



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.

Vol. 21 No. 9

September 2021 Edition

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September Meeting

EAA 455 will meet at 2:30 p.m. Sunday September 19 in the Woodring Terminal restaurant seating area. A presentation by Lycoming representative Jeffrey Schans is scheduled and is open to the public.

Calendar of Events

Sept 17-19 -- Great Bend, KS, Air Fest (KGBD) Fly-in. 10 am Friday till 3 pm Sunday

Sept 18 -- Guthrie-Edmond Regional Airport (KGOK) 9th Annual Community Day & Fly-In -- 9am to 2pm

Sept 18 -- EAA Chapter 88 58th Annual Air Capital Fly-In -- 8am Jabara Airport (KAAO)

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

Sept 19 – EAA 455 2:30 (KWGD) restaurant seating area.

Lycoming representative engine maintenance presentation

Sept 25 – Airman Acres (OK93) Annual Bean Dinner – 12Noon

Sept 25 -- EAA Ch24 Pancake Breakfast Fly-In Sundance Airpark (KHSD) 8-11 am

Sept 25 – El Reno Fly-in and Community Day 1-7pm

Oct 2 -- Annual Aviation Festival 2021 – Max Westheimer Airport (OUN) 9AM to 2pm

Oct 9 – Haskell (2K9) EAA 671 Hot Dog Fly-in

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

Oct 17 – EAA 455 meeting at Fairview Airport (6K4) in Paul Martens' hangar. Food Provided -- Eat at 1:30.

Oct 22-24 -- 36th Annual Flying M Ranch Fly-In & Campout – Reklaw Texas (7TA7)

Oct 23 – EAA 455 Young Eagles Flights At Cherokee (405) Time TBA.

Oct 23 – Stearman Field (1K1) Pumpkin Drop (2 pm) and Band Night (7 pm)

Nov 6 -- EAA 377 Noon Potluck Plains, KS (2KS5)

August Meeting Notes

By Dee Ann Ediger, Secretary

EAA 455 met at 2:30 p.m. August 15 in the Woodring Terminal Building Conference Room.

President Ken Girty called the meeting to order. Treasurer Ron Hazlett reported \$1616 in the bank account. He also listed the prices paid for the club storage cabinet. The cabinet has a combination box with access to the door lock. Code for the box will be distributed to each of the chapter officers. Items stored in the cabinet include the chapter inventory of hats, Camguard, Blackstone oil kits, name tags, and a ledger book for keeping track of the inventory.

Anyone accessing the items is requested to note any change in the inventory and a cash container for payment is also included. Hats are \$10 each in blue or khaki.

Chapter Secretary Dee Ann Ediger has been using her personal label maker for the generic name tags for new members and Ken Girty said he also has a label maker in his hangar.

Secretary Dee Ann Ediger confirmed the September program will be Jeffrey Schans from Lycoming. The restaurant area has been reserved for 2-5 p.m. Chapter members voted to not serve refreshments at the meeting.

In old business, several members reported on their trips to AirVenture 2021. John Epley flew up on Friday to camp with some friends and said nearly everything was back to normal after 2020's cancelled event. Members who drove up included Mark Seaver, Ken Girty and Jim Baker, Ken Hollrah and Dee Ann Ediger.

It is estimated there were 18,000 movements (in and out) on the airport during the week. The campgrounds were not full, but the grass area around the runways was nearly saturated with aircraft.

Ken Girty reported the seaplane area is really nice just to go see. It is at a sheltered cove with nice facilities.

Mark Seaver said he is working with Zenith on producing fairings and he and April gave about 10 quotes on various orders during the event.

The October meeting of the chapter will be at Fairview in Paul Martens' hangar. The date will be announced when Paul confirms his schedule. He will supply Subway sandwiches so there is no request for anyone to bring food. (*Editor's Note: the October meeting will be October 17, eat at 1:30*)

Cherokee Main Street organization is again planning to request the chapter offer Young Eagles rides during the October Stroll. Terry Cox, Young Eagles Coordinator, will confirm the date. (*Editor's Note: the date of October 23 has been confirmed at Cherokee*)

Paul Martens reported the Fairview Air Show will probably be discontinued. He said town interest in supporting and planning the event has waned and the responsibility had in the past been placed on just a few people.

Gene Martin said he has the name of an acquaintance in Spearfish, SD, with a Rotax-powered Glastar for sale.

