



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. 12

MERRY CHRISTMAS!

December 2021 Edition

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November Meeting Notes

By Dee Ann Ediger, Chapter Secretary

EAA 455 met at 2:30 p.m. Sunday November 21 in the conference room at Woodring Regional Airport Terminal Building.

Vice President Ken Hollrah called the meeting to order. Old business included confirming the details for the chapter Christmas Party for December 12 in the M.L. Becker Learning Center. Gary Rogers has ordered the food and prepaid for brisket and smoked chicken with plates and utensils. He will pick up the food at 5:30 and the chapter will plan to eat at 6 p.m.

Dee Ann Ediger will check with Elaine and/or Justin about getting the keys and access to the building as well as setting up the tables and chairs.

Ron Hazlett gave the treasurer's report with \$2,110 in the bank plus cash membership dues collected minus the check for \$212.88 to pay for the Christmas party food.

New business included election of officers. Prior officers renewing their acceptance included Ron Decker, Technical Counselor; Dee Ann Ediger, Secretary and Newsletter Editor, Vice President, Ken Hollrah; Young Eagles Coordinator, Terry Cox; and Web Coordinator, Deirdre Gurry. Ken Girty was not in attendance but let it be known that he would serve as President one more year. Ron Hazlett resigned as Treasurer and Richard Hollrah volunteered to take that office. That was approved by voice vote. Ron suggested having more than one person as signatory on the checking account. Gary Rogers suggested at least three people. Dee Ann Ediger as secretary volunteered and it was suggested that Ken Girty as president also be a signatory in addition to Richard as treasurer. Ron and the new signatories will

meet to update the bank records to reflect the change.

Two visitors/prospective members were in attendance. Chris Baker is a 2000 graduate of the A&P school at Autry Vo-Tech and has been working at several aviation sites including American Airlines, Air Midwest, and Tinker where he has spent five years working on KC135 aircraft. He is starting his quest to earn his private pilot certificate.

Stephen Stimson is the civil engineer at Vance AFB. He is researching the possibility of earning his private pilot certificate and also the possibility of building his own aircraft. Members offered to show him the experimental aircraft on the field as well as introduce him to building.

Dee Ann Ediger added both visitors to the email list for receiving the newsletter.

In member news, Ron Decker is getting ready for the Cardinal annual inspection for Dee Ann and Dee Ann reported her factory rebuilt engine is running nicely with temperatures acceptable and no oil usage.

Max Carlisle reported on a mag failure during a trip to the Oklahoma Panhandle to visit family. He flew the plane back and is working on rectifying the situation.

Gary Rogers suggested trying to coordinate with the Cherokee Young Eagles event to avoid conflict with the Woodring breakfast fly-in. Ken noted that the Woodring breakfast was actually changed from the regular date after we had already committed to the Cherokee YE flights.

Wayne Janzen has contacted Bob Ford from Okeene about speaking to our group. Ford was a helicopter pilot during the Vietnam War and has written a book about his experience there. He will be available after the first of the year and Wayne will ask him if February or March will be okay. The chapter will confirm the date and then hopefully book the M.L. Becker Learning Center for the speaker and open the meeting to the public with advertising.

Paul Martens said the early sunsets have cut into his flying time. He took his C180

December Party!

EAA 455 will meet at the M.L. Becker Learning Center in the Woodring Wall of Honor and Veterans Park Sunday December 12 for our annual **Christmas Party**.

Plan to eat at 6 p.m. Bring a side dish or dessert to compliment chicken and brisket from Blaze's BBQ. Drinks and eating utensils will be provided.

After the meal, there will be the usual **"Dirty Santa" gift exchange** (around \$15 value & wrapped).

Hope to see you there!

Calendar of Events

Dec 12 – EAA 455 Christmas Party. 6 p.m. M.L. Becker Learning Center

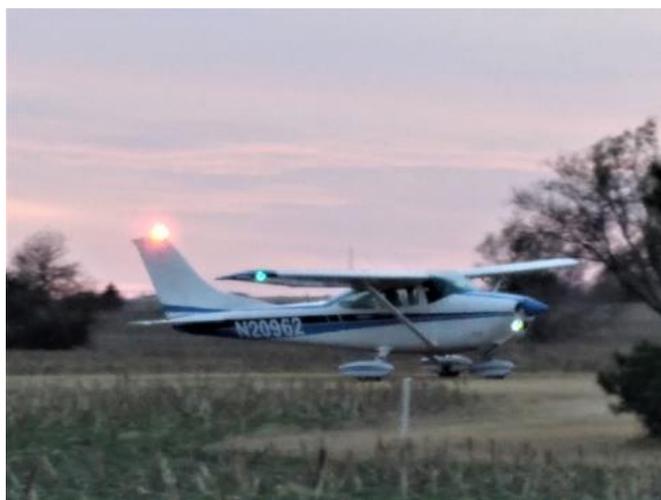
to Omega Aircraft Services at Weatherford for a Garmin 750 update and said he is very pleased with the work that Omega has done. He recently got a new tail number for the plane and needed the ADS-b Out information updated to reflect the change.

