



**Special points of interest:**

- **Wednesday March 22—Dinner Meeting**
- **Tuesday April 4— Chapter Board Meeting**

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## President's Message "AIRPARKS"

A funny thing happened on the way to government protection of GA Airports. I just returned from an extended X-Country trip and noticed something I guess I should have expected but didn't. I visited a friend who I thought had his own runway. Turns out that he is the second tenant on a newly developed private airpark. He will soon have new neighbors who are fed up with regulations governing what they can't do in privately owned or leased hangars (on public airports) Remember private airparks? Used to be a few around the KC area.



**Sky King  
TV Show**

The first one I visited was back in 1969 when I visited my childhood hero Kirby Grant "Sky King" during my honeymoon. (I will tell that story Saturday Night at the MPA convention.) Anyway after his TV series was cancelled he started an airpark where the houses had streets (taxiways) leading both to the local roadways as well as a community runway.

Airparks were very popular back in the GA heyday, but lost favor during the recession and litigation frenzy in



**Sky King (Kirby Grant) approves as Penny (Gloria Winters) touches up the lettering on The Songbird.**

the dark years of GA. AIRPARKS appear to be coming back. My very unscientific study found several which have sprung up in very recent years in three different geographical areas of the Midwest.

Next I want to check and see if any surviving airparks have seen recent growth. If you have knowledge of this resurgence, please drop me an e-mail or voice mail. Who knows, GA operations might be "on the rise/on the sly".

Don't forget the hangar flying session Saturday Night at the Convention.

fjs



## March Program "Flying the 'Connie'" Speaker: Larry Denning

**Larry Denning:** I earned my Private Pilot Certificate as a teenager. I have about 27,000 hours of total logged flying time, and have never had an accident.

I was a Flight Engineer, First Officer, and Captain for TWA and the American Airlines during my 39 year airline career. I was a TWA Flight Instructor, Flight Ops Test Pilot, Check Pilot, Flight Manager, and FAA Designated Examiner on both the Domestic and International divisions. As a Certified Flight Instructor (CFI) I have given about 3,350 hours of logged dual instruction in aircraft from J3 Cubs and gliders to the Lockheed L-1011. I still instruct on a regular basis – mostly Flight Reviews, tailwheel endorsements, and insurance checkouts.

For many years I owned my own flight school at the Fairfax airport where I owned five aircraft available for rental and instruction. I have been president of local EAA and IAC chapters and earned IAC aerobatic credentials.

I have about 3,200 hours of logged "Tailwheel" time including the following: many antique and classic aircraft such as Stearman, WACO, Stinson, Interstate, Funk, Piper singles, Luscombe, Citabria, Decathlon, Scout, Cessna 120,140,170, 180, 185, etc. I've flown numerous homebuilts such as Pitts (nearly all models), Skybolt, Eagle, Starduster, EAA Biplane, etc. I flew an L-3 and a T-6G for the Commemorative Air Force. The largest tailwheel aircraft was the BU-2000 3-engine Bushmaster.

I have flown about 20,000 hours of multi-engine, mostly in an assortment of airline jet transports. However, I have flown and instructed in the Cessna 310 (most models), Cessna 320, Cessna 336 and 337, Beech Travel Air, Piper Apache, Twin Comanche, Aero Commander, and Aztec. For many years I flew the B-25, BU-2000, and Lockheed Constellation to Airshows and Fly-Ins.

My "Radial Engine" experience includes numerous antique and classic aircraft, including T-6, T-28, B-25, BU-2000, and L-1049 (Lockheed Constellation).

I was active in the Confederate (now Commemorative) Air Force for many years where I flew the L3, T6-G, and the B-25. I worked my way up to "Bomber Command Pilot" where I flew the B-25 in formation in Airshows across the U.S.

For many years I flew as a Captain on the L1049 Lockheed Constellation (the Connie) for the Airline History Museum. I became Chief Pilot on the aircraft and flew it to many Airshows across the country. I believe I am one of two pilots in the United States qualified in all three seats on the Constellation; Captain, Co-Pilot, and Flight Engineer.

I am an officer in a local glider club. I fly and instruct in a 2-seat, 17 meter glider and serve as a tow pilot in the club Citabria. I currently own and regularly fly a Christen Eagle II aerobatic biplane and a Cessna 310R. I also own a 1946 Piper J3-C65 Cub which I flew for many years. I am now in the process of 3 of 3 restoring and recovering the airframe, and overhauling the engine. I still do a limited amount of flight instruction and check rides. I have been active in flying radio control model aircraft since I was a teenager. I design and build model aircraft and electrical components from scratch. I am a long time member of the Academy of Model Aeronautics and am active in a local model aircraft flying club. I earned an FAA Remote Pilot Certificate with an Unmanned Aircraft Systems rating.

