



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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2022 Chapter 455 Officers

(click on e-mail address to contact by e-mail)

President: Ken Girty

acetiqr77@yahoo.com

Vice-President: Kenneth R. Hollrah

khollrah@fairmontfield.com

Treasurer: Richard Hollrah

cavu63598@cnet.com

Newsletter Editor/Secretary:

Dee Ann Ediger

dediger@fairmontfield.com

Young Eagles Coordinator:

Terry Cox tjcox77@me.com

Technical Counselor: Ron Decker

decker2191y@yahoo.com

Web Coordinator: Deirdre Gurry

supernova227@hotmail.com

January Meeting

EAA 455 will meet at 2:30 p.m. Sunday August 15 in the Woodring Terminal Conference Room. Refreshments will be served!

Annual dues of \$15 are being accepted. You can bring cash or check to the meeting, or you can mail a check to EAA 455, 1026 S. 66th Street, Enid, OK 73701.

National EAA Membership is also encouraged. To access online registration go to EAA.org and click on membership. There will also be paper registration forms at each chapter meeting.

From the EAA Website: Your **Individual Membership** makes you a part of the passionate EAA Family and gives access to EAA-Exclusive benefits.

Membership is \$40 per year and includes: *Sport Aviation Magazine—our award winning publication that covers all things aviation

*Exclusive stories, videos and other educational content

*Discounted rates to EAA AirVenture Oshkosh

*Direct paths to flight for you and others

*Access to local EAA Chapters

*EAA Advocacy—preserving the right to fly

*FREE access to more than 400 museums nationwide

*Access to our Warbirds, IAC and Vintage aviation communities

*The shared knowledge of our 240,000 members

Family membership, which is \$50 per year, gives you the same access as the Individual membership, and gives membership access to your spouse and/or children.

I chose Crider Aircraft Paint to do the job. I flew it there on Thursday Dec 30. Max Carlisle and Matt Regier retrieved me in Max's Turbine Comp Air. Favorable winds at 7000 yielded 190+ ground speed in the 180. Wheeeeeee!



The transformation is underway!

Calendar of Events

Jan 15 – Oklahoma Pilots Association
Lunch fly-away at Ponca City Enrique's
Jan 15 – David J. Perry (1K4) Fly-in
Breakfast 8-10 a.m.

Jan 15 – Haskell Airport (2K9) Coffee and Donuts every Saturday 8-10 a.m.

Jan 16 – EAA 455 Monthly Meeting 2:30 p.m. Woodring Airport (KWDG) Conference Room

Jan 16 – Alva Regional Airport (KAVK)
Donuts & Coffee every Sunday 8-10 a.m. Donations appreciated.

Feb 20 – EAA 455 Monthly Meeting 2:30 p.m. Woodring Airport (KWDG)

Feb 26 – Stillwater Regional Airport (KSWO) 6th Annual Flying Aggies Fly-in

Member Snippets

From Paul Martens

I continue to make my 180 "my own" as I have changed the N number and now it is in Mena, AR, to have the graphics changed.

We were met by the owner's son Alex Crider. After barbeque in Mena we reviewed my paint plan and got a tour of Crider's 150' X 450' paint facility. They can "get the job done" as they have 38 employees. They got right on my project and estimated two weeks to completion.

In the absence of the 180, I checked myself out in our WagAero 2+2. January 8 was lots of rides with my grandchildren.

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From John Epley

I flew down to Temple, TX, on Dec. 30 and returned on Jan. 2. The skies were sunny and I had the benefit of a strong headwind in both directions. I met one of my daughters, son-in-law, and granddaughter (15) to watch the latter compete in a pole vault competition. She vaulted 11'2".

(Editor's Note: Just one of the joys of owning an airplane!)

