

April 2024
EAA CHAPTER 377

fly paper



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

LAST MONTH

FROM RANDAL LODER

March 9th fly-in was at Garden City (KS) Regional Airport. At one point I counted at least 42 in attendance and I believe 9 aircraft flew in. The staff at PROVENCHO MEXICAN BBQ did a great job of getting everyone served in a timely manner and I heard nothing but good comments on the food. Having only opened 8 days earlier, the menu was a bit brief, but the manager assured me that more items would be added in the future. Before you can actually fly you have to manage a decent takeoff, right? They certainly did. It's a really nice facility that the City of Garden City can

be proud of. The upstairs restaurant and the lounge area to the N have nice views of Runway 17-35 and the tarmac.



Saturday, April 13 @ Noon CDT Potluck Elkhart, KS KEHA

Come and look at vintage aircraft on our concrete parking ramp. Dennis Tevebaugh will provide potroast BBQ. Please bring a side dish to share.

We are located at the extreme corner of Kansas. Elkhart(EHA). We have excellent hard surface concrete(17 & 35-Right Traffic) 4,900feet. Crosswind runway 4,900 feet. 100LL Fuel is available AWOS-3PPT 118.025 and Contact Elkhart CT on 122.8

The event will be in hangar 11 (Bill Cotter's hangar). Contact person Dennis. Tevebaugh 620-360-6100 or Bill Cotter 936-499-8042



*A BIG THANK YOU to **MEL (& JANE) CRIST** for organizing/overseeing the event!*

FAA Identifier: EHA
Elevation: 3622 ft.
From city: 1.00 mi. E of Elkhart
CTAF: 122.8
WX 118.025T (620-697-4973)
RW 4/22: 4900 x 60ft.
RW 17/35: 4900 x 75ft.

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 (except November/December), normally e-mailed a week before each meeting/fly-in.

Annual membership in Chapter 377 includes one year subscription to FLY PAPER. Send \$20 to Randal Loder, Treasurer,

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

Deadline for the May 2024 issue is Friday, May 3, 2024

OFFICERS:

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

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

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

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

Treasurer/Secretary—Randal Loder, rloder@ssbscott.com
Work Phone: 620-872-7224
Ext. 231, Mobile: 620-214-3877
508 S College St, Scott City, KS 67871



COMING UP in 2024...

Monday, April 8, 2024—Solar Eclipse activities at various airports along the Eclipse path.

13 April—EAA 377 Monthly Fly-In Noon Potluck with Pot roast BBQ. Hosted by Bill Cotter and Dennis Tevebaugh.

27 April—2nd Annual Alan Ochs Memorial Fly-in at Crofts Aircraft, Dodge City, KS

11 May—EAA 377 Monthly Fly-In Noon Potluck hosted by Centerline Aviation/Greg Downing. Guymon, OK.

8 June—EAA 377 8:30am Breakfast Fly-In, Logan Aviation, Lakin, KS.

13 July—EAA 377 Monthly Fly-In Noon Potluck hosted by Marshall Watson Family, Sublette, KS.

20 July—Nebraska State Fly-In at O'Neill Airport KONL

10 August—EAA 377 Monthly Fly-In **BREAKFAST** hosted by City of Hooker and friends, Hooker, OK..

14 September—EAA 377 Monthly Fly-In Potluck hosted by Mid America Air Museum/Bob Immel. Liberal, KS.

5 October—EAA 377 gathering at the Classic Fly-In at Syracuse, KS. **PLEASE NOTE FIRST SATURDAY!**

9 November—EAA 377 Monthly Fly-In Noon Potluck. **No host yet.**

14 December—EAA 377 Monthly Fly-In Potluck hosted by Randal Loder and Susan Turpin at Spencer Flight and Education

Center, Scott City, KS Airport.

ANOTHER ISSUE

THANKS TO: Bill Cotter, Bob Immel/MAAM, Brian Shirley, Cristi Higgins, Crofts Aircraft, EAA/Emme Hornung, Elizabeth Vulgamore/SFEC, Jim Kirk, Kymberly Logan, Mike Scheiman, Paul Fiebich, Rachelle Powell, Randal Loder, Rick Dearden, Susie Foulks Miller, Tom Auerbach.
THANK YOU ALL FOR YOUR SUPPORT!

Ponca City Aviation Booster Club
FaceBook Group

<https://www.facebook.com/groups/1125751554951764>

Photos from previous Breakfasts are posted under "Media / Albums". Also: Effective April 1, 2023 hours extended 7:00AM to 10:30AM and requested donation \$10 adults / \$5 kids under 12. Flyer page 18

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



GCK NEEDS YOUR HELP!

The FAA is proposing to remove the following instrument approach procedures:

- VOR/DME RWY 12
- VOR/DME RWY 17
- VOR/DME RWY 30
- VOR RWY 17
- VOR RWY 35

Please submit comments by April 22, 2024 to wayne.eckenrode@faa.gov

FAA invites any comments, supporting data, or views for retention as soon as possible. In addition, the agency invites comments relating to the objection of this proposed cancellation via email response to this inquiry. Cancellations of IFPs are in an effort to reduce procedural congestion to an already overloaded inventory. Comments regarding the IFP must be returned via email to wayne.eckenrode@faa.gov Manager, Flight Procedures Team, AJV-C24 within 30 working-days from the delivery of this coordination.

