

## EAA TULSA CHAPTER 10

### PRESIDENT

Bart Dalton  
P.O. Box 205  
Owasso, OK 74055  
272-8551  
[planenutty@juno.com](mailto:planenutty@juno.com)

### VICE PRESIDENT

Craig Loomiller  
16876 E. 79th Court North  
Owasso, OK 74055  
272-6282  
[ccaloom@dellepro.com](mailto:ccaloom@dellepro.com)

### SECRETARY

Gerald Vaughan  
16280 E. 81 Ct N.  
Owasso, OK  
272-5299  
[gvaughan48@aol.com](mailto:gvaughan48@aol.com)

### TREASURER

Jeff Wedman  
7435 N 145<sup>th</sup> E AVE  
Owasso, OK 74055-7034  
(918) 272-8566  
[jwedman@dellepro.com](mailto:jwedman@dellepro.com)

### NEWSLETTER EDITOR

Bob Minich  
2721 S 121<sup>st</sup> E AVE Tulsa, OK 74129  
437-3822  
[minich@ionet.net](mailto:minich@ionet.net)

### PAST PRESIDENT

Bhrent Waddell  
13415 N. 155<sup>th</sup> E. Ave  
Collinsville, OK 74021  
371-5022  
[bwaddell@tulsa.oklahoma.net](mailto:bwaddell@tulsa.oklahoma.net)

### FLIGHT COUNSELOR

Randy Brooks  
(405) 354-1272  
[EAA857@Aol.Com](mailto:EAA857@Aol.Com)

### TECHNICAL COUNSELORS

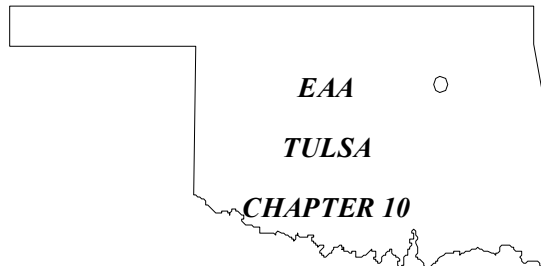
Don Pearsall	272-5551	<a href="mailto:dpowasso@aol.com">dpowasso@aol.com</a>
Bart Dalton(DAR)	272-8551	<a href="mailto:planenutty@juno.com">planenutty@juno.com</a>
Roger White	371-4949	<a href="mailto:RogerandEJ@prodigy.net">RogerandEJ@prodigy.net</a>

### YOUNG EAGLE COORDINATORS

Charles Freeland	<a href="mailto:charfreeland@unidial.com">charfreeland@unidial.com</a>
Dan Kloker	

---

2721 S 121<sup>st</sup> E AVE.  
Tulsa, OK 74129



**Next Meeting: Monday April 21<sup>st</sup> 7:30pm (food at 6:30)**  
**CHAPTER HOME AT GUNDY'S**

Who brings snacks? Members with last names starting with I-L

# EAA Chapter 10

## April 2003 Newsletter

---

### **Words From the President**

by Bart Dalton

#### *Come early for brats at the April meeting*

This month's meeting will officially kick off the flying season with the first and hopefully annual B&B (Brauts and Barrel of fun) cookout. Come on out an hour early (6:30pm) for some \$1.00 Brauts and all the trimmings fixed up Oshkosh style. We will also have some hot air balloons on display. Our program will consist of the balloon people discussing ballooning. I think we will have a lot of fun.

#### *Young Eagles Event*

Young Eagles weekend will take place at Claremore on the 26 & 27 of April. We are joining up with the Roger's county flyers to put on this highly promoted event. Please come on over and enjoy the fun. You don't have to fly young eagles to come over. We want lots of neat aircraft on display also and we will need ground workers too. Please mark it on your calendars to attend. The following Saturday of May 3<sup>rd</sup> Charles Freeland has planned for some kids to fly here at Gundy's.

