 was develop to escort B-17 stratofortress into Berlin during WWII.



Blade Drone This is a typical Drone with High Definition Video's. The camera for taking HD videos is at the bottom,if you look directly above

there is a second camera,this is what we call First Person Viewing. The pilot puts on a special goggles as is depicted in the last photo. How First person works,the pilot looks through the special goggles and He/she would be looking out from the Drone as what he/she sees. This system allow the pilot to fly the aircraft or Drone from the front inside front seat. This system is used by the USA Air force drones. Their system is more complex.





ACE HENSON neglected to negotiate his round trip prior to his ride up! (From **TODD CRIST**)

EAA CHAPTER 377

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Newsletter Editor/Publisher
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First Class Postage
Address Correction Requested

FAA ISSUES NEW GUIDANCE ON COST-SHARING

May 1, 2020 By Chad Mayer

One of the lesser-known provisions of the 2018 FAA Reauthorization Act was that it directed FAA to distribute “advisory guidance that describes how a pilot may share flight expenses with passengers in a manner consistent with Federal law, including regulations.” FAA has now fulfilled that obligation with the release of Advisory Circular (AC) 61-142 which provides guidance on compliance with FAR 61.113(c).

FAR 61.113 is the regulation governing private pilot privileges and limitations. In addition to applying to the holders of private pilot certificates, it also applies to holders of higher certificates like commercial or airline transport pilot certificates when exercising private pilot privileges. FAR 61.113(a) lays out the general prohibition on private pilots engaging in flights that are for hire or involve compensation. There are several exceptions to that rule, and they are listed in FAR 61.113(b) - (h). FAR 61.113(c) is the commonly used exception for sharing costs with passengers.

That regulation is relatively short at only 33 words: “A private pilot may not pay less than the pro rata share of the operating expenses of a flight with passengers, provided the expenses involve only fuel, oil, airport expenditures, or rental fees.” AOPA’s Legal Services Plan regularly receives a high volume of calls from members trying to understand how that regulation applies to their operations. From the number of calls received and the variety of questions asked, it is evident that the regulation is commonly misunderstood, or at least that it is not well understood.

When assessing the propriety of flights proposed to be conducted under FAR 61.113(c), it is often necessary to go beyond the text of the regulation itself and consult one or more of the many legal interpretations FAA’s Office of the Chief Counsel has issued over the course of several decades. A notable feature of the AC is that it distills guidance from numerous legal interpretations, as well as some case law, into a single document. Therefore it is unsurprising that the resulting AC is 12 pages long and does not seem like overkill. That’s more than can be covered in a single article, so stay tuned for additional articles unpacking the AC’s guidance.

The AC includes helpful definitions for terms like compensation (“Receipt of anything of value that is contingent upon the pilot acting as pilot in command (PIC) of an aircraft”) that are not defined in the FARs. As a starting point, it is important to understand that pro-rata cost sharing is considered compensation. It is permissible for pilots exercising private pilot privileges to engage in such flights as long as FAR 61.113(c) is followed because that regulation is an exception to the normal prohibition on flights involving compensation or hire. The pilot might view the flight merely as a fun excursion for a \$100 hamburger with friends, and might not think he is being compensated because he is not “making money” but rather paying his share. However in the eyes of the FAA, it is a flight where compensation is involved, albeit legally.

FAA has long interpreted the exception in FAR 61.113(c) to require that the pilot and passengers to share a common purpose in terms of their desire to go to the destination of the flight. They don’t necessarily have to all share the same purpose, but the pilot must have an independent reason to fly to the destination beyond being interested in flying for flying’s sake. Where a common purpose begins might be more obvious than where it ends, so examples are helpful.

In a scenario that appears to be loosely based on a prior legal interpretation, the AC gives an example of a multiple-flight situation where the pilot might meet the common purpose test for only some of the passengers. The proposed operation involves a pilot and six others who are all members of a running club. They all want to travel to a race location and would rent a 4-seat aircraft for the pilot club member to fly them where they need to go. Since it would require two flights to move all the club members, FAA’s position is that the pilot would only share a common purpose with the passengers of the first of the proposed flights. After that, he is at the race location which was his desired destination. Any additional flight “would be solely for the reason of transportation of the additional members of the running club, and no common purpose would exist. Therefore, the pilot would only be able to share expenses with the first group of passengers.”

