

## EAA TULSA CHAPTER 10

### PRESIDENT

Bhrent Waddell  
13415 N. 155<sup>th</sup> E. Ave.  
Collinsville, Ok 74021  
371-5022 bwaddell@tulsa.oklahoma.net

### SECRETARY

Gerald Vaughn  
16280 E. 81 Ct N.  
Owasso, Ok.  
272-5299 GVAUGHAN48@AOL.COM

### NEWSLETTER EDITOR

LYNN COLTHARP  
16716 E.80TH ST. N. Owasso, Ok  
272-7255 scoltharp@aol.com

### FLIGHT COUNSELOR

RANDY BROOKS 405 354-1272

### VICE PRESIDENT

Bart Dalton  
P.O. Box 205  
Owasso, Ok 74055  
272-8551 planenutts@worldnet.att.net

### TREASURER

Craig Loomiller  
16876 E. 79<sup>th</sup> Court North  
Owasso, Ok 74055  
272-6282 ccaloom@WEBZONE.NET

### TECHNICAL COUNSELORS

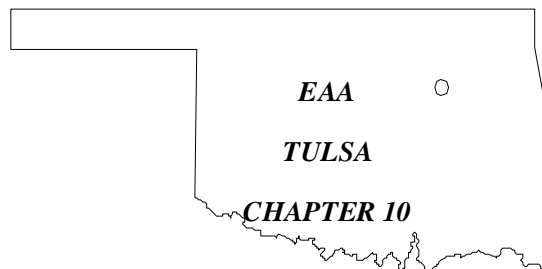
DON PEARSALL 272-5551 dpowasso@aol.com  
BART DALTON(DAR) 272-8551 planenutts@worldnet.att.net  
ROGER WHITE 371-4949 RogerandEJ@prodigy.net

### YOUNG EAGLE COORDINATOR

Bob Rothlisberger 274-8390 bob\_roth@swbell.net

---

**16716 e. 80TH ST. N.**  
**OWASSO, OK 74055**



**NEXT MEETING**  
**Monday Oct 15 7:30pm**

## CHAPTER HOME AT GUNDY'S

### **EAA TULSA CHAPTER 10**

### **OCTOBER 2001** **NEWSLETTER**

#### **Words From The President**

*Bhrent Waddell*

Changes: the one thing in life that is constant is that things change. After September 11, 2001 this seems even more true. While we have been hoping see the creation of the Sport pilot rating and aircraft classification approved in the near future to make flying available to more people, many people are trying to restrict general aviation more than we have experienced in the last fifty years. While some restrictions are understandable, it will be as important as ever that general aviation have a voice with policy makers. The national EAA organization is one of those voices. Our membership in national EAA makes their voice even stronger. If you want to protect the flight privileges that we have enjoyed, now is the time to become a member of EAA! Not only does the national organization communicate with policy makers, its provides a quick and dependable source of information to pilots. Important changes in flight restrictions are available on the website and office members are available to answer questions.

Although there has been no published information about the Sport pilot rating, unofficially it is still very alive and progressing through the approval process. As life in the US returns to the "new normal", more progress on this rating will be made.

At the Chapter 10 building, one-air conditioner units has been received and will be mounted in one of the east windows. If a second unit is not found by next spring, the Chapter will look for a "spring special" to provide the other unit.

A neglected BD5 project has been made available to mount near the Gundy's drive and 76<sup>th</sup> Street. The project is rough and needs assembly and paint before mounting. If you would like to help with this project, get the details from a Chapter Officer or be at the next meeting. Chapter 10 would like to help make this project an attractive addition to Gundy's.

This month's meeting will be on Monday, October 15. The annual Gundy's WingDing is on Sunday October the 21<sup>st</sup> at 1:00pm. The WingDing is at the Chapter 10 hanger, but is hosted by the Gundy's owners and residents. All Chapter 10 members are invited to attend and enjoy the grilled chicken wings and hotdogs. Bring a covered dish, salad or dessert enjoy the lunch with us.