#### *Wild Onions: Getting there half the fun*

Flying season is here! We kicked off the season with the Wild Onions and Eggs Breakfast at Tenkiller Cookson Hills. Berek and I drug out Dale Olson's RV-6 and flew it down there. Thank goodness for the GPS or I don't think I would have found the place. The flight down was great as it was cold with a good tailwind.

When we arrived I found that several other people had decided to arrive at the same time. It was a challenge to find all the other airplanes while looking right into the sun. Once we turned final I noticed the plane didn't want to fly straight. I told Berek to hold on that we were in for some fun. I thought I had everything nailed till I crossed the end of the runway. This is when everything really got exciting as the plane decided that it would have a mind of its own and not inform me about what it was going to do. We managed to salvage our landing thanks to the soft grass. I really enjoyed watching

everyone else landing once I was on the ground. Geary Vaughn came in and was asked about where he had parked and he said that he left it way down on the side of the runway where it decided to stop hopping.

After a great meal and a great amount of hanger talk about my (Dale's) wonderful RV-6 (Dale I don't think you are going to really get your plane to California) Berek and I loaded up for the ride home. After takeoff we found that the smooth ride down was no longer there. I told Berek that we were going to find some smooth air. We climbed up to 6500 feet and found a smooth ride but only a 130kt ground speed. This was a far cry from our 220kt speed on the way down. On decent we slowed way down and had a fairly good ride into Gundy's. All in all it was a great time and I am looking forward to the next flying event that I can fly my (Dale's) Rv-6 to.

#### *See you there*

I hope to see everyone out an hour early Monday night. We will also have some stories from those who went to Sun-N-Fun. Craig Loomiller will be running the show, as I will be out of town. Also remember there will be **NO MAY 3<sup>rd</sup> MONDAY NIGHT MEETING** because of the annual May Potluck Picnic on Sunday May 18th.

---

### **Message From Your Humbled Editor**

by Bob Minich

Many of you may have thought April fool's shenanigans had taken hold of the printed newsletter. As all many good conspiracy stories, the truth is less considered.

#### *Mea culpa*

When I went duplicate the March newsletter, the copies off hot off the copy machine all had the same defect, looking like they'd been viewed through some sort of fun house mirror. After the entire run had been completed and passed back over the counter, I had my own moment of panic and wondered if I had somehow gotten my original inkjet printouts wet.

# EAA Chapter 10

## *April 2003 Newsletter*

Alas, the machines that evening were conspiring against the humans and some sort of problem in the copy machine turned a perfectly good looking set of originals (honest, they were and are decent) into what you saw in your hands.

At the time, the folks at Office Depot offered to either redo the entire run or give me the whole thing for free. I stared at those pages for a couple of minutes (while keeping folks waiting at the hanger for the monthly folding event) before I decided that the distortions weren't so bad that the newsletter couldn't be read. I took the price break (the devil I knew) instead of taking my chances trying to get the problem corrected and redoing the entire copy run, which takes about half an hour in the best of circumstances.

Judging from the feedback, I goofed. Big time. I apologize to everyone for sending your eyeballs into overtime. We won't be doing that again anytime soon no matter how good the price.

### *Calendar of Events*

While we're on the topic of the newsletter, I was a little bit surprised to hear of one complaint that we failed to print upcoming events. Putting the newsletter together is a great way to expose one's mistakes to a large audience. I was concerned that I had perhaps cut out one of the most useful portions of the newsletter by accident and let it slip by. On checking, we found the dates of note where they've been since I've been doing this: the end. That's where we keep the upcoming dates so you can keep a compact list of the events you can refer to. That's also where our list of which members, selected by the first letter of their last name, should bring snacks to the monthly meeting. Also note that the chapter leadership has contact information printed on each and every newsletter back around the fold.

