

EAA TULSA CHAPTER 10

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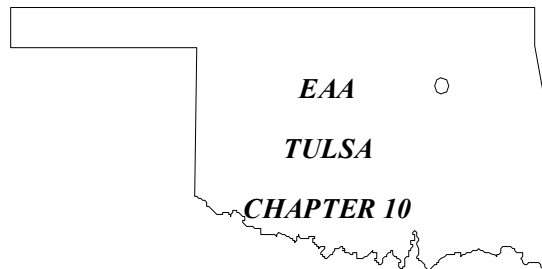
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Next Meeting
Monday September 16 7:30pm
CHAPTER HOME AT GUNDY'S

EAA Chapter 10

September 2002 Newsletter

Words from the President

by Bhrent Waddell

The anniversary of tragic events of September 11, 2001 has produced a great deal of reflection on that date and the changes since then. Members of the aviation community have felt the impact of those changes in many ways. Fortunately for general aviation and experimental aircraft owners, most of the adverse changes have been reduced to some temporary flight restrictions that don't impact most of our flying in northeast Oklahoma.

These events have shown the importance of national and local aviation support groups like EAA and our own Chapter 10. At this point, our chapter 10 has over 130 members and continues to provide local support for general aviation and experimental flying activities. The national EAA organization is active in preventing unnecessary flight restrictions. Your support of both of these organizations will benefit your flying activities.

Although our local area has few Temporary Flight Restrictions (TFR's), violations of TFR's continue to be both an embarrassment and concern to aviation. President Bush's travel around the country, especially to Texas, can result in TFR's that can mean trouble for the unaware pilot. TFR's can be avoided by calling Flight Service before flying and monitoring air traffic control frequencies in flight. Because of increased security concerns about flying, violations of TFR's bring unneeded attention to aviation.

Tulsa Regional Fly-in

The 46th Annual Tulsa Regional Fly-in will be held at Frank Phillips Field in Bartlesville, OK on September 20-21, 2002. Due to last year's cancellation of the event and the good turn out at the June National Bi-Plane Fly-in in June, the Fly-in committee is expecting this year's Fly-in to be bigger than ever. A B-17, a CAF German bomber, several WW II fighters, and hundreds of general aviation aircraft will be there this year. EAA 10 supports the fly-in by providing volunteers to help with parking, safety, and on-field transportation. If you can't be at

the meeting on September 16 and would like to volunteer on Friday or Saturday, call 918-371-5022.

Officer Elections

The election of EAA 10 Officers will be held at the October meeting. President, Vice-president, Secretary, and Treasurer serve a two-year term on the Board of Directors. The nominating committee will present officer nominations, and nominations will be accepted from the floor.

Treasurer's Report

by Craig Loomiller

The chapter had a variety of activities scheduled last month. There was something there for everyone. I hope everyone that participated had a good time. I know I did.

Poker Run

The poker run was a success. Somehow, I managed to pick a day when it didn't rain. I can't take all the credit for it though; Lynn Coltharp was the one who suggested it. If it had been up to me, it would have been scheduled the same day as the pancake breakfast. I'm glad I didn't, it rained on that Saturday.

We had a really good time even though the turnout was a little light. We had 13 people grouped into 7 aircraft participate. I was fortunate to get a ride in Greg Hale's RV-8. What a nice airplane!! We flew out ahead of everyone else and delivered the cards to each airport. It wasn't too eventful until we reached Tahlequah. They were having a community party at the airport. There were games, rides, mud racing, model airplane demonstrations and parachute jumping. We found out about the parachuting when they nearly landed on top of us while we were sitting on the ramp.

The winning hand was revealed at Claremore airport. Darrel Garrison, a passenger in Don Pearsall's Velocity, took first place with a straight. His take was \$35.00. Danny Burchfield took second place with \$20.00 for 3 kings and Bhrent Waddell took third at

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\$10.00 for 2 pairs. I was kind of mad because I had 2 pairs also, but Bhrent's were higher. After the awards ceremony, we sat down to grilled hamburgers furnished by the nice people at Claremore Airport. After all, you can't have a fly-out without food! I think everyone had a good time. We are talking about having another Poker Run in November so stay tuned.

