



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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August 2021 Edition

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August Meeting

EAA 455 will meet at 2:30 p.m. Sunday August 15 in the Woodring Terminal Conference Room. Plans for the Lycoming program meeting will be finalized.

Refreshments will be served!

Calendar of Events

Aug 14 - Oologah, OK - DogIron Ranch (OK37) - Will Rogers / Wiley Post 86th anniversary tribute fly-in

Aug 15 - EAA 455 meeting 2:30 p.m. (KWWDG)

Aug 20-21 -- Marion KS (43K) – Cook-Out & Camp-Out

Aug 21 -- Airman Acres (OK93) Wings, Wheels, and Wishes Fly-In and Car/Bike Show – 8AM to 3PM

Aug 21 -- David J. Perry Fly-In Pancake Breakfast (1K4) 8-10 a.m.

Aug 21 – Woodring Regional Airport (KWWDG) Fly-in Breakfast 7:30 – 10 a.m. \$8 buffet

Aug 28 -- EAA Ch24 Pancake Breakfast Fly-In & Young Eagle Flights Sundance (KHSD)

Aug 28 – Parsons KS Fly-in Breakfast Tri-City Airport (KPPF)

Sept 11 -- Wichita EAA Chapter 88 Breakfast Jabara Airport KAAO

Sept 11 -- Ottawa KS Breakfast Fly-In 8-10 (KOWI)

Sept 11 – Scott City Air Show in commemoration of 20th anniversary of 9/11 (KTQK)

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 Regular Meeting 2:30 (KWWDG) 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 a.m.

Sept 25 – Hinton Airport (208) Fly-in

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

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

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

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

Oct 23 - Hollister, MO - Branson Airport (KBBG) Fly-in

Oct 30 - Springdale Municipal Airport (KASG) Flightline Bar & Grill Fly-in 11-3

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

July Meeting Notes

By Dee Ann Ediger, Secretary

EAA 455 met at 2:30 p.m. in the Woodring Airport Terminal conference room. President Ken Girty called the meeting to order. Treasurer Ron Hazlett reported \$2293 in the chapter checking account with petty cash of \$52.

Terry Cox, Young Eagles Coordinator, thanked Donnie Hazlett for taking care of the paperwork at our Young Eagles event after the Vance Air Force Association workshop. Terry said Scott Northcutt who helped organize the AFA event said he already has eight participants signed up for next year when the camp will be directed at 7th, 8th grade students.

Terry added that classroom instruction was Monday through Wednesday for four hours each day. He and Ron Hazlett helped with the classroom presentations and said the volunteer Air Force pilots did a “superb” job at captivating the students’ hearts and kept them laughing. He said the classroom instruction will probably be shortened to three hours in the future. In addition an NCO talked about communications and radio systems.

The workshop raised \$2000 for the AFA Scholarship Fund which was allocated to Junior ROTC, OSU Aviation, and Flying Cowboys tuition.

Our Young Eagles rides that we gave will earn double credit from EAA for 2021.

Ron Hazlett checked about keeping a locked cabinet in the terminal for chapter supplies. Airport Director Keston Cook said the chapter may keep the cabinet in the small pilot sleeping room. Ron said he priced a Craftsman upright cabinet at Lowes for \$259 and he can get an additional military discount. The cabinet will be used to store our Blackstone oil sample kits, banners, hats, and nametags. He also priced a lock accessed by code to be placed on the outside of the cabinet. Members approved

purchasing the cabinet and lock by unanimous vote. Members agreed that the combination will be held by officers.

Ron Hazlett is a licensed distributor for Camguard and has been purchasing the additive for several years. He has been successful in marketing the product nearly exclusively to chapter members and suggested the chapter do like with the Blackstone kits to sell to members as well as outside customers. Ken Hollrah made a motion to do as suggested, Dee Ann Ediger second. All members approved.

A discussion followed about Lycoming's recommendation on additives which are included in some oils and how they compare to Camguard.

A report was made that the restaurant area is again available for use for our Christmas party. The chapter has held its Christmas party for the last couple of years in the M.L. Becker Learning Center and members suggested we do that again if available because it's interesting to be in the museum for the party.

New member Dave DeRay is a T-6 instructor who voluntarily "unretired" to return to active duty. He has purchased an RV-7 quick build project and will pick it up in Texas next month (July). He also has a Mooney that he keeps at the Kingfisher Airport.

Another new member Paul Roznick is a retired American Airlines pilot, is involved with the CAF Lady Liberty, and is interested in joining the general aviation crowd. He is looking for a part ownership in an RV-6 or similar type aircraft.