Ken Hollrah installed a Whelen tail beacon on the C182 with a 15-ounce weight change after removing the unnecessary electric equipment. He also put new tires and brake discs on the SubSonex and while checking the wheels decided the bearings were a tad rough sounding so replaced those wheel bearings while he had them off. This is the second time he has replaced the tires, which he said run about a hundred hours. The first set he replaced because of a small cut. He is completing the condition inspection on the jet.

Mica Doane said the Wag Aero intermittent mag problem prompted him to order an E-Mag which he is going to install.



Photos of the aircraft on the ramp at Ponca City by Shaw Baldwin.



Whelen tail beacon on Ken's C182 is much brighter than the original equipment.

From Paul Martens

I had my Cessna 180 in the shop for the 50-hour oil change. Eight quarts of oil and 13 ounces of Camguard does the trick.

I cut the filter open and send the oil to Blackstone Labs for analysis every oil change.



Ken Hollrah brought several examples of electrical wiring crimpers, strippers and nippers. He told what each was best used for and expressed his opinion on the advantages and disadvantages of each.

Following the demonstration, the meeting was adjourned and refreshments were served.

Member Snippets

Several chapter members made an impromptu trip to Ponca City for lunch. Ken Hollrah and Dee Ann Ediger flew a couple of Ken's teenage cousins in the C182.

Others included Richard Hollrah, Gary Rogers, Gene Martin, and Shaw Baldwin. While there, a couple of Kansas pilots that Richard knows from his membership in the Cessna 150-152 club stopped by and joined the table.



This oil drain trough (below) is clean and handy. It is made of formable rubber material.



From John Epley

On Dec 2nd I flew Kayden, 9, and her mother from Norman to Mesquite, TX. It was the first leg of a two-leg flight to Houston for treatment of Kayden's immune disease.



On Dec 6th my plane begins its annual inspection, so it will be down for about three weeks.
John Epley

“Past” Member Snippets

By Dee Ann Ediger, Editor

“Members from afar” stay in touch regularly since I keep them on the email list for quite some time after they leave the area.

Andy and Krysten Andraka are near the east coast in their current assignments and sent these photos of their latest vacation from duties.

They did not disclose the location, but from the photos I bet most of you can guess the destination. Definitely not south of the Rio Grande!



And Matt Cummins updated us on his family and plans for the near future.

Dee Ann,

Great newsletter, and congratulations on the new engine!

Just to pass a quick update, Anna was 7 when we left Enid and turns 16 this Thanksgiving Day! Teaching her to drive has been scarier than teaching her to fly and we just bought her first car 🤪

On that note, Anna and I attended Oshkosh again this year and I've attached a few pictures of her taken over the last 15 years at Oshkosh . . . the kids are growing up too fast!

I'm finally planning on retiring from the Air Force next year and have the option to complete a paid internship (at the company of my choosing) next summer. I've been brainstorming cool internship opportunities and am open to any suggestions (NASA, EAA, Pilot Getaways etc). Any ideas appreciated!

Matt



Sweet 16!

Seen at Woodring

A couple of aircraft seen recently on the ramp at Woodring. I would hate to have an emergency landing situation out in the wilds in either of these aircraft and then waiting to be spotted! *(Editor's Comment)*



Beechcraft MC-12. Reportedly this is a surveillance aircraft out of Fort Hood, TX, on the Woodring ramp Wednesday morning.



From the first and also most recent visit with Anna at Oshkosh Air Venture.



Anna posing with the entrance arch at different ages.

LSA For Sale

My name is Earl Downs, and I am selling my Zenith Zodiac 601XL-B. Is this the perfect airplane for you? That's a very important question.

Here's the short story. This airplane is sport pilot eligible, and I completed building it about 10 years ago. I planned that my wife and I would skitter around the countryside in this little two-seater. It has a useful load of 528 pounds and, if you fill it with thirty gallons of gas, it still has a payload of 348 pounds. That's not bad for a light sport airplane.

Unfortunately, shortly after finishing the airplane my wife developed neurological problems that affected her balance and made it impossible for her to enjoy flying in a small airplane.

I did use the plane, but not often. I also flew it to EAA AirVenture in 2018. I've performed transition training in it, but the insurance cost of commercial use has become prohibitive.

The bottom line, it only has about 200 hours total time on it.

Now, I am so busy as a Designated Pilot Examiner (DPE) that I simply am not putting the airplane to use, and it's time to move on.

Before you even consider buying somebody else's homebuilt airplane, I urge you to read an article I wrote several years ago for the EAA magazine.

<https://www.goldenageaviation.com/secondhand-homebuilt>

What's the price? That's another very good question. However, the real question should be; what's it worth to you? I have about \$42K in this Jabiru 3300 engine-powered airplane, but I know you never get 100% recovery when selling a home-built airplane. I'm asking \$35K and I'm just going to see how it turns out.



