



Experimental Aircraft Association Chapter 455 Newsletter Enid, Oklahoma

The Enid, Oklahoma, Chapter of the Experimental Aircraft Association normally meets on the third Sunday of each month at 2:30 p.m. in the Main Terminal Building at the Enid Regional Airport, Enid, Oklahoma. All members and their guests are welcome to attend. The Chapter 455 Web Page is located at <https://www.facebook.com/EAAChapter455/>. The Newsletter is published once each month by The Experimental Aircraft Association Chapter 455 Incorporated, Enid, Oklahoma. This newsletter is sent electronically to all EAA Chapter 455 members and to a selected number of other EAA Chapters across the region. Local membership dues are \$15.00 per year, payable in January. Editorial and Technical submissions for this publication are welcome and encouraged. Our Chapter mail address is: EAA Chapter 455, 1026 S. 66th Street, Enid, Oklahoma, 73701. Chapter newsletter editor: Dee Ann Ediger, PO Box 2403, Enid, Oklahoma 73702-2403 (580-548-6161 cell) or contact by e-mail at dediger@fairmontfield.com.

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May Meeting

EAA 455 will meet at 2:30 p.m. Sunday May 16 in the Woodring Terminal Conference Room. Discussion of the June Young Eagles Day following the Vance Aviation Activity Week will be finalized.

Refreshments will be served!

Calendar of Events

May 15 – Woodring fly-in Breakfast (KWDG)

May 15 – David J Perry Fly-in Breakfast 8-10 a.m. (1K4)

May 15 – Haskell Coffee and Conuts 8-10 (2K9)

May 15 – OPA Fly-away Lunch at Pete's Place 11 a.m. (KMLC)

May 16 – EAA 455 meeting 2:30 p.m. Woodring Regional Airport (KWDG)

May 22 – Garnett KS 8th Annual Fly-in Air Fair 8 am to 1 pm (K68)

May 28-29 -- Lakin, KS (36K) Air Fair

June 4-6 -- Cushing Fly In Fair (KCUH)

June 5 – Midwest Sonex Fly-in Fayetteville AR (KFYV)

June 11-13 -- Ercoupe Regional Fly-in at Mountain View AR (7M2)

June 19 – Chickasha Wings & Wheels Fly-in All Day

June 26 – International Aerobatic Club Open House Augusta KS (3AU)

July 10 -- EAA 377 Noon Potluck Sublette, KS 19S

July 10 – OPA Fly-away to Ponca City for Lunch

July 21-25 -- Ercoupe National Convention Wausau, WI (KAUW)

July 26- August 1 EAA AirVenture 2021 Oshkosh, WI (KOSH)

Aug 14 -- EAA 377 BREAKFAST at Hooker, OK (O45) 9am.

Sept 11 -- Air Show in commemoration 9/11 20th Anniversary Scott City, KS (KTQK)

Sept 18 -- EAA Chapter 88 58th Annual Air Capital Fly-In – 8AM

Jabara Airport in Wichita (KAAO)

Sept 18 -- EAA 377 Noon Potluck, Mid America Air Museum, Liberal, KS (KLBL).

Oct 2 -- Syracuse/Hamilton CO (3K3) Annual Classic Fly-In.

Oct 13-17 -- Spartan Trailer Rally – Planes, Trailers and Automobiles (KTUL)

Old business included an update on our request for a Tri-Motor tour stop. Chapter Secretary Dee Ann Ediger said she did not receive a response on last year's request for a tour stop and sent in another request but still has not received a response.

Young Eagles Coordinator Terry Cox said the Vance Air Force Association event is still in the discussion stage with tentative date of the week of June 14th or June 21st. Scott Northcutt is the Point of Contact along with J B Bolinger in the public affairs office at Vance. They are still trying to pin down final commitments from instructors for the workshop. Plans are for 15 students in the workshop at a cost of \$95 each to cover materials used for the on-hands activities which are mostly STEM related. The EAA kit that Sue Hughes ordered was passed along to the group to help in planning activities. The Friday of the workshop week, our chapter plans to have a Young Eagles Day that the workshop participants can attend and the chapter will need pilots to sign up.