And a third new member Shaw Baldwin spent 33 years overseas with his last assignment at the Cairo Egypt Embassy. He owns a Glasair.

Dee Ann Ediger said the September 19 meeting will be a presentation by a representative from Lycoming. He will give a power point program as well as talk about the history of the company, a "short sales pitch" and the bulk of the talk will be about engine maintenance. Members agreed that the meeting should be open to the public and be held in the restaurant area. Dee Ann will check on availability of the room.

A discussion about the new LODA requirement for receiving training in experimental aircraft was held. Member Deirdre Gurry, FAA Safety Inspector, said owners and CFIs who want to give or receive instruction in experimental aircraft will need to get a LODA. The application will be submitted to the FAA but the FAA will forward it to the local FSDO office to carry through with. She added that a CFI who wants to give instruction in his or her own experimental aircraft will still have the same paperwork as required before and that involves developing a training manual and process for the aircraft. An owner wanting to receive instruction will receive a LODA for his individual aircraft. The LODA is good for 48 months. A question about a partnership aircraft was raised to ask if only one LODA is required for an experimental owned by more than one person and Deirdre said it would probably be a good idea for each owner to obtain the LODA under his own name.

Ken Girty asked members who was hoping to attend Air Venture. Deirdre Gurry, John Epley, Ken Hollrah, Dee Ann Ediger, and Ken Girty are all planning the trip.

Ken Hollrah reported on getting his torque wrenches re-certified. Each one – a Proto and a Craftsman -- was still accurate because no adjustment was needed. The certification was done by a company in Oklahoma City and was completed in less than a week. The small wrench cost \$58 and the large one \$68. The certification is good for one year.

Ken also showed a set of tap sockets he bought that he said has really come in handy for working in tight places to clean threads. He also said he checked the hardware on the teeter totter the chapter donated to the airport and tightened all of the bolts and nuts. He suggested checking them every other month.

Deirdre Gurry said she has ordered a 3-D printer and hopes to make some parts for experimental aircraft to market.

Dee Ann Ediger said she and Ken attended the Oklahoma Pilots Association Fly-out to Weatherford to tour the museum at the airport. The museum has added on several rooms including a large one that will house a F117 that needs to be restored.



The tools that Ken Hollrah brought for show and tell.

Tim Benham said he flew his Panther to Green Bay WI in the rain and found that NACA ducts don't stop rain from coming into the cockpit. He also said the cockpit canopy doesn't quite seal out rain, either. But the good news is that he only used 22 gallons of fuel for the entire trip.

Mica Doane reported the Wag Aero he and his partners purchased a year ago had 71 hours total time then and over 229 hours now. Mica also said the spray plane crash that killed Junior Regier, manager of the Fairview Airport, was not pilot error. The airplane suffered a structure failure with a wing separating from the fuselage in the air. Initial inspection revealed the left wing came off possibly because of a fitting that showed progressive failure over time. There have been several similar failures of that wings on that aircraft in the United States and in Australia. There has been speculation that adding the turbine engine to the existing airframe resulting in more speed may be a factor in the failures.

Ron Decker has installed the Sensenich propeller on his C172 and says he can get 135 mph in cruise. He initially had the prop set to a more aggressive pitch but adjusted it to control the rpms. He set the prop on the #1 pitch and can see static rpm of 2350 and takeoff rpm of 2450. He said the initial landings he had to do three go-arounds because the airplane didn't want to slow down due to reduced weight of the prop compared to his previous one. The stall on the aircraft is 45-47 clean, 43-45 at first notch of flaps and he can see 1000 fpm climb at 80 mph indicated.

After no other business to discuss, the meeting was adjourned and refreshments were served.

Oshkosh Reports

EAA Air Venture attracted several EAA 455 members this year. Below are their reports:

From Ken Girty, Chapter President

Well, Oshkosh was a great time, and it was good to be able to see all the aircraft and people enjoying the fun after a year off.

We drove this year (Rex, Sarah, and I) since we are still working on aircraft to make them flyable again. So, the trip was a little longer than the past couple of years.

On the plus side, it was nice to have the trailer to head back to and relax, fix meals and just enjoy the week at Osh. We arrived at 3 a.m. so it was a little hard to be quiet with a diesel pickup and a 36-foot trailer and trying to park in the dark.

After getting settled and some short sleep, we got things put in place and set up as we needed for the week and headed to the flight line to watch some landings and aircraft as the aircraft started arriving.