The AC also takes pains to highlight the FAA’s standpoint that the list of expenses in the regulation which may be shared among the pilot and passengers is meant to be exhaustive. The regulation states that shareable expenses include “only fuel, oil, airport expenditures, or rental fees.” While airport expenditures may appear ambiguous, the AC states that “Any expenses not specified in § 61.113(c) must be paid by the pilot. Examples of these include, but are not limited to, aircraft maintenance, aircraft insurance, aircraft depreciation, and navigation charts.” As an additional example, the AC points out that the cost of refilling oxygen, which is a direct operating cost in a way that something like aircraft insurance is not, cannot be shared because it is not on the list.

Future articles will cover the AC’s guidance on FAR 61.113(c) as it relates to other issues such as the concept of

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“holding out” as well as soliciting passengers on social media.

Chad Mayer Legal Services Plan, Attorney Chad Mayer is an in-house attorney with AOPA’s Legal Services Plan who counsels Plan members on a daily basis. He is also a Commercial Pilot, a Remote Pilot with sUAS Rating, and an Advanced/Instrument Ground Instructor. The AOPA Legal Services plan is offered as part of AOPA’s Pilot Protection Services.

AMELIA EARHART BIRTHPLACE MUSEUM ANNUAL FUNDRAISER FOR A GARMIN AVIATORS WATCH



PLEASE SUPPORT THE AMELIA EARHART BIRTHPLACE MUSEUM BY HELPING US WITH OUR 2020 ANNUAL FUNDRAISER EVENT.

Did you know that the Amelia Earhart Birthplace Museum is owned by the Ninety-Nines, Inc.? It is operated by the AEBM Board of Directors composed of 99s and local Atchison representatives. Located less than an hour drive from Kansas City International Airport, it is filled with memorabilia and artifacts for adventurer seekers of all ages.

All donations will go to the continued maintenance and operation of the museum.

Donations may be made to Section Governors, Chapter Chairs, Spring Section Meeting Chairs, International Headquarters, AEBM gift shop, and AEBM Board Members attending International Board Meetings and Annual Conference, who will in turn issue you a receipt for your donation.

For each \$10 donation, your name will be entered (three entries for a donation of \$25) in a pool for a random drawing to win a Garmin Aviators Watch. Checks should be made to AEBM.

Donations will be accepted beginning 2/1/20 and the winning ticket will be drawn at the International Conference aboard the Queen Mary, Long Beach, CA July 11, 2020.

Any interested party who wishes to donate is acceptable; winner need not be present to win. Please ensure all information is filled out on the ticket stub, which must be submitted NLT July 1, 2020.

THANK YOU FOR YOUR SUPPORT IN MAINTAINING THIS IMPORTANT PLACE OF HISTORY.



WATCH FEATURES:

Fly Direct-to or Navigate Flight Plans: built-in worldwide airport database

Enhanced Cockpit Connectivity: [Connex](#)® technology to stream information between your compatible Garmin GPS navigator and your D2 Delta S watch (sold separately)

Sync up Your Flight Plan: wireless flight plan transfer also works with our [Garmin Pilot](#)™ app, so your watch will always be in sync with your compatible Garmin products (ap sold separately)

Weather with Radar Overlay: at-a-glance updates on the weather, D2 Delta S works wirelessly with your compatible smartphone to keep you informed

Flight Logging Is Automatic: wireless connectivity to your smartphone, the D2 Delta series can make quick work of flight logging and other record keeping tasks

Advanced Multisport Features: complete feature set of sports/training, fitness and outdoor navigation tools

Music: storage for up to 500 songs

Garmin Pay: contactless payment solution*

Custom Apps, Watch Faces and Bands

Monthly Breakfast

2nd Saturday of the Month

Join us for the EAA Chapter Monthly Breakfast
at our location: 3612 N Webb Rd, Wichita, KS

Young Eagle Flights
9:30 AM to 12:00 PM
8 to 17 years of age
Weather permitting

Breakfast Menu:
Biscuits & Gravy
Scrambled Eggs
Pancakes
Sausage
Coffee
Fruit
Juice



Doors open @ 7:00 AM - 11:00 AM
Young Builders activities for the kids

Contact info:
Phyllis Blanton 316-755-0659
Christine Toevs 316-435-2091

EAA Chapter 88 website: www.eaa88.org
Facebook: [WichitaEAAChapter88](https://www.facebook.com/WichitaEAAChapter88)

Adults \$7
12 and Under \$5

Col. James Jabara Airport (KAAO)
1000' AGL Pattern Altitude; KBEC
Class D is 1 mi. South of runway
ASOS 134.025
CTAF 122.7
Wichita Approach/Departure 134.8
Runway 18-36 6,101' X 100'



MIDWEST CORPORATE AVIATION



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**

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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

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