The FAA will consider all comments it receives on or before the closing date for comments before acting on this cancellation. Any substantive adverse user comments during this period permit sufficient time to amend or withdraw the IFP will be considered before the procedure is forwarded for deletion.



HEARD IN THE HANGAR

FROM MIKE SCHEIMAN (KGCK TOWER)—Re: last month's fly-in to KGCK—It was such a great turnout! I can speak for the controllers and say that we all enjoyed meeting many of the group and having them visit the tower. Hopefully we can do it again someday. I just wanted to ask that if you receive any pictures of the tower or any of us controllers, I would love to get a copy to share with our company. Thanks again for having this at GCK. I really had a great time lunching with your group!

SUSIE FOULKS MILLER—Took her dad Harley, husband Gary and grandson to March's lunch at the airport restaurant.




**ALAN OCHS
MEMORIAL**
FLY/DRIVE/RIDE - IN
APRIL 27 - 10 AM



CROTTS AIRCRAFT SERVICE, INC.

102 Airport Rd, Dodge City, KS

Join us for the 2nd Annual Alan Ochs Memorial Fly/Drive/Ride-In at Crotts Aircraft Service April 27 starting at 10am.

-Fly in to KDDC

-Ride in on your motorcycle

-Drive in with your classic or "cool" car

NEW event this year....STOL demonstration at 11am.

Lunch will start around 11:30am. Please bring a side dish or dessert to share!

Anyone interested in airplanes, cars or motorcycles is welcome to attend!

KGCK LAST MONTH—BILL COTTER





KGCK Ramp last month.



CHRISTI HIGGINS of Western, NE took this photo and named it "Nebraska Jelly Fish".

Please help support EAA 377 by paying \$20 dues for 2024.

Total members for 2023—94

Members for 2024 as of 4/4—69

Dues goes towards chapter expenses like trailer registration, national dues, insurance, etc.

WE TRULY APPRECIATE YOUR SUPPORT!!!

FROM BRIAN SHIRLEY—JOEL WINTER and I took a trip down to Alva for doughnuts on Sunday and went searching for a couple of graves out in the middle of nowhere north of Freedom OK. The two cowboys were salt haulers for the ranch when they were caught and killed for their mules by the Indians. The original headstone reads “Cow Boy And Salthauler Killed by Indias” (no “N”)

You can read “Reuben Bristow and Some Unhappy Cheyenne “ @ <https://freepages.rootsweb.com/~greenwolf/genealogy/bristow/cowboys.htm>



FROM JIM KIRK—JOHN ROPER W/RESTORED AIRCRAFT sent the photo of 1946 FUNK airplane hanging now “in place” above Entrance of KS History Museum in Topeka. He indicates reopening is planned for Jan 2025.



EXCITING NEWS!

FROM EAA NATIONAL HEADQUARTERS
“I’m excited to let you know that Kymberly Logan’s article has been chose to be included in the “Members and Chapters in Action” section of the May Sport Aviation! Should you want a few extra copies to share, please let me know and I’ll have them sent to you when we get them from our printer. Thank you again for sharing your story and message with us, and we’re excited to share it with even more people.”

Emme Hornung
Publications Production Coordinator



KYMBERLY LOGAN KEEPS THEM FLYING



...SCREWED UP!

Screw health is extremely important, and it is extremely exasperating when you find this. No, I did not cut the slit into what was originally a Phillips head screw. I found it that way. If you look closely, you will see my fingers THROUGH



the head of the screw.

Now, to make matters worse, I found this in the exact spot where someone cut this originally (damage to panel) and it was an access panel for the fuel system. Please, never put this back where you found it in the airplane!

Screws are formidable for holding something onto the airplane. They hold access panels, antennas, cowling, wheel pants and so much more! A screw in this condition could, lose its head and the object being held onto the airplane could come off. Remember, wind (airflow) can easily rip off loose panels.

So, if you have a stubborn screw that will not budge, how are you supposed to get it out?

If it is a Phillips head, before you round the head out with your screwdriver, grab some fine valve grinding compound. First, make sure you have the proper size of screwdriver. There are many sizes of Phillips heads, but the most common is #2. Put a tiny dab of fine valve grinding compound on the tip of your screwdriver. Insert the screwdriver on the head of the screw. Push your screwdriver into the screw, just a bit so that your screwdriver does not try to round out the screwhead, you do not want to tip the airplane over. As you push, turn the screwdriver. This usually gives extra grip to loosen the stubborn screw.

Sometimes, an impact will help. In the industry, there are rivet gun attachments with a long arm to the side to help turn it as you hammer on it. With this, you must be careful not to hammer too hard to where you could ruin anything, but it is super handy!