The week was great fun, with lots of opportunities to look at all the possibilities of electronics, propellers, engine parts, and other great items to make our aircraft the best (in our minds, anyway) around. We also had the chance to meet new friends and get together with old friends and neighbors, enjoy some great food and of course some nice cool adult beverages...in moderation of course.



Our campsite for the week.

We attended several workshops on welding (Gas and TIG) and Fabric covering. I learned a lot of good information on the different types of metal welding systems and a chance to try my hand at TIG, which was much easier than I expected. Now if I can just convince my wife that I NEED a TIG welder!

There were a lot of answered questions with the fabric covering workshop and a chance to add to the library of information.

I did attend the Tailwind forum and had a chance to talk to several of the guys from the Tailwind group in person and share information and ask questions about possible ways to make my tailwind even quicker. Great chance to learn more about my airplane, and meet some of the folks in person, it was awesome.



One of only two Tailwinds I saw.

I am already set to go again next year and we just got back. The only real problem is how to fly up in the airplanes and have a trailer to go to at the end of each day to rest in, I think we got a little spoiled with the extra amenities with our camping this year.

From Wayne Janzen

Some of the aircraft were being wrapped in anticipation of large hail that was predicted

Fortunately, the hail didn't materialize.



Wrapped plane.

From John Epley

I flew up to Oshkosh the Friday before. On the way up, my Mode C (altitude reporting) stopped working.

In addition, flying the Puckaway Lake Transition to Ripon and Fisk, I found that flying my Bonanza gear down at 90 knots was cumbersome, though I was able to maintain separation with aircraft in front of me. Next time I think I will fly gear up at 135 kts and 2,300ft.

I think I was infected with the Coronavirus while at Oshkosh. Four days after returning I was tested at Urgent Care, and tested positive. I had Regeneron Infusion therapy and am doing well.

From Dee Ann Ediger

Ken and I drove this year because of the prediction of some possible weather issues. Two years ago our C182 was tied down at Waupaca Airport during Oshkosh when a windstorm blew through and it got bounced around a little. Luckily it was tied down well, but we were a little reluctant to test our luck a second time.

We didn't have any weather issues on the trip up like was forecast, but our departure on Tuesday morning saw us driving more than three hours through heavy rain and thunderstorms.

In addition, a Wednesday evening hail storm was predicted to hit the Oshkosh Airport so there was a large number of attendees who elected to fly out Wednesday afternoon, including chapter member Rusty Gray in his C210.



A sky writer greeted attendees with a smiley face on Monday.

Member Snippets

From Paul Martens

We have been keeping the engine warm on the C180 – logged 85 hours and 120+ landings since April 1.



C180 75KB knee deep in Bluestem on the Oklahoma prairie.

My crew at Martens Machine Shop built and installed this 12' x 40' hydraulic door this past month. It's nice. Now I know why door companies want \$\$\$\$\$ for them.



From Gary Rogers & Richard Hollrah

Vultee "Vibrator" from El Reno for a photo shoot with Ray Gill's Stearman and Vance AFB Heritage T-38 on the ramp at Woodring.



Cessna Caravan on floats – not often seen at Woodring.

From Dee Ann Ediger

My favorite A/P (husband Ken) has been removing the engine accessories, lines, hoses, and cables from my Cardinal in preparation for the new engine installation.

While at Oshkosh, I ordered several items for the "Oshkosh Discount" including engine mounts and oil pan heater. A lot of the hoses are being replaced, too, in addition to the muffler, starter solenoid, baffling, alternator belt, engine mounts, and lots of hardware and gaskets.

The alternator, vacuum pump, propeller, and oil cooler have been delivered to Tulsa for IRAN. The 12-14 week lead time for delivery of the engine is about two-thirds complete so hopefully in a couple more weeks I will have an estimated time of delivery. The prop overhaul time is three to four weeks so it should be finished about the time the engine shows up.

It will be interesting to drop the pan and inspect the camshaft to see if our theory about a worn lobe is true.



The Cardinal with nearly all the accessories removed for IRAN.



Various parts on the table.

From James Baker

For reference, I submitted my LODA request on Thursday July 22nd and received my approved LODA on July 29th.

It is open ended to the degree that I can instruct and receive compensation in any experimental aircraft that I am qualified to fly and instruct in. Simply put, that means any single engine experimental land aircraft.

Also, that was super easy to get!

From Richard Hollrah

Richard attended the Cessna 150/152 fly-in at Clinton, Iowa, and sent these photos.



A large solar farm near Wapello, Iowa



Some of the planes at the Clinton Iowa Flyin



Not quite a C150 -- AD4N Skyraider at Clinton, Iowa.