### *Calling All Calendar Keepers*

If there's a flying event you think should be listed on the calendar that isn't there already or is incorrect, feel to give me a phone call (437-3822) or email ([minich@ionet.net](mailto:minich@ionet.net)) to let me know about it. Contact information (for verification) and related

web site addresses to go along with the calendar entry are welcome, too. Even if you don't know details, any help I can get in tracking them down will be appreciated. Unfortunately, I'm not the best-connected aviator in these parts so I often have to rely on other publications and individuals to offer a heads up. I never knew how much was going on around this area until I joined Chapter 10.

### *Story Contributions*

Thank you John Forister and Clarence Larsen for contributing stories this month. Of course, we also owe a debt to the chapter leadership (Bart Dalton, Craig Loomiller, Jeff Wedman) for their regular contributions to our newsletter. Like many things in life, writing articles *can* be great fun. Once you have an obligation, it *can* become a nuisance. Help prevent writer burnout among our regular contributors by writing up an article and getting it to me. Heck, even ads for aviation related items of interest to the membership are welcome:

#### For Sale

1965 PA-28-180, 2820 TT, 389 SMOH, Garmin 430 GPS, GI 106A CDI, Garmin 340 Audio Panel, KX170B Nav/Com, Narco Transponder, Wheel pants, IFR Certified, P&I 3 years old. NDH \$52,000 (918) 250-0974 [vlcarter@cox.net](mailto:vlcarter@cox.net)

*Note: we'll try to get a picture of the plane on the chapter website.*

If your writing stinks but the story is OK, send it in anyway and I promise to polish it up enough to make my grade school teachers stop snickering. I guarantee a combined effort will be better than anything I make up (or is that remember) myself. The best way to submit an article is sending email to me at:

**[minich@ionet.net](mailto:minich@ionet.net)**

You can also phone me if you'd like. As always, I'll publish just about anything you send, so take a moment and write up a story on *your* aviation adventures.

# EAA Chapter 10

## April 2003 Newsletter

### *Web Newsletter*

If you would like to get the newsletter on the chapter website ([www.eaa10.org](http://www.eaa10.org)) every month, this saves us on mailing and printing, helping to keep your dues low. Just send Jeff Wedman or myself an email and we'll stop the paper version and send you a monthly email when the newsletter is posted online.

---

### ***Riveting News***

*by Craig Loomiller*

Hello everyone. Some of you are just getting back from Sun-N-Fun as I'm writing this. John Kurt called me up a couple of weeks ago from Lakeland. He wanted to make a few comments about my article in last month's newsletter. I had mentioned that the Kurts and Larsens were down there working away. It turns out that my information wasn't totally complete. The Larimores and Madonis were also there helping out. It nice to see that Chapter 10 has such good representation down there each year. Me, I couldn't go. My wife made me go on a Caribbean cruise that week. Darn the bad luck!

Speaking of newsletters. I know last month's printing quality sucked. I had many our members let me know about it. When our intrepid editor, Bob Minich, took the masters down to Office Depot, they scanned them into their printer wrong. They ran off all 130 copies off without checking them first. When Bob brought it to their attention, they gave us two choices. They would run them off again or we could have the printing job for free. Bob opted for the free ones and I initially agreed with him. That was before I received all the complaints from the membership. In the future, we will ensure everybody gets a legible copy. So if you ever receive a newsletter that you can't read, please inform one of the officers and we will get a good one out to you.

### ***Poker Run following Breakfast***

I have scheduled a Poker run for the same day as our pancake breakfast this month. It will take place immediately after the breakfast. Look for the flyer elsewhere in this month's newsletter. This should be

a good time, so plan on attending. I am going to take my chances and not schedule a rain date in conjunction with this event. We'll see if this will work out.

