



THE READY ROOM



SEPTEMBER 2023

Heart Of America Wing Est. 1982

Vol.3, Issue 9

A **ready room** is the room on a Navy aircraft carrier where air crews hold their pre-flight and post-flight briefs. Crews serving during WWII considered the ready room to be a clubroom.

“The funny thing about a ready room is that you get attached to the hole. As much as you are attached to the ship. It's more than sentiment. It's an urge for protection. The loneliest feeling in the whole of a carrier pilot's world is when he's at sea with the gas running low, and he can't see his carrier. You think of the ready room then, and the noisy guys who make it the most desirable place in the world. It's your office, you live in it, it is the big thing in your life. [...] You sweat and worry in it, and grouse and argue, and you get mad at it when you can't hear yourself speak because everyone is yelling at once, but you're deeply attached to the place.

— Tommy Booth

"Wildcats" Over Casablanca

Wing Leader's Report

Positive things continue to happen at the Heart of America Wing. Jim Neese has done a fantastic job of booking events at our hangar. It takes more than one person to make things happen though. Lots of volunteers are needed to make events run smoothly. I can't name everyone who has helped, but a BIG THANK YOU to everyone. Events at the hangar are one way we "keep the lights on" and continue our mission. Please consider volunteering to come to an event to help out-- you will have fun.

To pay our rent, we are required to wash the airplanes in the park twice a year. After the last meeting several members showed up to do some scrubbing. Thanks to everyone who helped. Rick Schubert designed a way to get water from the fire hydrant to the airplanes and run three power washers at once. This sped up the washing process by several hours compared to the way we used to wash the airplanes out of a water tank in the back of a pickup. The airplanes look better, but are in need of some repairs. More info on repairs at a later date. Stearman rides continue at a rapid pace. We will need more pilots in the coming years, not only for the Stearman, but also for the PT-19. The PT-19 shop is making great progress, and I expect to be in flying mode by the time weather breaks in the Spring. We took delivery of an overhauled engine last week. As soon as the shop is ready, we will deliver the wings and engine to them.

Elections are coming up for three staff positions: Wing Leader, Executive Officer, and Operations Officer are on the ballot. If you would like to help shape our future, please consider running for one of these positions. Tom McChesney is in charge of the nominating committee and he would like to hear from you.

Our USO-style hangar dance is October 21, 2023. We will be setting up after the General Meeting. Please call John Wittenborn and buy some tickets for the dance. The Christmas party is scheduled for December 2, 2023. Please put it on your calendar and plan to attend.

Hope to see you at an event or at the next meeting.

EDUCATE – INSPIRE – HONOR

-- Steve Zimmerman

NEXT MEETING:

21 OCT, 10:00

PT-19 Report #1



Progress continues on our PT-19 restoration. Raven Aero Services of Junction City are making great strides getting the airplane back together. They've fixed and painted the fuselage frame and are getting ready to cover it in fabric. The wood wing center section is repaired and varnished, ready for fabric covering. On August 29th, we're heading to Pennsylvania to retrieve our wings, and then ship them to Raven for rebuild and cover. We recently purchased a newly-overhauled Ranger engine for the airplane and will need to go pick that up in Springfield, Missouri soon.

All of that costs a lot of money, of course. If you'd like to donate to the restoration, please see one of our staff members for details. In addition, we're going to need aircraft sponsors and pilots once the airplane is finished and flying (right now tentatively scheduled for late December). Information on sponsoring and piloting CAF aircraft can be found in the CAF Unit Manual, Section 8, available on the national website. You can also talk to our Operations Officer Bob Robinson, or Wing leader Steve Zimmerman about becoming an aircraft sponsor. Remember: You don't need to be a pilot to be a sponsor.



