

EAA TULSA CHAPTER 10

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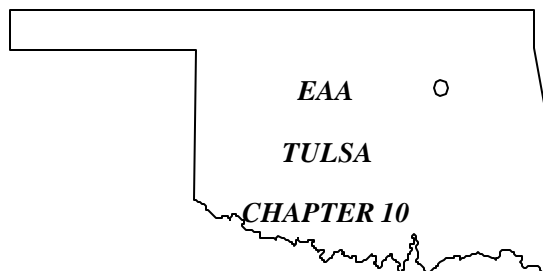
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Next Meeting
Monday June 17 7:30pm
CHAPTER HOME AT GUNDY'S

EAA Chapter 10

June 2002 Newsletter

Words From The President

Bhrent Waddell

As part of its 50 year celebration, EAA will honor and recognize the oldest EAA chapter in each state at EAA AirVenture 2002 in Oshkosh on Tuesday, July 23 at 2:00pm. All chapter members are encouraged to attend, and one volunteer is needed to represent chapter 10 in the stage ceremony. If we have more than one volunteer, priority will be given to the person who has been a member of chapter 10 for the longest time. Contact Bhrent Waddell, 371-5022, by June 17th to volunteer.

The hangar air conditioning project is almost complete thanks to Gerald Vaughan getting and installing the second unit. Also, many thanks to everyone who contributed to the project!

Our regular monthly meeting will be Monday, June 17th, at 7:30pm. John Hudec, a member of chapter 10, will have his Waco project at the hangar and will discuss the Waco restoration. This is a rare opportunity to view a classic restoration.

Don't forget the pancake breakfast on Saturday, June 22nd, from 7:00-9:30am at the chapter hangar!

Treasurer's Report

by Craig Loomiller

Picnic

How's everybody doing? I saw a lot of you at the Chapter picnic last month, although I thought the turnout was a little bit lower than in previous years. Regardless, I think a fun time was had by all that attended. We had a good mix of both people and airplanes on the field. At the picnic, we had two new members join our organization. We need to be sure and welcome Steve Oden and John Haymore to the group. With the addition of these two members, it brings our total membership up to 133 members for the year. I'd like to thank everyone who requested the electronic newsletter. Our last month's issue had four

bounce backs for invalid addresses, but I think we got it worked out now. If you didn't receive yours, please let us know and we will get it corrected.

AC Fund Progress

We have \$560.00 in our air conditioning fund. Our Secretary, Gerry Vaughan, is going to purchase a new air conditioner this week and we will probably have it installed by the time you read this. On the Chapter annual workday last month, we installed the air conditioner donated by Bart Dalton. Unfortunately, when we turned it on, we found that the compressor had burned out. Bart is checking to see if Sears will cover this under warranty. Roger Weiden donated a 3-ton forced air unit to us. It will take quite a bit of work to get it operational. Ductwork will have to be fabricated and a concrete pad poured outside to set it on. If anybody has an itch to do this, please step forward. One way or another, we will have an air-conditioned hangar this summer.

Pole Plane Progress

The BD-5 pole plane we've been working on is getting close to completion. The wings require a little bit more work and the whole thing needs painted, and then it will be ready to hang. It would have been done faster, but I didn't know that a BD-5 needed a rudder, so I installed a doubler over the mount holes. How was I supposed to know!

As always, if you have any questions, don't hesitate to call me.

P.S. I had nothing to do with the group that used our hangar on Saturday night, June 1st. It was all Bhrent's fault!

NATIONAL BI-PLANE ASSOCIATION

2002 FLY-IN

by Craig Loomiller

For as long as I can remember, which I guess really isn't that long, the Bartlesville event has been plagued with all kinds of bad weather. Some years it was too windy, other years it was too rainy, and in the remaining years it was both too rainy and windy. Last year the event was canceled all together because

EAA Chapter 10

June 2002 Newsletter

Volunteers

of airport construction. Needless to say, the Bi-plane people have had their share of bad luck.

But it finally had to happen. The 2002 event had perfect weather. There was plenty of sun and a mild breeze for both days. This was a perfect recipe for a good turnout of both airplanes and people, and both turned out in near record numbers. As in other years, the city of Bartlesville went all out the first weekend of June. Between SunFest on the east side of town, a car show with over 300 cars on display midtown, and the Bi-plane fly-in on the west side, everybody was out and about. There were people still trying to get in at five o'clock in the afternoon on Saturday, even though the gates closed at six. I couldn't believe it!

The Planes

As far as the aircraft count, my sources informed me that there were a total of 399 aircraft that visited the event over the two days. The bi-plane count totaled 126 aircraft that were on display. This provided for a good cross section of aircraft. There were the usual Stearmans, there were the Wacos, there were the Travelairs, and there were many other aircraft on display too numerous to mention. Chapter 10 was well represented by Lorin Wilkinson with his Hatz bi-plane and John Hudec had his scratch built Waco fuselage on display in the museum. John is going to bring his Waco to our June meeting for everybody to drool over. I think everyone will be impressed when they see it.

On display front and center was the 450 horse Stearman, piloted by Robert Ragozzino of Oklahoma City, that was the first bi-plane in history to circumnavigate the globe. Apparently, it had never ever been accomplished before in the history of aviation. Looking at all the sponsor decals plastered all over it, I can't imagine what a trip like this must have cost. My personal favorite was the replica of the famous Laird Super Solution that won the 1931 National Air Races in Cleveland, Ohio. It is a beautiful little bird. I was especially amazed by how little forward visibility there was. There's no way you can see anything in front of you while sitting in it. It looked fast even sitting there on the ramp.