### ***Tulsa Fly-in***

I attended the Tulsa Fly-in leadership meeting last month. This year's gathering will be the 47th year for the Fly-in. All four local chapters were represented at the meeting, EAA 10 Gundys, EAA 10 Vintage, EAA 10 IAC, and the newest group EAA 10 Ultralights. The theme this year is "100 years of Aviation". All the details have not been worked out yet but it should be real exciting event this year. In the past, EAA Gundys has been responsible for Aircraft Parking and Ramp Security functions during the Fly-in. In addition, many of our members serve as volunteers assisting the other groups. We will have additional information on volunteer positions the closer we get to the Fly-in. It takes a lot of people to put on an event like this, and it could be done without you. It was discussed at the meeting that to help publicize the Fly-in, to have a series of fly-outs this spring and summer. The first one will probably be a fly-out to Bartlesville this spring. Stay tuned for further details.

I heard that Bartlesville was looking at a new runway extension for their airport. They were going to do it this year but have decided to delay it until 2004. This project only is scheduled to last a couple months. Ha! Ha!

### ***Pancake Breakfasts***

We have been getting good turnout at the monthly breakfasts so far this year. It's nice to see everyone out and about. We are even getting some regulars from other communities in the area. I know we get several people down from Coffeerville each month as well guests from other areas. Charles Freeland has had a Young Eagles event as part of each breakfast this spring. The number of kids flown each month has been fairly consistent and everyone seems to have a lot of fun. Charles deserves a pat on the back for all his efforts in the Young Eagles program. If you aren't busy, come on out and give him a hand. I'm sure he'd appreciate it.

# EAA Chapter 10

## April 2003 Newsletter

Monday's meeting should be a lot of fun. We decided to get everyone thinking about Oshkosh. The best way to do this is to get your taste buds ready. At 6:30 Monday night, the Brats will be ready. Bhrent Waddell is orchestrating this event. Bhrent is going to steam the brats in beer and onions the Oshkosh way and then we'll grill them to finish them off. We'll be selling them for a \$1.00 a brat. So come on out and get your fill. Monday's meeting will be a talk about hot air balloons and will feature a night glow if weather permits. We will also announce the winner of the EAA Chapter scholarship to the Oshkosh Flight Academy. Like I said, this evening will be a lot of fun. See you there!

*Craig*

---

### **Wild Onion Breakfast at Tenkiller Air Park**

*by John Forister*

The morning of March 29<sup>th</sup> dawned a pretty typical early spring day, just above freezing, gusty winds out of the north and clear skies. Parties interested in participating in this spring pilgrimage to 44M had been encouraged to meet at the Chapter Ten hangar at 0800 for coffee and to sort out who would ride and who would drive.

#### ***Round up at Gundy's***

I got to the hangar around seven and made a pot of coffee. By about 0730 I started hearing airplane sounds from the locals, but no one had yet shown at the hangar. About then the chapter cornerstone of dependability, Paul Shireman came driving up. He said, "I need a ride, I can't get through the mud." We agreed that Bhrent probably couldn't get out either, explaining his absence, in spite of being the main event organizer! Then Bart and Barrick showed up in Dale's RV6. And, shortly afterwards, Jeff Wedman and his friend Joe Walker pulled up in Joe's freshly purchased one-fifty. Both Jeff and Joe claimed to be FAA standard 165 pounders! I'm sure that's without their shoes!

I don't remember the departure order, but Paul and I pulled the Comanche out while the others took

off. The ride over was rough enough that I pulled off a couple of inches of MP, but we had a least fifteen knots of tail wind, and it didn't take but a few minutes to get there. We didn't even have time to establish the standard dialog on 122.75 as we started listening to Tenkiller pattern traffic fairly soon after leaving local area.

#### ***Mother nature comes out to play***

We knew that the wind was just enough out of the NNW to create a perfect 90 degree crosswind and figured that we would be landing uphill on runway 5. That was the case and I crossed the lake a couple of miles north of Tenkiller allowing an easy entry into a downwind. Someone was on the field with a handheld watching for conflicts and providing advisory information and we were confident that we had indeed arrived during an actual opening in the pattern. 90 knots on final confirmed that there was a stiff gusty crosswind. I couldn't see the runway out of Paul's passenger side window, but it was definitely out his side of the windscreen! The bucking, wing dropping gusts seemed to let up a little as we dropped below the trees and we didn't break anything on touch down.