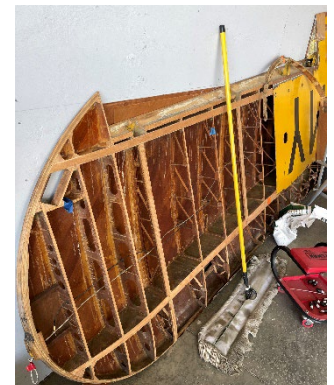
PT-19 Report #2

Earlier this month, Wing members Bob Conner and Brian Von Bevern drove a U-haul truck to Pennsylvania to pick up our PT-19 wings and bring them home. The Pennsylvania shop that was supposed to finish them is way overbooked and behind schedule, so it was decided that the complete restoration would be done by Raven Aero Services of Junction City, Kansas. Raven has been working on the PT-19 all summer and are making great progress. The wings were

previously in Atlanta, where CAF Airbase Georgia restored one wing but were unable to finish the second. Both wings were sent to Pennsylvania for final finishing but that wasn't happening fast enough.

Wing member Steve Craig graciously offered to help underwrite the expense of driving to get the wings if we would help him get some parts for another restoration from Lawrence, Kansas to Pennsylvania. We were only too happy to partner up, so September 1st we drove a 26-foot U-haul truck to Lawrence, loaded it up, and headed east!

If you're a fan of orange traffic cones you'd love the drive to Pennsylvania. It seemed like the whole of I-70 was under construction, with the notable exception of that portion located in Indiana. I-70 in



Indiana felt like it was paved with washboards! The ride was so rough we considered finding a different route for the drive home. After a day and half of driving, we arrived at the shop in Smoketown, Pennsylvania; slightly west of Philadelphia.

The next morning we unloaded our "Eastbound" parts and loaded up the PT-19 wings, ailerons, flaps, and gas tanks. Then it was "Westward, ho!" A day and half later we unloaded our precious cargo into a hangar at the Gardner airport. By the time you read this, the wings and associated parts should be delivered to Raven.

It took 2,182 miles, three nights in hotels, 270 gallons of gas, and two very tired and sore CAF members; but our wings are home. It's a major step in getting the PT-19 flying again!

-- Brian VonBevern



NOTE: We just got a \$12,500 grant from CAF HQ to apply to the PT-19. That'll pay for half of our new engine!

Operations Report

It looks like the brutal summer heat is behind us. Flight requests are on the rise from gift certificates and in general. Many thanks to all of our pilots and various crews for their hard work and dedication in keeping history alive.

The restoration of N50481, our Fairchild PT-19 is progressing right along. - Time will tell but it is looking like it may be returned to flying status for next season. Understandably, there is considerable interest in flying in this as PIC. This plane is already on the CAF's ride program, so the thought of operating two convertibles at once is pretty exciting. So, what's it gonna take to do this? All of the pilot requirements are clearly spelled out in CAFR 60-1 under "Documents" on the CAF website. Look this up. Get used to navigating around the HQ site. I will have some documents ready at our next meeting for further review but please, discover this info on your own too.

To begin with, a Wing Flight Evaluation Board will review pilot need and all applications. There are several, well qualified Flying Sponsors already on the books (none are current in the PT-19) but this

does not mean we cannot add new sponsors and pilots. In fact, this is the plan. Younger pilots are essential for the future of the HOA Wing.

Facts to consider:

1. **Cost.** Airplanes need two things to fly...airspeed and money. The MCRP account for the Fairchild will likely be at zero or less. The minimum fund balance to fly without this fee is \$7500. Until then, all flights must include a (minimum) \$65/hour MCRP plus cost of fuel to fly. A full/flying sponsorship is \$1500.00. Five new full sponsorships would put us at the MCRP MINIMUM. There is also a \$300/year fee for all pilots above the cost of their national and local memberships. Insurance may also become a future consideration. For now, the MCRP Stearman fund is above minimums.

2. **Experience.** PT-19: 200 hours total time, 10 hours and 10 landings in a tailwheel aircraft within the last 12 months. PT-13: 200 hours total time, 15 hours dual in type (before solo), 30 hours and 80 landings in a tailwheel aircraft within the last 12 months. These are the barest

of minimums. Our Unit instructors may ask for more. To participate in the ride program, you must be a Commercial Pilot, hold a 2nd Class medical, and successfully enter the CAF's drug testing program. Other employer programs do not count.