A discussion about the LODA requirement for receiving training in experimental aircraft was held. Several members have already applied for and received the LODA. Jim Baker received his in about two weeks and he can instruct in any experimental aircraft. It is reported the FAA may be getting "really picky" about finding things to be able to decline in the process.

There was also a discussion on the GAMI no-lead fuel approval as well as the comment that Aeroshell may be getting out of the aviation oil business.

Wayne Janzen flew to Alva for their weekly donuts and coffee get-together and said his was the only plane there.

Paul Martens flew the C180 to Oberlin Kansas and also reported the Haskell, OK, airport is a really nice airport when he flew there to visit family.

Ken Hollrah told of his flight to Lamont Kansas with Dee Ann in the C182 to attend the EAA 1535 ice cream social. The grass airport is not charted but has been in existence for many years.

Ken also reported on the progress made for replacing the engine on Dee Ann's C177. Most of the parts, accessories, lines and hoses have been removed.

He is also working on a couple of maintenance issues – the SubSonex has a leak in the air system and he is slowly checking the four air cylinders, 28 connections and check valve to see where the leak is. In addition, he has ordered a new oil pressure probe for the C182 because on a recent flight the JPI oil pressure indicator was fluctuating wildly while the standard gauge was performing normally.

John Epley said he installed a \$600 battery for his Aspen so that there is no need for a backup electrical system.

Mark Seaver cautioned that there is a company from the Ukraine selling fairings that are not PMA'd or STC'd. He also reported that there is a ground support company possibly coming to Enid.

Ron Hazlett said he has flown his C182 several times after tightening the manifold that was causing high temperatures on the engine.

Ken Sumpter has finished his C150 annual inspection and is getting ready for the flight review with Terry Cox after the meeting.

Mica Doane told of his trip to Creede, CO, and flying into an airport with mountains all around.

Richard Hollrah said he has replaced most of the pitot, static and stall warning lines in his C150.

Justin and Nicole Messenger will be representatives for the Woodring Wall of Honor at the American Fighter Aces Association meeting August 19-22.

Paul Marten said he flew in to Oklahoma City Will Rogers and used AAR for pickup of a commercial passenger. He said the service was very friendly and helpful and recommended anyone flying there to contact AAR.

With no more business to discuss, the meeting was adjourned and members enjoyed refreshments supplied by Dee Ann Ediger.



(We took a) 7.5 hour round trip Fairview to Haskell, OK to Hays KS to transport my son Jake to race sprint cars again.



We flew heavy with 74 gallons of fuel, four grown men, a large gear bag and four back packs. She hauled it just fine.



Member Snippets

From Paul Martens

(I have been) flying the 180 quite a lot -- 25 hours a month since purchase April 1.

Excessive smoke haze kept us at 5500 on the way home. We were headed to 10,000, stopped at 7500 and had very little VFR reference so we descended to 5500 to Tulsa.

See you the 19th.
Paul

+++++

Several chapter members flew to the Ponca City August Fly-in Breakfast.



Ken Girty in the Citabria showed a youngster around the aircraft.



Darrell Pralle and Jim Baker travelled in the Kitfox.



Ken Hollrah and Dee Ann flew in the C182. No, that's not Dee Ann's Cardinal at the left but a near twin of the same vintage.



A Mustang II got quite a bit of attention.



As did a WWII utility vehicle in very good condition.



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Wayne Janzen sent this photo of a brief thunderstorm downpour taken during a recent flight to New Mexico.

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EAA 455 members who flew in for the Woodring breakfast August 15 included Paul Martens, C180, Wayne Janzen, Glastar(top) and Max Carlisle, Comp Air (below).



Also attending were a couple of bi-planes and an Ercoupe (below).



After breakfast member Deirdre Gurry (left) planned a flight with a friend for some flight training.



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Two recent wind turbine failures near Helena – one tower collapse and one blade failure. The turbine field hasn't been up for very long for these major failures to occur.



EAA Young Eagles October 23 at Cherokee

Young Eagles Coordinator Terry Cox will be finalizing details on our Young Eagles outing at the Cherokee Airport on October 23. Plans are to be finished before noon and a limited number of rides will be available depending on the number of aircraft available.

If you are willing to help out at the event either as ground crew or as a pilot with aircraft, please make sure to contact Terry at tjcox77@me.com

A last-minute update will probably be given at the EAA meeting October 17 at Fairview.

