

February 2021
EAA CHAPTER 377



fly paper

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

LAST MONTH

From Matt Rome, Vice President

Saturday, January 11th, 2021, Hugoton Airport hosted its 3rd annual EAA Chapter 377 Fly-in. Unfortunately, with the weather and the overcast no one was able to fly in. We still had decent sized crowd consisting of several locals, and the die-hard members that drove from out of town. We enjoyed a great meal of soups and delicious baked goods. There was lots of fellowship and talk of aviation. It seems like if you get a group of aviators in a room, whether they know each other or not there is always something to talk about. We had a quick discussion of upcoming events for the chapter and closed the meeting with some more fellowship and aviation talk. Thank you to everyone that took the time out of their morning to come Hugoton and a special thanks to the people that helped set up and prepare the meal.

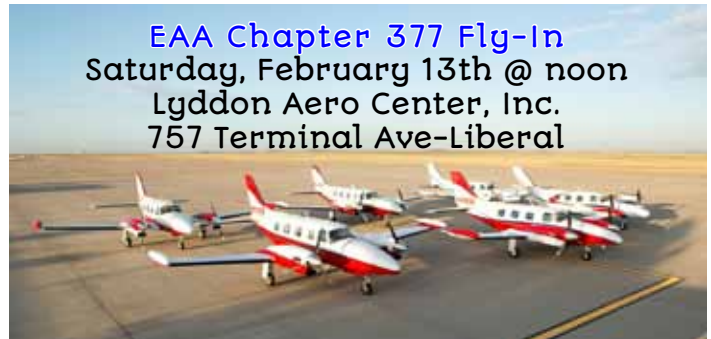


THIS MONTH

Saturday, February 13
Noon potluck at KLBL
Liberal, KS

CTAF/UNICOM—122.8
WX AWOS-3PT—118.375 (620-624-1221)
Runway 17/35—7105 x 100 ft.
Runway 4/22—5000 x 75 ft.
Lyddon Aero Center UNICOM 122.80
620-624-1646
toll-free 1-800-659-1646
Please bring a side dish to share.

EAA Chapter 377 Fly-In
Saturday, February 13th @ noon
Lyddon Aero Center, Inc.
757 Terminal Ave-Liberal



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 March 2021 issue is March 5.

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With the state of Covid19 stuff, who knows what will happen on a day to day basis. President Bill Cotter has organized this list for 2021; please confirm times/locations as some changes may occur. Sure hope to see you on the ramp some day soon!



COMING UP...

13 February—EAA 377 Noon Potluck hosted by Lyddon Aero Center, KLBL. 620-624-16469

13 March—Potluck hosted by Crofts Aircraft, KDDC. 800-475-3553

10 April—BBQ Cookoff, EAA fly-in. Spot landing contest. Elkhart, KS.

May 28 & 29—Lakin, KS Air Fair. Friday Young Eagles 1-6pm, Saturday All Day Car Show. Jeff Morgan, 620-355-9302. PLEASE NOTE THIS IS NOT OUR "NORMAL 2ND SATURDAY."

12 June—EAA 377 Noon Potluck, Host/location needed. (Contact Bill Cotter)

10 July—EAA 377 Noon Potluck hosted by Marshall Watson Family at Sublette, KS 19S. 620-353-0349

Monday, July 26-Sunday, August 1—AirVenture

14 August—EAA 377 BREAKFAST at Hooker, OK. 9am. Hosted by Hooker Airport and Mark Davis. 620-482-0354

11 September—Air Show in commemoration of 20th anniversary of 9/11. Scott City, KS Airport.

18 September—EAA 377 Noon Potluck, hosted by Mid America Air Museum, Liberal, KS KLBL. 620-624-5263 PLEASE NOTE THIS IS NOT OUR "NORMAL 2ND SATURDAY."

2 October—Syracuse/Hamilton CO (3K3) Annual Classic Fly-In.

Steve Phillips 620-384-5835 (Remember Syracuse is on Mountain Time) **PLEASE NOTE THIS IS NOT OUR "NORMAL 2ND SATURDAY."**
6 November—EAA 377 Noon Potluck, hosted by Stan Reiss family. Plains, KS. 620-629-3604 PLEASE NOTE THIS IS NOT OUR "NORMAL 2ND SATURDAY."
11 December—Christmas Party.