Cheat The Devil

Paul and Lynn left after the Poker Run for their Cheat-the-Devil-Fly-out. I think they were kind of disappointed though. It just wasn't as hot as it could be. I think they felt cheated. Ha! Ha! You'll have to talk to them about how it went, since I'm not crazy enough to go myself.

Watermelon Feed

I thought the annual watermelon feed meeting was well attended. In fact, we almost ran out of watermelon. At the end, there were only 2 slices left. Earlier in the evening, Michael Thrasher gave a nice presentation on his trip to the Youth Academy at Oshkosh. Michael was our Chapter's scholarship winner this year. From his report, it looks like it is money well spent. In my opinion, this program just gets better and better each year. I'm glad we're able to send someone each year. The payoff will come when these young people become the aviation leaders of the future, and if Michael is typical of the rest, we will be in good hands.

New Members

Last month, we had 4 new members sign up. This brings our total for the year to 140 members. They are Sam Dooley of Pryor, Harry Carey of Tulsa, Michael Lewis of Terlton, and Zachary Garrett of Broken Arrow. If you see them at Chapter activities, please welcome them and make them feel at home.

Hangar Air Conditioning

We finally got the other air conditioner installed the other day. Sears decided to replace the unit that Bart Dalton gave us with a new unit. So now that summer is almost over, we'll finally be cool. Oh well, there's always next year. The Board decided to use the remaining donations to upgrade our hot water

heater. Our current unit is has a 5-gallon capacity and runs out of hot water quickly. It will be replaced with an On-Demand unit that should take care of our needs.

That's all for this month, Craig

Message From the Editor

by Bob Minich

Contributors this Month

Thanks to Bob Veit and Dale Olsen for their contributions to this month's newsletter. Bob actually wrote his before last month's newsletter but it wasn't sent to me, so I didn't hear about it until the chapter meeting. The best way to submit an article is sending email to me as:

minich@ionet.net

As always, I'll publish just about anything you send, so take a moment and write up a short story on you aviation adventures.

Engine For Sale

Howard Thompson called me to let everyone know he has an engine for sale. Perhaps this is the engine that will fit YOUR project. He'll be at the September meeting or you can give him a call at home at (918) 451-0594.

O-320-E3D

0 SMOH

chrome cylinders, no accessories

full logs and paperwork

\$8,000

An Oshkosh Report

by Bob Veit

I was due to depart Bartlesville (BVO) at 0830 on July 22 with a fuel stop near Dubuque (DBQ), IA where I would meet up with some of my flying buddies out of Owasso, OK. They were leaving at 0930 nonstop to Oshkosh (OSH) in a RV8A with long-range fuel tanks. This would give me time to get

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to DBQ, refuel and join up with them for the balance of the flight to OSH.

The Best Laid Plans

I checked the weather and found a front lying parallel to my proposed flight path all the way to OSH so I did the safe thing and decided not to go to Oshkosh this year. When I called my friend in Owasso to cancel, he suggested that I call another weather briefer and get a second opinion. I did and N942RV lifted off BVO at 0928 but by a different routing. I was now converting a 551nm trip into a 772nm trip to get around the reported weather along my original planned route. This route took me north over Topeka (TOP), KS; Shenandoah (SDA), IA; Sioux City (SUX), IA; Sibley (SBI), IA; then east over Rochester, MN; La Crosse, WI; Portage, Beaver Dam (UNU), Ripon, Fisk, and on into Oshkosh.