LODA Update

Deirdre Gurry sent a copy of this email from the FAA regarding an error in the early information for applying for a LODA for training in an experimental aircraft.

From: 9-AVS-AFG-LODA (FAA) <9-AVS-AFG-LODA@faa.gov>
Sent: Wednesday, September 15, 2021 9:03 AM
Subject: Your LODA Application

Good morning.

It has come to our attention that there was an invalid link to the LODA email box in one of the forms available on our FAA website. Our records show that you emailed a LODA application to the FAA utilizing that link. Unfortunately, your email was not received, as the link contained an error.

If you have already received your LODA, please disregard this email.

If you are still in need of a LODA in accordance with <https://www.federalregister.gov/documents/2021/07/12/2021-14765/notification-of-policy-for-flight-training-in-certain-aircraft>, please **REPLY TO THIS EMAIL** with the following information:

- Name
- Address
- Email address
- Pilot Certificate Number
- Flight instructor certificate number (if applying as a Certificated Flight Instructor (CFI))
- Aircraft Registration Number (if applying as an owner)
- Aircraft make/model in which you will receive or provide instruction
- Aircraft home base airport (if applying as an owner)

Please accept our sincere apologies for the delay. We will process your request as a priority. You should have your signed LODA within the next few days.

Regards,

Erin Cappel
Aviation Safety
Aviation Safety Inspector, GA Ops
Office of Safety Standards, AFS-830

54-Year-Old Parts

By Dee Ann Ediger

My 1968 Cessna 177 Cardinal was released from the assembly line in November 1967. That puts the airplane at just under 55 years old and with nearly 4200 hours total time I found myself in need of an engine to replace the Lycoming O-320-E2-D 150 hp original engine.

After looking at all of the options, comparing pricing and advantages/disadvantages, I opted for a same model zero-time Lycoming rebuild (formerly referred to as a factory reman) through Air Power in Texas.

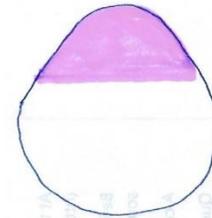
In addition, as we disassembled the accessories, I found quite a few other things that were needing replacement.

Husband Ken (A/P) undertook the project of taking off all of the hoses, lines, wiring, prop, and any accessories that would not come with the new engine.

As we got most of the items removed, I called fellow member Ron Decker (A/P I/A) to see if he wanted to check on the condition of the camshaft which we suspected to be culprit for the low power of the engine.

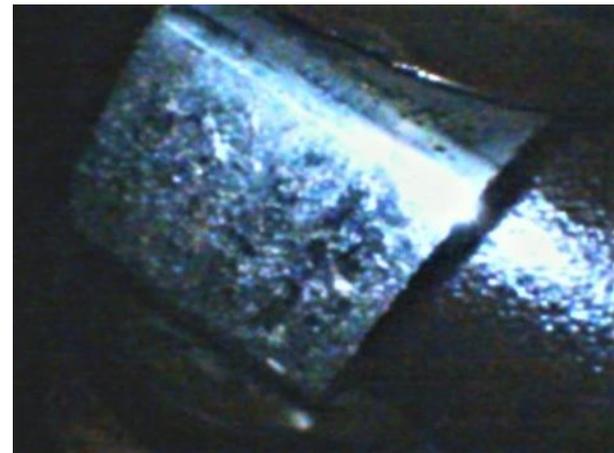
Ron flew his C172 to Fairmont Field where the airplane is undergoing the engine swap and pulled the cylinder that we suspected.

Borescope inspection revealed the cam lobe that operates the #2 intake valve and the #1 exhaust valve was basically flat. Ron described the wear like the depiction below where the colored area designates the missing metal from the lobe.



Regular Blackstone Laboratories oil samples did not reveal any major metal in the oil, so the damage was either done much earlier than my ownership of the plane, or it was so gradual that it did not raise any concerns by the analysts.

In addition, the tappet was pitted and corroded. The photos are a little difficult to see the total damage.



Cam lobe that was worn almost to nothing.



Tappet running on the defective lobe shows pitting.

Before the owner that I purchased the aircraft from had bought the plane, a death in the family of a previous owner had resulted in the aircraft sitting basically unused for several years. Log books show that the engine was run fewer than 10 hours per year and mostly just for annual inspection during a three-year span.