3. **Commitment.** Understand the importance and meaning of becoming a Sponsor. You can be a non-flying full sponsor. This is not a flying club. Any pilot applicant must be an active (two years) Unit member involved in the activities and success of the Unit, beyond attending a few meetings, having lunch and then disappearing. You need not be a Commercial Pilot to fly. You need not be a pilot to be a sponsor. A flying sponsorship includes 1.5 hours/month of practice and proficiency MCRP free. Read the letter "What it means to be a flying Sponsor/Pilot on the CAF website.

4. **Flight Training Requirements.** CAFR 60-1, Chapter 3 establishes the criteria for pilot training and evaluations. The proper procedure to follow is:

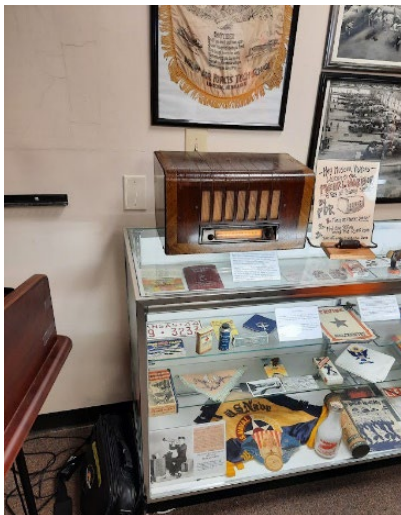
- Pilot candidate is approved by the CAF Unit FEB.
- CAF Form 600 Pilot Transition Letter Request is submitted through CAFOperations.org.
- CAF HQ issues a Pilot Transition letter via Email to candidate and Wing OPS Officer.
- The pilot receives and logs training from a CAF authorized Instructor/Check Pilot.
- CAF Form 602 is submitted on CAFOperations.org and HQ issues a Pilot Rating.
- The Pilot is APPROVED!

Flying a CAF aircraft is a privilege well earned. Ask questions. We are here to help you succeed! We have over 75 years left on our hangar lease. Begin your training now so you can see your grandchildren flying these planes someday.

-- Bob Robinson



Museum Update



A great new addition to our museum upstairs is a donation from Jeff Nisely, a member of HAFFA and longtime volunteer at CAF events. Jeff and his son modified an old radio shell we had sitting on the counter in the museum so that it plays the famous "Day of Infamy" speech Franklin Roosevelt gave to Congress the day after the Pearl Harbor attack in 1941. Visitors can switch the radio on and hear the same broadcast Americans did after that fateful day. Check it out the next time you're in the museum. Thanks, Jeff!

-- Brian VonBevern

Wing Staff Meeting
5 Oct, 7 PM



HANGAR DANCE

**Saturday, October 21, 2023
7:00 - 10:00 p.m.**

**Commemorative Air Force, Heart of America Wing hangar
6 Aero Plaza, Hangar 3, New Century, KS 66031**

ADMISSION \$40 /person, \$400 per table

BYOB and SNACKS

Soft drinks, bottled water, ice, snacks available for a donation



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THE MOONLIGHT SERENADE ORCHESTRA
under the direction of RON ERNST**



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www.KCGhostSquadron.org
913-486-4123**

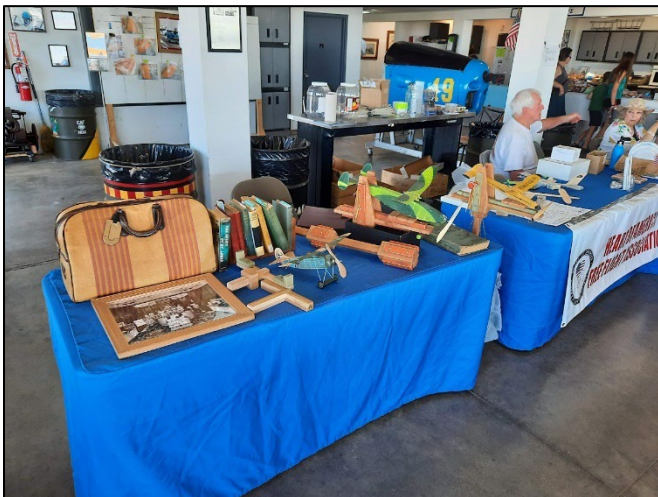


Open Hangar Days

Jeff Renz, one of the balsa model airplane group members, sent me some pics and a story for the newsletter. The Heart of America Free Flight Association (HAFFA) are staples at our Open Hangar events. They make gliders out of foam plates and the kids love them. Thought this was "newsletter worthy."

