



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 eea455enid@gmail.com

Vol. 21 No. 7

July 2021 Edition

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July Meeting

EAA 455 will meet at 2:30 p.m. Sunday July 18 in the Woodring Terminal building.

Items for discussion include the possibility of a presentation from a Lycoming representative in September.

Also to discuss, the FAA has issued a clarifying statement on using experimental aircraft in training.

Refreshments will be served.

Calendar of Events

July 17 – Woodring Fly-in Breakfast 7:30 to 10. \$8.00

July 18 – EAA 455 meeting 2:30 p.m. Woodring Airport Terminal

July 23-25 – Cushing Fly-in Fair (KCUH)

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

July 26 - Aug 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 – Guthrie Edmond Annual Community Day & Fly-in 9 a.m. to 2 p.m. (KGOK)

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).

Sept 19-24 – Aerobatic Nationals Salina, KS

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

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

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

June Meeting Notes

By Dee Ann Ediger, Chapter Secretary
EAA 455 met at 2:30 p.m. June 20 at the Woodring Terminal Building.

Chapter President Ken Girty called the meeting to order and Treasurer Ron Hazlett reported \$2830 in the bank checking account and about \$45 in petty cash.

Old news included the report on our teeter totter donation to the airport. The instruction sheets and installation tools (metric allen wrenches) will be kept with the chapter in case they are needed in the future.

The chapter received the hat order and members who reserved them remitted payment. There are khaki hats and blue hats. Treasurer Ron Hazlett took possession and will be in charge of collecting for them. Contact Ron Hazlett, Rhazy01@gmail.com, to reserve yours.

Terry Cox gave a final report for preparation of the Young Eagle rides. Scott

Northcutt and JB Bolinger are in charge of the Vance AFB events at Enid High School. There will be four instructor pilots from Vance as well as a controller to give presentations Monday through Thursday. Also included will be a tour of Vance simulators and the tower facilities. Those participants who want will be at Woodring on Friday for our chapter to give Young Eagle rides. Terry has the forms already filled out and Donnie Hazlett will pre-fill the certificates so that all that is needed is the aircraft and pilot information. Ground crew is needed to escort participants to aircraft. So far pilots include John Epley, Bonanza; Ron Hazlett, C182; Terry Cline, Piper Cherokee; and Dee Ann Ediger, C182.

Flight times and scheduling were given. Ken Hollrah said he could bring his Kitfox for static display, Richard Hollrah volunteered for ground crew.

Ron Decker described a sticking throttle at idle on the C172. During the annual inspection after quite a few attempts to find the solution, he finally discovered that the top carburetor screws had stripped out and backed off to interfere with the cable operation. He installed heli-coils with longer screws. He then had to adjust the accelerator pump arm because it was also locking up and the fuel shut-off was not working so he repaired that.

Terry Cline said after finding his Cherokee's static system was leaking, he installed all new tubing and had his instruments rebuilt while doing the work. He described how he could not get his air speed indicator to give accurate readings until he tightened the fitting "really hard" and it finally worked.

Terry also explained in more detail the project to pre-seal the fuel senders in his RV-14 project that he sent photos for in the last newsletter. He said luckily the nut plates are made harder than the bolts to the nut plates won't strip. He also asked if anyone has aircraft scales and members said Mike Wrenn does.

Terry Cox said the com panel in his Grumman has an intermittent flash that is probably a loose plug.

Richard Hollrah has completed his new LED beacon installation and is working on updating the weight and balance and getting the signoff on his work.

John Epley said he flew the Bonanza to Southern California and experienced high density altitude operations at Grants, NM. The airport is 6500 elevation and during a hot start he developed a vapor lock. He said he called someone who was familiar with the situation and after receiving some suggestions, ran the fuel boost pump to clear the vapor lock and cleared up the problem. He added he flew the Bonanza to 13,500 feet, the highest he has had the aircraft.

Rod Reim said his Turbine Lancair is almost back together.

Ron Hazlett said the C182 is flying nicely. He and Donnie flew to Tulsa for a refill on his Camguard stock recently. Ron is a Camguard distributor and sells the product to our chapter members for a special reduced price.