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From Dee Ann Ediger

During the recent annual inspection at Decker Field, it was noted that my taxi light

on the C177 Cardinal was not operational, so I ordered an LED replacement to match the existing LED landing light. At the time of the order of two of the lamps (one for Ken's C182 and one for me) there was only one in stock at Mcfarlane so I waited for mine to be sent at a later time. In the meantime, my light seemed to be working on an intermittent basis, but I decided to wait for the bulb to check that out.

I asked hubby Ken (A&P) if replacing a lamp is one of the owner maintenance items and he said it was. I loosened the wingtip and front lens cover to replace the bulb, but found the ground wire had lots of green corrosion as well as brittle covering so quit at that point to let the A/P examine it.



Ground wire to the taxi light was bare, a little corroded, and brittle. The screw was also a little loose resulting in intermittent operation.

Ken decided the ground wire was obviously compromised, so replaced it. He also discovered the taxi light and landing light were reversed left/right even though wired up correctly so we corrected that item at the same time.

After wiring, the test resulted in, "Yeah, that's BRIGHT!" from Ken, so I guess I'm ready to fly.

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Some morning contrails from Richard Hollrah on January 13. The patterns continued most of the morning in various stages and directions in the east.



And a recent Fairmont Field Sunrise from Dee Ann Ediger.

December YE Flights

From Dee Ann Ediger

Through an online contact with our chapter, a family in Edmond arranged to have Young Eagles flights for their kids.

After a couple of tries that were cancelled due to winds, I flew to Guthrie/Edmond Airport to take the kids.

Two girls and two boys all had their very first airplane rides. Each of the co-pilots seemed to enjoy taking the controls and experiencing how inputs affected the aircraft.



The Tailwind Flies!

By Ken Girty

On July 15, 2020, while flight testing the new oil cooler on the Wittman tailwind, I had a catastrophic failure of the wooden propeller.

After approximately a year and a half, there is a new carbon fiber Prince Aircraft Propeller on the front along with a repaired engine mount and new ignition wires, along with a better flow of air over the oil cooler.

On the last day of 2021, Friday the 31 December, the Wittman tailwind took to the air again and performed well.



The Tailwind lost about a third of the prop over Perry Airport. The close proximity to Perry allowed Ken to execute a safe landing.

The flight was only 15 to 20 minutes (mostly due to the nerves of the *stick actuator*... *ie. pilot*) but static RPM, climb, cruise, and landing all were uneventful and everything seems to perform as required.



On approach to Woodring in the Tailwind.

Hopefully, after the weather clears and time permits, I will start getting re-acquainted with the airplane and start putting some time under the wings.

Keep watching, you never know what changes to the looks of the airplane and the accessories that might be coming in the near future...



The tailwind sits in Ken's hangar – maybe waiting for more improvements.

Maintenance Comfort

A Comfort Board for a Cessna 150M

By Richard Hollrah

The floorboard of Cessna 150M models is shaped somewhat like stair steps. The forward half of the baggage compartment is flat. Then the floor drops down 4½" to where the seat rails are mounted. The floor then goes forward another 20" to where it drops 1½" before going forward 9". There it goes down another 1½" before going forward 12" to the rudder pedals.

While lying on my back working under the instrument panel a few years ago, I discovered that my back no longer bent that many times. I decided to make what I eventually called a Comfort Board.



Comfort Board Version 1.0

Comfort Board ver. 1.0 was a piece of ½" Masonite with the appropriate cutouts for the door post and the center console. I suspected it would not be strong enough because of the span it would make, and because it also had to bend slightly in the middle. Sure enough, it cracked during the first use.



Comfort Board 1.1

The board was comfortable, and I needed it while finishing the work under the instrument panel. Comfort Board ver. 1.1 resulted from the creation of two ramps to support the board. Because the board had to bend when flipping it over to work on the other side of the cockpit, it eventually broke even while using the support ramps.



Comfort Board Version 2.0

Comfort Board ver. 2.0 was made from a $\frac{3}{8}$ " piece of fiberboard from the lid of a large shipping crate. The crate was for the glass display cases that Gary Rogers used for the aircraft models in the lobby of the airport terminal. The fiberboard was smooth and was somewhat flexible. Nevertheless, it also cracked and broke after several uses.