Aviation Maintenance Background: FAA Airframe and Powerplant Mechanic and A&P Inspection Authorization (IA). I earned my Airframe and Powerplant Mechanic certificates the hard way, by performing several thousand hours of actual airframe and powerplant maintenance in the field, supervised by other experienced mechanics. I had to lease an FAA approved A&P school for 24 hours and have the FAA give me the oral and practical exams in that facility. Later I earned my Inspection Authorization the same way. I have held the A&P for close to 50 years and kept the IA continuously current for over 40 years. I attend an annual FAA IA seminar. Most of my maintenance experience has been in General Aviation and light aircraft, although I spent considerable time working on the Constellation and the B-25 aircraft. I have overhauled numerous engines and re-built wrecked aircraft purchased from an insurance company. I have refurbished classic aircraft and have performed many major repairs and alterations. I regularly perform Annual Inspections and Condition Inspections, as well as pre- buy checks.

I built an award winning single-seat Pitts Special biplane from plans. I built a Christen Eagle biplane that was the 1984 Grand Champion at Oshkosh Airventure, the largest aviation gathering in the world. I have built other major components for experimental aircraft and finished projects for others. General As pilot, I have numerous credentials and a very large variety of experience.

As an experienced aviation maintenance technician, I have been involved in just about every aspect of general aviation from a mechanical aspect. I feel I could be of tremendous assistance in situations where an intimate knowledge of either, or both, the operations and/or the maintenance sides of an issue require expertise.

**Menu:**

Lasagna

Caesar Salad

Bread Sticks

Ice Cream

**Reservations:**

Email Terrie Jo,  
[Terrie@Foxware.com](mailto:Terrie@Foxware.com)  
 or Call 816-525-3592  
 (home)  
 or 816-985-5406  
 (Gary's Cell)  
 by Monday March  
 20, 2017

**Future Meeting Dates**

March 22 —*Membership Dinner Meeting— “Flying the ‘Connie’” by Larry Denning*

April 4— Board Meeting at Downtown Airport

We are looking for suggestions of speakers for upcoming meetings. You suggest, we invite and all will enjoy

**Calendar of Events (## indicates KC local)**

**## Mar 22 (4<sup>th</sup> Wed)** Membership Dinner Meeting **HyVee—Noland Road**  
**Larry Denning “Flying the ‘Connie’”**

**## Apr 4 (1<sup>st</sup> Tue)** Board Meeting **HyVee—Downtown Airport**

**## Apr 26(4<sup>th</sup> Wed)** Membership Dinner Meeting **HyVee—Noland Road**  
**FAA Appreciation**

**## May 5-7** State MPA Convention **In at Grand Glaize**

**## Jun 24(4<sup>th</sup> Sat)** Lee’s Summit Airport Open House **LXT from 9am to 1pm**

**## Jun 28(4<sup>th</sup> Wed)** Membership Dinner Meeting **HyVee—Noland Road**

**## Jul 26(4<sup>th</sup> Wed)** **Oshkosh July 24—30**

**## Aug 23(4<sup>th</sup> Wed)** Membership Dinner Meeting **HyVee—Noland Road**

**## Sep 27(4<sup>th</sup> Wed)** Membership Dinner Meeting **HyVee—Noland Road**

**## Oct 25(4<sup>th</sup> Wed)** Membership Dinner Meeting **HyVee—Noland Road**

**## Nov 15(3<sup>rd</sup> Wed)** Membership Dinner Meeting **HyVee—Noland Road**

**## DEC 6 or 13 (1<sup>st</sup> or 2<sup>nd</sup> Wed)** **Holiday Party**

**CHECK CALENDAR AT [www.MOpilotsKC.org/calendar](http://www.MOpilotsKC.org/calendar) FOR LATEST EVENTS AND UPDATES.**

**OUR OWN WEBSITE!** The Kansas City Chapter of the Missouri Pilots Association (MPA) has its own website. Please visit early and visit often at [www.MOpilotsKC.org](http://www.MOpilotsKC.org) (capital letters not required). Updating coming soon. **Tom Eagle**

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Blue Skies

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## Advertisements



**Missouri Pilots Association  
2017 Convention Registration  
May 5<sup>th</sup>, 6<sup>th</sup> & 7<sup>th</sup>**

**WHERE:** Inn at Grand Glaize, 5142 Osage Beach Parkway, Osage Beach, MO 65065  
Toll free Number: 800-348-4731

Room rate set at \$77 plus appropriate tax for a King or 2 Queens ... a block of Rooms will be held until Mon., April 17<sup>th</sup> and will be on a first come first served basis ... cancellations must be made 72 hrs (3 days) in advance to avoid a charge of a one nights room plus tax. Reservations may be made by calling their toll free number or on line at: [www.innatgrandglaize.com](http://www.innatgrandglaize.com) and using our Group Code: MPA17 which will secure your room rate.

**FLYING IN:** Grand Glaize-Osage Beach Airport (K15)  
Airport Manager: Ty Dinsdale (573) 348-4469