



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. 11

November 2021 Edition

2021 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: Ron Hazlett

Rhazy01@gmail.com

Newsletter Editor/Secretary:

Dee Ann Ediger

dediger@fairmontfield.com

Young Eagles Coordinator:

Terry Cox tjcox77@me.com

Technical Counselor: Ron Decker

decker2191@yahoo.com

Web Coordinator: Deirdre Gurry

supernova227@hotmail.com

Nov 21 – Alva Regional Airport KAVK
Coffee and Donuts 8-10 a.m.

Dec 4 – Ponca City Fly-in Breakfast KPNC
Tentative 7-10 a.m. \$8.00

suggested donation.

Dec 4 – Haskell Airport 2K9 Coffee and
Donuts 8-10 a.m.

Dec 4 – EAA 1590 Fly-in Breakfast
Morrilton AR KBDQ 9 am till food is
Gone

Dec 5 – Alva Regional Airport KAVK
Coffee and Donuts 8-10 a.m.

Dec 11 – EAA 377 Chapter Christmas
Party Scott City KS KTQK at Spencer
Flight and Education Center. Doors
Open at 11, eat at 12.

Dec 12 – EAA 455 Christmas Party.
KWDG in ML Becker Learning Center
Eat at 6 p.m.

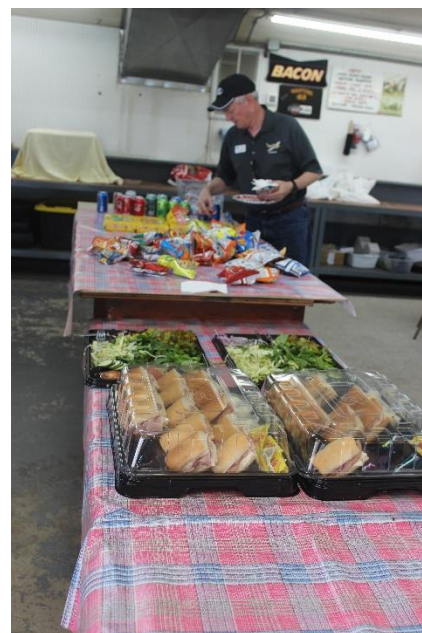
October Meeting Notes

EAA 455 met at Paul Martens' hangar at the Fairview Airport for lunch on October 17 for a catered lunch from Subway.



Paul Martens, center, welcomed EAA 455 to his hangar. Others, from left, Stan Tucker, Richard Hollrah, Terry Cox, Ken Girty, and Brenda Doane.

Paul and associates furnished sandwiches, chips, cookies, and drinks with everyone getting their fill and enough for take-away lunches.



Terry Cox surveys the assortment of cookies available for dessert.

Several guests also attended making for a full house to enjoy the meeting and visitation.

The "unofficial" count was 14 aircraft parked on the grass and hard surface parking.

After the meal was devoured, a short business meeting was held.

Chapter President Ken Girty called the meeting to order and thanked Paul for hosting the event. Treasurer Ron Hazlett gave the financial status report.

Members were reminded of the October 23 Young Eagles event at Cherokee. Pilots tentatively scheduled to fly included Terry Cox, Ken Girty, Dee Ann Ediger, and Sue Hughes. Terry Cox, Young Eagles Coordinator, has the waiver forms and several certificates pre-filled out to expedite paper work.

A discussion on the scheduling of the Christmas party was held. Members agreed in September to hold the party on December 12, the second Sunday, to avoid possible

November Meeting

EAA 455 will meet at 2:30 p.m. Sunday November 21 in the Woodring Terminal Conference Room. Plans for the Christmas Party will be finalized.

2022 annual chapter dues of \$15 can be paid at any time to Ron Hazlett, Chapter Treasurer or mailed to EAA 455, 1026 S. 66th Street, Enid, OK 73701.

Nominations for 2022 officers are approaching. The offices of President and Vice President are open for nominations/volunteers for next year.

Calendar of Events

Nov 20 – Haskell Airport 2K9 Coffee and
Donuts 8-10 a.m.