ANOTHER ISSUE

THANKS TO: Bill Cotter, Bob Immel, Dee Ann Ediger, Dirk Bowen, EAA, Elizabeth Vulgamore, FAA Safety.org, iPad Pilot News/Sportys, Jim Kirk, Jennifer Lyddon, Marshall Watson, Matthew Rome, Mitch Counce, Paul Fiebich, Randal Loder., Scott County Sentinal.

THANK YOU ALL FOR YOUR SUPPORT!

Have you checked out our new website?

www.eaa377.org

It isn't fancy, but it has the info you need to know to be involved in our group. And you can easily share info about our group with friends. Please pass the news along!



If you are NOT receiving e-mails from EAA 377, please send a note to **maryshortridge@gmail.com**

If you ONLY want to receive FLY PAPER via email, but no other correspondence, you need to note that. I don't feel like I send a lot of emails, but I do send updates, and requests for info for FLY PAPER. Email is our means of updating news on fly-ins, as well.

As always, we appreciate your input if you have any ideas to help our organization. Happy 2021!

SPENCER
FIGHT & EDUCATION CENTER

**AN ALASKAN
FLYING EXPERIENCE**

 **JOE KUBERKA, CFII** 
MARCH 8, 2021
www.bluegooseaviation.com

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. 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



HEARD IN THE HANGAR

FROM MITCH COUNCE, GOODYEAR, AZ—The last week of January we had significant snowfall in the high country. On Thursday, January 28th, I departed Goodyear airport (GYR) and in 30 minutes was looking at the Payson airport (PAN). The airport was closed due to two feet of snow. Only the taxiway and south half of the runway had been plowed. Flying south around the valley near the north end of Roosevelt Lake, the snow on Four Peaks was spectacular. Five days later it was 82 degrees in the Phoenix valley.



www.eaa377.org


AIRVENTURE UPDATES...

Credit cards will no longer be taken at the entrance to public lots.

Camp Scholler: Located right on the AirVenture grounds, this campground provides the utmost convenience for attendees who want to be close to the action. Price includes one campsite measuring approximately 20 feet by 30 feet with specific locations available on a first-come, first-served basis when you arrive.

Basic Site: \$28
Improved Site (electric & water): \$70 – Please note that **Improved Sites are not available to book until Friday, July 2, 2021 at 7 a.m.**

General aircraft camping is also available for \$28 per day. **No preregistration is necessary and airplane campsites are allocated on a first-come, first-served basis (three-day minimum).** One tent per airplane is permitted unless a second tent is needed for immediate family members.

NEW THIS YEAR! Free youth admission ages 18 and under is supported in part by 



The weather was frightful, but the company was delightful at the Hugoton fly-in January (Thanks to **MATT AND MADDIE ROME** and their helpers for hosting EAA 377.

SEDGWICK FLIGHT

by Paul Fiebich



Mid-January broke clear and bright. Eventually that became partly sunny with light winds and the temperature in the mid 50's. These are very favorable flight conditions for me in my open-cockpit AirBike.

Following a pre-flight and phone call to **CHRISTINE TOEVS** to verify that her runway was in good condition I took off for a 45-minute flight to Sedgwick, KS. Christine recently completed construction of a hangar home and sod runway.

Christine is a dealer for the Titanium brand gyrocopters. She runs her business out of the newly constructed "She Shed." The building is part home and part hangar. The white gyrocopter is for sale.



PAUL FIEBICH and **ROGER STORRER** pose for photos next to their respective aircraft. Roger's gyro is an American Ranger 1. We are standing in what will be a Broam hayfield during the season. The 1100 foot long x 15 foot wide runway is behind us.



Christine's well-designed hangar-home has many south facing windows with a 4 foot overhanging roof.

Christine enjoys swimming for exercise, her heated pool and sauna-like atmosphere is wonderful for the variety of plants she has adjacent to the south-facing windows.