The trip went well as I traveled north toward SUX. As I got within 100nm of Omaha, NE I encountered lowering clouds and misting rain. When the ceiling reduced to about 1500 feet with light rain I decided to land at Shenandoah, IA, refuel and wait for the weather to improve. This resulted in a delay of about an hour and 20 minutes. When I departed I was able to climb directly to 6500 feet in clear skies and at Sibley, IA I increased my altitude to 9500 feet. From Sibley my course was nearly due east. Another fuel stop was made at Beaver Dam, WI so that I would have full tanks when arriving at Oshkosh. You never know how long you may be asked to circle (hold) over Fisk, WI before being sequenced into Oshkosh or diverted to other airports if Oshkosh is closed or already full of airplanes.

On To Oshkosh

After refueling and checking the ATIS (automatic terminal information system) for Oshkosh, I headed for Ripon, WI to enter the queue for landing at Oshkosh. As the queue heads up the railroad tracks to Fisk, you monitor the radio but do not talk. Spotters on the ground give you instructions and you respond by wagging your wings vigorously.

Over Fisk, I was instructed to follow the plane ahead of me to land on runway 27. We played follow the leader. I could see four other aircraft ahead. The

first three were very slow, high-wingers. The one directly ahead of me was a Cherokee that kept dropping below our pattern altitude of 1800 ft. He would go out of sight below my cowling, causing me to do a series of steep "S" turns in order to locate him.

Another controller at the end of the runway instructed us which colored dot to land on. They were landing airplanes at three locations on the runway. We were instructed to exit the runway to the left onto the grass as soon as our speed would allow. From there, flagmen directed us to the parking areas according to a sign I had placed in the windshield. Although I was very apprehensive about flying into Oshkosh in such a busy arrival time, the flight controllers did an incredible job.

Settling In

I tied N942RV down with other RV's and began looking for my friends. I found them the following morning. The first night I camped out with a group of Mooney airplanes and fliers. They didn't hold it against me for not having a Mooney. The next two days were spent touring all of the exhibits of aircraft parts, accessories, and related suppliers. I purchased a canopy cover to protect the cockpit from the ravages of the sun. We also toured many of the antiques, classics, ultralights, home-builts, war-birds, etc.

Our camping group of 9 members from our EAA Chapter 10 from the Tulsa area, shared the evening meal preparations. They divide up the group by the number of nights, and each of these groups walks across the freeway to a Piggly Wiggly to purchase groceries for their evening. That group prepares the meal and does the KP for the evening. We ate well!!!

Heading Home

Thursday morning I packed up around 5 a.m. and headed to the airplane. The weather outlook was crummy with light rain in the area. The controllers were releasing planes on about 10 second intervals. I departed Oshkosh at 07:49 and headed south toward the Quad Cities area of Iowa. I was running under very low ceilings and occasional misting rain until I got south of Quad Cities. The skies looked bright to the west, so I pointed N942RV to the west and

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climbed to 8,500 ft. as soon as the ceiling permitted. I made a fuel stop at Trenton, MO to sit out the weather that was to the south of me. In about 45 minutes, I departed direct to Bartlesville and climbed to 8,500 ft. for the remainder of the trip. I flew over home (9OK3) and then on to Bartlesville, landing at 12:49.

This was my longest cross-country trip of my flying career. I learned to check the weather, then go up and see for myself. The irony of my weather briefing and planning was that my buddies from Owasso left as originally scheduled on our original plan, and did not encounter any adverse weather conditions on the way to Oshkosh. They made the 551 nm trip in about 3 hours, whereas it took me 5.6 hours to travel 772 nm. However, I got there safely and enjoyed the process and Air Venture 2002.

I now have 105.6 hours on N942RV. This trip added 10.7 hours. N942RV performed very well, and I fell in love with GPS navigation. I kept constant position awareness on my maps in case I lost GPS capability. I am planning to go to Ponca City for breakfast this Saturday morning. What a life!!