If this did not work or the head is rounded out, grab a screw extractor kit from your local "toy store" as Elaine would say. (Harbor Freight, True Value, or a tool store anywhere). Remember, righty-tighty, lefty-loosey! Some screw extraction kits have LEFT-HANDED THREADS on drill bits!!! Make sure you see which kind you have and use accordingly. When using this kit, also make sure you stay centered on the screw! You want to have as much "meat" on that screw as possible to grab onto and do not want to have a thin wall to grab ahold of. I promise, you would then be better off just changing the entire nutplate if that happens.

Let us say, you got the screw loose using the screwdriver, but it hit a rough spot and now it just

will not come out any further. If you can, put some tape on your vise-grips to protect your airplane, clamp down on that screw good, and turn away!

What if nothing is working? Well, then I guess you could take that grinder to it and cut a nice slit to put a flat blade in it and try to turn it out. Very rarely would it ever work, let alone, I really do not recommend it. I have in the past drilled on the head with a large enough drill bit to break off the head. Like how you would a rivet. Once it is done, now you really must replace that pesky nutplate.

If you did get it out, congratulations! Now, find a screw of a longer length but same size. Run in the new screw with a screwdriver, not a drill. If you can get the new screw in to about the same length of the one you pulled out without a problem, congratulations, just get a new screw of the correct the length and your good to go. If it gets tight and you just cannot get it to go with your screwdriver and NOT FORCING it, then back it back out. You could try to put a thread cutter in it with your fingers only once and no forcing. Some nutplates are locking, you want that locking feature. All you want to do is clean up the threads. If you run the screw in again, and it does not work, change the nutplate. If you have cleaned the threads too far or more than once, change the nutplate. If all else fails, change the nutplate.

Always, if you have trouble putting a screw in anywhere, pull it out, check the threads, make sure you do not cross thread it, make sure the threads are clean, try again. If not, get a new screw. If you have trouble pulling a screw out, check the screw, the threads, put a new one in, if no luck, try a new nutplate! If you round the head of the screw putting one in, take it out and get a new screw. Your mechanic will thank you!

The inevitable paint in the screw head... grab an awl/pick, pick out the paint, then put your screwdriver in. Otherwise, you could round out the head. Refer to paragraphs above for removal. Rust, same thing. On the rust subject, if the screw is rusted in place, you may have bigger problems. Look around!

Always, use the service manual or AC 43-13 for torque specs! Use them, please!

I say nutplate when some are wellnuts, rivnuts, locking, not locking, there are so many, that is for another article.

When all else fails or you need help, please call your mechanic! We do this more often than we wish, we all have some kind of trick up our sleeves!

SPRING WEATHER

RICK & JOYCE DEARDEN were in Garden City delivering groceries to Rick's sister when the tornado struck. "It hit right down Lareu street in front of Brenda's from south. We unloaded her groceries when sirens went off, then looking at radar the worst went on NE so decided to go home. Joyce got in, as I was climbing in looked south saw stuff flying in a circle just south of condemned hotel a block away...Suction tried to pull door out my hand... Debris broke some south windows, stucco pieces from hotel.

Tore up many houses and buildings. Debris hit Indoor Water Park. Tore up car wash across from us. It tipped a semi nearby."



THE SKY'S APPEARANCE CAN BE DECEIVING

By Paul Fiebich "Airbike Ace"

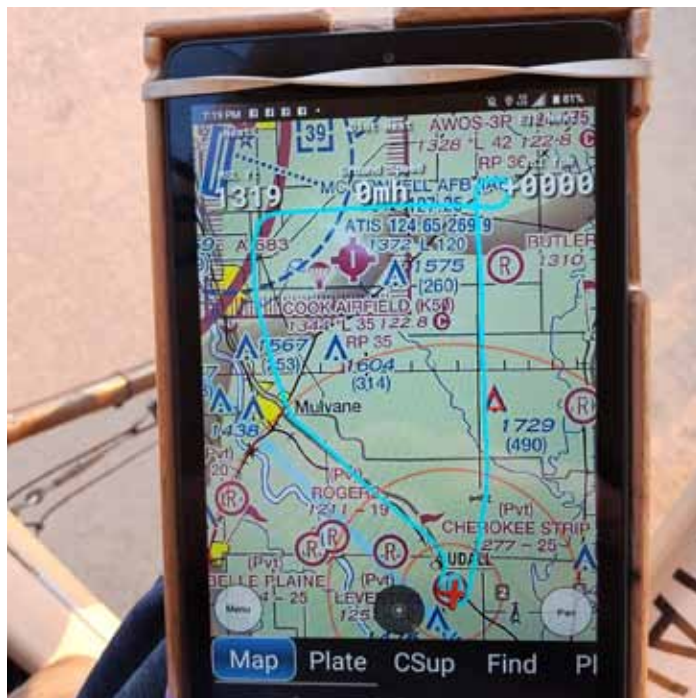
It had been a week since my last AirBike flight which was cut short due to heavy smoke from field-burning which reduced visibility to about three miles. It was so thick that I occasionally coughed and could see none of my landmarks to know where I was. However I did know my flight direction because my compass worked and I could see the sun's glow through the smoke. (It was in the correct quadrant) Although I was legal VFR, it was not a pleasant flight. I actually USED my GPS to return to my home airport! For a pilot who flies for fun, this wasn't any fun.