-- Brian VonBevern

The Heart of America Free Flight Association (HAFFA) are regulars at all our Open Hangar Days. After the OHD September 2, HAFFA member Jeff Renz wrote this article for their newsletter. The FPG-9 airplane he refers to is a "Foam Plate Glider, version 9." HAFFA makes them for the kids each month, and as a demonstration of how much kids love them, we never find any on the floor or in the trash afterwards. They always take them home with them. Who knows, maybe some future CAF Wing Leader's first "warbird" could be an FPG-9.



Had a great day at the CAF event yesterday. We built a ton of foam FPG-9 airplanes with the kids. We were a hit with the young families that attended. Highlights include Jeff Nisley's 1940s radio which plays the speech Roosevelt gave December 8, 1941 "Day of Infamy". Jeff's project is now a permanent addition to the CAF museum on the second floor. The CAF museum has really improved over the years! We all need to hold a meeting out there. The displays are really cleaned up and well placed for public consumption. I would like to

thank Charlie Taylor and Liz Besser as well as Jeff Nisley for pulling this together. Jeff made a great display for our table and several adults and potential members in multiple discussions about freeflight airplanes.

A really cute story....see the photo below. One little youngster was so excited to get her airplane built and flying....she offered up a gummy bear to Charley for a trade! It was just so cute!

Also....back to the 1940s radio....Charlie's dad bought a new 1941 silvertone radio the same day as the Japanese attacked Pearl Harbor....Charlie's dad did not know this was going on that day in December....when he brought the radio home and plugged it in...the first thing the family heard when the radio was switched on and tuned in....was Roosevelt's speech! "Day of Infamy".



Thanks, --Jeff Renz

Maintenance Update



We finally managed to fix the overheating problem with our aircraft tug. The tug has been notorious for years for overheating after short usage. Turns out the radiator was almost completely blocked. Mark McMahon removed the radiator, took it to an overhaul shop, and had it re-cored. Test drives around the hangar indicated the problem is solved, and the tug should serve us faithfully for years to come. Thanks, Mark!

-- Brian VonBevern



FLYING

FLYING DESTINATIONS

Historic Kansas Aviation Spot Holds Special Meaning for its Owner

The Beaumont Hotel Airport is in the midst of decades-long renovation.

By Grant Boyd

January 24, 2022



Stephen Craig purchased the Beaumont Hotel and Airport in 2001. [Photo: President of SJC V LLC]

As fortune would have it, Stephen Craig would fly back to one of the first airports he went to

after receiving his private pilot certificate decades earlier. It wasn't an executive airport

sitting in suburbia, or a small backcountry strip carved into the mountains, but was still entirely special.

It was the Beaumont Hotel Airport (07S) in Beaumont, Kansas. Situated in the picturesque Flint Hills region of the state, the airport is a short taxi from the same named hotel that first opened in the 19th century. And without the hotel, Craig's connection to the airport would not have endured as it has today.

Having been involved with hospitality property development and operations since the early 1970s, his re-involvement with the airport provides a story of happenstance.

"I had been living in California and the company I was involved with had changed quite a bit," Craig said. "Eventually, I became the sole shareholder. One day, my operations guy ran across a unique hotel and airport in Kansas that he brought to my attention.

"The hotel was closed with a lot of deferred maintenance. But at the asking price, I thought it would be a good opportunity."

Armed with the experience and resources to improve it, Craig purchased the property in March 2001. Improvements were made over the next nine or so months.