GAMI Fuel STC

*From Grayson Ardies
State Director of Aeronautics*

OSHKOSH, Wis. / July 27, 2021 / Aviation News - General Aviation Modifications, Inc., (GAMI) -- a leading general aviation engineering company -- announces the FAA has approved Supplemental Type Certificates (STCs) authorizing use of its G100ULTM high-octane unleaded avgas.

GAMI elected to follow the well-established FAA Approved Model List (AML) STC process whereby the FAA issues the initial STCs with an AML of specific aircraft and engines, and then progressively expands the scope of that AML based on additional testing and data.

These new STCs represent the initial major milestone for bringing G100UL avgas to airports and aircraft across North America. As the Approved Model List for these STCs expands over the next several quarters, the scope of the aircraft and engines on the AML will provide the functional equivalent of a fleet-wide certification for spark ignition piston powered aircraft and engines to operate on G100UL avgas.

The scope of engine and airframe testing now approved by the FAA was comprehensive. In further collaboration with the FAA, GAMI will complete two additional tests that will provide the data required to vastly expand the scope of the Approved Model List. These two routine tests are already underway, and will repeat and validate earlier successful testing previously approved by the FAA. When these tests are completed, the pathway to a large expansion of the Approved Model List will be clear, and when the AML is fully expanded, G100UL avgas will provide a functional fleet-wide drop-in replacement for 100LL.

As GAMI keeps its focus on expanding the AML, it has collaborated with Avfuel Corporation -- a leading global supplier of aviation fuel and services -- to work through the logistics of distributing this first-ever high octane unleaded aviation gasoline. Avfuel is establishing a supply chain to responsibly bring G100UL avgas to market on a commercial scale. Together, GAMI and Avfuel have committed to a process that will ensure G100UL avgas is available to all legitimate distributors and vendors on an equitable basis in terms of access and economics.

Once the FAA expands the AML and production of G100UL avgas expands to support the needs of the market, GAMI anticipates the

existing blue 100LL avgas will disappear from the market, providing a long-awaited solution to the environmental and engine operational pitfalls of leaded fuel. Based on plans for expanded production, GAMI anticipates G100UL avgas supply will meet North America's demand for high octane aviation gasoline within the next four years.

GAMI, in conjunction with its sister-company, Tornado Alley Turbo, Inc., (TAT) has extensive experience with the FAA STC process as more than 30,000 high performance aircraft and engines fly with its FAA-certified products. Leveraging this regulatory certification experience, GAMI has worked diligently for 11 years to develop a functional drop-in unleaded avgas solution that maintains or improves engine performance and, simultaneously, significantly reduces routine maintenance costs imposed by the use of leaded avgas. Achieving these goals also resolves the ever-present and existential threat to both the environment and the use of high performance piston powered general aviation aircraft if a commercially viable unleaded avgas replacement was not found. Ultimately, by providing a suitable alternative prior to any possible regulatory ban on leaded fuels, the widespread use of G100UL avgas preserves and protects an integral component of the national air transportation system: high performance spark ignition piston-engine aircraft.

Developing a commercially viable unleaded high-octane aviation gasoline proved to be a complex challenge due to a myriad of technical and economic issues. At the beginning of the project, GAMI developed an essential set of design requirements. These requirements included the necessity for a single high octane unleaded avgas to be compatible with all of the existing aviation gasolines when the different existing fuels are co-mingled in the fuel tanks of the aircraft. Absent this key

requirement, there would have been insurmountable quality control, logistics, infrastructure and supply chain issues.

GAMI addressed these concerns with its G100UL avgas product, which is a complete solution that meets the essential requirements of any replacement for aviation gasoline. G100UL avgas can be mixed with 100LL in any proportion, and is compatible with the existing fuel infrastructure without modification, enabling its immediate adoption into the marketplace and seamless transition from 100LL. In addition, G100UL avgas can be produced both by current fuel producers in the industry or within the specialty chemical processing industry, helping to maintain a competitive cost structure and widespread availability using the existing avgas distribution infrastructure.

George Braly, head of engineering at GAMI, said, "In 2009, GAMI first filed an application with the FAA for supplemental type certificates allowing the use of a newly-developed fuel chemistry for an unleaded high-octane aviation gasoline. Now, after more than a decade of further development, and fundamental research into fuel chemistries and the technology to accurately measure detonation intensity levels in different fuel chemistries, we are excited that the FAA has issued the initial Approved Model List STCs for use of G100UL high-octane unleaded avgas."

Tim Roehl, GAMI president, said, "The FAA approval of G100UL high octane unleaded avgas is a truly huge development for the future of general aviation! GAMI and all of its employees have dedicated themselves to this project for over a decade.