Dale Writes Back

by Dale Olson

If you missed Lynn Coltharp's article "There Is Hope Yet" in the June newsletter, you can catch it on the chapter web site. Dale Olson, the target of much prodding sent a reply for this month. The previous article can be found at

www.eaa10.org/Newsletter/2002_06/index.htm

A few months ago, an extremely dear and special friend of mine, well actually her husband wrote about me in the Chapter newsletter. He stated there is still hope that my RV-6 project will actually fly! Since I had found the most wonderful woman in the world, sorry Sally, you are the third, my Mom's the second, Sue, I guess you are fourth, wow, I can see I'm headed down the wrong path here!! As I was saying, I found the most wonderful woman in the world, I

actually did sell almost all my earthly possessions, quite my job of over 13 years, and moved to California to be wed to this most wonderful person. This also included four amazing children, and since that time, two dogs, two cats, two mice, two hamsters, a few fish, and an occasional lizard or two.

Little Lena

If you have noticed, there has been no mention of aviation up to this point. One of the items which I parted with, much to the disapproval of most members of Chapter 10, was my little Cessna 140, 72499, I doubt I will ever forget that N number. Neither, will I forget all the exciting and wonderful flights and trips "little Lena" took me on. Although we had a few unscheduled landings during our relationship, she always took care of me and landed straight, no matter the wind direction (remember Lynn?).

We were trendsetters, little Lena and I, led the way into Oshkosh to start the row 56 tradition. Part of the first group to spend a MOST memorable night at White Horn Cove, i.e. Cheat the Devil!! Were able to find the Flying M Ranch, not to mention some bailing wire and a patch for a tail wheel. We partook of the first poker run; I still think John switched cards!! She allowed a number of children to experience their first flight in a small airplane.

I only saw and heard her fly once outside of the left seat. Randy and his Wife took her up for a ride one evening. Come to think of it Randy, you were the only other person ever to fly her while she was in my care. I was sipping on a cold one with Lynn after giving her a bath and I watched her fly. She had a distinctive sound and what a beautiful sight with the setting sun reflecting off of her in the twilight sky... Say hello to her when you walk by her hanger. She's still at Gundy's covered in DUST with tires low on AIR!!! Luckily I was smart enough, however, to retain or rather leave behind a partially completed RV-6 project.

Project Progress

Well, I am happy to say, my dear friend's husband was correct, there is in fact hope that aviation will again become a rewarding part of my

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life. Due to my talented and wonderfully honed negotiating skills — all right, I pleaded and cried like a baby — a large number of friends have come to my aid. I have airplane sub-parts scattered in hangers around Gundy's airport. I have a newly assembled O-360 engine in one, a constant speed prop in another, the tail feathers and wings in yet another. Craig, I promise the fuselage will be out of your hanger soon. I'm beginning to feel like Johnny Cash trying to put together a Cadillac. Wings and engines and props, Oh my!!

On EAA 10

One does not really understand what a true friend is until there is a distance between which does not allow direct contact. The community, which is called EAA Tulsa Chapter 10, is truly a friend to me. I doubt it is proper to refer to an organization as a "friend", but in this case I believe it is accurate. I could not distinguish one member over another. I have such rewarding memories involving so many of you. There is the center core, if you will, Lynn, John, Craig, Paul, Leroy, Earl, Brent, Allen, Vicki (who better get her rear end back out there), Bart, John, Where do I stop??

I am hopeful I can schedule the inspection of 728GD to occur at such a time to allow me to attend a monthly meeting of Chapter 10. I would cherish the opportunity to see everyone again. Besides, it could be the monthly program. For those newer members who do not remember me, or do not know me, I'm sure everyone else will warn you in advance so you can avoid which ever meeting I plan to attend.

In closing, please protect and be thankful for the aviation community you belong to. I only hope that some day in the future, the westerlies will blow my family in that direction. Now how's that for a scary thought????!!

