

EAA TULSA CHAPTER 10

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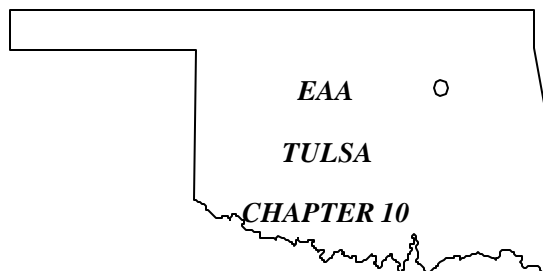
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2721 S 121st E AVE,
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Chapter Picnic
Sunday May 19 1:00pm
CHAPTER HOME AT GUNDY'S

EAA Chapter 10

May 2002 Newsletter

Words From The President

Bhrent Waddell

Chapter Picnic

Due to the annual Chapter picnic on Sunday, May 19, there will not be a meeting on the following Monday night. The picnic will start at 1:00 p.m., hope to see you there. The regular pancake breakfast is scheduled for the following Saturday, May 25, from 7:30 to 9:00a.m.

Air Academy Scholarship

Chapter 10's 2002 EAA Air Academy Scholarship has been awarded to Michael Thrasher, Bob Thrasher's son. Michael is fourteen years old and attends school in Owasso. Congratulations to Michael!

Work Day

We had a productive workday on Saturday, May 11. The hangar received a good cleaning, the roof was patched, and progress was made on installing the air conditioning.

Sport Pilot

The Sport Pilot/Aircraft certificate has made it to the end of the public comment period as of May 6, 2002. The EAA will be encouraging and assisting the FAA and other governmental agencies to issue the final regulations as soon as possible. The comments at Sun-n-Fun were encouraging for a prompt (2 -3 month period) release date, but there could a wait of up to a year and one-half.

Young Eagles

Due to weather, the April 26 Young Eagle flight was postponed to May 4. At that time eighteen students from Skiatook fifth grade were given their first plane ride.

Message From The Editor

by Bob Minich

Electronic newsletters

Those folks who have opted for the electronic form of the newsletter should now be getting them

instead of paper version. If you didn't get one, let Craig Loomiller or me know about it. If you haven't already noticed, our new web site is located at <http://www.eaa10.org> which should be easier to remember.

Let me remind everyone that submitting stories or pictures to the newsletter editor is as close to a guarantee that a writer gets an article published. I know you've got stories or lies to tell. To prove the point, here's something I was sent this month.

You can never be too careful...

The following photo and account were forwarded to me by Ken Gates. It looks pretty darn scary to me and serves as a reminder you can never be too careful, especially when flying at a busy fly-in like Sun 'N Fun. The following account comes from the Pilot of the Navion The NTSB preliminary report on this accident says no injuries were reported. Thank goodness for at least that. We'll try to get the photo posted on the web site since printing such things doesn't always work too well. – Bob Minich



Departed Perry, FL. [40J] runway 36, assumed a heading of 150 degrees and climbed to 3500' MSL. Arrived in the Lakeland, FL. [LAL] area at 3500' MSL, 3 miles North and West of the area and continued past LAL on a heading of 180 degrees to a point 12 miles to the South. Began a descending turn to 2500' and a heading of 360 degrees.

10 miles South of LAL reported to Lakeland Tower on 135.9 MHz that we were on the Warbird

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South arrival: "silver L-17 10 miles South". At this time, no other aircraft reported on the Warbird South arrival. Tower responded to report right downwind for runway 9R. Tower then requested a read-back on the clearance to which I responded.

At this time a flight of 18 T-6's and 2 B-25's reported 15 miles North of LAL requesting a fly-by. As I was preparing to turn left to join the right downwind for 9R, the controller asked if I would go back to the South and hold for approximately 10 minutes. I complied and turned left to a heading of 190 degrees.

Once in the area 12 miles South of LAL, several other aircraft were staging for the Warbird South arrival as were we. A Cessna 182 was in the area as well as a T-6, T-34, and an L-39. I climbed to 2800' MSL to allow some clearance over the 2500' floor of the approach. The T-6 was circling and I slowed and followed him at a distance of 200 to 300 yards. The T-34 was just to the east, the L-39 to the South and high, the 182 was no longer in sight. At this time the controller instructed all aircraft holding for the Warbird South arrival and cleared for the right downwind and landing on runway 9R to get spacing and "work it out yourselves", stating that they were very busy with traffic in the immediate area of LAL.

The T-6 turned North and I followed behind and to the right. The T-34 was positioned to my right. As each aircraft began the left turn onto the right downwind to runway 9R, the T-34 began to advance and I gave up my position behind the T-6. Turning base the T-6 was low, the T-34 higher and spacing was good. The T-34 called on the tower frequency that he had lost sight of the T-6. I sighted the T-6 over the threshold of runway 9R and reported this to the T-34 who was high and right of the runway. I then asked the T-34 if he was landing. He responded that he would land long.

On final I looked for other aircraft including those which might overshoot the turn to final for 9L. My passenger, Paul Turner, in the right seat was also watching for aircraft getting close to us. On short final the spacing was good with the T-34 landing long in front of me.

Upon touchdown, as I lowered the nosewheel, the aircraft yawed slightly to the left. At that instant there was the sound of impact and the aircraft pitched forward and left. Paul pulled me towards himself as he and I saw the nose and prop of an aircraft just outside of the canopy on our left wing. That aircraft, an Extra 300, then fell away to the left and behind us.

Paul shouted, "Shut it down and get out, this thing might burn". He released his harness, opened the canopy and stepped out onto the right wing while I shut off the mags and the gang bar for the master and generator switches. The aircraft was still rolling as I released my harness and steered right to clear the runway. The aircraft stopped and I exited via the left wing and looked back to see what had hit us while moving quickly away from the aircraft.

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CALENDAR

1st 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 7:00pm

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

May 19 – (Sunday) Chapter Picnic at 1:00

May 26 – Pancake Breakfast 7:30-9:00

May 31-Jun 1 – Bartlesville Biplane Expo

July 23-29 – AirVenture Oshkosh

WEB PAGE NEWSLETTER

<http://www.eaa10.org/>

To forego the paper monthly newsletter and receive the shiny electronic version, please send an email to minich@ionet.net stating that you want to receive the WEB version of the newsletter.

EAA Tulsa Chapter 10 Membership Application and Renewal for 2002

Name	
Address	
City	
State	
ZIP	
Email Address	
Home Phone#	
Work Phone#	
Co-pilot/Spouse	
National Membership #	
Aircraft owned (make/model)	
Projects in progress/% complete	
Date	
Membership dues:	\$20

Bring the application to next meeting or mail to:

EAA TULSA CHAPTER 10
CHAPTER TREASURER
16876 E. 79TH COURT NORTH
OWASSO, OK 74055

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