Comfort Board ver. 3.0 had new design parameters:

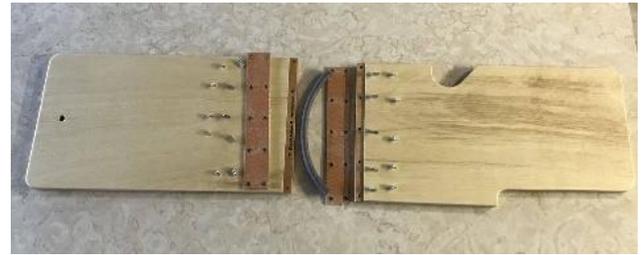
1. It had to be made of stronger material.
2. It had to have some sort of hinge in the middle so it could bend slightly in either direction.
3. The hinge had to be one that would be comfortable to lie on.

I decided that plywood would be the easiest material to work with. Because I wanted a smooth surface without knots, voids, and splinters, I considered $\frac{1}{2}$ " plywood and covering both sides with Formica. That would probably be strong enough, but obtaining scrap pieces of Formica and applying them would be a hassle.

I found some $\frac{3}{4}$ " (actually 18 mm) Lauan mahogany at Lowe's. For the board, I needed two pieces 1' wide x 2' long. Lowe's had a pre-cut 2' x 2' board which was perfect when I cut it in half.

Next, I needed to find a hinge that would (1) fit between two pieces of material, (2) be able to bend slightly in either direction, and (3) be comfortable to lie on.

I looked for hinges from Ace, Lowe's, Home Depot, McMaster-Carr, and dozens of hinge manufacturers. None of the traditional hinges seemed like they would work.



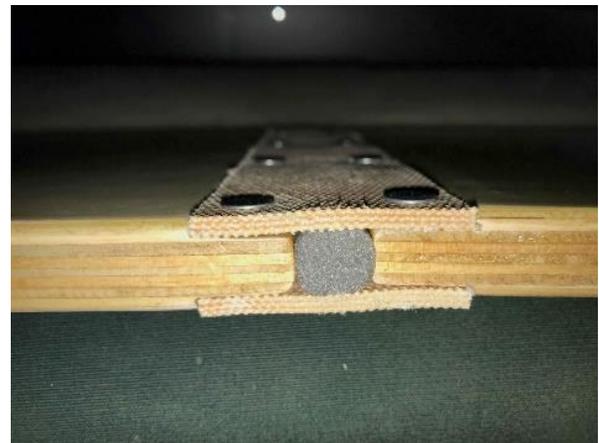
Comfort Board Version 3.0 components

What I decided to use for the hinge was 2" wide, 0.141" thick, 3-ply belting from McMaster-Carr.

Then I needed to attach the belting to the plywood. I have a lot of AN hardware, but I didn't think that lying on self-locking nuts would be comfortable.

The attachment hardware also came from McMaster-Carr. I used their steel, low-profile binding barrels and screws. They were ideal for attaching the belting to the plywood.

I used a router to cut a rabbet on both sides of one end of each of the two boards. The width of each rabbet was such that when the belting was laid in the rabbet there would be $\frac{1}{2}$ " separating the rabbeted ends of the boards. The depth of the rabbets was such that the faces of the belts were even with the faces of the boards. I drilled five holes through each rabbet and five holes along each side of the belting for the binding barrels to go into.



Edge view of hinge

Before attaching the belts to the boards I placed a $\frac{5}{8}$ " diameter piece of foam caulking backer rod in the space to keep out spiders and mud daubers while the Comfort Board in hanging in the hangar.



Comfort Board 3.0 Assembled.

I have used the Comfort Board while installing new switches for the beacon light and the landing and taxi lights.

The board is quite comfortable and the hinge works very well when flipping the board over to use on the opposite side of the plane.