I built it for the purpose of recreational flying, so it is lightweight and simple. It has a steam-gauge instrument panel and a good little com radio, but it does not have a transponder or ADSB-out. It does have a neat TruTrak autopilot.



To sweeten the deal, I am offering the airplane with a lot of goodies, and here's a list of some things for you to consider.

Goodies

- *Includes iFly 520 hand-held GPS that ties into the autopilot for NAV tracking
- *Pilot operating handbook (a link is posted for the POH [see the website listed at the end](#))
- *3 hours flight training by me... Flight Review included.
- *Two days of maintenance training by me (I'm an A&P)... Includes a fresh Annual.
- *Canopy Cover
- *All original Zenith documents.
- *All FAA documentation.
- *All Zenith building instructions.
- *All Zenith modification documentation.
- *All Zenith service bulletins.
- *A detailed record of all Phase 1 flight testing
- *All maintenance performed is recorded in logbooks.
- *Jabiru 3300 engine installation manual.
- *Jabiru 3300 engine overhaul manual
- *Bing carburetor overhaul manual.
- *A complete wiring diagram.
- *A complete record of paint and mixtures.
- *Builders Log.
- *Detailed records of all non-Zenith components Including:
 - Propeller
 - Wheels and brakes
 - Instruments
 - Radios and antenna
 - ELT
 - Switches
 - XP power bus
 - Lights
 - Engine filters
 - And much more!

If you're interested, give me a call, text, or email.

Golden Age Aviation, Inc. Cushing, OK

918.840.2200

earldowns@earthlink.net

<https://www.goldenageaviation.com/zodiac-for-sale>

Propeller For Sale

From Dee Ann Ediger

With the replacement of my engine last month, I also had to purchase a new propeller to replace the one that was just under minimums for a certified aircraft.

The propeller is the original 1968 installation and over the years had been dressed enough from small nicks that at the 30" and 33" stations on each end, the width of the prop was just under allowable. The thickness of the metal is still well within limits.

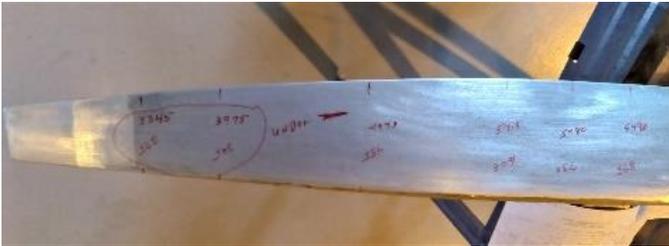
The inspection shop stripped the paint and I left the measurements noted on the prop for reference.

I hate to take the prop to the recycle yard when it was performing fine on the airplane. I am willing to sell the prop for \$150 ***for experimental or testing use only***. This prop is NOT eligible for certification on factory aircraft.

The model number is McCauley 1C172-TM7650, SN: E8986. The blade was originally pitched at 7653 from the factory but after I bought

the plane I had the prop re-pitched to provide better climb performance.

The hub and the prop were removed from my 1968 C177 with O-320-E2D engine.



Below is the inspection chart from Aircraft Accessories of Oklahoma, Tulsa, showing the measurements. After reaching the 33" station, they apparently figured the prop was non-certifiable so did not extend their notations past that point on their measurements.

WRITE TO: 3423 W. 27th
 2nd Blades
 Spacers

AIRCRAFT ACCESSORIES OF OK, INC.
 PRELIMINARY INSPECTION
 PROPELLER HUB & SPACER RESULT

Location: FAIRMONT, OKLA. Job Serial #: E 8986 Hub Model #: C177
 Prop Serial #: 2480 Date: 7/24/70
 Prop Serial #: 2480

High Pitch: _____ Feature: _____
 Blade Length: _____ Blade Size: _____

Hub Station	Blade Length	Blade Number	Blade Number	Blade Number	Blade Number
(1)	(2)	(3)	(4)	(5)	(6)
0	2480	2480	2480	2480	2480
4	2480	2480	2480	2480	2480
12	2480	2480	2480	2480	2480
17	2480	2480	2480	2480	2480
22	2480	2480	2480	2480	2480
27	2480	2480	2480	2480	2480
30	2480	2480	2480	2480	2480
33	2480	2480	2480	2480	2480

checked: 8-18-70



Happy New Year!



It's That Time of Year Again to Hang your Missile Toad!





You're Invited!

Join us and welcome
Santa Claus
as he flies into
the Guthrie-Edmond
Regional Airport!

Saturday, December 18th, 2021 1pm-3PM



All are welcome to this **FREE**
event sponsored by the
Guthrie-Edmond
Regional Airport.
Come and enjoy some
hot chocolate provided by
Rick's Fine Chocolates and
Coffees, candy canes and
Christmas cheer!



Bring your
cameras
for pictures
with Santa!



For more information, call 405.282.2312



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