#### **WE ARE SO LUCKY**

*by the editor*

I know that sounds like the wrong thing to say after the devastating attack on us. Most of our flying privileges have already been restored. Yes there are still a lot of airplanes under class B that are not freed up as of this date but they probably will be soon. We all like to complain about our inconveniences and none of us like to comply with rules and regulations that are imparted to us. When people make rules and regulations to change things, there are always things that don't make sense (obvious lunacies to us). Just remember the freedoms we have enjoyed so far and believe that we will continue at some point to enjoy most of those with maybe a few changes.

In 1979 I was flying air borne magnetic surveys in Japan. Two of the rules over there that jumped out at me were that we always had to file a flight plan and that we could not just fly to an airport and land. We had to telephone the airport in advance and let them know who we were and when we expected to arrive at their airport. One day when the ceilings were too low to survey I decided the Japanese pilot flying right seat with me would probably like to do some touch

and goes at the airport. He replied “sure, I will go file the flight plan now”. I was astounded – “ do you mean to tell we must file a flight plan to do touch and goes?? --- yup!”

The only other foreign country I know anything about is Canada and they are somewhat more restricted than we are. I suspect that most foreign countries are a lot more restrictive than the US is.

Let’s protect our freedom by complying with the new restrictions put on us to the best of our abilities. Go look at the new notams at [faa.gov/ntap](http://faa.gov/ntap) and see what is expected of us as pilots. Be aware that the public is in a heightened state of fear of all airplanes and will be acutely aware of any flying activity they don’t think is normal. Resist the urge to fly low over any area. Someone may take this as unusual and report the activity to some authority. Some of the flying activities we don’t think anything about may seem unusual to some people on the ground. The following is a snippet from one of the new notams and could have saved some of our members a lot of embarrassment if they had heeded it. “IN THE INTEREST OF NATIONAL SECURITY, AND TO THE EXTENT PRACTICABLE, PILOTS ARE ADVISED TO AVOID THE AIRSPACE ABOVE, OR IN PROXIMITY TO, SITES SUCH AS NUCLEAR POWER PLANTS, POWER PLANTS, DAMS, REFINERIES, INDUSTRIAL COMPLEXES, AND OTHER SIMILAR FACILITIES. PILOT SHOULD NOT CIRCLE AS TO LOITER IN THE VICINITY OF SUCH FACILITIES.” After all the news we had locally about the plane over lake Yahola we should also add lakes as areas to be avoided. It seems to me a pretty good bet that pilot did not throw something into the water but we may never convince the people on the ground. Now the feds may add lakes to their list. They may be included by implication already; most lakes do have a dam.

## WING DING

The annual WING DING at Gundy’s is scheduled this year for October 21. This event always proves to

be a fun event to kind of wind down the flying activities for the season.

It was started by Phil Hart and Malley Norton the past owners of Gundy’s. When we built the EAA hangar at Gundy’s we began using our facilities and manpower to put on the Wing Ding each year. Phil and Malley always provided the wings for the cookout.

This will be the first year to have the WING DING under new owners, Roger and Meri Wiedon and they have graciously offered to continue the tradition of providing wings for the WING DING. Roger says he would like to see the WING DING grow and he is buying extra wings this year so let’s promote more people to attend and especially more airplanes.

So bring a dish to share and join in on those scrumptious barbecue chicken wings. The chapter will provide tea and lemonade to drink.

## **REKLAW FLYING –M FLY-IN AND CAMPOUT**

Many of you have gotten a flyer about the annual campout/fly-in at Reklaw, Texas by now. It is scheduled for Oct 26,27 and 28 this year. Several of our members have been attending this fly-in for quite a few years now. It is situated in the piney woods of east Texas. It is really a pretty and tranquil setting on a private airport with a park like appearance.

There are usually five to ten airplanes from our chapter there and sometimes several motor homes from our chapter show up too. We all have a great time visiting and looking at airplanes. One of the more fun things is watching the arrivals drop in over the trees. Of course first, one must find the airport before they can land. It is swath cut out of the pine trees and is difficult to see until right on top looking down at it. Even with our modern day GPS navigation one can fly right over the airport and not see it even though the GPS says “here”. Ask John Forrister about that. There is an ever-popular tale

going around about a Bonanza that gave up, after wandering around an hour talking to the folks on the ground at Reklaw, because he was running low on fuel. True story!!