Ron Decker brought his new Sensenich prop that will be installed on his C172. He said the carbon fiber blades weigh less than the hub and he will realize a 17-pound reduction in empty weight with the installation. He illustrated how the pitch can be adjusted to three different settings with the use of pins. He stated he will start with a 52 pitch, which is the least amount and experiment from there.



Ron Decker explains characteristics of his new prop while (from left) Ron Hazlett, Ken Girty, Ken Hollrah, and John Epley look on.

Ken Hollrah discussed the use of borescopes to examine valves. The Cessna Flyer magazine had illustrations of burn patterns. Also, Ken noted Aviation Consumer gave a review on a ceramic coating that bonds to paint and can be used on leading edges for easier bug cleaning.

Terry Cox and Ken Hollrah did some experimenting in Ken's C182 on the "impossible turn." This refers to a loss of engine power just after takeoff and what it takes to make either a safe return to the airport or choosing to do an off-airport landing. Ken showed a study with a Super Cub, C172, RV4, and a Bonanza. The Super Cub was able to make the return with only a 300' altitude gain before the simulated engine failure, the C172 performed the turn back to the airport at every altitude in the study, the RV-4 made it once, and the Bonanza did not ever perform a return to the airport.

Ken and Terry took the C182 to altitude, set up a base distance above the ground to use as a reference point, and performed engine out simulations with the 270 degree turn that would result in re-aligning for a landing at the airport. Ken was able to complete the turn with a loss of 500 feet at 80 mph, which is the published best glide speed for his aircraft. Ken estimates that with the Vortex Generators installed on his C182 he can make the turn in about 300 feet at 75 mph as a best glide speed.

The two also did a minimum sink speed experiment and found 60 to 65 mph indicated resulted in a 450 fpm sink while 80 mph indicated gave a 600 fpm sink.

Ken also reported that he had to replace the Safe Air fuel sump in Dee Ann's C177. He planned to repair with replaceable orings, but could not get the sump apart to do that, even though the advertisements for that brand state the sump is repairable. He called the manufacturer who said they are not repairable, but the advertisements still say they are.

Members planning to attend Oshkosh include John Epley, flying his Bonanza and camping, and Ken Girty and James Baker are driving and camping.

The next meeting is scheduled for July 18, the weekend before Air Venture at Oshkosh.

Meeting was adjourned and refreshments were served.



Another photo of the prop Ron will install.

Chapter Project

Ron and Donnie Hazlett and Ken Hollrah and Dee Ann met at the airport to assemble the chapter teeter totter shortly after it was delivered just in time for the June Woodring Fly-in breakfast.



Ron and Dee Ann working on construction.



Donnie helped align the “wings” as Ron tightened fittings.



Ron Hazlett giving the group pre-flight briefing and Donnie Hazlett working to complete the paperwork.

Winds began to increase shortly after rides started but were nearly in line with the runway and didn't cause any issues. Pilots were able to get above the bumps at 3500 msl so the rides were fairly comfortable.



Instructions can come in handy during construction.



Ken Sumpter, his C150, and his Young Eagle ride.

There were 20 “official” YE riders, but after all of the participants had been assured of rides, several parents and siblings also enjoyed a flight.



The teeter totter got use the next day at the airport.



Terry Cline provided a ride to a “mom” who had never been in an airplane.

Young Eagles

Our chapter provided Young Eagles rides for a group of fifth graders who had participated in an aviation day camp.

Kids showed up at the airport at 8 a.m. Friday June 25 and a briefing in the airport meeting room prepared the kids. Pilots participating included Ron Hazlett, C182; Dee Ann Ediger, C182; John Epley, Bonanza; Terry Cline, Piper Cherokee; and Ken Sumpter, C150.



Dee Ann Ediger helps her riders board the C182.

C150 LED Beacon

By Richard Hollrah

My most recent project was replacing the beacon light on my 150. Replacement became necessary because the flasher unit had failed. The manufacturer no longer exists so getting a new one was not possible.

I decided to replace the beacon with a Whelen OR36R1N red LED beacon. That beacon has a flasher built in and also does not require the large resistor to suppress noise in the radio. Since the flasher and resistor were no longer required, they were removed.