A week later, Saturday, March 30 looked like a good day to fly. Wind was light and variable and when looking skyward, the white clouds were contrasted by the beautiful blue sky. Later, I found that to be very deceiving.

I took off to the North with my destination being to overfly the R/C field north and east of Butler Airpark. As I climbed through 200 feet it became apparent that I was going to be back in a similar smoke layer I had experienced last week. Darn! It sure looked good from the ground.

Although the smoke wasn't as dense this time, it still made navigating difficult. A trailing wind boosted my ground speed to 85 MPH as I continued climbing. I thought perhaps the smoke layer would be only 1000 feet thick. Wrong! I circled the R/C field and continued climbing.

Well, this wasn't much fun; it was too smoky to take photos. Time to head back to my home airport. I headed east and planned on climbing to 3000 AGL; perhaps this would get me above the smoke. When I



Two hour ground track. The leg from Mulvane to Udall was via "VFR" (K-15 Highway)

reached Rock Road I was almost in McConnell AFB's airspace so I headed south.

I flew at 3000 feet until reaching Mulvane. Even at that altitude I was still in the smoke, probably would have had to go another two or three thousand feet to get to clear air. At 3000 feet AGL it was a rather chilly 55 degrees. I was dressed for 70 degrees at ground level; I could not tolerate this temperature for long.

Reaching Mulvane, I reduced power enough to be at 1000 feet AGL by the time I reached Udall 15 miles distant and my home airport. Something I have only experienced one other time while flying my AirBike is that my ears popped as I descended! My usual flight altitude is 1000' AGL. That's not even enough altitude change to get a nosebleed!

Five miles from Cherokee Strip at Udall, KS I made a radio call announcing my position and intent. At 1000' I flew over Chris Duncan and Christy McCormick's Udall house and wagged my wings. I didn't see either of them but maybe they saw me.

Entering the upwind airport leg from the NW I was now down to 800 feet and descending as I crossed the runway mid-field. This allowed me to check the windsock and enter into the left downwind leg. I was still quite high when turning final so I slipped the plane to lose altitude and land in the smooth part of the grass runway.

Keeping my speed up, I two-wheeled taxied to my turn off point then exited the runway. It was only a couple hundred yards of taxiing to reach the hangar ramp where I parked. Checking the Hobbs meter, I did get an hour of flying in but it just wasn't one of those "I fly for fun days".

With the AirBike post-flighted, I pulled it into its



Although the sky looks pristine, it is deceiving. Smoke just above ground level to at least 5000 feet AGL was intolerable.

hangar space and patted the nose bowl. She performed well and allowed me to get my flying fix.

Helmet and gloves on, I pressed the motorcycle's start button then began the 25-mile ride home. It was now dusk and it would be dark before I reached home. I am always extra careful at this time because it is when the critters like to cross the road. (Not only those damn chickens but armadillos, skunks, coyote's, and deer.)

My travel home is on two-lane country roads with farm fields on either side. Those fields provide lots of hiding places for critters but I only travel 50-55 mph on these roads instead of 65 mph on the main roads. I feel safer in the countryside.

I like to share my flying experiences as much as I like to fly. Hopefully, you found this interesting.



Although this photo was taken following an earlier flight, it does illustrate my two favorite transportation methods.



Aerial photos in the smoke were pointless. This ground photo of me in the cockpit was much clearer.



Photo taken into the sun following post-flight inspection makes it look like it is foggy.



As the sun set, I pulled my AirBike into the hangar, patted its nose cowling then hopped on my motorcycle for the ride home.



Mid- America Air Museum

By Bob Immell, Director

BEHIND THE SCENES AT THE MID-AMERICA AIR MUSEUM

Ever wonder what it is like behind the scenes at the Mid-America Air Museum? Instead of writing an article on an airplane for this month's Flypaper newsletter, I thought I would give you a little peek at what goes on behind the scenes. Everyday people stop me everywhere I go to ask me how things are going at the Air Museum, or to ask me when the next air show will be.

I get this latter question at least two or three times a week and not just from people who stop me on the streets, but also by visitors of the Air Museum. I always try to gladly answer peoples' questions as best as I can after all I am very proud of the Air Museum, and I believe I have the most fun job at the City of Liberal. So, what goes on out here on a daily basis, let me tell you.

First keep in mind that besides myself there are two other full-time staffers and three part-time staffers to keep this place running 6 days a week. That is not a lot of people for a building that is 88,000 square feet plus our tarmac area outside.

Like all businesses we have the usual daily tasks such as opening the building up each day, and closing it down at the end of the work day. We have work schedules to make, deposits to make, bills to pay, restrooms to clean, parking lots to police, minor repairs to our building and equipment that we perform ourselves. We have to keep our gift shop stocked and clean, have to keep the 80,000 square foot hangar clean, and of course wait on our customers & patrons who visit the Museum. We also have to answer the phones which ring all day long with questions about all kind of things, deal with lost people looking for the airport terminal (thank you Google Maps for telling them to turn into our parking lot). We also have to attend regular meeting just like any other department of the

City and we have the usual issues such as people out sick or on vacation just like everybody else. We are also a member of Harvest Host which is an RV service where "Hosts" allow RV's to spend a free night in our parking lot in exchange for them visiting our business which we have to take reservations for. Unlike most businesses we also get lots of request from people for research information about both aviation related matters as well as information about WWII and the Vietnam Wars frequently. In addition to the above we also serve as a facility that hosts various government meetings and conferences, and occasionally non-governmental meeting as well.