Comfort Board in place on pilot side (top) and reversed for the co-pilot side (bottom)



The Learning Center is a great place to have the party with lots to see in the main area as well as the display hall.

Justin and Nicole Messenger are volunteers with the Woodring park and museum, so they were very helpful in getting everything set up and making entry and locking up a breeze.

December Party

EAA Chapter 455 had the annual Christmas Party in the M.L. Becker Learning Center December 12.

Gary Rogers arranged for the main dish of brisket and chicken, and members rounded out the meal with a great mixture of desserts and sides.



Members chowed down before the entertainment began.



The Dirty Santa Exchange always brings lots of anticipation and laughs.

As usual, the wine bottles changed hands often as well as some of the neat tools that were unwrapped.



Huey and Jeep Arrive at Woodring

Reprinted from the Enid News & Eagle online edition. See the link at the bottom for additional photos and videos.

Wall of Honor acquires Vietnam-era helicopter, World War II Jeep

By Kat Jeanne -- Enid News & Eagle Jan 10, 2022 ENID, Okla. —

A Vietnam-era Bell UH-1 Iroquois military utility helicopter — nicknamed Huey — arrived at its final resting place at Woodring Wall of Honor and Veterans Park on Monday.

Elaine Johns, executive director of the Woodring Wall of Honor and Veterans Park, talks about the newest addition to the M.L. Becker Education Center and museum at the Woodring Regional Airport. The Huey helicopter from the Vietnam War era comes to Enid from Cold War Museum, which is now closed, in Lancaster, Texas.

The Huey helicopter came from the now closed Cold War Museum in Lancaster, Texas, and will be on display as part of the M.L. Becker Educational Center and Woodring Wall of Honor exhibits.

“We are privileged to have this as a permanent part of our park,” said Elaine Johns, Wall of Honor executive director. “We can’t wait for the rest of 2022, that we can’t talk about right now, but there is more coming.”

The helicopter is temporarily missing its blades and transmission. Accompanying the incoming war bird is a World War II jeep that will be displayed in the museum.

Admiring fans and veterans met the helicopter at Hutch’s Oil and Convenience Store on South Van Buren as it arrived in Enid. The Huey was transported on a trailer by museum volunteer Justin Messenger from Lancaster, Texas, and the Huey was escorted to Woodring by Enid Police Department, followed by dozens of vehicles in the procession.

“The team worked 22 hours getting there and breaking the Huey down for transport and working their way through Dallas,” Johns said.

“It was a slow process as there were several traffic wrecks (on our route) and lots of ‘lookielos’ while driving by the Huey.”



A crane forklift was supplied by Silver Welding to lift the Huey off Justin’s trailer.

The helicopter left Lancaster at 11 p.m. and arrived in Oklahoma City at 4 a.m., leaving there at 9 a.m. to arrive in Enid around 11 a.m., Messenger said.

“We navigated an insane amount of traffic, but especially because people were looking at the helicopter,” Messenger said. “This helicopter is an actual Vietnam veteran. It got damaged so badly that they had to rebuild it in the United States after the war.”

A mine on a landing pad is what ultimately took this helicopter out of commission, Johns said. Formerly, it was used as transportation before the bomb when off and damaged its underbelly, Johns said.

The Huey will be housed with the A-26 Lady Liberty for now, but there isn’t enough room in the hangar to display the helicopter properly.

“Now we have to start a new campaign to get a new building,” Johns said. “We already have an account open at Security National Bank. We will be accepting new donations because we are going to have to build a large building that is going to be able to house what we think we are going to be getting this year. That’s 10,000 square feet of memorabilia that could be added to the park this year.”

The fully assembled helicopter will be unveiled at Woodring’s Memorial Day celebration.



Safely on the ground.

The Woodring board previously had gone to look at a different Huey helicopter, belonging to the U.S. Army in Kansas, but were unable to get it.