"The entire building was remodeled, including the restaurant, café, kitchen, and 10 rooms. [It was] all brought up to current codes."

Each of the improvements were carefully chosen as to not erase the charm of the establishment, rather add to its, at the time, 122-year history.



The hotel offers five rooms with king-sized beds and five rooms with queen-sized beds. [Photo: President of SJC V LLC]

How it Started

As noted on the property's website, "The Beaumont Hotel was created in 1879 as a stagecoach and railroad stop to shelter weary pioneers when the railroad brought cattle barons and frontier society to Beaumont.

"Surrounded by lush native grass, the hotel nestled deep in the Flint Hills became a magnet for cattle buyers visiting the surrounding big spreads. As the nation grew, so did aviation; in 1953, a north and south native grass airstrip was carved out of the prairie so airplanes could taxi right up to The Beaumont Hotel's front door."

Still boasting its original charm, the hotel as it exists today offers five rooms with king-sized beds, five rooms with queen-sized beds, and a restaurant, as well as common areas and meeting spaces. Also housed on the grounds are an 11-space, full-service RV-park, and a tiny home that's available to stay in.

The site is also home to Barry Seal's 1949 Twin Beech D18S. The life of Barry Seal is well portrayed in two recent movies—*American Made* starring Tom Cruise and *Double-Crossed* starring Dennis Hopper.

The Atmosphere

The place serves as an attractive spot for people wanting to come to a place with old roots and modern amenities. Spring, summer, and fall are the busy seasons for the hotel, but it also sees a steady flow of visitors throughout the winter as well.



Plans are underway to expand the runway from 2,400 to 3,400 feet. [Photo: President of SJC V LLC]

The atmosphere has increasingly become a competitive advantage in the world of large chain hotels, during a time when people have sought more personal experiences.

Beaumont's visitors are a healthy mix of people arriving via car, motorcycle, or RV, in addition to pilots flying in a wide variety of aircraft. Many of the guests arriving with their aerial transports come to attend model-specific fly-ins. Over the past several years, the hotel has hosted many aviation type clubs, including the:

- International Stinson Club
- The Cessna 195 Club
- International 180/185 Club

Whichever aircraft makes the journey is treated to the unique experience of taxiing through some of Beaumont to get to the hotel. After exiting the airstrip at the southern end, pilots take a paved county road approximately a fifth of a mile and then park right across from their

intended destination. Here, airplanes line up facing the hotel, adjacent to several spots listed in the National Register of Historic Places. One of these is the Frisco Water Tower, which was built in 1885 to provide water for steam locomotives. It is believed to be the last remaining one of its kind in the country.

From the *Bent Propeller Parking*, next to the aged wooden tower, it's only a quick walk to the restaurant. Here, surrounded by aviation memorabilia and photos signed by famed aviators, pilots from near and far congregate Saturday mornings for good food and skyward conversation.

Craig and his team have made adjustments to help preserve the spot's heritage and entice fellow aviators to enjoy it. Most important to these flying travelers is the airport and 2,400-foot-long by 80-foot-wide turf runway that serves as their gateway to south central Kansas. Before, the landing strip had largely been left untouched since its creation.

One of the first things Craig accomplished was obtaining an FAA recognition of the Beaumont Hotel Airport as a privately owned, public-use airport with the 07S identifier. Today, most of the work pertains to the runway surface itself, and in particular, its length.

Craig's team is preparing for an extension.

"I recently purchased approximately 18 acres from the adjoining landowner to permit lengthening the runway from its 2,400 feet to 3,400 feet," Craig said. "Extensive excavation is ongoing to make overall improvements to the runway."

Having re-opened the hotel shortly after 9/11, the facility has weathered several general aviation slumps in recent years. But the persistence of pilots and their love for the sky will ensure the site's treasured continuum well into the future.

