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**CALENDAR
OF EVENTS**

Chapter Meeting

6-19-05 2 p.m.
McPherson Airport
Terminal Bldg.

**INSIDE THIS
ISSUE**

Feature Plane	2
Area Events	2
Quiz Answers	3
Aviation Quiz	4

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Break-ins at McPherson Airport

While this is not good news headlining our newsletter this month, it is something that should be mentioned and possibly be a topic for discussion in the chapter meetings. A new Garmin 296 GPS and intercom were taken from Jerry's hangar, a headset from Ron Miller's hangar, as well as headsets and other avionics from other hangars. No obvious damage was done to any aircraft, but one has to wonder if there might have been more damage had the planes been locked. Or, might things have been totally left alone if they had been inside locked planes? continued.....

cont.

I don't have all the information, but some of the planes in other hangars had headsets in obvious places but the plane was locked and nothing was taken. If this was because the crook didn't want to damage a plane or because they were frightened away before they could do more is one thing no one will probably ever know. While there were many other things in the hangars of value, just the headsets and avionics were taken.

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I have not heard of anyone going to any fly-ins this past month. Mike Bailey and I had planned to fly to Newton for the 'Wings of Remembrance' but the plane was not in the hangar. Mike thought one of the other club members was flying it and that he

would be back shortly so we waited and found out the plane had been taken to Kingman for some paint touch-up on the wing leading edges, struts, and cowling.

As this is being written, Jerry is planning to go to the RV fly-in/meeting in Newton on 18JUN05. There had been some talk of some of our members going to the RANS annual fly-in and banquet, but I haven't heard if the plans materialized. Mike B. and I went last year and had a good time.

Again I'm going to remind everyone that the meeting is Sunday the 19th and I hope more of you can make it out. We can only grow as a chapter if y'all participate and make it known what direction each of you want the chapter to take. Paul T. and Russell, can you tell us how plans are going with your plans for building a Sonex (or two)?

Feature Plane

The feature plane for this month is a 1988 Thorp T-18 belonging to Paul Flynn in Salina. Paul is doing quite a lot of work on the plane and hopes to have it flying in the next 4-6 weeks. So far, he's serviced the brakes, installed Curtis oil drain valve, Brackett air filter, changed oil, overhauled exhaust to include all new exhaust studs, magneto gaskets, and some new tail pieces. Still in the plans are a new panel so he can add some radios, new gear leg fairings, NACA ducting for better cabin airflow, and antennas for the new avionics, of course. Paul says that the help from David Britting has been invaluable. I think the exact quote is, "David Britting has been a great help in the project." I am including some performance specs taken from the "T-18.net" website. Pictures of Paul's T-18 will be available at www.eaa1344.com.

Wingspan.....	20' 10"	Acceleration limits at 1250 lbs.....	+6 / -3 G's
Wing chord.....	50"	Ultimate G-Load at 1250 lbs.....	9G's
Wing Area.....	.86 sq. ft.	Recommended engines... Lyc.	0-290, 0-320, 0-360
Wing loading, 1600 lbs.....	18.6 lbs/sq. ft.	Never exceed, Vne.....	182 kts/210 mph
Span Loading, 1066 lbs.....	8.9 lbs/hp	Maneuvering, VA.....	138 kts/ 159 mph
Length.....	18' 11"	Best rate of climb, Vy.....	NA
Height.....	5' 1"	Best angle of climb, Vx.....	NA
Wheelbase.....	13.3 ft.	Stall, clean at 1500 lbs.....	56kts/65 mph
Main gear track.....	62.8"	Stall, landing at 1500 lbs.....	50 kts/58 mph
Normal empty weight (0-290 engine)...	900 lbs.	Flap speed, Vf.....	95 kts/110 mph
Design gross weight (0-290 engine)...	1500 lbs.	Best glide.....	aprox 87kts/100 mph

Area Events

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

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

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.

June 24th – You are invited to attend the EAA Chapter Leaders Ice Cream Social on Friday June 24th (RSVP Required) at the Rocky Mountain EAA Regional Fly-In, Denver, CO. Come join us for some great Ice Cream (Free), and an evening of interacting with other Chapter Leaders, and EAA Staff. The Ice Cream Social will begin at 7:30 PM, and will all meet at the EAA Membership Tent located on the Fly-In grounds. All Chapter Leaders are invited. Also invited are any Chapter Members who are interested in the future direction of EAA and your Chapter. If you plan on attending, please RSVP with your name, Chapter Number, and EAA Number, by fax at (920) 426-6560. If you are bringing other Chapter Leaders/Members with you, please include their information in your reply. Space and Ice Cream is limited so please don't wait to RSVP. Please share this message with all members of your Chapter who do not have e-mail.

Ron Wagner -- EAA Chapter/Member Relations Dept.

P.S. For more information on the Sport Pilot Tour go to this web site:
http://www.sportpilot.org/news/050315_tour.html

June 24th – Centennial, CO. – Centennial (APA). B-17 Hanger Dance. Sentimental Journey paying tribute to WWII veterans. Big Band sounds, B-17, USO-style foods, cash bar, WWII vehicles. Location: International Jet Aviation, 12401 S. Aviator Way, Centennial, CO. Contact Wings over the Rockies Museum, 303-360-5360

June 25th – 26th – Rocky Mountain EAA Regional Fly-In, Denver's Front Range Airport (FTG)
June 25th – Warsaw, MO. Warsaw Municipal Airport (RAW). Warsaw Airport Appreciation Day. Open House and Fly-in. Experimental, GA, Powered Parachutes, Radio Control Aircraft. Free camping the night before. Lots of BIG door prizes. Pilots flying in eat breakfast free 7-10 am. Contests, activities & prizes for the kids. FAA seminars. Contact Chris Sparks 660-221-9090