Nov 21 – EAA 455 Meeting 2:30 p.m.
KWDG Terminal Building Conference
Room

conflict with Christmas parties at various churches on the third Sunday, the last Sunday before Christmas.

Gary Rogers will arrange for the main course. Members will bring sides and desserts. Dirty Santa exchange to follow.

Dee Ann Ediger has confirmed with Elaine Johns about reserving the ML Becker Learning Center for the event.

Ken Hollrah presented several interesting tools that he has purchased over the last few months.

He illustrated the heat shrink gun that he ordered and related that he saved money by ordering the kit with heat shrink material in addition to the replacement heat gun that had gone bad. Ken also brought several different styles of heat guns that he uses for various applications and explained the advantages and disadvantages for each.



Ken illustrates one of the several heat guns he has in his shop.

In addition, Ken reported on the baffle material ordered from McFarlane for the new engine installation on Dee Ann's Cardinal. The baffle material is scored in a cross hatch on the upper surface to allow for better bending to fit snugly up to the cowl. It also has a Teflon coating on the cowl side to reduce friction and keep from wearing into the fiberglass or aluminum of the cowl.



Ken brought a piece of McFarlane baffle material for members to see the engineering.

Bob Baker from Alva said he is building a F-1 Rocket after he bought one and decided he wanted the "fun" of building his own. Bob also said he has sold both of his P51 Mustangs after 26 years of flying and 400 hours of "good time" aviating. He added the highlight of his ownership of the aircraft was showing the aircraft at Oshkosh to the twin brothers who actually flew the two aircraft in WWII.

He said the new owner of 'Sweet 'n Lovely' won Silver at the Reno Races. He has also sold one of his Marchetti aircraft. When asked why, he said he just enjoys the building process as much or more than the actual ownership.

Max Carlisle said he is enjoying flying the Wag Aero. He related how his dad was totally against flying when he was young because of an aviation accident where he lost a good friend. Max said after he left home, he pursued flying and now that he has a plane to fly out to near Slapout, OK, where his father has a ranch, his father has decided he enjoys flying over the ranch and landing anywhere to check things. Max said he also enjoys being able to visit family easily.

Paul Martens said he and several friends went to the Arkansas STOL competition and really enjoyed the event. He is planning to take his C180 to Weatherford for some avionics work to get his transponder ADS-B out recorded with the new tail number that he has.

He also told of landing the C180 on Stan Tucker's airstrip in Kansas that is less than 1000 feet long.

Mica Doane also attended the STOL competition and said in contrast to the stories sometimes circulating on the internet, that having grown up in the ag flying business where low flight, tight turns, and obstacle avoidance are common, he did not see anything "scary" taking place during the competition.



Taildraggers featured in front of the hangar.

Mica said in addition to the STOL competition, the hosting owners have camping facilities and horseback riding, and three to four operational runways. He said lots of the competitors flew stock aircraft but that the Carbon Cubs and Highlander seemed to have an advantage.



Members and guests enjoyed the meal.

Wayne Janzen is experimenting with a ground plane for better radio reception. He has also purchased a Stinson 108 that is disassembled and will build it as an experimental in a 4-5 year expected project.

Guest Mark McNeal from Thomas brought his 1969 C180. He has done quite a bit of Alaska flying. And Chuck Lipps with wife Misty flies a straight tail Bonanza.

Joe Fletcher from Enid brought the Maule with his three kids. He said anytime food is mentioned, the kids are ready to go.

Max McDermott said he has purchased his old Champ back from the owner he sold it to. He said the aircraft hasn't flown much – only about 10 hours in five years – so he is happy to get it back to flying regularly.

Ken Girty then closed the meeting with the notice that election of officers is coming up and the president and vice president slots are open for volunteers or nominations.



Mica Doane's RV and Max Carlisle's Comp Air.



C150, Citabria, Kitfox, C172 and Champ.

DROTAM – New Item

By Richard Hollrah

Did you know there is something called a DROTAM?

That is what SkyVector (skyvector.com) calls a NOTAM pertaining to drones. SkyVector can depict the area covered by a DROTAM on a sectional chart. I don't know if any other flight planning software does this.