The old flasher and resistor were removed.

“The plastic tip at the top of the vertical stabilizer where the beacon mounts was also replaced because of multiple cracks in it. I purchased the replacement from Stene Aviation.

I am really impressed with the quality of the tip. It is made of fiberglass, is already primed for paint, and fits perfectly. I will have to drill the mounting holes but no trimming or other fitting will be necessary.



Old and new stabilator tips.

I did not reinstall the VOR antenna. The original Cessna NAV/COM and VOR indicator were removed 20 years ago, and the antenna has not received any signals since.

I ran into a snag regarding the painting of the fiberglass tip. Ken had offered to paint the tip since he has an air brush and some Vestal White paint. After he was done, he called and said, “Did you know there is a crack in the tip?” The crack was about one third the length of the leading edge of the tip but did not show up until after painting. I think I may have cracked it by forcing the tip into position with unnecessary pressure.



Beacon and tip installed.

He gave the tip back to me and loaned me the air brush and the paint. I went to the aviation section of O’Reilly’s and bought a small fiberglass repair kit. Apparently, I got the resin/hardener ratio wrong because it took a couple of days for it to completely set up. After the repair was sanded smooth, I went to the Gary Rogers Model Airplane Manufacturing Company where we repainted the tip.

All that was left was to attach the light to the tip and the tip to the tail and then reconnect some wiring. The light works great.



The beacon in operation.

Gurry Gives a Vet a Flight

EAA Chapter 455 member Deirdre Gurry recently had the opportunity to give a flight to a Vietnam Veteran in her RV.

Reprinted from the Enid News and Eagle
By Kelci McKendrick

ENID, Okla. — There's almost nothing better for retired Capt. Bob Ford than being 4,000 feet in the air in an aircraft.

Ford took to the sky and flew an airplane on last Saturday for the first time since he was a helicopter pilot with the U.S. Army in the Vietnam War.

"When you're in a machine that does what you want it to do, and you get up in the air, you just think, 'How neat is this?'" Ford said.

In 2019, Ford read an article about retired Air Force Lt. Col. Deirdre Gurry, a former squadron commander at Vance Air Force Base and former director at Enid Woodring Regional Airport, and her flying to all 108 public airports in Oklahoma. He then asked her to come to Okeene Public Schools to give a Veterans Day speech.

Gurry said "she was amazed" by Ford and her day at the school. Ford had student council members at the front door to take Gurry on a tour to the classrooms before the assembly and told students to ask her questions. Afterward, she wanted to do something nice for Ford in return.



Deirdre Gurry (right) and retired Army Capt. Bob Ford on the flight to Weatherford.

Ford had hinted he would like to fly in Gurry's Van's RV6, a homebuilt, two-seat, low-wing airplane, so they began planning a trip to the sky, but the COVID-19 pandemic derailed their plans until last weekend when it finally came together.

Ford and Gurry flew from Woodring to Lt. Gen. Thomas P. Stafford Air and Space Museum in Weatherford on July 3, about a 30-minute flight.

"You have two people that have the same motivation, went through a lot of the same type of training, and you're with somebody that's a real professional, really good, and you're up the air, nobody around, and it's just you in the sky — tremendous feeling," Ford said.

Ford served from July 1967 to July 1968 with the 282nd Assault Co., nicknamed the "Black Cats," and flew more than 1,000 missions. The only time he went up in an airplane was with a forward air controller.

Ford is originally from Shawnee and currently is vice chairman of the board of Shawnee Mills, which his grandfather started. After his military service, Ford moved to Okeene to manage the Okeene Milling Company.

Since the war, Ford has flown helicopters. Most recently, about 10 years ago, he was asked to fly in a Huey helicopter over a parade honoring Medal of Honor winners in Denison, Texas. In 2015, he published a book, "Black Cat 2-1," a memoir about his life as a helicopter pilot.

Gurry said she was surprised when she heard that Ford had not flown a plane since Vietnam.

"I asked him, 'When was the last time you flew in a little airplane?' I figured he'd say, '10 or 20 years ago' or whatever, and then he says, 'Probably since Vietnam,'" Gurry said.