What about the more fun stuff that goes on out here. Well obviously, the most fun part is visiting with our customers and getting to show off our magnificent collection of aircraft and occasionally showing off some artifacts that aren't on display. Each year we get visitors from an average of 49 states and between 20 and 30 foreign countries.

Strangely enough we haven't been able to secure a visitor from Delaware the past two years. The vast majority of our visitors are from out of state. Not bad for a Museum that isn't located in a metropolitan area or on a major interstate highway. Many of these people are here just to see the Museum, and about 1/3 of them are here to see commercial built general aviation aircraft, 1/3 are here to see homebuilt or experimental aircraft, and 1/3 are here to see the military aircraft. School tours are also a huge thing this time of year. We get schools from all over Southwest Kansas, the Oklahoma and Texas Panhandles, and many from Colorado as well. There are far more schools out there than most people think and each year we tend to not only get the same schools but always add new ones as well. Besides Public Schools there are also quite a lot of Private Schools and they are beginning to rival the number of public schools that tour the Museum every year. The average bus ride for many of schools is at least 1 to 2 hours each way with some traveling 3 and 4 hours each way. Many of the schools have figured out that we give some of the best history and science lessons around in the most fun ways possible. That is easy when you have the kind of backdrops we have here in our Museum. What I have seen is that schools are starting to want to spend more time here each year and now some schools will book an entire school day here just because they are learning so much and having a good time in the process. It isn't just schools that want the guided tours, but all year long we have many families and other people who want the full guided tour which is about 3 hours long. Rarely do we have anybody who took a guided tour leave here dissatisfied. Most will tell us it was the best museum experience they have ever had, and many of them travel to every air museum they can find.

So what else goes on that the public doesn't normally see. There is a lot actually and I will tell you about two projects, one of which has come to a conclusion, and one exciting event that will happen later this year. First a little quiz! How many of you know who Bob Hoover was and how many airplanes did he perform his air shows in? I personally know of at least 4 different airplanes. The first that I know of was a P-51 Mustang that North American provided Bob. That airplane unfortunately was destroyed in a fire when someone on the ground overfilled the oxygen tank and it exploded. North American then provided Bob with another P-51 one that of course he painted yellow.

That plane is privately owned by someone in Kansas as I have been told. The fourth airplane was the Aero Commander Shrike which is in the Smithsonian. So, what of the third plane you ask, well it currently resides at the Spartan School of Aviation in Tulsa, OK. Some of you will know that it was offered to our Air Museum last year. It is a long story but suffice it to say that we appeared to be the last hope of saving the airplane from the scrap yard. The airplane itself is a North American T-39 Sabreliner which is an early corporate type jet that the Air Force originally purchased for a dual role of VIP transport and for a trainer. The catch

was that the airplane is now non-flyable and would have to be dismantled for transport then have to be put back together for static display, and Spartan was not allowed to use students to take the plane apart. I did not originally think it would be that difficult to find a crew too dismantle the plane in Tulsa, but I was terribly wrong. After making a lot of inquiries with no luck I decided to try commercial companies that specialize in that type of work, but did not have any better luck. I actually contacted several and only one would give me an estimate and it was nearly a 6-figure number. They also said if I could provide the trucks, drivers, cranes, etc. the price would be about \$12,000 less. There were two local companies in Liberal that heard about



the project and both of them generously offered to transport the plane for us once it was dismantled. Most of the companies I had contacted about dismantling the airplane were not interested once they found out it had to be done in a manner which would allow the plane to be reassembled for display purposes, and one that was interested promptly declined when they found out whose airplane it once belonged to because they figured it was too famous for them to handle. This process went on for nearly a year then I found some Air National Guard Members who were interested in the task and when we made arrangements to go to Spartan something miraculous happened. All of a sudden, they decided that they were going to keep the airplane. Even though we did not get the airplane I am happy that it will not be going to the scrap yard as it was going to if we didn't take it.

Now it is time to talk about another project that I am very excited about that will take place on Saturday October 5th this year. We are calling it "Family Day." As I mentioned earlier the vast majority of our visitors are from out of state. Every tourist attraction has a similar problem, it is always hard to attract visitors from your own town.

I think it is because most people have the mind set that they can come see it anytime they want to and plan to do it "someday" but "someday" never comes. So, what is Family Day here well it is an event to try to bring more people from Liberal to the Museum that day. We plan to try and have things for all age groups to enjoy. For children we will have bouncy houses, and kiddy trains and some games of all types. There will also be some booths inside to Museum's hangar for various city departments and other entities to have information about their services, we anticipate some food vendors as well. There will also be an aviation component obviously to this event and the main attraction to the general public will be the arrival and all day visit of a Vietnam era AC-47 Spooky Gunship that will fly in. Tours of the aircraft will be available to the public. So, if you have ever wanted to see a WWII era DC-3 that was later converted to protect ground troops with massive naval anti-aircraft guns now that will be your chance weather permitting of course. We have invited other aircraft as well that day but so far do not have a firm commitment.