To turn on the DROTAMS, click the drone or DROTAMS at the top of the first SkyVector screen. Or you can click Layers near the upper right part of the screen. Then click the Weather tab and then the checkbox for DROTAMS.

When you click within the depicted area, a message box describes the area and the operating altitudes and times of operation.

The drone operating northeast of Woodring appears to be centered over the atmospheric research site near Lamont. The area covers a 15nm radius and extends to 6000' MSL. That is about 940 square statute miles. The time in operation was from November 8 through November 18.

I stumbled onto this type of NOTAM when I was checking the NOTAMS for some of the local airports. I found this notation for Medford AIRSPACE SEE ZKC 11/033 UAS 2111081400-2111182300. This decodes as follows:

AIRSPACE	type of NOTAM
SEE	refer to
ZKC	Kansas City Center
11/033	NOTAM number
UAS	Unmanned Aircraft System
Start time	211108 = Nov 8, 2021, 1400 = 1400Z
End time	211118 = Nov 18, 2021, 2300 = 2300Z

Then you have to look up ZKC 11/033 to get the dimensions of the affected airspace.

The FAA only mentions this particular NOTAM in the airport NOTAMS for Blackwell-Tonkawa, Perry, Medford, and Fairmont. It is not mentioned in NOTAMS for Ponca City nor Woodring.

When you are flying cross-country, you don't expect to see drones at 6000', so you might want to check SkyVectors for DROTAMS.



This DROTAM covers portions of northeastern Oklahoma and northwestern Arkansas. It is rather convoluted but only goes to 200' AGL. It started in October 2021 and goes through into May 2023.

Member Snippets

Gary Rogers sent this photo he captured of former members Andy and Krysten Andraka. Andy is now based in South Carolina and recently made the trip to Woodring to retrieve his Luscombe and move it closer to "home."



Andy said the aircraft is one he instructed in when he was at Vance AFB.

+++++

John Epley recently flew a cross country flight to Corinth, MS. The solid deck was beautiful. "It was VFR at Corinth" when he arrived, he said.



Cloud deck photo from the Bonanza.

+++++

Ken Hollrah was recently published in AOPA Pilot with a letter to the editor commenting on a recent article highlighting flying and metal detecting.

+++++

Richard Hollrah sent this photo of the sunset over "Mount Trashmore" recently taken from the C150.



You can just see the Garfield County "mountain" in front of the sun.

+++++

Dee Ann Ediger stopped at Alva on one of her new engine "break-in" flights. Alva is adding some additional concrete surface to the ramp between the fuel pumps and the taxiway.



The Cardinal has completed 10 hours of break-in flying and is at Decker Field for the annual inspection and initial oil change. In addition to the new engine, the prop was beyond minimum specs so a new prop was installed.



Initial engine run-up on the ramp at Fairmont Field.

Also installed: new engine baffle, new SCAT, oil and fuel hoses, new oil cooler, rebuilt alternator, rebuilt fuel pump, rebuilt vacuum pump, new pan heater, new mixture control, and the engine came with new mags. The starter was rebuilt about a year ago so was installed on the new engine.

A new muffler is on order.

An Unusual Visitor

By Richard Hollrah

Here is an airplane many of you may not have heard of. It is a Pacific Aerospace Corporation 750XL.



It was designed and built in New Zealand specifically for carrying sky divers. Users later discovered it worked well for agricultural application of both dry fertilizer and liquid chemicals. It has also been found to be a good camera platform.



Gyro-stabilized camera for the photo missions.

You can read more about the plane in Wikipedia.