Chapter 10 members were working as volunteers all over the airfield. Julia Clay was out parking airplanes both days. Bob Williams helped out where ever he could on both days, just like he always does at these events. Paul Millett and John Kurt coordinated and arranged for a host of Chapter 10 members who volunteered to drive the people haulers around the airfield. I helped out myself on Saturday and had a blast doing it. Lorin and Mary Wilkinson hosted the Hatz bunch tent. Chapter member Charles Harris was the Fly-in Chairman, and without his hard work and dedication none of this would have happened. There were probably other members who volunteered that I am not aware of. If you have ever thought of volunteering for one of these events, go ahead and give it try. You might find you'll like it!

I am glad I attended and look forward to next year's fly-in. I just hope we have the same kind of weather for the Tulsa Fly-in in September, we're due a couple breaks too!

Message From the Editor

by Bob Minich

Thanks Lynn Coltharp and Craig Loomiller who contributed material for this month's newsletter. I'm holding onto one additional item for printing next month. I'd hate to blow all the riches and then get caught empty handed. Please continue to contribute or, if you haven't yet, give it a try!

For the folks who mow the area around the chapter hangar, note that we'll be posting a schedule on the chapter web page (www.eaa10.org) to help keep everyone up to date.

There Is Hope Yet

by Lynn Coltharp

All of us remember Dale Olson. He was our chapter president for three years and he was kind of a "spark plug" into the flying activity around Gundy's. He was building an RV-6 and bought a Cessna 140 to fly around while he was building. As happens to

EAA Chapter 10

June 2002 Newsletter

many of us the flying became more fun than the building and the progress on his RV-6 was put on the back burner since he was having so much fun flying around in his Cessna 140.

Dale was a “scudsy old bachelor” and we all enjoyed teasing him about his “winning” ways with the opposite sex. It seems every time he got a girl friend he would bring her to one of the EAA events and introduce her to all of us. After meeting his friends she would drop Dale for something a bit more sane. One day Dale went to a family reunion, or was it a wedding; anyway he met his cousin (he denies the relation). He became quite smitten with Gale and began to lose all his normal sense. She lived in California so he was able to hide his friends (EAA'ers) from her so she would maybe think he was normal. He finally did bring her here and introduce her to some of us but she was not around enough to realize the true character of his EAA friends. They carried on their long distance relationship for quite some time with ten times a day phone calls and frequent air trips between Tulsa and California. It began to be clear to most of us that Dale and Gale were both quite smitten with each other.

It came as no surprise to most of us when Dale announced to us that he was going to get married. Of course we all teased him unmercifully and offered all sorts of “good advice”.

The thing that really blew us away was that he upped and sold his airplane. Next he sold his house and car and quit his job and moved to California. Well, we just could not imagine trading an airplane for a mini van complete with a wife, three kids (or is it four kids?), a dog, cat and a lawn to mow. It looked like Dale had jumped headlong into the “FULL CATASTROPHE”. Surely this was the end of Dale and we would never hear from him again.

There is hope yet. Dale recently called me and told me that his RV-6 had been brought to the point that getting an engine for it was eminent and he had ordered an O-360 kit engine from Superior and could have it delivered to my house. Knowing that all those parts would fit my Mooney, I eagerly said “yes ship it here”. Dale then asked if he could come to

Owasso some weekend and we could assemble the engine. I told him to bring a six-pack and come on.

The engine arrived at my house as one big box in the back of a semi. The driver and I managed to get the engine slid out and into the back of my pickup. I later got it to my hangar and on a cart where I began evaluating which parts would look good on my Mooney(I told Dale I was inventorying for him). It looked like all the parts were there except the accessories and they had been missed somehow. Superior promptly sent out the accessories in good time.

I laid all the parts out on two tables making sixteen feet of engine parts. It was quite a sight seeing sixteen feet of engine parts and seemed like quite a task to sort through all of this and make an engine in just two days.

Dale arrived on Thursday afternoon and went to happy hour with some of his friends from work while I went to happy hour with some of my friends from work. Friday morning we got started on the project after picking up a couple of little detail items at Aircraft Specialties.

It was a lot of fun finding which part went where as we started with the crank, cam and other items that must be put inside before assembling the case. John Kurt showed up to get in on the fun of assembling the new engine. It took all three of us to keep things going steadily. Usually one was reading and searching the Lycoming parts book while one was searching through our pile of parts and one was actually putting things together. Dale had also purchased a Lycoming video on how to assemble the engine. The video proved to be very a very valuable resource when we had questions.

Several other people showed up to enjoy visiting with Dale and see how the assembly was going. It was truly an enjoyable experience, building an engine with all brand new parts. We were able to get it done in two long days and Dale returned to California Sunday morning. So, it looks like there is still hope Dale will get back into aviation. I love to kid Dale about tossing everything and becoming a family man

EAA Chapter 10

June 2002 Newsletter

but I have met his wife and she is a very nice person
and I can see why Dale was smitten with her. They

make a very good couple.



EAA Chapter 10

June 2002 Newsletter

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

June 17 –Chapter Meeting 7:30

June 26 – Pancake Breakfast 7:30-9:00

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 New Member Application

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