Gurry took off and landed, but she handed the reins over to Ford while they were up in the air, joking that Ford — who is used to flying helicopters as most of his missions were flown between two and 10 feet off the ground — kept wanting to descend.

"I gave him the airplane and said, 'OK, you can fly,' and slowly he started to descend, and I'm like 'You're doing the thing that you do,'" Gurry said with a laugh. "He was like, 'Hey, I can't help it. As a helicopter pilot, we never got too far above the ground. I'm more comfortable down there.'"

Ford, complimenting Gurry on her skills as an aviator, said the ride was "as smooth as silk" from beginning to end and that he enjoyed the view of Oklahoma's landscape from up high.



No matter what he flies — whether a helicopter or a plane — Ford said it's like riding a bicycle.

"You never lose it," he said. "You always just feel great when you get back in the cockpit. It all comes back."

KPNC is Open!

Members of chapter 455 have visited Ponca City after the nearly year long closure for runway replacement/repair.

Several met at Enrique's for lunch July 3. Aircraft from Enid pictured below from under the wing of a Stinson: Ken Hollrah's, SubSonex; Richard Hollrah's, C150; Ron and Donnie Hazlett's, C182; and Terry and Cheri Cox's, Grumman Tiger.

Gary Rogers arrived in his Champ; and Dee Ann Ediger brought the C182.



Photos by Ken Hollrah



Cheri and Terry Cox dig in at Enrique's.

And July 14, Mica and Brenda Doane hitched a ride in Paul Martens' C180 for supper there. They then stopped by Fairmont Field on the way back home to try out the grass runway.



C180 preparing for takeoff at Fairmont Field. The runway is surrounded by milo.



Paul Martens' C180 on departure from Fairmont field. The neighbor to the east was working in the field and this photo caught both of them.

Flat Rock Airport

From Stephanie Schledorn

Flat Rock Airport OL32 had a grand opening on June 16. The 2550' X 75' grass airstrip is beside the highway between Claremore and Wagoner. Stephanie Schledorn provided some information about the development of the airstrip.

Local supporters and benefactors of the airport will be providing flight training scholarships for young people from the local area.

"That was the plan all along," Stephanie said, "but then we recently got connected with Pryor High School where there is a new Aviation program.

"This will be their third year. Pryor had three students the first year and 26 last year in a multi-year program. They offer pilot, maintenance and drone-oriented career plans. They are very excited to find someone in the area to provide flight training because they can't take that on. It is clear they want us to shoulder the liability.

"The nice thing is that the students will have completed ground school when they come to us, can be vetted by the school for financial need and evaluated as a candidate for a scholarship academically and behaviorally. They should be able to get their ticket in the minimum hours.

"The goal is to provide what is basically half price flight training for Private Pilot. We will consider each student on an individual basis but

the guys and benefactor all believe the student should have some skin in the game.

"I'm afraid this will eliminate most young people of need, but nothing is written in stone yet. The instruction cost does not include the actual purchase price of the airplane, so it is a good deal to begin with. We may downgrade to a C-172 with partial glass at some point to save money, but right now the trainer is a 2019 Tecnam P2008 w/ G3X. We have alternate paved locations to work from when the runway is wet, but it dries quickly.

"The school (*Pryor*) has had a huge influx of funds from Alphabet (Google) which has a plant/server farm/ etc., in the industrial complex at Pryor. Otherwise, it is actually an underserved and low-income rural area.

"The principal told us that huge percentage of students have at least one parent in prison so there is a great need for career opportunity programs and help for students. (Most Google employees do not live in the school district.)

"The three students from the first class have all been on flights with us and/or an instructor who had a C182R. They are using AOPA's High School STEM Curriculum, except they do not like the final year syllabus which involves the students spending the entire semester (year?) doing a study project and writing a paper.

"When the foundation is in place, we can start to fundraise and evaluate just how much we can provide. The school representatives think they can also come up with some financial assistance for deserving students, because even half price flight training is more than most of these students' families can come up with. Some may qualify for Ray Foundation scholarships.