## CHAPTER OFFICERS

The board is recommending the current slate of officers as the officers for next year and they have all agreed to continue their service for the chapter. Nominations from the floor will also be accepted so if you would like to serve in any of these positions let it be known.

## NEWSLETTER EDITOR

Along with the officers the newsletter editor job is up for all takers each year.

I have been doing the newsletter for quite a few years now and my enthusiasm and ideas have waned through the years. I need a reprieve and it is time for some new blood as newsletter editor. We will need someone to take over the Newsletter Editor for 2002.

At the last meeting I was asked how much time it takes to get the newsletter out each month. My immediate reply was that sometimes it only takes an hour or two. That is when I do one of those half fast efforts at the newsletter. It varies quite a bit depending on how much information is contributed by the membership and how much I have to compose myself. It really depends on how much effort one puts into gathering information and composing the newsletter. Some of the things I feel the newsletter editor should do are: Attend 1<sup>st</sup> Monday board meeting, attend 2<sup>nd</sup> Monday Newsletter folding, attend 3<sup>rd</sup> Monday meeting and most of the chapter activities.

The newsletter is done with WORD on a pc and forwarded to Mark Laboyteaux to be reformatted for the web page. There are other ways to do the newsletter that is just the way I have been doing it.

The newsletter is an important part of the Chapter and can enhance the chapter when done right.

Thanks – Lynn Coltharp – editor

## 53 AIRLINERS AT GANDER

I received this from EAA Chapter 455 newsletter editor Diann Nelson. It's worth reading...

Mark.

{EAA Chapter 455 member Dwayne Lee sent me this article from his Sonex list. Please read. It is a very good true story,

A very touching account:

Nazim is a Delta airline employee - one of the cockpit crew. It is so uplifting! How lucky we are to have the Canadians for neighbors!!! Here is the story From Nazim-Amin:)

We were about 5 hours out of Frankfurt flying over the North Atlantic and I was in my crew rest seat taking my scheduled rest break. All of a sudden the curtains parted violently and I was told to go to the cockpit, right now, to see the captain. As soon as I got there I noticed that the crew had one of those "All Business" looks on their faces. The captain handed me a printed message. I quickly read the message and realized the importance of it. The message was from Atlanta, addressed to our flight, and simply said, "All airways over the Continental US are closed. Land ASAP at the nearest airport, advise your destination." Now, when a dispatcher tells you to land immediately without suggesting which airport, one can assume that the dispatcher has reluctantly given up control of the flight to the captain. We knew it was a serious situation and we needed to find terra firma quickly. It was quickly decided that the nearest airport was 400 miles away, behind our right shoulder, in Gander, on the island of New Foundland. A quick request was made to the Canadian traffic controller and a right turn, directly to Gander, was approved immediately. We found out later why there was no hesitation by the Canadian controller approving our request. We, the in-flight crew, were told to get the airplane ready for an immediate landing. While this was going on

another message arrived from Atlanta telling us about some terrorist activity in the New York area. We briefed the in-flight crew about going to Gander and we went about our business 'closing down' the airplane for a landing.