I had carried about five knots of airspeed cushion through the gusts and that coupled with no headwind component at all provided a little extra float and all of the remaining airspeed transferred directly to ground speed. I felt the brakes tentatively and they were indeed tentative! There was no perceptible braking action at all, as the rocky field was firm but capped with an inch or so of super slick, turf-mud. We remarked about the questionable wisdom of the gentleman who pulled on to the runway in front of us on a four-wheeler to lead us to parking! But he survived and we stopped with no more than the usual threat to occupants and bystanders.

#### ***First, fly the plane. Next, compare notes***

Discussion of landing experiences revealed that our arrival was pretty much the same as everyone's. I'm almost sure, however, that John Hudec's eyes were a little larger than usual when he climbed out of the short-coupled pacer! And, Jeff and Joe were talking a little faster and in a little higher pitch than

# EAA Chapter 10

## April 2003 Newsletter

they had been earlier. No reaction was noted from Bart as I'm sure it was no big deal to him.

We had a good breakfast and listened to a gang of RANSers regale an incredulous crowd with tales of terror, mayhem and misadventure. Since no thinking aviator would believe their tales they routinely carry photographic proof to corroborate the wild stories! I'll bet they hope that those don't fall into the wrong hands. Names are omitted to protect the guilty.

All in all it was a good fly-in and well attended. And, the weather was actually pretty good when compared to the average Wild Onion weekend. We saw Gerry Vaughn and Jim Gallaway there, and I'm sure we had members attend that we didn't see as there were still arrivals when Paul and I headed home.

---

### Notes from the Treasurer

By Jeff Wedman

The officers have been asked several times in the last few months about someone wanting to rent the Chapter 10 hanger. The President has asked me to take care of these requests. If someone wants to rent the hanger just have them give me a call and I will set up a schedule. I will try and keep a calendar in the hanger so if anyone wants to know if a date is open they can look it up on the calendar.

#### *Hanger Use Policy*

EAA Chapter 10 has a hanger use policy in their by-laws and they are as follows:

#### **EAA Chapter 10 Hanger Use Policy**

Aviation related organizations may use the facility free of charge under the following conditions:

A security deposit of \$50 will be due at the time the hanger is reserved. This deposit will be returned if the facility is cleaned after its use, all generated trash is removed from the premises, and the key is returned.

Should the hanger require heating there will be a charge of \$25 per day.

Non-aviation related users of the facility will be charged a fee of \$50 per day. They will also be subject to the conditions outlined for the aviation related groups above.

The Board of Directors reserves the right to refuse use of the hanger to any organization or person.

EAA Chapter 10 Board  
January 28, 1994

My phone number is 272-8566 or you can see me at the meetings.

---

### **Sun'N'Fun Earlybird Volunteer Program**

by Clarence Larsen

#### *The second time around*

This is our second year to be Earlybird Volunteers at Sun'N'Fun. We arrived here on January 11 after a more or less frantic drive to stay ahead of a cold front and storm. John and Sue Kurt arrived a day earlier. This is their seventh year to participate in the program. There are four couples from EAA Chapter 10 down here this year and we all fly out of Gundys. Ed and Johnna Madoni and John and Sharon Lairmore arrived a couple of days after we did. This is the first year for Ed and Johnna but John and Sharon were here a couple of years ago so this is their second experience also. Oklahoma, Chapter 10, and Owasso are all well represented.