Terry also said he received some correspondence from a lady in Duncan wanting to utilize the Young Eagles program for her son. Since she is much closer to Oklahoma City, Terry said he is going to contact Jim Putnam at Sundance to see if he will coordinate for a ride.

Terry also said he received notice that the chapter qualified for \$110 in Young Eagles ride credits. Also, the credits for rides during May, June, and July of this year will qualify for tripled points. The Young Eagles day following the Vance event should fall in that time frame. It was suggested that hats be ordered with the credits for pilots to wear during Young Eagles events. Dee Ann will check on costs and availability.

Ken Hollrah said the picnic tables that the chapter purchased last year as well as the airplane play center the airport furnished are getting a lot of activity and suggested the chapter add either another picnic table or another type of play equipment.

April Meeting Notes

By Dee Ann Ediger, Secretary

EAA 455 met at 2:30 p.m. Sunday April 18 at Woodring Regional Airport in the Conference Room of the Terminal.

Chapter President Ken Girty called the meeting to order. Treasurer Ron Hazlett reported \$2,721.27 in the checking account with several member dues collected ready for deposit. Ron said the number of paid members is 30, which is close to average.

Ken Hollrah reported on the local transponder day Saturday where Marvin Pitman of A&M Aerospace of Stroud Airport flew to Woodring. There were three IFR and one VFR planes scheduled. Terry Cline's Piper showed several vacuum leaks, including some questionable instrument condition so he elected to send in his instruments for IRAN. Terry said it had been quite a while since they had been checked so it was good to know that it was time.

Mike Porter's RV has a disparity of reading between the MGL and his altimeter, but Marvin Pitman discovered the airspeed sensor on the MGL would not let him do the transponder and pitot system check because it only begins sensing when the airplane is airborne.

Ken Girty, who is also A/P and I/A, elaborated on the transponder/pitot-static check. He said the transponder certification is required for every two years and even though the pitot-static system is not required to be tested for VFR flight it is a good thing to test to verify instruments are reporting accurately.

In addition, Technical Advisor Ron Decker, also A/P and I/A, said the altimeter is required to be certified only if it is an encoding altimeter.

Ken Hollrah mentioned that he and Richard Hollrah recently used Rudy Instrument in Rudy Arkansas for inspection and repair of vacuum instruments and that they are less expensive than some of the Tulsa and Wichita repair stations as well as having a very fast turn-around.

Ken Girty provided copies of the FAR regulations 91.411 and 91.413 regarding the certifications. He explained that leaks in the pitot static system can result in erroneous instrument readings but that below 10,000 feet the errors are not nearly so critical as at higher altitudes. Also, any pressurized cockpit on a plane with pitot static leaks may see a much larger error in readings. IFR tests are usually certified for up to 20,000 feet.

Terry Cox said his Grumman Tiger is only certified to 13,800 feet so when he had his panel upgraded, he only had the system certified to 14,000 feet because there were a few anomalies at higher altitudes but up to 14,000 the system was within tolerance.

Ken Girty also emphasized that experimental home-built aircraft are also required to have the same testing as certified aircraft.

Member reports started with John Epley reporting that his "60-year-old" Bonanza door linkage needed rebuilding. He ended up buying a used door to use the guts of it for the repair. His new carpet is installed.

Ron Decker said he sold the engine he had removed from his C172 so he can now shop for some more "improvement" additions for the plane.

Rod Reim said he is getting a couple of his airplanes back current with annual inspections. He said flying the turbine Lancair back and forth to California really is enjoyable because of the time savings. He added that he broke the 400-mph club on a recent return to Oklahoma with a tail wind.

Steve Zahorsky finished the annual on the RV.

The EAA B-17 is reportedly going to be at the Weatherford fly-in as well as Enid's CAF A-26.

Ken Hollrah said he replaced the altimeter on the Kitfox. He wanted to have the old one rebuilt, but parts are no longer available for that model.

Mark Seaver said business for his company in the first 3 1/2 months was equal to all of 2020. One of his latest projects was making a landing gear indicator for Terry Nixon. He is developing fairings for the Zenith and offers carpets for aircraft.