Now I know some of you may be saying hey wait a minute that is the day of Syracuse, KS's Classic Aircraft Fly-In and EAA Chapter 377's monthly meeting. I assure you we are not trying to compete with or try to steal any of their thunder. October 5th was the best date we could come up with this fall to attract visitors from Liberal. The AC-47 will not be the only aviation event that day. There is another event that day that I hope all of you will be interested in and that would take place about 2 pm that day which will give you

time to fly here from Syracuse and attend. YouTuber Dan Gryder has tentatively agreed to try to come to Liberal that day to give one of his AQP Seminars. For those of you who are not familiar with Dan or AQP let me tell you a little about him and the seminar. Dan is an accomplished former Delta Airline Captain and has flown many of the most complex airliners in the world. He is a test pilot, flight instructor, skydiver and skydiving instructor, musician, aviation accident investigator and commentator on the causes of general aviation fatal accidents and what might have prevented them. AQP stands for Advanced Qualification Philosophy and it is a program the airlines developed to cut down on the number of accidents many years ago.

Basically, it is a program to educate pilots about the situations they will find themselves in if they fly long enough, and to get pilots to practice anticipating those situations and conditioning themselves on how to react when they happen without the surprise factor taking over. Dan's YouTube channel is called "Dan Gryder Probable Cause" and each Sunday night he creates a program that among other things goes over all of the general aviation accidents for the week and discusses what he believes went wrong and how it could have been handled in a way that would not have resulted in fatalities. If you have not watched his YouTube programs I would urge you to do so regardless of how many hours you have flown or the number and type of aircraft. I suspect that some of you already have learned these lessons and are prepared, but some of you probably haven't given it a much thought as you would after attending the seminar. Attending it might just save your life someday.

I could go on and on about what goes on behind the scenes and projects that are long shots, but may someday come to pass, but I think this article is probably long enough so good bye for now, and hope to see you all soon.

Adventure awaits!

Flight Training Scholarships



 **PRIVATE PILOT** Open to aspiring pilots ages 16-24; winners receive up to \$2,000 in matching funds toward private pilot flight training expense.

 **INSTRUMENT RATING** Open to current pilots of any age who are SFEC members seeking instrument rating; winners receive 20 Redbird FMX Simulator hours (\$800 value)

APPLICATIONS DUE MAY 1

For more information and to apply, visit
spencerflightcenter.com/scholarships



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. If you know an event has been cancelled, please contact Tom Auerbach @m20c78956@sbcglobal.net

LONG RANGE PLANNING:

Note: If you know that any of these events has been cancelled, please send me an email, Tom Auerbach. Warning: As always check with the contact information before flying.

The wait is over. The Fly-Ins are back! Woodring's March Fly-In Breakfast will be Saturday, March 16th. As always Barnstormers will be serving their breakfast buffet from 7:30am to 10:00am, \$9.99 a plate per adult, and \$5.99 per kid 12 and under.

The following is the 2024 KWDG Fly-In Schedule:

Date	Time
20 April	7:30-10:00am
18 May	7:30-10:00am
15 June 24	7:30-10:00am
20 July STOL/Spot Landing	7:30-10:00am
17 August	7:30-10:00am
21 September Poker Run	7:30-10:00am

All dates and times are subjected to change depending on weather so keep checking your email for updates.

I hope to see you all there!

Very Respectfully,
Mason Brinley,
Airport Operations Manager
Enid Woodring Regional Airport

Monday, April 8, 2024 - Solar Eclipse activities at various airports along the Eclipse path. Additional information forth coming.

Saturday, April 13, 2024

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

Saturday, April 13, 2024

Stillwater Oklahoma Regional Airport (KSWO) – 8th Annual Flying Aggies Fly-In - 11:00AM – 3:00PM

Saturday, April 13, 2024

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, April 13, 2024

EAA Chapter 1612 - David J. Perry Fly-In Pancake Breakfast - 8:00 to 9:45 am
David Jay Perry Airport (1K4) AirNav.com
Pancake breakfast on Second Saturday (continuing event) at David J. Perry Airport, Goldsby, Oklahoma. EAA Chapter 1612 which meets on the second Saturday of the month at the David J. Perry Airport from 10:00 to 11:30 am. We accepted the offer last Saturday and will begin conducting our Chapter 1612 fly-in/drive-in breakfast before our meetings beginning 13 April from 8:00 to 9:45 am. Funds raised will support aviation flight scholarships for area youth.
Eric Muehlberg
President, EAA Chapter 1612
Central Oklahoma Sport Flyers
405-923-6749

Saturday, April 13, 2024

EAA 377 Monthly Fly-In Noon Potluck with Pot roast BBQ. Hosted by Bill Cotter and Dennis Tevebaugh. Elkhart, KS KEHA

Sunday, April 14, 2024

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

Saturday, April 20, 2024

Enid OK – Woodring Airport (KWDG)

As always Barnstormers will be serving their breakfast buffet from 7:30am to 10:00am, \$10.99 a plate per adult, and \$5.99 per kid 12 and under.