A few minutes later I went back to the cockpit to find out that some airplanes had been hijacked and were being flown into buildings all over the US. We decided to make an announcement and LIE to the passengers for the time being. We told them that an instrument problem had arisen on the airplane and that we needed to land at Gander, to have it checked. We promised to give more information after landing in Gander. There were many unhappy passengers but that is par for the course. We landed in Gander about 40 minutes after the start of this episode. There were already about 20 other airplanes on the ground from all over the world. After we parked on the ramp the captain made the following announcement. "Ladies and gentlemen, you must be wondering if all these airplanes around us have the same instrument problem as we have. But the reality is that we are here for a good reason." Then he went on to explain the little bit we knew about the situation in the US. There were loud gasps and stares of disbelief. Local time at Gander was 12:30 pm. (11:00 AM EST) Gander control told us to stay put. No one was allowed to get off the aircraft. No one on the ground was allowed to come near the aircrafts. Only a car from the airport police would come around once in awhile, look us over and go on to the next airplane. In the next hour or so all the airways over the North Atlantic were vacated and Gander alone ended up with 53 airplanes from all over the world, out of which 27 were flying US flags. We were told that each and every plane was to be offloaded, one at a time, with the foreign carriers given the priority. We were No.14 in the US category. We were further told that we would be given a tentative time to deplane at 6 pm. Meanwhile bits of news started to come in over the aircraft radio and for the first time we learned that airplanes were flown into the World Trade Center in New York and into the Pentagon in DC. People were trying to use their cell phones but were unable to connect due to a different cell system in Canada. Some did get through but were only able to get to the Canadian operator who would tell them that the lines to the US were either blocked or jammed and to try again. Some time late in the evening the news filtered to us that the World Trade Center buildings had

collapsed and that a fourth hijacking had resulted in a crash.

Now the passengers were totally bewildered and emotionally exhausted but stayed calm as we kept reminding them to look around to see that we were not the only ones in this predicament. There were 52 other planes with people on them in the same situation. We also told them that the Canadian Government was in charge and we were at their mercy. True to their word, at 6 PM, Gander airport told us that our turn to deplane would come at 11 AM, the next morning. That took the last wind out of the passengers and they simply resigned and accepted this news without

much noise and really started to get into a mode of spending the night on the airplane. Gander had promised us any and all medical attention if needed; medicine, water, and lavatory servicing. And they were true to their word. Fortunately we had no medical situation during the night. We did have a young lady who was 33 weeks into her pregnancy. We took REALLY good care of her. The night passed without any further complications on our airplane despite the uncomfortable sleeping arrangements. About 10:30 on the morning of the 12th we were told to get ready to leave the aircraft. A convoy of school buses showed up at the side of the airplane, the stairway was hooked up and the passengers were taken to the terminal for "processing" We, the crew, were taken to the same terminal but were told to go to a different section, where we were processed through Immigration and customs and then had to register with the Red Cross. After that we were isolated from our passengers and were taken in a caravan of vans to a very small hotel in the town of Gander. We had no idea where our passengers were going.

The town of Gander has a population of 10,400 people. Red Cross told us that they were going to process about 10,500 passengers from all the airplanes that were forced into Gander. We were told to just relax at the hotel and wait for a call to go back to the airport, but not to expect that call for a while. We found out the total scope of the terror back home only after getting to our hotel and turning on the TV, 24 hours after it all started. Meanwhile we enjoyed ourselves going around town discovering things and enjoying the hospitality. The people were so friendly and they just knew that we were the "Plane people". We all had a

great time until we got that call, 2 days later, on the 14th at 7AM. We made it to the airport by 8:30AM and left for Atlanta at 12:30 PM arriving in Atlanta at about 4:30PM. (Gander is 1 hour and 30 minutes ahead of EST, yes!, 1 hour and 30 minutes.) But that's not what I wanted to tell you. What passengers told us was so uplifting and incredible and the timing couldn't have been better. We found out that Gander and the surrounding small communities, within a 75 Kilometer radius, had closed all the high schools, meeting halls, lodges, and any other large gathering places. They converted all these facilities to a mass lodging area. Some had cots set up, some had mats with sleeping bags and pillows set up. ALL the high school students HAD to volunteer taking care of the "GUESTS".

Our 218 passengers ended up in a town called Lewisporte, about 45 Kilometers from Gander. There they were put in a high school. If any women wanted to be in a women only facility, that was arranged. Families were kept together. All the elderly passengers were given no choice and were taken to private homes. Remember that young pregnant lady, she was put up in a private home right across the street from a 24 hour Urgent Care type facility. There were DDS on call and they had both male and female nurses available and stayed with the crowd for the duration. Phone calls and emails to US and Europe were available for every one once a day. During the days the passengers were given a choice of "Excursion" trips. Some people went on boat cruises of the lakes and harbors. Some went to see the local forests. Local bakeries stayed open to make fresh bread for the guests. Food was prepared by all the residents and brought to the school for those who elected to stay put. Others were driven to the eatery of their choice and fed. They were given tokens to go to the local Laundromat to wash their clothes, since their luggage was still on the aircraft. In other words every single need was met for those unfortunate travelers. Passengers were crying while telling us these stories. After all that, they were delivered to the airport right on time and without a single one missing or late. All because the local Red Cross had all the information about the goings on back at Gander and knew which group needed to leave for the airport at what time. Absolutely incredible.