This is the working side of Christine's "She Shed" that houses her vehicles, aircraft, and workbenches.



Paul warming up his AirBike prior to departure for his home airport; Cook Field (K-50). It was a chilly ride but worth the discomfort to enjoy visiting and flying.

New Cessna AD Requires Inspection for Cracks at Strut Attach Fitting

The FAA has adopted an Airworthiness Directive (AD) for certain Textron Aviation Inc. Model 172, 182, 206, 207, and 210 airplanes. The AD, prompted by cracks found in the lower area of the forward cabin doorpost bulkhead, requires repetitively inspecting the lower area of the forward cabin doorposts at the strut attach fitting for cracks and repairing any cracks. This AD, which affects 14,653 airplanes of U.S. registry, is effective Nov. 12, 2020. For more details, : https://rgl.faa.gov/Regulatory_and_Guidance_Library/rgad.nsf/AOCADSearch/19913E178C43FB51862585FA0053DDF5?OpenDocument

WEBINARS-FREE EDUCATION!

2/10/21@7 p.m. CST

ATC and You: How to Make the Most of Flying VFR

Pilots avoid controlled airspace for many reasons, but in so doing they don't take advantage of all the system has to offer. This course will identify reasons why pilots should communicate with ATC, utilize flight following, and embrace controlled airspace. We will identify misunderstood procedures, clarify phraseology, and demonstrate how to operate in the system more efficiently. Pilots of all experience levels will benefit from attending this course.

Registration is required, space is limited.

<https://www.eaa.org/ea/news-and-publications/ea-webinars>

STRUT MODIFICATION

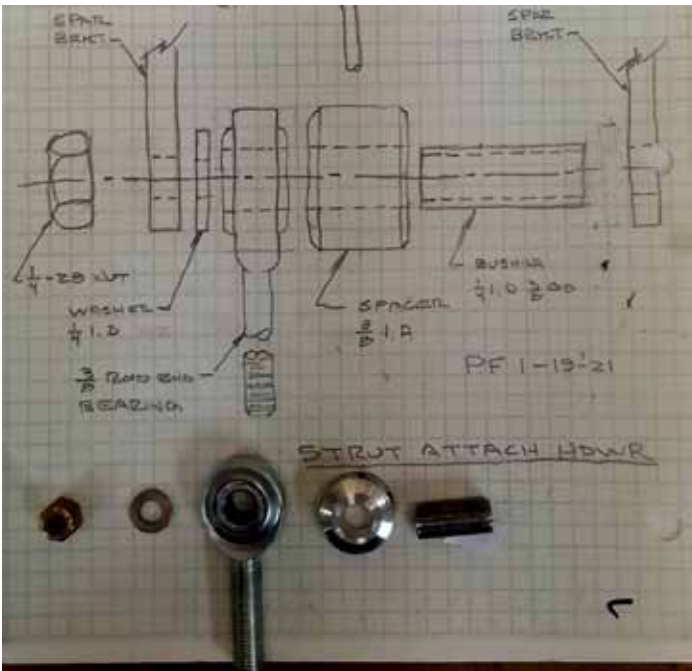
by Paul Fiebich

Recently I replaced the 22 year-old wing struts on my AirBike with those salvaged from a Challenger. These extruded aerodynamic shaped struts look better, are adjustable, and are lighter than my homemade ones. They did require shortening to fit my AirBike.



The original tubular struts attached to the spar brackets using a type of “universal Joint” to accommodate the compound angle. The wrinkled 500 mph aluminum tape is part of my trailing edge fairing not quite visible in this photo.

My replacement struts required a different attachment method than the original, it involved using rod end bearings, spacers, bushings (sleeves) and washers.



The sketch and parts below it illustrate the hardware necessary to accomplish the attachment because the rod end bearings are AN5 while the bolt passing through the “fingers” of the spar brackets were AN4. I could not drill out the spar brackets for the 3/8” bolt because that

would have reduced the bracket’s edge margin below minimums.



Using my woodworking lathe, the stock aluminum dowel rod was faced on one end, cut to length, and has a spherical radius machined on the other end. The spacer was then drilled to accept the 3/8” diameter bushing.