Work started almost immediately upon arrival. The flower beds are overgrown with weeds each spring because no one takes care of them after the fly-in. All of the trees and shrubs need trimming and the garden center where the flowers are kept until they are transplanted is always trashy and overgrown. My wife Barbara and Johnna and Sharon have been helping Sue with the flowers and Ed and John helped with the clean up. The fly-in is earlier this year and it

# **EAA Chapter 10**

## *April 2003 Newsletter*

has been cooler and wetter than normal so getting the flowers started and growing had to be done earlier.

In addition to working as "flower babes", all four of the girls are helping with preparations for the Gala, which is a large scale party and fund raiser which is held the night before the convention. John Kurt is making metal sculptures for the table centerpieces again, and John Lairmore and Ed are working on other decorations. Sharon also works in the office occasionally and she and Johnna work in the kitchen a couple of days each week. Barbara is the coordinator for the "Authors Corner" again. She spends a lot of time writing letters and talking on the phone. John Kurt made a large sculpture for just outside the museum entrance. It is about eight feet high and weighs an estimated seven hundred pounds.

### *Quality time at the museum*

Both Johns and Ed and I all spend most of our time working at the museum. In addition to hanging pictures, maps, and plaques, and modifying a large oak table in the conference room, we spent several days laying bricks on a large patio adjacent to the Museum. When the brick patio was complete we placed eighteen wooden display stands for engraved memory bricks on the patio. This process involved moving these stands about five times with a fork lift. We have also been building fence, moving static display planes in front of the museum and relocating timbers and crushed rock around them. John L and Ed spent a couple of days repairing the golf cart that we use as an airplane tug, and John K and I have done some wiring in the museum. We separated the emergency light and exit light circuits from other loads, and John installed some more lights for a display.

Now that it is almost convention time, we are cleaning out the hangers that will be the vendors buildings. The planes stored in them are moved out and tied down around the museum and around the main entrance from the auto parking lot. Barbara is making cockpit covers for a couple of open cockpit planes that must be tied outside during the fly-in. The tent companies are on the grounds erecting the

hundreds of tents, and the chemical toilets and golf carts are arriving by the hundreds.

### *The lighter side of volunteer work*

It is not all work. We spend a lot of time in meetings. There are earlybird meetings every other Friday and convention volunteer meetings monthly. Meetings are meetings but the doughnuts and other goodies make it worthwhile. We have had several cookouts, potluck dinners, and other gatherings here on the grounds. We have attended several in a series of lectures at the museum that were very good. (so was the food) The four Gundys couples have had several "Okie" cookouts.

During the convention, Sue and Johnna will be working as hostesses for the VIP functions, Sharon will be working in the office, both Johns and ED will be working on the flight line, and I will be working in the museum in the mornings and driving a tram in the evenings. Barb will be doing her thing with the authors.

Smaller crowds are expected this year due to the economy, terrorist threats, and the rumors of war, but it will still be a major attraction. We hope there will be no surprises.

---

### ***Don't Be Late For That \$100 Hamburger***

*by Jeff Wedman*

Ten years or so ago I went out to my airplane to take the kids up north to the McDonalds for a hamburger. We started up the old Bonanza that we had at the time and did my preflight engine run-up. To the kids disappointment one of the magnetos on the old Bonanza was not up to par. I spent the next two evenings working on the problem. I finally took the mag in and had it overhauled at a local shop.

I was telling my neighbor, Peggy Jones, about our little bout with the magneto and she suggested that I do a post flight mag check at the end of a day of flying. Peggy worked for a small airline that flew Piper Navajos out of Tulsa and she said that they always did a post flight check list that included a mag

# EAA Chapter 10

## *April 2003 Newsletter*

check. The reason for this is so that they would find an ignition problem well before the next flight. Finding an ignition problem early might give the mechanics enough time to solve the problem before the next revenue flight. Finding a problem this way is much better than finding it on the end of the runway with a full load of paying passengers.

