



Chapter 1344

P.O. Box 582

McPherson, Kansas 67460

CALENDAR OF EVENTS

Chapter Meeting

21AUG08 - 7PM
McPherson Airport

INSIDE THIS ISSUE

Area Events 2

Building
His Dreams 3-4

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CONGRATULATIONS MIKE L!

Well, well, well. Now what do you think of that!? Way to go Mike! Fly to Oshkosh and ask to have your plane judged with no idea that you'll come home to find an email announcing your award. That just had to make your day when you read the email and again when the plaque arrived in the mail. I'm sure that even though Michelle was supportive throughout the building process, it probably gave her a real boost, too. Read all about it in the reprint of the local newspaper article included herein. Just remember, should all this publicity give you a big head, I have a good supply of Ultra SlimFast Shampoo for fatheads. :)

Russ M. has been making progress on his WaieX. He says if he probably could have it flying before cold weather hits, but wasn't willing to commit to that kind of schedule just yet. He says fitting the cowl is a very long drawn out process, and even when he has it fitted properly to suit himself that he still has all the rivets, screws and other fasteners to put in. That along with making and fitting inspection doors and air inlets, he's still got considerable work to do.

Tom S. is moving along with the Pietenpol, too. He's about to start making the landing gear and get the fuselage on the gear. That will make it easier to move around, but will at the same time require that he park his truck outside so the fuselage can go in the garage.

Ed J. has the Luscombe flying, and I'm told it's been flying quite a bit in

recent days. I'll bet Ed has a smile on his face that's nearly permanent.

I visited with Ron M. and his doctor says he's good to go another year and he's finished some woodworking for the church so he'll be back to work on the 601. The wings and tail surfaces are complete and at the farm and the fuselage is in his shop here at Mac. Although he hasn't advertised it so far, his Darter is in fact for sale. I commented that I thought it was in the last newsletter and he confirmed it.

Warren H. has had some difficulty getting his plane and has requested that his deposit be refunded. We'll see how that all works out. Good luck Warren.

Mike B. and I have been talking about buying a pair of MiniMaxes and building them together. Warren, come along and lets make it three for a discount.

Area Events

1st Saturday of every month – Ponca City Airport Pancake Breakfast (PNC)

1st Saturday of every month - York, NE York Municipal Airport (JYR) EAA Chapter 1055 Fly-In This is not your average sausage and pancake fly-in breakfast! We make awesome omelets, breakfast burritos, eggs any way you want them along with the usual sausage and 'airplane shaped' pancakes. We have "specials" (cook's concoctions) every month! 8 a.m. until 10 a.m.

2nd Saturday of every month – Beaumont Hotel (SN07) All-You-Can-Eat Pancake Breakfast

2nd Saturday of every month – Lufkin, TX (LFK) Fajita Fly-in 10 a.m.-2 p.m. Angelina County Airport

3rd Saturday of every month – Alva Regional (AVK) Alva, OK

4th Saturday of every month – Augusta Municipal (3AU)

4th Saturday of every month – EAA Chapter 455 Fly-in Breakfast at Enid Woodring Regional (WDG) from 8:00 a.m. – 10:30 a.m.

August 22 – 23 - McPherson, KS McPherson County Airport (MPR) 6th Annual When Pigs Fly. This unique event combines a Fly-In with a sanctioned KC Barbecue Contest. Friday Evening 8/22: BBQs fire up, a Texas Hold'em Tournament and some flying & skydiving. Saturday: Kiwanis Breakfast, Powered Parachutes, Skydiving, EAA Young Eagles Rides, Static Displays, Antique Cars & Motorcycles, Kid Events, Taster's Choice BBQ Lunch FREE FOR PILOTS & PAX!! Fuel Discounts!

August 22 – 24 - Wichita, KS Col. Jabara Airport (AAO) Wichita Air Festival Mid-America's biggest airshow! Wagstaff, Aeroshell T-6 team, Red Eagle Team, Julie Clark's T-34, Shelton & wingwalker Battles, John Mohr's Stearman, Corkey Fornof in LoPresti Fury, Stein's color-changing Zivko, Pietch landing on truck, P-40, P-51, F-86, F-15 and MORE! Races, biplane & helo rides. F-4 simulator. Warbirds, Vintage, Ultralights, Sportplanes, Homebuilts, Fri.: twilight show & party. Sat.-Sun.: BIG show & races. The AirCap 200 Air Race- be a part of the first air race of this kind at the Wichita Flight Festival! A 200 mile course departing from Jabara Airport. For more information on participating www.sportairrace.org deadline to enter is August 21. Sunday 10:00 am - 11:00 am breakfast you can fly-in to enjoy.

August 23 – 24 - Kansas City, MO Charles B. Wheeler Downtown (MKC) KC AviationExpo and Airshow featuring the USAF Thunderbirds. 816.289.7218 www.kcairshow.com

September 12 – 13 - Bartlesville, OK Bartlesville Municipal Airport (BVO) 52nd Annual Tulsa Regional Fly-in. Date was changed from 9-19 to 9-12 due to runway overlay to begin 9-15.

September 20 – Crete, NE Crete Municipal Airport (CEK) Fly-in Breakfast. Breakfast made to order, pancakes, omelets. Free to PIC. Come on over and have a great time! Contact: Larry Geiger Geico266@aol.com

September 27 – Augusta, KS Augusta Municipal Airport (3AU) Augusta Annual Fly-in/Airport Appreciation Day Free breakfast to all fly-in pilots and passengers. Discounted fuel available. 7:30 a.m. – 11 a.m.