Assembled hardware ready for installation on the wing bracket to strut assembly. Bushing not shown because it is inside the rod end bearing and the machined aluminum spacer.

Tightening the hardware after installation. Yes, it was cold in the unheated hangar.

continued on page 8



and the washers allow the rod end bearing to adjust for the angles.

Overall, I am pleased with the results. Test flying will determine if any “tweaking” will be necessary to make the AirBike fly straight and true.



Aft strut attach point completed. The rod end bearing compensates for the compound angle.



Completed front strut bracket assembly. The diagonal brace wire has yet to be tightened. The spherical spacer



MARSHALL WATSON of Sublette, KS is pleased to announce his latest student has soloed. **PHILLIP GRAHAM** of Walsh Colorado soloed on January 20. Continued success, Phillip!



DIRK BOWEN in the Lear 45 on the ramp in Kodiak, AK.

JIM KIRK PROGRESS REPORT



1946 Cessna 120 wings being painted, Ceconite fabric with silver coating.



Below: Finished wings with several coats added for UV resistance.



Patches on expensive cowl areas covering small "wear holes" due to engine mounts fatigue lowering engine and touching cowl.



JIM KIRK PROGRESS REPORT



A little paint covers patches, but "slightly different" than Cessna folks did the paint in 1946!



An AT6 landed here without pumping hydraulic pressure and with gear folded. Just arrived: modified engine replacing "suddenly stopped" engine.



95% done, 50% to go...

JIM KIRK PROGRESS REPORT



PT26 elevator parts cleaned/painted. Ready to start rebuilding it!

FAA Safety Team | Safer Skies Through Education

Two Piper Spar ADs in Close Succession- but is my airplane affected?

Notice Number: NOTC1681

The release of a Piper wing spar inspection AD in November and another one in January has some owners uncertain if their airplanes are affected. Published in November, AD 2020-24-05 was the result of some airplanes with severely corroded spar caps that, in some earlier models, are not easy to access. There is concern that without wing access panels there is a risk for undetected corrosion. The AD requires an in-spection for certain airplanes, and optional methods are provided. Aside from the AD, all aircraft should have this area inspected as part of a regular maintenance program; the listed aircraft just may not have access panels and may require a bit more effort to inspect.

AD 2020-26-16, published in January, was the result of some wing failures that were traced to fatigue cracks in the spar. As a method of keeping the focus on the small percentage of higher-risk airplanes, the AD requires us jump through some hoops designed to exclude the majority of (lower risk) airplanes from the inspection requirement. The AD requires any airplane in the applicability chart to meet at least one of three criteria before the AD is applicable. Then, for some airplanes, the factored service hours must be calculated based on the number of 100-hour inspections recorded in the maintenance logs. If the factored service hours require the eddy current inspection to be done, then the AD points to the inspection method contained in Piper SB 1345. Note that the AD only incorporates the "Inspection Method" section of the SB, and not the entire SB. This is because the AD differs from the SB in terms of applicable airplane models, and the hours at which the inspection is required.

What if I complied with SB 1345 before AD 2020-26-16 was released? Well, that depends. If your aircraft has met the above mentioned requirements listed in the AD, then you may request an Alternative Method of Compliance (AMOC). If the AD is not applicable to your airplane (even though the SB is), then an AMOC is not necessary. What about those of us who did everything that was in the Notice of Proposed Rulemaking (NPRM), before the AD was published? If you have accomplished everything in the current AD, but before the publication date, then you may request an AMOC. The FAA has published a flow chart for the AD, and has also provided an AMOC example that should make the AMOC process fairly painless.

Select this link for the AMOC Example or paste this address into your browser https://www.faasafety.gov/files/notices/2021/Feb/AMOC_Example.pdf

Select this link for the FlowChart or paste this address in your browser https://www.faasafety.gov/files/notices/2021/Feb/Flow_Chart.pdf

For questions, contact William D. McCully (Dan) via email at william.mccully@faa.gov

Scott County Sentinal Section B

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Thursday, January 14, 2021

A BIG THANK YOU for SCS permission to share with EAA 377 members and friends.