The following is the 2024 KWDG Fly-In Schedule:

<u>Date</u>	<u>Time</u>	<u>Event</u>
20 April 24	7:30-10:00am	TBD
18 May 24	7:30-10:00am	TBD
15 June 24	7:30-10:00am	TBD
20 July 24 Spot Landing	7:30-10:00am	STOL/
17 August 24	7:30-10:00am	TBD
21 September 24	7:30-10:00am	Poker Run

Saturday, April 20, 2024

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, April 20, 2024

Berryville, AR - Carroll County Airport (4M1) 3rd Saturday BREAKFAST EVENT!! 8:00 - 10:00 AM. Farm fresh scrambled eggs, sausage patties & links, flapjacks, sweet tea and always a bunch-o-sweet treats made by the airport wives...\$10.00 suggested donation. Contact: 870-423-8393.

Saturday, April 20, 2024

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

Friday-Sunday, April 26-27-28, 2024

Critters Lodge Spring Fly-In - Dillard Airport (TE01) - Leona VOR 110.8 032 degrees~15 nm Lat. N31 – 18.27 Lon. 95 – 47.71

Join us in our overnight Fly-In and camp out!! Event will BEGIN on FRIDAY EVENING with our Kickoff Dinner at 6:30. The fly-in will end SUNDAYMORNING AFTER BREAKFAST. To contact us call: 903-536-7004/ Hangar, 903-536-7000/Home.

Saturday, April 27, 2024

Sundance EAA Ch24 Pancake Breakfast Fly-In

Oklahoma City - Sundance Airport (KHSD)

Sundance EAA Ch24 Pancake Fourth Saturday Breakfast Fly-In 8-11am; Oklahoma City, OK; Sundance Airport (KHSD); 13000 N Sara Rd, Yukon, OK 73099
Monthly Pancake Breakfast and Young Eagle flights.

Saturday, April 27, 2024

Parsons KS Tri-City Airport (KPPF) – End-of-the-Month Fly-In Breakfast

The Parsons Tri-City Airport (KPPF; CTAF 123.0) will have its end-of-month fly-in breakfast this coming Saturday, April 27, from 8:00 until around 10:00 unless we run out of food sooner or it gets slow. Always a good time, weather or not. Hope you can join us! Contact: Marlene Carson champ46echo@outlook.com

Saturday, April 27, 2024

Midway, AR - Baxter County Airport (KBPK) AOPA Rusty Pilots seminar event: 0900-1200 Event Information & Registration:

<https://webforms.aopa.org/rustypilotsBPK042724>
Cost: Free for AOPA members.

Join AOPA for \$89 and attend for free or pay \$89 (plus 5% credit card processing fee) without joining. Free lunch after seminar... with static display of local airplanes with pilots to answer questions. Door prize drawing for at least two local "Discovery Flights" that can be scheduled that afternoon - or at any later time (1 year limit.)

Saturday, April 27, 2024

North Little Rock, AR - North Little Rock Municipal Airport

(KORK) The 4th Saturday of the month is coming up soon. That means it is time to go to North Little Rock Airport (KORK) and have breakfast in the EAA hangar with about a hundred of our closest friends. From 8:00 till 10:00 we will keep our big buffet bar stocked with loads of mouth watering, fresh cooked breakfast goodies and custom made omelets. You name it and we probably serve it. Among the many things we serve, the blueberry pancakes are sent straight from heaven. Our cooks strive to make this a breakfast you will be telling your friends about and they simply have to try it for themselves. We would appreciate a \$10. Donation, kids half price, so bring the whole family. Stay comfy in the heated and air conditioned and squeaky clean hangar. Fly or drive in. Cars use gate 20 which is 1 block south of the main airport entrance on Remount Road. Bring your classic cars, hot rods, motorcycles and show them off. Questions ? 419 360-7414 P.S. The hangar is available for parties, birthdays, retirements, class reunions,

Saturday, April 27, 2024

Springdale, AR (KASG) 8:00 AM - 2:00 PM Airport open House offering helicopter tours of NW Arkansas. Sorry, but that's all I received. GIGO

Saturday, May 4, 2024

Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast – 7:00-10:30AM
Ponca City OK Regional Airport (KPNC)
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 10:30 a.m. The requested donation is \$10 adults, \$5 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/groups/1125751554951764>

Saturday, May 4, 2024

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, May 4, 2024
Inaugural Fly-In – Meade KS (KMEJ)