It was announced that Bob Nalley has a 172RG for sale.

New member Lawayne Flaming said he is still looking for a light sport aircraft. After discussing the issue with his wife Dorene and the cost of newer light sport experimental aircraft, he showed her several vintage aircraft that would also qualify. He said Dorene was not very impressed with some of the 1940s aircraft so his options are still open.

Richard Hollrah said he completed his transponder and pitot/static check on Saturday after having his altimeter and airspeed indicator rebuilt. He is working to complete the installation of the center pedestal cover.

Ken Girty said he and Jim Baker flew to Colorado in the RV4 and RV8. Jim has purchased a 1946 Chief. Ken said the engine is in good shape, but they replaced the elevators when they discovered a less-than-approved method used in repairing one. Ken also said he has a rebuilt O-235 engine for sale. He has received the Prince propeller for the Tailwind. He ordered a new one built up and shortly thereafter found one for sale that he bought for a good price. It was not used and had to have the mount re-drilled. The new prop he ordered is a 65 diameter with 70 pitch and the used one he bought is a 68 diameter with 65 pitch. He wanted a shorter prop to increase ground clearance and he will try both props to see which gives him the best performance.

The next EAA meeting is scheduled for May 16. Meeting was adjourned for eating refreshments and visitation.

Member Snippets

From Richard Hollrah



Here are a couple of photos of a Cirrus Jet that stopped at Woodring May 7.



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From Andy Andraka

We have a new project -- radial powered Bellanca 14-9, 0 SMOH engine and new wings.



Jackie came along for the 3400 mile trek to pick up the Bellanca in Lancaster California.



A bunch of non-flyer friends of the owner helped us load it and they all thought the owner and I were both crazy.

We bought this sight unseen, which was nerve wracking.

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From Ken Hollrah

My winter project was indirectly aviation related when I invested in a 50s vintage terracing plow with the intention of working over the drainage around our runway and taxiway.



Plow before restoration.



The project was finally finished and I had to wait to use it until the ground was the right condition.

Luckily the plow works as advertised and the drainage is in better shape than it has been since we constructed the airstrip.



The geared spiral dirt thrower on the back has three speeds to adjust how far the dirt is thrown as it comes off the plow share. I converted the height adjustment from a manual lever to hydraulics so that I can fine-tune the depth.

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From Wayne Janzen

Mica Doane (Wag Aero), Paul Martens (C180) and I (Glastar) flew to Boise City for a trip to visit some ranches which had some historic carvings.

We landed at Boise City then loaded into Mica's Wag Aero to fly out to the ranch. (*Editor's Note: no courtesy car needed!*)



Mica added: "We had a great time and got to visit with some great friends near Boise City. I did some off-airport landings with the Wag Aero at a couple of different ranches near Boise City and Kenton. Wayne flew his Glastar and Paul flew his new 180 to the Boise City airport and tied down there."



"I will sit down and write a longer article soon but not in time for this newsletter. I have been busy helping Paul annual the 180 and getting ready for Luke's graduation on the 17th."



Paul Martens in his C180 on the Boise City trip.



Irrigation circles in the Oklahoma Panhandle.

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From Dee Ann Ediger

We flew the C182 to the Hutchinson Kansas Fly-in. The CAF Lady Liberty was there – rescheduled from an airshow near the east coast that was cancelled due to bad weather there.



Also, several military vehicles and aircraft were on display. One of our members (named Ron) might recognize this aircraft below:



A large crowd of people is gathered on a tarmac, looking at a military helicopter and a military truck. A windmill is visible in the background.

Ken sumped the tanks thoroughly and the FBO personnel checked with the FAA, which said if the pilot-in-command is aware of the precautions necessary, then takeoff did not have to be delayed.