"We are not limited to teaching Pryor students. One of our current students is a web developer and photographer. He has his own business using a drone to take real estate photos and videos. We are trading out flight training for web development; he's taken over building our web page and took photos of arrivals and activities at the fly-in.

"His wife is an event coordinator who was working with the Wagoner Chamber of Commerce. She was very helpful at the fly-in, too. (For a bunch of amateurs it turned out pretty nice.)

"So, we have done a lot, but still have a lot of work to do. It's a little premature to go too public, but the foundation should be in place within weeks.

"Thanks for your interest!"

Stephanie Schledorn
918-869-6150

Seen at Woodring



The PZL M28 Skytruck is a Polish STOL light cargo and passenger plane, produced by PZL Mielec, as a development of license-built Antonov An-28s. PZL Mielec is the biggest Polish aircraft manufacturer and Lockheed Martin's biggest production facility outside the U.S.

Fairmont Hangar Maintenance

Fairmont Field hangar is getting a new coat of paint. Below, Dee Ann Ediger in the bucket truck works to paint the north side of the building where the wind is much milder on this day.



KWDG Tenant Meeting Held

A Woodring Airport Tenant Meeting was held June 23 in the dining area of the terminal building.

Items discussed included the following:

1. New tenant lease agreements will be required to pay hangar rent with credit card on file, ACH payment set up, or through online bill payment. Current tenants will not be updated with a new lease agreement and may continue to pay hangar rent as in the past.
2. Snow removal operations and priorities include runway 17/35 first, then taxiways, then ramp areas. If flight is planned and the area in front of a hangar has not been cleared, contact the airport personnel a day in advance of the flight if possible.
3. The dining area and private dining room are available for public use on a reservation basis for use outside restaurant operating hours. For large gatherings, a \$100 refundable cleaning deposit will be required.
4. A copy of the airport rules and procedures was made available.
5. Improvement projects for the airport ramps and movement areas were outlined with closures of several areas to affect flight operations, including closing 17/35 for a full day for taxiway A-5 reconditioning. 13/31 will remain open when 17/35 is closed. Dates to be announced.

FAA Issues New Drone Rules

From AOPA and FAA

The FAA recently modified the rules for flying recreational drones in include a training requirement for ALL drone operations no matter the size or weight of the drone.

The Exception for Limited Operation of Unmanned Aircraft (USC 44809) is the law that describes how, when, and where you can fly drones for recreational purposes. Following these rules will keep people, your drone and our airspace safe:

1. Fly only for recreational purposes (enjoyment).
2. Follow the safety guidelines of an FAA-recognized Community Based Organization (CBO).

Note: We have not yet begun officially recognizing CBOs. Recreational flyers are directed to follow the safety guidelines of existing aero-modeling organizations or use the FAA provided safety guidelines per Advisory Circular 91-57B.

3. Keep your drone within the visual line of sight or use a visual observer who is co-located (physically next to) and in direct communication with you.
4. Give way to and do not interfere with manned aircraft.
5. Fly at or below 400' in controlled airspace (Class B, C, D, and E) only with prior authorization by using LAANC or Drone Zone.
6. Fly at or below 400 feet in Class G (uncontrolled) airspace.

Note: Flying drones in certain airspace is not allowed. Classes of airspace and flying restrictions can be found on our B4UFLY app or the UAS Facility Maps webpage.

7. Take The Recreational UAS Safety Test (TRUST) and carry proof of test passage.

8. Have a current registration, mark (PDF) your drones on the outside with the registration number and carry proof of registration with you.
9. Do not operate your drone in a dangerous manner. For example:
 - a. Do not interfere with emergency response or law enforcement activities.
 - b. Do not fly under the influence of drugs or alcohol.

Individuals violating any of these rules, and/or operating in a dangerous manner, may be subject to FAA enforcement action. For more information, read Advisory Circular 91-57B.