When passengers came on board, it was like they had been on a cruise. Everybody knew everybody else by their name. They were swapping stories of their stay,

impressing each other with who had the better time. It was mind boggling. Our flight back to Atlanta looked like a party flight. We simply stayed out of their way. The passengers had totally bonded and they were calling each other by their first names, exchanging phone numbers, addresses, and email addresses. And then a strange thing happened. One of our business class passengers approached me and asked if he could speak over the PA to his fellow passengers. We never, never, allow that. But something told me to get out of his way. I said "of course". The gentleman picked up the PA and reminded everyone about what they had just gone through in the last few days. He reminded them of the hospitality they had received at the hands of total strangers. He further stated that he would like to do something in return for the good folks of the town of Lewisporte. He said he was going to set up a Trust Fund under the name of DELTA 15 (our flight number). The purpose of the trust fund is to provide a scholarship for high school student(s) of Lewisporte to help them go to college. He asked for donations of any amount from his fellow travelers. When the paper with donations got back to us with the amounts, names, phone numbers and addresses, it totaled to \$14.5K or about \$20K Canadian. The gentleman who started all this turned out to be an MD from Virginia. He promised to match the donations and to start the administrative work on the scholarship. He also said that he would forward this proposal to Delta Corporate and ask them to donate as well. Why, all of this? Just because some people in far away places were kind to some strangers, who happened to literally drop in among them? WHY NOT?

Nazim

}

**WHO BRINGS SNACKS????**

Below is a list of who brings snacks for each meeting. I am sure the T-V's will bring excellent goodies in September

**January**     **A-C**  
**February**   **D-F**  
**March**       **G-H**  
**APRIL**       **I-L**  
**June**         **M**  
**July**          **N-P**  
**September**   **Q-S**  
**October**      **T-V**  
**November**    **W**

## FOR SALE

Pazmany Pl-1(Laminar) project. Wings done many parts & aluminum.

Carolyn Borucki 369-5158

Building lot at Gundy's. 1 ¼ acre lot \$60,000  
call Sallie Coltharp REMAX 274-1600 272-7255

## WEB PAGE NEWSLETTER

(note the URL)

(mark as favorite place)

Our web page address is:

**<http://www.geocities.com/eaachap10>**

Mark will email a notice to each member who chooses to use the WEB version of the newsletter a note stating that the newsletter is ready and on line. **Of course those who do not opt for the WEB version will continue to get a hard copy.**

The chapter encourages everyone to opt for the WEB version rather than the hard copy.

**Please send me an email to [scoltharp@aol.com](mailto:scoltharp@aol.com) stating that you want to use the WEB version of the newsletter if you opt for it.**

One advantage of the web page based newsletter is that we can finally have good quality color pictures of airplanes and activities.

## CALENDAR

**1<sup>st</sup> Monday Each month Board Meeting at the chapter hangar at Gundy's 7:00pm**

**2nd Monday each month Newsletter Folding at the hangar - Gundy's Airport 6:30pm**

**3rd Monday each month Chapter 10 EAA meeting at the hangar - Gundy's Airport**

**1st Saturday each month Ponca City Aviation Booster club Breakfast Fly-In.**

**1st Saturday after 3rd Monday - each month Pancake Breakfast - Gundy's Airport**

Oct 21 1:00pm WING DING at Gundy's  
EAA Hangar. Bring a dish to share  
Chicken wings provided by Roger Wiedon

Oct 26-28 Reklaw Texas – Flying M  
Fly-In/Campout

**Nov 19 Pie Auction at our regular meeting at Gundy's**

Dec 08 EAA Chap10 Christmas Party.