Most pilots familiar with the characteristics of the Lycoming engine know that letting it sit for long periods is bad in that the protective coating of oil disappears from the camshaft with time, leaving it exposed to moisture and thus corrosion. Apparently, my engine was a prime example of that, but at 4100+ total time with only one major overhaul at 1686 TT and one top overhaul at 2619 TT, I think I got a pretty good life from it.



"Stripped" engine on the Cardinal waiting for its replacement.

In addition to the engine, upon recommendation by my A/P, I ordered a new muffler, new vacuum pump, rebuilt alternator, new oil cooler, new engine mounts, new alternator belt, one new exhaust pipe, and new oil and fuel hoses that had not been replaced in the recent past. The starter is only a year old, so it is good for several more years. *(and I thought just the engine was all I needed to buy!)*

I sent the propeller out for rebuild/inspection and the word came back that it was beyond allowable specifications. Ouch! Another purchase!

After calling numerous sources unsuccessfully looking for a serviceable used propeller, I found my only recourse was to get a new one. Gayle Hustad, owner of Propeller Man in Florida was very efficient to work with, she had one in stock for my plane, and she gave me a great price compared to all the other places I shopped.

When I ordered the Lycoming engine, the representative stated a 12-14 week delivery time so we had plenty of time to work on removing parts from the old engine.

I ordered the engine on June 14 and delivery made it to Fairmont on September 15 so they just squeaked in under that 14- week estimate.



Shiny zero-time engine still in the crate waiting for installation.



Prop was stripped and measured, revealing excessive wear on both ends about 6-8 inches inboard from the tips.

Due to numerous years of wear and dressing of nicks, the prop was deemed not usable for certified aircraft due to a fraction of an inch under width at station 30-33" from the center. I verified with the propeller shop that the prop is still usable on an experimental aircraft so I will see if there is anyone that might find a use for it.

41750 Top 3/4 X 3/4 X 2 1/2
 Gray Handed
 200000

FLIGHT ACCESSORIES OF OKLA., INC.
 PRELIMINARY INSPECTION
 PROPELLER YEAR BOOK REPORT

Aircraft: FAIRMONT FIELD Hub Serial # E 2756

Hub Serial # 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50.

Hub Serial #	Blade Number	Blade Thickness	Blade Width	Blade Length	Blade Area	Blade Volume
1	1	0.250	3.415	25.70	2.570	2.570
2	2	0.250	3.415	25.70	2.570	2.570
3	3	0.250	3.415	25.70	2.570	2.570
4	4	0.250	3.415	25.70	2.570	2.570
5	5	0.250	3.415	25.70	2.570	2.570
6	6	0.250	3.415	25.70	2.570	2.570
7	7	0.250	3.415	25.70	2.570	2.570
8	8	0.250	3.415	25.70	2.570	2.570
9	9	0.250	3.415	25.70	2.570	2.570
10	10	0.250	3.415	25.70	2.570	2.570
11	11	0.250	3.415	25.70	2.570	2.570
12	12	0.250	3.415	25.70	2.570	2.570
13	13	0.250	3.415	25.70	2.570	2.570
14	14	0.250	3.415	25.70	2.570	2.570
15	15	0.250	3.415	25.70	2.570	2.570
16	16	0.250	3.415	25.70	2.570	2.570
17	17	0.250	3.415	25.70	2.570	2.570
18	18	0.250	3.415	25.70	2.570	2.570
19	19	0.250	3.415	25.70	2.570	2.570
20	20	0.250	3.415	25.70	2.570	2.570
21	21	0.250	3.415	25.70	2.570	2.570
22	22	0.250	3.415	25.70	2.570	2.570
23	23	0.250	3.415	25.70	2.570	2.570
24	24	0.250	3.415	25.70	2.570	2.570
25	25	0.250	3.415	25.70	2.570	2.570
26	26	0.250	3.415	25.70	2.570	2.570
27	27	0.250	3.415	25.70	2.570	2.570
28	28	0.250	3.415	25.70	2.570	2.570
29	29	0.250	3.415	25.70	2.570	2.570
30	30	0.250	3.415	25.70	2.570	2.570
31	31	0.250	3.415	25.70	2.570	2.570
32	32	0.250	3.415	25.70	2.570	2.570
33	33	0.250	3.415	25.70	2.570	2.570
34	34	0.250	3.415	25.70	2.570	2.570
35	35	0.250	3.415	25.70	2.570	2.570
36	36	0.250	3.415	25.70	2.570	2.570
37	37	0.250	3.415	25.70	2.570	2.570
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40	40	0.250	3.415	25.70	2.570	2.570
41	41	0.250	3.415	25.70	2.570	2.570
42	42	0.250	3.415	25.70	2.570	2.570
43	43	0.250	3.415	25.70	2.570	2.570
44	44	0.250	3.415	25.70	2.570	2.570
45	45	0.250	3.415	25.70	2.570	2.570
46	46	0.250	3.415	25.70	2.570	2.570
47	47	0.250	3.415	25.70	2.570	2.570
48	48	0.250	3.415	25.70	2.570	2.570
49	49	0.250	3.415	25.70	2.570	2.570
50	50	0.250	3.415	25.70	2.570	2.570