“Justin, one of our volunteers, has a Cobra. He and his brother own it,” Johns said. “There was a man in Texas that said, ‘If you ever find this part for a Cobra, I’ll trade a Huey for it,’ Justin told me three weeks ago and said that he had found that Cobra part on eBay for \$15,000. We knew we could raise \$15,000 to get that Huey. So we did. We are so honored to have it now.”

Several Vietnam veterans gathered at Woodring with the arrival of the Huey. Many of them recounted their memories of the war and their involvement with jeeps and helicopters like the ones new to Woodring.

“I joined in 1991 and served until 1996,” veteran Brent Roberts said. “I went to air assault school at Camp Gruber in 1993. I rappelled three times out of the Huey. They had the Blackhawk there, but I went old school. I remember, on the skids there, they had a special tower you had to train on the Huey. If you had a misstep, you would catch a possum hang. There is a static probe that, if you touch it with your foot, you were in trouble.”

One veteran, Lawrence Payne of the Army’s 101st Airborne Division “The Comancheros,” knew a lot about the Huey, specifying differences between different models and talking about the material make-up of the helicopter.

“I was a crew chief for 14 months in Vietnam on an H model Huey in ’70 and ’71,” Payne said. “B models are early. It’s got a shorter door. The H model has two windows in the sliding door, and it’s got another little quarter door in front of it. It’s got quite a bit bigger cargo compartment, bigger lift engine and rotor blades.”



Pilot and Co-Pilot seats.



A search for era instruments will probably ensue.



Huey (left) and the Cobra that was needing the spare part that resulted in the trade, in their Lancaster, Texas, hangar..



Some of the hydraulics in the Huey.



The jeep that is also part of the transfer is shown in its former home.



Another hopeful future purchase would be a set of transport wheels. These belong to Justin's brother brought in to help put the Huey in the A-26 hangar.



Volunteers pushed the Huey into the hangar to await restoration.

https://www.enidnews.com/news/wall-of-honor-acquires-vietnam-era-helicopter-world-war-ii-jeep/article_6e3edcea-726c-11ec-b2cf-cb7df39e6b8d.html

Army Aircraft on the KWDG Ramp

Some Info From "The Aviationist" Online Website

The quasi-civilian King Air (similar to the U.S. Air Force MC-12W) is a manned platform operated by the U.S. Army to perform ELINT (Electronic Intelligence), COMINT (Communication Intelligence), direction finding as well as Full Motion Video broadcasting to the tactical commanders on the ground.

Known as MARSS, Medium Altitude Reconnaissance and Surveillance System, these Army planes are used for counter-IED operations: they fly overwatch sorties along travel routes ahead of ground convoys to detect any suspect insurgent activity or side bomb sign.

Intensively used in Iraq to target the most wanted individuals among the insurgents, in Afghanistan they operate in support of Task Force ODIN (Observe Detect Identify and Neutralize).



An Army King Air was on the ramp at Woodring this week.

A Cool Aviation Song

From Dee Ann Ediger

I recently stumbled upon a website that mentioned an aviation song. Below is a link to a version of the song as well as the words written out.

In addition, Cessna produced a video with a testimonial of the songwriter relating his adventure from a young boy through his steps into flying. See that link at the end of this column. It's really nicely done.

<https://www.youtube.com/watch?v=cqRKpyO0aoQ>

Runways, Wings & Gasoline

By Nick Hoffman

When I was a boy
I'd stare up at the clouds
And imagine I could fly
From my little town.

When I was seventeen
My feet finally left the ground.
I went to church up in the air
And I felt like I'd been found.

When you get in and turn the key
And point the nose into the wind
You leave everything behind
When you push that throttle in.

Cause there's just something about the sky
The way it makes me feel alive
Up there I'm truly free
As close to God as I can be.

Runways, Wings & Gasoline
Runways, Wings & Gasoline.

<https://www.facebook.com/CessnaAircraftCompany/videos/nick-hoffmans-aviation-journey/638966174172097/>