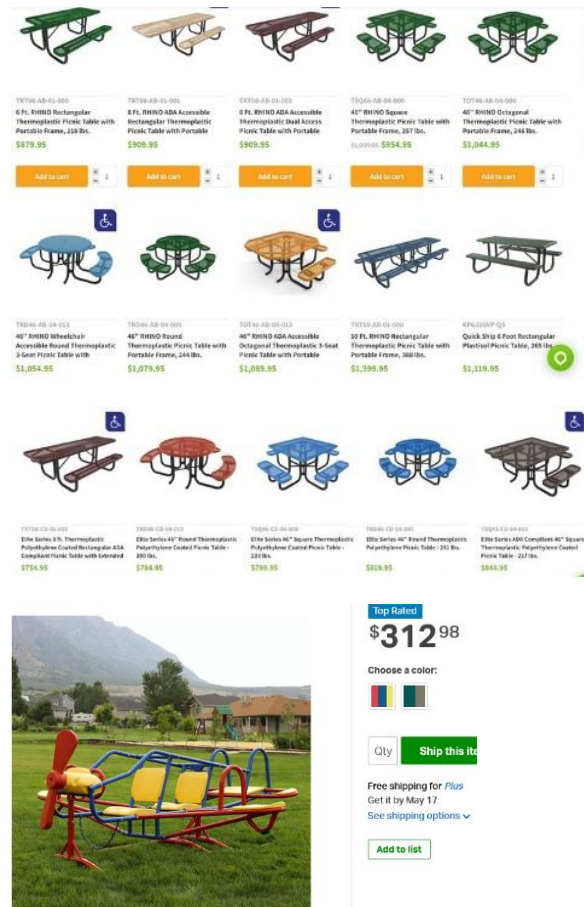
A clock made from a car wheel rim with a small figure of a person standing next to it. The clock face is the center of the wheel, with the hub and spokes visible. The rim has several holes around its circumference. A small figure of a person in a green hat and red outfit stands on a small base next to the wheel. A yellow ruler is placed horizontally in front of the wheel, showing the number 10. A blue box with the word "SAC" is partially visible in the bottom right corner.

Chapter Resource Library

Author	Title	Print
		Date
Mike Busch	Manifesto for General Aviation Maintenance	July 2014
Mike Busch	Mike Busch on Engines	May 2018
	Pilot Workshop: Airplane Engines	2020
	Pilot Workshop: Flying Companion	2018

More Airport Furniture?

Discussion at the next meeting is welcome.



Talking to ATC

From Pilot Workshops

"When I call ATC to ask for flight following or to land at a towered airport, how much do I say on the first call? Sometimes I feel like I'm jamming up the frequency no matter what I say." — Andy A.

Jeff:

"The best answer is: It depends. Communication with ATC is partly what you say, and partly how you say it.

Rule Number One before transmitting on any frequency is tuning that frequency and listening for several seconds. Not only does this reduce the chances you'll block someone else's transmission with yours, it lets you know if this is a busy frequency or a quiet one.

When it's an ATC frequency, also listen to the speed—well, really the rhythm—of the controller's speech. Match that rhythm and amount of content as best you can. Here's what I mean.

Imagine you're calling a Class C Approach Control from 25 miles southwest of the airport, with information Zulu, and want to do pattern work. You tune the Approach frequency and hear the controller tell another airplane, "Cessna 28N, climb and maintain 5000. Contact Newtown Approach now on 124.45. Have great day." You know this controller isn't that busy. You could transmit, "Old City Approach, Diamond 3498C, 25 miles southwest of Old City, Information Zulu. Inbound for closed pattern."

But now imagine when you tuned in to that frequency you heard the controller tell that Cessna, "Cessna 28N, climb and maintain 5000. Contact Newton Approach 124.45." That's a different story. In this case, your first transmission might be (after finding a break): "Old City Approach, Diamond 3498C, 25 southwest, request." Then you wait for the controller to ask you for more details when that controller has time to listen. The follow-up might only include: "Old City Approach, Diamond 3498C, Zulu. Closed pattern." Transmitting your registration, location, and the word request is acceptable as an opener at any time, so feel free to use it whenever you're unsure.

Note that in all cases you can omit extraneous words like, "... we're 25 miles southwest ..." or "... we have Information Zulu." It's not the end of the world to say those things, but if you practice sticking to the essentials even when using a slow, comfortable pace, you'll have much less trouble fitting in when things get busy and you cut your transmissions back even tighter.