8-18-21

Inspection certificate from Aircraft Accessories in Tulsa.

An Uncharted Fly-in

Ken Hollrah and Dee Ann Ediger were looking for someplace to fly and decided an Ice Cream Social in August sounded like just the right destination.



A visitor in a Piper taxis up to the parking area.

EAA 1535 hosted a fly-in to an un-charted grass strip on the north edge of Lamont, Kansas. The airstrip has been in existence for many years but is only semi-maintained so caution is advised for using it. From conversations among those in attendance, the grass on the runway can be quite tall at times.



Ken's C182 along with a couple of taildraggers.

In addition to the ice cream, brats and hot dogs along with various desserts were served. There were more female pilots at the small fly-in than Dee Ann usually encounters for a pleasant surprise. Ken visited with several members about the history of the airstrip and the small town.



Visitors walked across the street from the grass strip to sit in the shade and enjoy supper.

According to one historical website the town was established in 1888 and reached a population of 100 when the Missouri Pacific Railroad went through the area. 2000 census states a population of 89 and the town is currently unincorporated.

Woodring Improvements

Woodring Airport tower personnel got a fresh look on airport life with the addition of new window glass recently.



A crane stands along side the tower for lifting the window glass as well as providing an attach point for the installer's safety belt.

And the "17" hangars received some much-needed exterior lights above each door. The lights had been non-functioning for many years.

Wellington EAA Fly-in

EAA 1631 at Wellington, KS, hosted a breakfast fly-in and Young Eagles event on September 11. Ken Hollrah, Dee Ann Ediger, along with Whitney Warfield flew the C182 up to visit.

The weather was great with a nice tail wind going up at 3500 feet and the return trip at 6500 was cool and with light winds but the lingering smoke from the western US fires was definitely reducing visibility.

Two vintage C172 aircraft with the straight back, swept tail fuselage design were at the airport. With only two years of production for that specific combination, seeing two of those in the same place is unusual.



Learning the Ropes

By Dee Ann Ediger

With the conversion of Fairmont Field from Private Owned/Private Use to Private Owned/Public Use, there were some subtle changes on how to operate the field as well as some major ones.

Something that I hadn't needed to do in the past is alert potential users of our airfield of potential hazards or items of interest concerning the runways.

Lots of rain this spring along with the planting of the summer crop of milo resulted in very tall "obstructions" right at the end of both runways (17/35). The south end was especially tall with the milo stalks reaching over five feet.

This resulted in Ken suggesting that maybe we should issue a NOTAM for the obstruction – a first for Fairmont Field – because we knew anyone wanting to "land on the numbers" might be in for a surprise.

I spent some time searching for the correct place to do an online NOTAM and found the site. Unfortunately, I guess since there had never been any NOTAM issued for our field, the Leidos Flight Service had no record of our airfield, thus could not accept a NOTAM online.

I received a call after asking for assistance and the Leidos representative said to call Flight Service directly to place a NOTAM into effect via phone.

That process went very smoothly with the representative asking me who I was to verify I had the authorization to submit the information, and she was quite efficient in getting all of the data needed.

Before the end of the day, the below NOTAMs about the five-foot crops appeared.