Youth/Education

not just a boy's club



Clarissa Ratzlaff, Scott City, explains the control panel from inside an aircraft to Arazeli Nowak during Girl's Day at the Scott City Airport last Saturday. (Record Photo)

Local female pilots hoping to provide inspiration for others

During her senior year at Scott Community High School, Piper Wasinger still wasn't sure what career she wanted to pursue after graduation.

"I was getting a little stressed," she admitted.

Wasinger knew she wanted to travel and see the world, so why not aviation?

Deciding on a career was only the first hurdle. After attending classes at Kansas State Polytechnic in Salina, Wasinger realized how male-dominated the profession is.

The ratio between men and women enrolled in aviation is about 8-to-2.

"I'm in a group chat with all the girls on campus and there's only about 15 of us," she notes, adding that several instructors are female.

"I don't know why it's that way. I guess that, outside of flight attendants, it's always been seen as primarily a profession for men."

Wasinger is hoping to alter that perception, along with Scott City flight instructor Liz Vulgamore who sponsored a Girl's Day at the Spencer Flight and Education Center last Saturday.

"As an instructor, I want girls to understand they have a place in aviation," says Vulgamore.

Joining Vulgamore during the program was local pilot Clarissa Ratzlaff, who also helped with a hangar tour and giving the girls a chance to test their skills in a flight simulator.

"I used to think it was just a boy's



Author and pilot in-training Carol Ysidro reads from her book during the program at the Spencer Flight and Education Center. (Record Photo)

thing, but Liz played a huge role in encouraging me to pursue my interest in becoming a pilot," says Ratzlaff, who is currently a senior at Oklahoma State University, Stillwater.

Ratzlaff said it also helped growing up in a community where there is so much interest in aviation and "where there are so many pilots who inspired me."

A "discovery flight" with local pilot Ben McNary a year ago in January confirmed her interest in getting a license.

She began attending flight school in Stillwater before all activities were shut down due to COVID-19. Ratzlaff returned to Scott City and continued taking lessons with Vulgamore before

returning to college last fall and completing her required hours.

She has a check ride scheduled for Feb. 5 which is part of an oral and practical exam. That will be followed by a practical flight which is the final step in getting a license.

Ratzlaff, who noted that only about seven percent of pilots are females, is pursuing her license in general aviation.

"I love aviation and I love encouraging other girls to become pilots," says Ratzlaff, who will be attending law school this fall.

Author Offers Inspiration

A guest speaker for the program
(See PILOTS on page 16)

Pilots

(continued from page nine)

was Carol Ysidro, Derby, character," she explains.

who read her book, "Rob- by Learns to Fly."

A student pilot still working on certification, Ysidro says she wrote the book in hopes of encour- aging young people to pursue flying.

As the daughter of an Air Force pilot who grew up near McConnell Air Force Base, Ysidro ad- mits, "I assumed everyone was familiar with avia- tion."

While she really hopes to encourage more girls to consider becoming pilots, Ysidro admits there was a reason the title character in her book is a male.

"My friend, Robby, has been a pilot for several years and has so many friends in both the town that we live and in the aviation community that I felt he should be the main

character." Wasinger has plans to possibly fly for a major commercial airline / af- ter graduating from KSU Polytechnic.

"After I graduate, then I'll go to an airline and they will train me to fly commercial jets," she says.

Wasinger is making progress on her private pilot's license. She has flown solo locally and is working on the next phase which will allow her to fly solo cross-country.



Liz Vulgamore, a flight instructor at the Scott City Airport, gives young pilots final instructions before takeoff in the flight simulator at the Spencer Flight and Education Center. (Record Photo)

this is that, as a pilot, you realize "there are no limits to be seen.

also have to understand She's hopeful that as to what women can do." "There are a lot of ca- the mechanical side of an more women enter into Whether that ultimately rear paths to choose from, airplane. It's not my main aviation it will serve as results in being a commer- so I'm keeping my op- interest either, but I'm inspiration for others to cial airline pilot remains tions open," she says.