### *Shutdown mag checks and rental planes*

Peggy also was a local flight instructor and she practiced the post flight mag check on the rental airplanes she flew so she could notify the owners of problems she found so they might complete repairs early. Peggy's suggestion makes a lot of sense. A magneto does not normally fail while it sits in the hanger. Yes there might be times when the points might corrode. But normally if a mag, ignition leads, p-lead or spark plug is going to fail, it will occur during flight. You may have problems and not know it with both mags on but when you do your run-up the next time you go flying and switch to the mag with the dead spark plug you will be turning around to go back to the hanger.

Over the years that I have practiced the post flight mag check I have not found one mag bad. Yet. Knock-on-wood. I have rented several airplanes and during the preflight mag check found a problem with the ignition system and had to turn around and cancel my flight. If the last renter had performed a post flight mag check I would have been flying instead of sitting in the pilot's lounge drinking a soda.

You might consider the post flight mag check the next time you taxi up to the hanger before you shut down so that you won't be late for the next \$100 hamburger. Oh! By the way, the kids got their "Happy Meals" we just had to do it at the drive thru. And for Miss Peggy, its Captain Peggy now, flying DC-9's with the big boys.

---

## *Spring Fling Poker Run*

It's that time of year once again when Craig tempts fate by challenging mother nature to rain on the best laid plans for a flying activity. If you haven't seen it before, a poker run is great excuse to practice some pilotage, meet some fellow pilots, and have a generally fun time. We're including a separate sheet as well should you want to post it on somewhere or bring it along for the ride without losing a page of the newsletter.

Here's the outline.

- All pilots and passengers are eligible to participate.
- Participants will fly to 5 different airports
  1. Skiatook
  2. Pawhuska
  3. Bartlesville
  4. Claremore
  5. Owasso Gundy's
- At each airport, you will receive one sealed envelope per player.
- **DO NOT OPEN THESE ENVELOPES!**
- Upon arriving at Gundy's, the 5<sup>th</sup> envelope will be handed out and the winning hand will be determined and prizes paid.
- The entry fee is \$5.00 and the winnings will be paid as follows:

1 <sup>st</sup> place	50% of the pot
2 <sup>nd</sup> place	30% of the pot
3 <sup>rd</sup> place	20% of the pot

# EAA Chapter 10

## April 2003 Newsletter

### *Calendar Of Events*

April 21 – Chapter 10 meeting, Gundy’s Hanger  
 (this month, bratwurst and more served at 6:30)  
 April 26 – EAA10 Pancake Breakfast 7:30-9:00  
 April 26 – EAA10 Poker Run @ Gundy’s  
 (see flyer) starts at 10:00 following breakfast  
 April 26 & 27 – Young Eagles Day @ Claremore  
[http://www.tulsaairports.com/tia\\_updates\\_young\\_eagles.html](http://www.tulsaairports.com/tia_updates_young_eagles.html)  
 May 3 – Ponca City Breakfast Fly-in  
 May 3 – EAA 10 Young Eagles Day @ Gundy’s  
 May 17 – alternate Young Eagles Day for weather  
 May 16-18 – SW Regional Fly-In, New Braunfels  
 May 16-19 Airshow Oklahoma @ Muskogee Davis  
 May 17 – Potluck Picnic @ Gundy’s  
 June 6-7 – BiPlane Expo @ Bartlesville  
 June 13-15 – Aerospace America @ Will Rogers Int’l  
 June 29 – Sand Ridge Lunch Fly-in

### *Recurring events*

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 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

**EAA Tulsa Chapter 10**  
*New Member Application  
 or Renewal or Update*

### ***Who Brings Snacks????***

If your last name starts with I, J, K or L, then April is your month to bring snacks to the monthly meeting. Remember that we have Bratwurst and corn on the cob for April’s meeting so if your due to bring snacks in April, you’ll have some great food to go along with your snack!