... And More FAA Regulations

FAA Guidance on Flight Training for Compensation in Experimental Aircraft

FAA Order 8900.1 contains guidance for FAA inspectors that indicates that flight training in an experimental aircraft for compensation is permissible without a LODA under certain circumstances.[6] The guidance states that flight instructors may receive compensation for providing flight training in an experimental aircraft but may not receive compensation for the use of the aircraft in which they provide that flight training unless they obtain a LODA issued under § 91.319(h). Likewise, the guidance states that owners of experimental aircraft may receive and provide compensation for flight training in their aircraft without a LODA, but owners may not receive compensation for the use of their aircraft for flight training except in Start Printed Page 36495 accordance with a LODA issued under § 91.319(h).[7]

The distinction set forth in FAA Order 8900.1 is inconsistent with the definition of “operate” in § 1.1 and the plain language of § 91.319. Where a regulation and guidance conflict, the regulation controls.[8] Accordingly, owners of experimental aircraft and flight instructors who have operated experimental aircraft for the purpose of compensated flight training without obtaining a LODA (as allowed by FAA guidance) will be required to obtain a LODA to remain compliant with the regulations. The FAA acknowledges that the disconnect between the regulations and the guidance to inspectors has created confusion in industry. The FAA also recognizes the value of specialized flight training in aircraft that hold special airworthiness certificates under certain conditions. This section provides guidance to owners of affected aircraft and flight instructors seeking to conduct flight training for compensation in these aircraft.

A. Experimental Category Aircraft
In general, the FAA places limitations on the use of aircraft that hold experimental airworthiness certificates because the airworthiness certification requirements for these aircraft impose no standard and pose unique operational risk to the national airspace system. **FAA**

regulations and guidance direct that, for most training, pilots should use a standard category aircraft to accomplish training rather than aircraft that hold special airworthiness certificates.

Section 91.319(h), however, permits a person to apply for deviation authority to conduct flight training in an experimental aircraft. Currently, individuals seeking to provide flight training and receive compensation for both the flight training and the use of the experimental aircraft must submit an application package to the Flight Standards District Office (FSDO) in the district in which the training will take place. Under § 91.319(h)(2), a request for deviation authority must contain a complete description of the proposed operation and justification that establishes a level of safety equivalent to that provided under the regulations for the deviation requested. The FAA generally limits LODAs to training that can only be accomplished in aircraft with experimental certificates and directs its inspectors that, with a few exceptions, LODAs should not be issued to permit flight training in experimental aircraft leading toward the issuance of a pilot certificate, rating, or operating privilege.

As discussed, FAA guidance incorrectly indicates that no LODA is necessary if the owner of an experimental aircraft provides compensation for flight training in the owner's own aircraft and no compensation is provided for the use of the aircraft itself. The FAA will update the guidance to align with the regulation, as previously discussed. To mitigate disruption for this type of flight training, which has been allowed under FAA guidance and is viewed as an increased safety measure for pilots who regularly fly these aircraft, the FAA has developed an interim process to issue LODAs to the owners of experimental aircraft and flight instructors that will permit flight training for compensation in experimental aircraft when no compensation is provided for the use of the aircraft.

The FAA finds that, for owners of experimental aircraft seeking flight training in the aircraft they will regularly fly in the national airspace, the standard under § 91.319(h)(2) for granting a LODA has been met. The FAA has long emphasized the importance of pilots being trained and checked in the aircraft they will operate. Specifically, it is critical that pilots understand and are familiar with the particular systems, procedures, operating characteristics, and limitations of the aircraft they will operate.

The FAA will accept requests for a LODA electronically from an owner of an experimental aircraft or flight instructor who chooses to conduct training in experimental aircraft. LODAs, once issued, will define the scope of the flight training activity so that owners of experimental aircraft may receive and provide compensation for flight training in their aircraft, as well as permit flight instructors to receive compensation for flight training in an experimental aircraft. These LODAs will prohibit owners and flight instructors from receiving compensation for any other use of the aircraft in which the flight training is provided.

To obtain a LODA, owners of experimental aircraft and flight instructors providing flight training in experimental aircraft may submit a request to the following email address: 9-AVS-AFG-LODA@faa.gov. Applicants seeking a LODA through this process must provide 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)
- The FAA will review the information submitted and issue a LODA (via email) that reflects the conditions and limitations contained in this notification, as well any additional limitations required in accordance with § 91.319(h) and (i).

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School Baseball Booster Club 918-720-8550

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For more information contact:
Charles Montgomery 817-929-1816
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