Hamburger/Hot Dog Meal – 12 Noon

Saturday, May 4, 2024

Pauls Valley Hamburger Lunch Fly-In
Pauls Valley Municipal Airport (KPVJ) AirNav.com CTAF: 122.8
Oklahoma Antique Airplane Association
LETS KEEP EM FLYING!! - Johnene Smith
The Oklahoma Antique Airplane Association has a monthly meeting/Fly-In at or club house on the north-west corner of the PVJ field, once a month on the first Saturday. Come join in on the fun! You don't have to fly an antique in, we have cars, motorcycles, and every kind of airplane old and new. We eat about 11:30 to 12:00 and have burgers hot dogs and in the winter chili and Cajun food. Kids are welcome and rides are available for anyone that shows up. Questions? Call Shannon Sharp: 405-238-4035 or email: casandjohnsmith@gmail.com

Sunday, May 5

ALVA, OKLAHOMA - DONUTS AND COFFEE - Every Sunday 8am – 10am
Alva Regional Airport (AVK) CTAF: 122.8

No Cost. Donations appreciated.
Derrick Courson -Manager
(580) 327-2898 – Airport
(580) 748-2709 – Cell
2875 College Blvd.
Alva, OK. 73717
Website <http://alvaok.org/ara.htm>
<https://www.facebook.com/alvaregionalairport>

Saturday, May 11, 2024

EAA 377 Monthly Fly-In Noon Potluck hosted by Centerline Aviation/Greg Downing. Guymon, OK.

Saturday, May 18

Searcy, AR - Searcy Regional Airport (KSRC) 2024 FAASTeam Aviation Safety Stand Down, Breakfast starts at 0800 and the program begins at 0900. You will have the opportunity to hear six short presentations conducted by aviation safety subject matter experts, followed by a discussion regarding each presentation with others at your table. Each of the presentations will be based on material from the book Stick and Rudder by Wolfgang Langewiesche. Sponsors Robbie and Andrea Hill with Just-Plane-Fun will be providing breakfast, lunch, and after event burgers. There will also be door prizes. Finally, this event will have 3 basic knowledge topic credits towards WINGS and 1 AMT credit. Register today at faasafety.gov For more information contact: Heather Metzler at heather.metzler@faa.gov or 501-749-2959

Saturday & Sunday, May 17 & 18, 2024

Derby KS at Cook Airfield (K50) Derby Kansas. The Rod Trowbridge memorial Fly-in. Hotels in Derby and south Wichita. Overnight plane camping but no showers. If we get a large number of people wanting to camp, I will bring in showers. Last year nobody camped. We have port-a-potties. Multiple food trucks. Two live bands Friday night. Four live bands Saturday afternoon, EAA young eagles free kids flights, Airplane poker run, motorcycle poker run, car show, 4x4 Jeep poker run, corn hole tournament, BBQ competition. Free to enter the event. It cost to enter competitions. www.rthrowbridgeflyin.com Contact: Ryan Trowbridge @ 316-371-8240

Friday-Saturday, May 24-25, 2024

ARKLAHOMA STOL - Pocola, Oklahoma, Patriot Airpark
FMI: https://nationalstol.com/arklahoma/?mc_cid=6f0c8c8816&mc_eid=a878c0ae11&fbclid=IwAR2sYHtLLVRUZ76rUHHPuSdn-BiRQcnMRGApzM1FqXzJ6BdzF4KDV_uHaqg

Saturday, June 8, 2024

EAA 377 8:30am Breakfast Fly-In, Logan Aviation, Lakin, KS.

Saturday, July 13, 2024

EAA 377 Monthly Fly-In Noon Potluck hosted by Marshall Watson Family, Sublette, KS.

Saturday, August 10, 2024

EAA 377 Monthly Fly-In Breakfast hosted by City of Hooker and friends, Hooker, OK.

Wednesday-Saturday, September 4-7, 2024

MooneyMax – Fredericksburg TX - Gillespie County Airport (T82)

FMI: <https://www.mooneymax.com/>

Saturday, September 14, 2024

EAA 377 Monthly Fly-In Potluck hosted by Mid America Air Museum/Bob Immel. Liberal, KS.

Saturday, October 5, 2024

EAA 377 gathering at the Classic Fly-In at Syracuse, KS. PLEASE NOTE FIRST SATURDAY!

Saturday-Sunday, October 12-13, 2024

Cushing Fly In Fair - Cushing OK (KCUH)



EAA Chapter 88's **PANCAKE BREAKFAST**

8am-10am/2nd Saturday of each month

3612 N. Webb Rd., Wichita, KS 67226

www.EAA88.org - www.facebook.com/88EAA

Phyllis Blanton (316) 390-3241 / Christine Toews (316) 435-2091

PRICES

\$7 for adults (13+)

\$5 for children

MENU

Biscuits & Gravy, Scrambled Eggs, Pancakes,
Sausage Patties, Coffee, Fruit Juice

ACTIVITIES

FREE Young Eagles Flights
(9:00am-Noon, Weather Permitting, Ages 8-17.)



FREE Young Builders Projects
Foam Plate Glider, Paper Helicopter, Coloring

Thank You to our Sponsors!



MIDWEST CORPORATE AVIATION



Ponca City

Fly-In/Drive-In Breakfast



Where: Ponca City Oklahoma Regional Airport (KPNC)

When: 1st Saturday of Month (7 to 10:30 AM) Rain / 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 \$10, Children \$5

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