That's until the controller asks if it's a beautiful day up where you are. That's your invitation to be chatty."

RV-12 Available to Win!

This newly completed Vans RV-12 is the Grand Prize in the Texas Barnstorming Museums annual Scholarship raffle. It's one of at least 13 prizes offered in this year's raffle. We are adding more prizes as corporate sponsorships grow. This aircraft has less than 10 hours total flight time and this particular kit was built by an exceptional craftsman, engineer, and friend to all of us here at the Museum who passed away shortly after completing the kit. It features state-of-the-art flat panel avionics, new paint, and is ready to go. We will have the aircraft inspected and all life limited components brought up to date by a knowledgeable service provider. Here's your chance to own a cool little airplane for \$100. Vegas wouldn't exist with these odds. Cash Value (and cash option) \$50,000.

As in all raffles, the winner is responsible for taxes. The raffle is open to any US Citizen within the legal limits of the law.

The Texas Barnstorming Museums mission is inspiring youngsters of today to pursue career fields in Aviation and Engineering. Like those Barnstorming Aviators of the past, we utilize antique airplanes to teach the kids to fly while still in High School. Each selected kid starts with a basic ground school, and 3 lessons in our Piper cub. If they (and we) elect to continue, we continue to train here on to more advanced licenses, and once they complete High School and on into College, we continue to support them through scholarships.

Does it work? Sure does!! As of now, we are helping 5 local kids in various Aviation Colleges through our fund-raising activities, in addition to the High Schoolers that are flying here. Not too shabby in a town of 2600. These raffle proceeds will go towards those, and future training efforts. We are a 501(c)3, with no paid employees staffed entirely by volunteers. Some of the proceeds of this raffle will be used to start a dedicated scholarship in the builder's name.

We will draw the winning ticket when all 2500 tickets are sold, or on 10/1/2021. We will be marketing the ticket sales aggressively, and it's our hope to announce a winner by early spring 2021.

For more information on us, pictures of our scholarship kids, raffle terms and conditions and any other questions just go to www.wherelddogsfly.org

If there are any tickets sold after the raffle ends, the sales price will be refunded, otherwise, all ticket sales are final.

RAFFLE UPDATE March 18, 2021 - 1530 Tickets sold.

Entries close Oct 01, 2021 at 1:00PM · 164 day to go.



Grand Opening



Logan Aviation is opening up shop at Kearny County Airport

In Lakin, Kansas (36K) on May 29, 2021

If you fly in, you will receive a free hamburger and entry for a
Raffle for a free tank of fuel!

This will be during the Run, Fly, Drive event where there will be
an airshow and the Commemorative Air Force will be there, too!

If you can't fly in, bring your best show car for the car show!

Friday May 28: 1 p.m. to 6 p.m. Young Eagles Rides Ages 8-17; First come first served.

Parents Must Be Present

Saturday May 29 Airport Activities

9 a.m. to 3 p.m. Car Show, Vendors, Crafts, Food Market, Kid Games

9:30 a.m. to 2:30 p.m. Hot Air Balloon Rides (Wind and Weather Permitting)

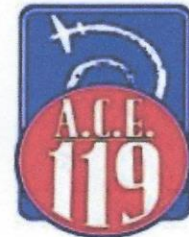
10 a.m. AIR SHOW – FIRST ACT

1 p.m. AIR SHOW FINALE

2:30 p.m. Car Show Awards

INTERNATIONAL AEROBATIC CLUB IAC 119 AIR CAPITAL EAGLES

AFC



OPEN HOUSE BURGER BURN

AEROBATIC DISCOVERY FLIGHTS

Saturday June 26th 10am-2pm

Augusta Flight Center

4800 W Beech Dr, Augusta, KS 67010

IAC 119 and AFC are hosting an Open House and Burger Burn to celebrate National Aerobatics Day.

Aerobatic Discovery Flights in the Decathlon for \$119

Call AFC at (817) 658-7219 to schedule your flight!

Drive-In, Fly-In, Spread the Word!

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