Tailwinds always,

Dale

728GD (almost)

Muskogee Air Show

by Bob Minich

Being unemployed and having the aviation bug is a bad combination. To help alleviate the addiction, I spent Sunday afternoon at Airshow Oklahoma. Although the weather was probably better for the planes Saturday, I found the overcast Sunday much more to my liking.

On my way down the turnpike, I kept an eye out for the occasional plane flying in the distance. I didn't see anything, though, until I was turned in the airport area, where I heard a jet of some sort fly somewhere I wasn't looking. After lowering the windows on the car and noting the gazes of the folks out in lawn chairs in their front yards, I found the source — a MiG-17F piloted by Randy Ball was maneuvering around the vicinity. Until now, the only Soviet aircraft I'd seen were on TV. I always find it more impressive to see military aircraft in flight and in person.

As I entered the grounds at Davis Field, I kept an eye out for any GA goodies but found the pickings a bit slim. Perhaps the weather had kept more pilots away. In any case, there was a sharp Velocity RG with a nice panel and a well-kept Cardinal among the handful. Most of the planes were WWII era warbirds roped off (or rather, yellow taped) from the crowd, presumably there for the featured Tora Tora Tora show.

There was a good size crowd in attendance as I made my way for a good view of the next performers. Getting closer to the show was a mixed blessing, though. While the view was better, especially for the low passes, you also get to hear show announcers that probably sounded interesting for first timers but not to me. Greg Shelton in his YAK-55 gave me the most thrills with a tight performance in an aircraft I can relate to, if not the twisting aerobatics near the ground.

Bobby Younkin's act in a Lear jet certainly caught my eye as out of ordinary. I wonder what it must have been like the first time one seriously considers taking a biz jet out of its normal flight

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envelope. Next up was an turboprop powered Sukhoi *TigerShark* that did some more traditional aerobatics but showed off the awesome power of the turbine conversion.

The modern military hardware followed with Harrier and F-16 demonstrations that did well exercising the hardware. After hearing the F-16s flying around Tulsa recently, it was nice to see one do something other than the typical scramble out of Tulsa. The F-16 demonstration was concluded with a “heritage flight” that had a P-51 flying in formation with the F-16.

The main act, Tora Tora Tora puts a lot of classic warbirds in the air flying formation and simulated combat and combines them with pyrotechnics on the ground. While that isn't my cup of tea, it is always good to see so many classic aircraft maintained in flying condition.

On my way out of the area, I stopped to check out a sort of flight-sim ride that featured lots of rolling. I normally wouldn't ride such a thing (being a stingy person) but there was a young girl (probably 10 years old) waiting for a ride but without a required second rider. I decided to take a look see for myself and give her a break at the same time.

After offering up my money and removing all my spare change and other potential gravity problems, I strapped into the five point harness and Leslie and I launched off into the “canyon rider” scenario, which features the most rolls of any offered for the ride. I'd left the selection to Leslie. Who was I to discourage a future pilot? I must report that flying the real thing (even without rolling and looping) is much better than the ride in the large, clothes dryer-like machine. The sim pilot never flew a coordinated turn the whole time! I kept trying to kick in some rudder, but all turns were apparently knife edge. At least I avoided eating anything before the ride, and that was a Good Thing. Leslie seemed to enjoy the ride, though, and hopefully she'll keep the flying bug as she grows up.

After a day at the airshow, I'm looking forward to my next flight. I've been saving my money

recently by avoiding the \$100 hamburgers and a visit to the AME to renew my medical, but I've still got that flying bug to satisfy.



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EAA Tulsa Chapter 10 New Member Application

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 7:30pm

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

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

September 16 – Chapter Meeting 7:30
September 21 – EAA10 Pancake Breakfast 7:30-9:00
September 20-21 – Tulsa Fly-in, Bartlesville
October 6 – Ponca City Breakfast Fly-in

WHO BRINGS SNACKS????

January A-C
February D-F
March G-H
April I-L
June M
July N-P
August – watermelon provided
September O-S
October T-V
November W-Z

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.

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