Now is the time for all of the stakeholders in the general aviation community to stand up and celebrate. These AML-STCs are the 'beginning of the end' for the continued use of lead in aviation gasoline."

YOU'RE INVITED!

**JOIN US FOR THE 9TH ANNUAL
COMMUNITY DAY & FLY-IN**
at the Guthrie-Edmond Regional Airport (KGOK)
**SATURDAY, SEPTEMBER 18, 2021
9AM-2PM**

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

FREE AIRPLANE RIDES!

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

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THE SPIRIT OF AVIATION



2021 AVIATION FESTIVAL

FREE Event

Pilots, Aircrafts, and
Aviation Related Businesses
are invited to join the

KOUN 15th Annual Aviation
Festival.

Call 405-325-7233
to sign up.

**Max Westheimer Airport
October 2nd, 2021
Doors open at 9:00am
Show ends at 2:00pm**

The Annual Aviation Festival will be a blast for the entire family. This is a perfect opportunity to see the airport up close. You get to touch and feel the aircraft and visit with people who are flying the aircraft every day.



SATURDAY, SEPT. 18, 2021

3612 N. Webb Rd., Wichita, KS 67226

Gates Open: 8am - 4pm



ADMISSION

Adults: 18+ \$5

Kids: FREE!



FUN FOR EVERYONE!

Free Young Eagle Flights (ages 8-17), Car Display, R/C Aircraft Display, Model Rocket Display, Candy Drops, Helicopter Rides, Young Builder Activities, Airplane Display & Judging, Flight Competitions, 6th Annual Ercoupe Stampede

SCHEDULE OF EVENTS

- 8 AM to 10:30 AM Breakfast (prices posted)
- 9 AM to 1 PM..... Young Eagle Registration
- 9 AM to 3 PM..... Young Eagle Flights
- 11 AM Candy Drop
- 11 AM to 2 PM Lunch (prices posted)
- 1:30 PM..... Mandatory pilot briefing (for competition contestants)
- 2 PM Flight Competition
- 2 PM Candy Drop
- 4 PM Daytime activities end
- 5 PM to 6 PM..... Happy Hour (cash bar)
- 6 PM Banquet followed by a presentation by Mike Fizer & event awards
- 8 AM to 7 PM..... Silent Auction

ATTN: PILOTS & CREW

You are invited to attend! Enjoy complimentary admission including either breakfast or lunch. Our flight competitions (Est. Take Off Distance, Spot Landing) have \$100 prizes up for grabs. Our evening activities include a banquet (\$25 individual, \$160 table of 8), followed by a presentation by Mike Fizer. He is currently Senior Photographer for the Aircraft Owners and Pilots Association. Mike's photos appear in AOPA Pilot, Turbine Pilot and Flight Training magazines and can be viewed at www.breezewaystudio.com. An awards presentation concludes the evening.

Contact us for more information:

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Col. James Jabara Airport info: (KAAO)
 1000' AGL Pattern Altitude
 Class D (KBEC) is 1 mi. S. of Jabara runway
 ASOS: 134.025 / CTAF: 122.7
 Wichita Approach/Departure: 134.8
 Runway 13-36 100' x 6,101'
 Field Elevation 1421'



Ercoupe



Titanium Gyrocopter



Acro Sport II



Mike Fizer - www.breezewaystudio.com

Event Sponsor:



★ ★ ★ ★ ★ *freedom in the sky* ★ ★ ★ ★ ★

A SALUTE TO OUR FIRST RESPONDERS • REMEMBERING 9/11

AIR SHOW

SATURDAY, SEPTEMBER 11

scott city, ks airport

GATES OPEN & FUN BEGINS AT **8 A.M.**

AIRSHOW BEGINS AT **1 P.M.**

with performances by

Patrick McAlee

Pitts Superhero of the Sky

Nathan Hammond

Skywriter

Don Nelson

T-6 Warbird

Justin Lewis

FLS Micro Jet

Brian Correll

Pitts S2S

Food Vendors

Party-Q BBQ

La Tia Juana

Mexican Food

Snow Cones

10:30
TO 1:00



beginning at 8...

Young Eagle Rides (ages 8-18)

8:00 - 11:30 a.m. • First come, first served

Beech 18 Rides (to purchase)

Helicopter Rides

Flap Air Helicopter Service

\$30 per person, 3-5 minutes

learn more



Tandem Parachute Jumps

\$220 per person • Schedule yours

at skydivekstate.com

Bounce Houses (free)

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**36th Annual FLYING M RANCH Fly-In & Campout
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