Building His Dreams

The McPherson Sentinel

Staff Writer: Tracey Roberts

He should have been a bird because he loves to fly, so much so that Mike Logback built a plane in his pole barn and then flew it to the 2008 EAA Airventure at Oshkosh, WI. What he didn't expect was to win an award. "I built the plane, not because I wanted to build a plane," he said. "It was because I love to fly."

"He doesn't fly just to get somewhere," said his wife Michelle, who supports her husband and flies by his side.

The plane is an orange and white, plans-built Wittman W-10 Tailwind side-by-side with tube and fabric fuselage, wings made of spruce, and a Lycoming engine, like one on a Cessna 172. It has a 24-foot wing span and a service ceiling of 20,000 feet. "Most planes fly around an average of 8,000 to 11,000 feet," Logback said.

The plane is fashioned after a plane released in 1953 by Steve Wittman, a legendary air racer and aircraft designer who managed the regional airport at Oshkosh from 1931 to 1969. "It has very honest flying characteristics, no bad characteristics at all," Logback said. "It is a plane built for speed, cruising at 180 mph and tops over 200 mph in air races."

The best part for Logback is that he built the plane economically – for under \$20,000 – buying parts at Ace Hardware, Home Depot, and even Wal-Mart.

"That's the beauty of a home-built plane," he said. "You can't do that with a Cessna. I like to tell people I'm going shopping in the aviation department at Ace Hardware." The seat covers and lights for the plane were purchased at Wal-Mart. Whereas certificated planes require specific parts, homebuilts afford more flexibility, as long as the parts eventually pass FAA approval.

Logback got his pilot's license in 1990 in McPherson. He owned a Cessna 150 and a Cessna 170 and was fascinated with nostalgic taildragger planes. He joined the local Experimental Aircraft Association (EAA) Chapter 1344, and met fellow airplane enthusiasts who share his love for flying. From this experience, he was led to Ed Jones, a man in his mid-70s who had started to build a plane in his backyard shop. Jones had worked on the plane off and on for approximately four years, with most of the welding on the fuselage done and the wings started. After his wife's health took a turn, Jones decided he may not be able to finish the plane.

When Logback went to see the plane, he decided to purchase it and give building a try. Working approximately 30 hours a week, aside from his job at NCRA, he had it finished in 3 ½ years. "It was just a task I performed daily and then one day it was done," he said. "I thought, 'I guess it's time to have it inspected.'"



What amazes his wife is the varied amount of skill it took to build the plane. “It took welding, wiring, and electrical work, engine work, and woodworking,” she said.

Logback gained his knowledge from others who have built homebuilts and planes from kits. He credits his good friend Jerry Driskill, for providing encouragement and support. He also credits his wife for picking the bright orange colour. “I wanted everyone up there to be able to see him,” she said.

Logback talks about his hobby as if it were like making a quilt. The biggest difference is – it had to leave the ground. It was ironic that he had never piloted a plane like this one he had just built. Thankfully, his first flight went smoothly. “It was very uneventful,” he said. “It just took off and flew.” The plane’s original owner also experienced the pleasure of riding in the plane he had started.

In late July, Logback and his wife flew to a “Tailwind Fly-in” event in Baraboo, WI, where the owners of 15 other Wittman Tailwind planes gathered and shared information on the processes of building their planes. They camped in tents overnight and then set out for Oshkosh, where they flew in, one by one.

This year’s event attracted 540,000 people and 10,000 airplanes. “Oshkosh is very international, with antiques, classic Cessnas, restored planes, and corporate jets,” Logback said. “The whole spectrum of aviation is there.” There were 972 homebuilts at Oshkosh and Logback enjoyed the rapport with other plane builders.

The Logbacks were asked to partake in a photo shoot where they flew to a small airport to take ground pictures and then took off beside a photo plane who took pictures of them at 8,000 feet. It was nerve-wracking for Michelle who had not flown that close to another plane before. The resulting pictures will be featured in a future issue of Sport Aviation.

After leaving Oshkosh, and flying to Minneapolis, MN, to visit relatives, the Logbacks headed home. They had no idea that an email would be waiting for them congratulating them on their award. The award, for “Outstanding Workmanship” on a plans-built plane is an impressive plaque that they later received in the mail.

“It’s really nice to be recognized,” Logback said. “I don’t consider this a competitive award. You actually check a box when you sign up if you want to be judged or not, but we weren’t expecting this.” It hasn’t been ruled out as to whether he will build another plane, but he will definitely return to Oshkosh to meet with friends the couple has met.

When it isn’t in the skies above McPherson, his plane sits in a hangar at the county airport. “Anybody interested in flying should come to the local chapter meetings on the third Thursday of every month,” he said. “It’s a great place to learn.”

For more information on Oshkosh, see www.airventure.org .

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Heard on Denver approach frequency:

Approach: "Great Lakes One Twenty Three, traffic six o'clock, two miles, 1000 feet above you, a 737."

Great Lakes: "Approach, Great Lakes One Twenty Three, if I told you I could see him, I'd be lying."

Approach: "If you told me you could see him, you'd be my mother – 'cause you'd have eyes in the back of your head."