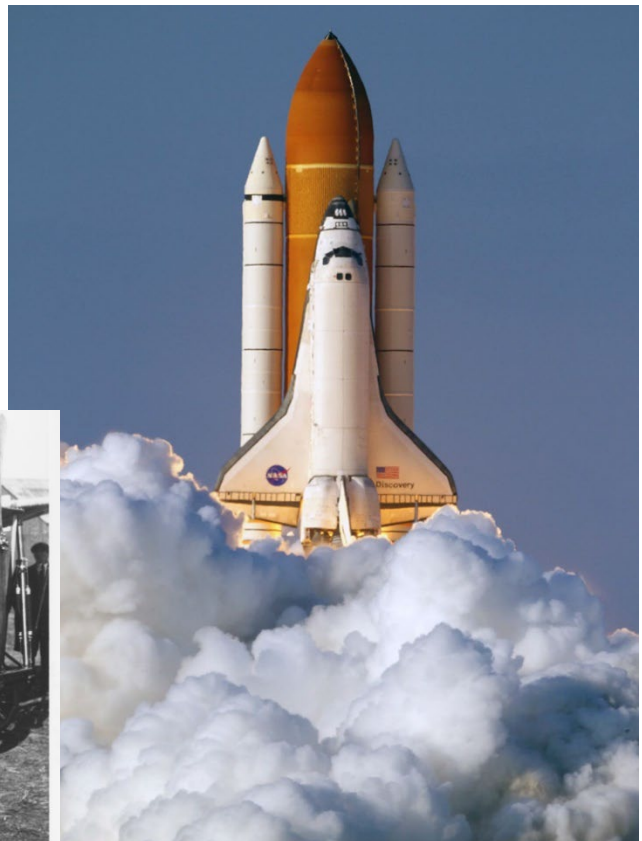
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September Aviation Notes – (amazing to see the remarkable pace of accomplishment)

- September 25, 1903: The Wright brothers arrive in Kitty Hawk, NC, to prepare for their historic flight.
- September 15, 1904: Orville Wright makes the first turn with an airplane. Wilbur makes the first circle five days later.
- September 23, 1911: The first air mail in the U.S. was carried by Eagle Ovington.
- September 2, 1916: Airplanes communicate via radio for the first time in flight.
- September 24, 1929: James H. Doolittle takes off and lands entirely on instruments in the first blind flight.
- September 14, 1939: Igor Sikorsky pilots the first practical helicopter, the VS-300.
- September 16, 1947: The U.S. Air Force is established as a separate and equal branch of the U.S. armed forces.
- September 15, 1959: Scott Crossfield is first to pilot the X-15, the fastest and highest flying aircraft in history.
- September 3, 1971: The Concorde makes its first transatlantic crossing.
- September 5, 1984: First flight of the Space Shuttle Discovery concludes.
- September 26, 1996: Shannon Lucid sets the US record for continuous stay in space and begins a more than two year continuous stay in space and begins a two year plus continuing US space presence.

<https://firstflightfoundation.org/september-aviation-notes/>



JOHNSON COUNTY OLD SETTLERS REGISTRATION RESULTS:

1ST PLACE
OLDEST
REGISTERED
MAN

Wayne Zimmerman
92 yrs old



2ND PLACE
OLDEST
REGISTERED
MAN

Sam Perkins
92 yrs old



3RD PLACE
OLDEST
REGISTERED
MAN

Tom Cooper
91 yrs old



CONGRATS!!!!

Johnson County Old Settlers
www.johnsoncountyooldsettlers.com

Wing Elected Staff Officers:

Wing Leader: Steve Zimmerman

Executive Officer: John Wittenborn

Finance Officer: Mark Schlicht

Operations Officer: Bob Robinson

Maintenance Officer: Mark
McMahon

Safety Officer: Bill England

Adjutant: Debbie Atcheson

Development Officer: Jim Neese

Education Officer: Jesse Plous

**Wing Appointed Staff
Officers:**

Guest Speaker/Veteran Outreach:
Dave Dyer

PIO: Brian VonBevern

Open Hangar Day Operations: Jesse
Plous

Facility Rentals: Jim Neese

Wing Newsletter: Anita Mack

Museum & Library Curator: Darren
Roberts

Photographer: John English



**COMMEMORATIVE
AIR FORCE**