June 25th – 26th – Kearney, NE. – Kearney Airport (EAR). Aviation Extravaganza. B-17 Rides, P-51, Antique, Home built, EAA Young eagle free first ride, 23 piece big band USO hanger dance Sat. evening with Dinner, Breakfast free to flyins. Contact Calvin Kelly 308-234-2318 or 308-440-5014

June 25th – 2nd Annual Kansas City Vintage Fly-In, Gardner, Kansas (K34)

July 1st – 3rd – El Dorado, KS – Captain Jack Thomas (EQA). 42nd Wichita Air Capital Fly-In. Wichita Jayhawk Chapter 88 Annual Fly-In. Breakfast Sat. and Sun. Mornings. Flying Events. Aircraft Judging. Food Vendors. Contact Steven Manweiler, 316.744.0234

July 8th – 10th – Cape Girardeau, MO. – Cape Girardeau Regional Airport (KCGI). Cape Girardeau Regional Air Festival. Airshow display of military and civilian aircraft, featuring Lima Lima Flight Team, Military Jet Demonstrations, Dodge Ram Jet, Bill Leff, Skip Stewart and much more. Contact Kristi Thurman 573-334-6230

July 23rd – 24th – Claremore, OK. – Claremore Regional Airport (GCM). Wings Over Oklahoma Airshow. Contact John Walck 918-951-5354

August 13th – Centennial, CO. (APA) Mountain Flying – High Elevation Airport Ops Ground School. Presented by Colorado Pilots Association. Course designed to prepare pilots for flight over mountainous terrain and high elevation airports. Optional cross-country training flight may be taken at pilot's discretion and cost the next day. Qualifies for FAA. Contact Terry Barbo 303-367-0670

August 19th – 20th – Oklahoma City, OK. – Wiley Post Airport (PWA). Okie Derby Proficiency Air Race 2005. Join us for a fun filled weekend of flying. Polish your flying skill & have fun! Sponsored by the Oklahoma Chapter Ninety-Nines. Contact Amy Padgett-McCue 405-359-9774

October 1st – Syracuse, KS. – Syracuse-Hamilton County Municipal (3K3). Sixth Annual Fly-in Pancake Breakfast and Airport Open House. 7:00AM to 3:00PM. Join the fun of a flying poker run. Contact Mark Ostmeyer – 785-460-4438

Answers and Explanations For Last Month's IFR Procedures Quiz

1. a. Correct! This one's right out of the Airman's Information Manual. (AIM paragraph 5-59.)

2. b. You got it right! Yes, the airport does have to have an approach but the weather requirement is one mile of reported ground visibility. That could be greater or less than the visibility required for the approach.

3. a. Righto! The contact must be requested; ATC can't assign it.

4. d. Yup, this is the correct answer! From the controller's handbook, section ATC7-4-2: "A vector for a visual approach may be initiated if the reported ceiling at the airport of intended landing is at least 500 feet above the MVA/MIA and the visibility is 3 miles or more. At airports without weather reporting service there must be reasonable assurance that descent and flight to the airport can be made in VFR conditions, and the pilot must be informed that weather information is not available."

5. b. Right you are! And congratulations for reading closely. We threw in some bogus wording there. Your IFR isn't terminated when you're assigned the visual, it's terminated when you land at a towered airport. Technically, even when you're flying the visual, you're still IFR.

6. d. You ain't no dummy! You read the weather report carefully and realized it's basic VFR at the airport. A special VFR clearance isn't needed.

7. b. That's right! Class E surface is represented by a segmented magenta line. This is the equivalent of the old control zones that didn't have control towers.

8. c. This is always an option and we would be the last to try and talk you out of it. Score yourself a right answer for good judgment.

Transponders

How well do you know the rules and requirements for transponders? A number of these rules have changed in recent years, have you kept up? Take a stab at answering these questions from the November 1995 issue of IFR.

1. In which of the following airspace types is Mode-C not required?

- a. Class A
- b. Class B
- c. Class C
- d. Class E
- e. None of the above.
- f. Answer (d) with qualifications.

2. What is the floor of transponder-required Class E airspace?

- a. There is no floor.
 - b. 18,000 feet MSL
 - c. 10,000 feet MSL
 - d. 12,500 feet AGL
-

3. With reference to question #2 above, the exception to the transponder-required rule is which of these values?

- a. 2,500 feet AGL
 - b. 2,500 feet MSL
 - c. 10,000 feet MSL
 - d. 1,200 feet AGL
-

4. You're on an IFR flight, heading for the Miami Class B airspace. Forty miles from your destination, the Center controller informs you that your transponder is inoperative. What are your options?

- a. Land as soon as practical.
 - b. Continue, ask the controller for a transponder waiver.
 - c. Hold for at least one hour after asking for a transponder waiver, then proceed as planned.
-

5. When flying from one ATC sector to another, you're a new altimeter setting. If you enter this setting incorrectly, your Mode-C altitude readout on the controller's scope will be inaccurate.

- a. True
 - b. False
-

6. The Mode-C veil around airports upon which Class B airspace is based has which of these vertical dimensions?

- a. Surface to top of charted Class B area.
 - b. From 700 feet AGL to 10,000 feet MSL.
 - c. Surface to 12,500 feet MSL.
 - d. Surface to 10,000 feet MSL.
-

7. The 24-month requirement for a transponder check applies only to IFR operations. For VFR, it's not required.

- a. True
 - b. False
-

8. When a transponder undergoes its periodic check, it must transmit a corrected altitude within how many feet of the altitude shown on the aircraft altimeter?

- a. 300 feet.
 - b. 125 feet.
 - c. 500 feet.
 - d. No specific requirement.
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