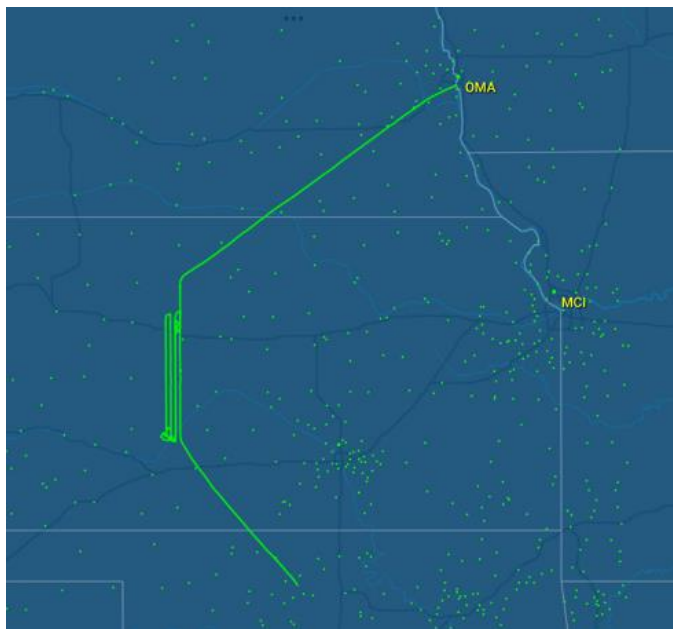


Two of these planes plus a Cessna Caravan have been flying photo missions from Woodring. The flights have been over southwest and southcentral Kansas and northwest and northcentral Oklahoma.

Since the flights are five to six hours in length, there are additional fuel tanks located in the cabin. (*Editor's Note: the aircraft were specified Restricted – possibly because of this modification*).

Their registration numbers are N750DV and N750UP so you can see their flight paths on FlightAware.

The group left for Omaha on Monday the 15th and took some more pictures along the way.



Flight path to Omaha as recorded on Flight Aware.

Bucket List Item – DONE!

From Dee Ann Ediger

Ken Hollrah and Dee Ann Ediger recently completed a “bucket list” item that has been on Ken’s mind for a long time.

They flew the Cessna 182 to Leadville, CO, Lake County Airport (KLXV) elevation 9933’ and to Furnace Creek Airport (L06) in Death Valley, CA, elevation -210 feet (that’s below sea level!)



C182 on the ramp at Leadville in October. Already a good dose of snow on the mountains.



Approach to Lake County Airport at Leadville.



It's easy to see how Lake County got it's name.

After the flight to Leadville, we flew southwest and spent the night in Cortez, CO. This was one of my legs of the flight, and the winds at Cortez were probably the most extreme crosswinds I have experienced. But the C182 is so capable, even I could handle it. Winds were 23 gusting to 30 at 60 degrees so it required crabbing till just before touchdown and holding the upwind aileron down to the max even after landing to keep alignment with the runway. Sure -- Piece of cake (GULP).

The next day on our way to Furnace Creek, we flew over the Class B airspace at Las Vegas and also over Nellis AFB.



Nellis AFB near Las Vegas.



Runway and National Park "oasis" at Death Valley's Furnace Creek.



Furnace Creek information sign.



Note the altimeter -- below zero!

The NOTAMs for Furnace Creek make mention of the rough surface. That was very much in evidence on short final and Ken chose to land left of center where it looked like it was the smoothest.

Hot temperatures cause the asphalt to “heave” and there were LOTS of fairly large cracks and ridges.



My phone and a dime leaning up against one of the ridges for reference. Some of the ridges were at least 3 inches tall.

After a picnic lunch at the airport (it was more than a mile to the park so we passed on that) we flew to Beatty, NV, for fuel (the closest fuel for miles) then on to Stovepipe Wells, CA, for the overnight.

This area is quite historical and we regretted we didn’t have access to a vehicle to explore a little more while there.



Parked next to us on the ramp at Stovepipe Wells – a Cessna 182 in John Deere green and yellow.

As we started our way back toward Oklahoma, we flew south of Las Vegas and near a point on the sectional marked as “Ocular Glare” area.



And below is the result – there were three solar farms (similar to the one proposed for south of Woodring.) The glare changed as we traversed south of the field to include all three at one point. It’s hard

to fathom that the solar energy companies swear there is no danger from glare for pilots.



Glare from a solar farm. Notice that the one on the right hasn’t yet reached the “glare” angle for us.

The quick trip home included an overnight stop at Moriarty, NM, for a visit with the crew that does the check rides for the SubSonex jet that Ken keeps in contact with. Then back to Oklahoma.

The weather in October was pretty much optimal for this trip – before the heavy snows and cold temps in Colorado and after the high temps in Death Valley.