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Federal Aviation Administration
NOTAMs for Location search on location(s) 10K
Filter(s) used: None
Query for: 10K UTC: 15 Sep 2021 1430 UTC
MILC 06062 10K OBST CROPS 362100N0974000E11FT N APOH FND RWY 17)
11700 FT (BFT AGL) NGI LGD 12100001736-2110001730
MILC 06063 10K OBST CROPS 362100N0974000E11FT 2 APOH FND RWY 35)
11700 FT (BFT AGL) NGI LGD 1210001736-2110001730
MILC 06143 10K OBST TOWER LCT (ASR 1010154) 36230.00N097314.00W (11.3NM NNE 10K)
1284.8FT (217.8FT AGL) LRS 2109141310-211014236
MILC 06122 10K OBST TOWER LCT (ASR 1236220) 361714.30N0973500.30W (8.1NM SE 10K)
1462.8FT (327.8FT AGL) LRS 2109141310-210921893
-----End of PDF Report-----

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And a couple of days later, the towers with lights out also appeared. I guess since our airfield is now on the Flight Service list of airports,

we will have NOTAMs posted for any issues within a certain radius of the airport.

I placed a time limit of October 31 for the crop NOTAM since farmers never know the exact day harvest will take place, but the crop has now been harvested and Ken mowed the remaining stalks at each end of the runway.

There are still two to three-foot empty stalks around the edges of the runway and the taxiway, so I decided to leave the NOTAM in effect for a few more weeks just in case the conditions might be helpful for pilots.



Two-Part GPS for Seniors

- 1) Map shows you how to get there.
- 2) Then tells you what you went there for.

Fighter Pilot Meeting

Members Justin and Nicole Messenger were tasked with providing display panels and artifacts from the Woodring Wall of Honor M.L. Becker Learning Center at a recent meeting of the Fighter Pilot Association in Texas.

Several aviation icons were in attendance.



Bud Anderson with some of the display panels.



Duke Cunningham, left, and Chuck DeBellevue, right.



Bud Anderson with Nicole and Justin.



Left to right: Curt "Dozo" Dose, Chuck DeBellevue, Duke Cunningham, Les Gray, Bud Anderson, and unidentified.



A few more of the display panels being studied.



A good photo of Bud Anderson and Chuck DeBellevue.



Informal visitation in the display area.



YOU'RE INVITED!



- Aircraft Displays
 - WWII A-26 Invader
- Kids' Activities
 - Sooner Flight Academy
- Classic & Exotic Car Show
- Food & Drink for Purchase
- FREE Admission and Parking!

JOIN US FOR THE 9TH ANNUAL
COMMUNITY DAY & FLY-IN
 at the Guthrie-Edmond Regional Airport (KGOK)

SATURDAY, SEPTEMBER 18, 2021
9AM-2PM

FREE AIRPLANE RIDES!

*For kids 8-17 years through the EAA Young Eagles Program & EAA Chapters 24 and 1098.

36th Annual FLYING M RANCH Fly-In & Campout REKLAW, TEXAS - October 22 - 23 - 24, 2021



DAVE & MARCIA MASON, Phone: 936-369-4362
STINSONEER@AIRMAIL.NET - FB: FlyingMRanch Reklaw
7TA7 - N31° 50.7' W94° 57.5' - RWY 02-20
3,500' TURF - 310 ft. ELEV - UNICOM 122.9

26TH ANNUAL CLASSIC & ANTIQUE FLY-IN

Saturday, October 2, 2021 ♦ 11am-1pm MDT



Syracuse, KS—3K3
EAA Chapter 377

Featured aircraft:
Jack Roush's
P51 "Gentleman Jim"

**Captain James Browning
Memorial Dedication at 11 MDT.**

F16 Missing Man Fly Over To Follow

Chili, Hamburgers and Brats served by the
Syracuse-Hamilton County Chamber of Commerce.
Free lunch to all who fly in.
Free to EAA members that drive in or fly in.

FLY KANSAS AIR TOUR

SEPT. 23 - 25, 2021

THURSDAY, SEPTEMBER 23

Wellington Municipal Airport

8:30 a.m. - 9:30 a.m.

Fort Scott Municipal Airport

11:15 a.m. - 1:15 p.m.

Allen County Airport (Iola)

2 p.m. - 3:45 p.m.

Lawrence Municipal Airport

5:15 p.m. - 8 p.m.

FRIDAY, SEPTEMBER 24

Clay Center Municipal Airport

9:45 a.m. - 11:45 a.m.

Phillipsburg Municipal Airport

1:30 p.m. - 3 p.m.

Salina Regional Airport

5:15 p.m. - 8 p.m.

SATURDAY, SEPTEMBER 25

Concordia Regional Airport

9:30 a.m. - 11 a.m.

Beech Factory Airport (Wichita)

12:45 p.m. - 3 p.m.