Veterans’ Day Aviation Display

The downtown Enid Veteran’s Day parade featured aviation displays on the Courthouse parking lot in addition to participating in the parade.

EAA 455 member Justin Messenger along with his brother Cody displayed several pieces of their collection of historical presentations and simulators.

Justin related a story about a display created to honor a Ponca City resident who flew combat helicopter missions in Viet Nam. The pilot is battling health issues and was not expected to attend the Ponca City Veteran’s Day celebration display that Justin had prepared. But according to Justin, when the pilot’s wife saw the display, she went back home and convinced her husband to come see it.



The trailer at the left housed the Huey historical display honoring the Ponca City Pilot. Mig simulator at right.

Justin said by the time the event was concluded, the pilot was enjoying signing autographs and seemed to be in higher spirits after participating.

Another addition to the Messengers’ collection includes a helicopter fuselage that was part of a simulator that Cody bought. When the simulator box surrounding the helicopter was removed, it was

discovered that the fuselage is a real vintage Bell Cobra and hopes are to find a tail to complete the display.



Cobra fuselage will hopefully be completed in the near future.



Justin, along with the Woodring Wall of Honor memorial, has created several very nicely done displays honoring aviators and their aircraft.



Also, the CAF A-26 squadron based at Woodring was giving rides to kids in the bomb train. Crew members proudly displayed a recent addition to their squadron – a donated golf cart to pull the train.

The golf cart will eventually receive a new paint job to coordinate with the A-26.



Cherokee Young Eagles

EAA 455 enjoyed unexpectedly beautiful weather for the Cherokee Main Street Young Eagles flights on October 23.

Pilots participating included Terry Cox (Grumman Tiger), Sue Hughes (Piper PA-28T), Dee Ann Ediger (Cessna Skylane), Ron Hazlett (Cessna Skylane), and Ken Girty (Citabria).

Ground crew included Ken Hollrah, Richard Hollrah, Dale Hughes, and Donnie Hazlett. Donnie worked full speed on completing paperwork for the event.



Ken Girty positions his passenger in the Citabria.

The event was scheduled for beginning at 9 a.m. and the first flight took off just shortly after that time.

Scheduling was prompt and the proposed cutoff time of 11 a.m. saw everyone who had been signed up received their flight.

Altogether 31 youngsters enjoyed their rides – some for the first time up in an airplane – and others anxious to repeat their experience from our similar event last year.

One young man was supposedly terrified but after his ride was quite excited to have had his first airplane ride.



Terry Cox in the Tiger ready for his mission.



Sue Hughes escorts her crew members to the Piper Arrow (Dale Hughes at right to assist).



Two young ladies ready in the back seat of Dee Ann's C182 were repeats from last year for Dee Ann and requested the same pilot for their ride.

(Photos by Ken Hollrah)

5-G – Interference??

From the FAA

The FAA recently issued SAIB AIR-21-18 (Special Airworthiness Information Bulletin) regarding the activation of 5-G wireless broadband deployment in the 3700 to 3800 MHz band that will become available in December 2021 and the possible interference with aviation communications.

The bulletin requests that altimeter manufacturers study all models currently being sold, in use, or supported to determine any interference.

It also requests manufacturers supply the FAA with the total number of each model currently installed in aircraft in the United States.

Manufacturers are requested to report any problems with altimeters or other aviation tools and to find a way to fix the instruments so that the interference does not occur.

The bulletin encourages pilots to turn off non-aviation communication devices because of the possibility of interference and anomalies due to the new band activation. The 5-G networks apparently are not restricted even if the activation causes damage or failure to aviation navigation and communication devices.

One direct quote from the bulletin: “Operators should consider the potential loss of pilot trust in dependent aircraft safety systems . . .” that rely on altimeters.

Radio altimeters operate between 4200-4400 MHz. International broadband operations are reportedly already operating in bands from 3300 – 4200 MHz and US operators are requesting gradual expansion of broadband to include frequencies up to 4200 MHz. Study is ongoing in the US to determine any detrimental results from this expansion.



Have a Happy Thanksgiving!