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

<b>Name</b>	
<b>Address</b>	
<b>City</b>	
<b>State</b>	
<b>ZIP</b>	
<b>Email Address</b>	
<b>Home Phone#</b>	
<b>Work Phone#</b>	
<b>Co-pilot/Spouse</b>	
<b>National Membership #</b>	
<b>Aircraft owned (make/model)</b>	
<b>Projects in progress/% complete</b>	
<b>Date</b>	
<b>Membership dues:</b>	<b>\$20</b>
<b>Renewal or new or just updating information?</b>	

### WEB PAGE NEWSLETTER

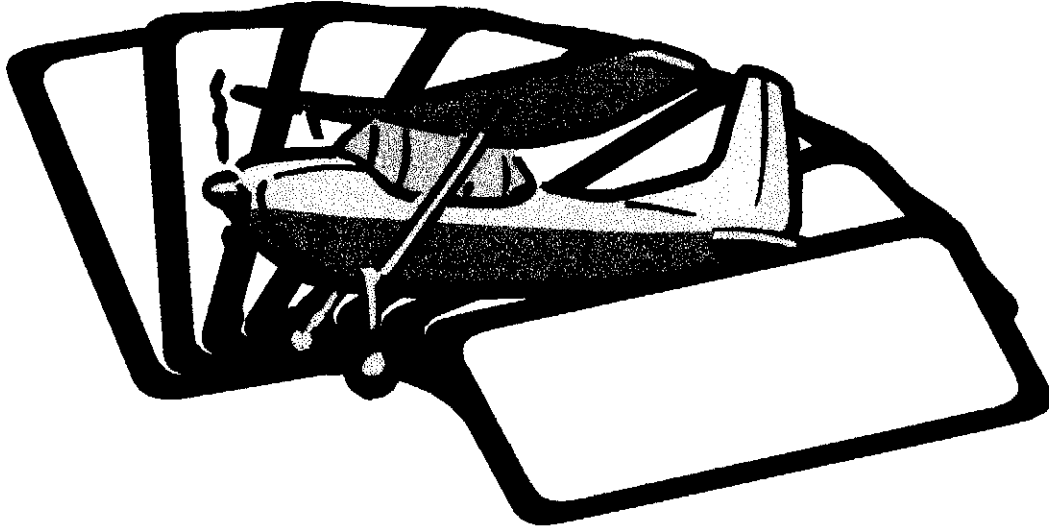
**<http://www.eaa10.org/>**

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

Bring this form to next meeting or mail it to:

Jeff Wedman  
 EAA Chapter 10 Treasurer  
 7435 N 145<sup>th</sup> E AVE  
 Owasso, OK 74055-7034  
 (918) 272-8566

# EAA CHAPTER 10 SPRING FLING POKER RUN



**WHO'S ELIGIBLE: ALL PILOTS AND PASSENGERS**

**WHAT IS IT:** 1. PARTICIPANTS WILL FLY TO 5 DIFFERENT AIRPORTS.

1. SKIATOOK
  2. PAWHUSKA
  3. BARTLESVILLE
  4. CLAREMORE
  5. OWASO GUNDY'S
2. AT EACH AIRPORT, YOU WILL RECEIVE ONE SEALED ENVELOPE PER PLAYER.
3. DO NOT OPEN THESE ENVELOPES!
4. UPON ARRIVING AT GUNDY'S, THE 5th ENVELOPE WILL BE HANDED OUT AND THE WINNING HAND WILL BE DETERMINED AND PRIZES PAID.
5. THE ENTRY FEE IS \$5.00 AND THE WINNINGS WILL BE PAID AS FOLLOWS:
- |           |   |              |
|-----------|---|--------------|
| 1st PLACE | - | 50% OF POT   |
| 2nd       | " | - 30% OF POT |
| 3rd       | " | - 20% OF POT |

**WHERE: GUNDY'S AIRPORT CHAPTER HANGAR**

**WHEN: SATURDAY, APRIL 26, 2003@ 10:00 A.M.**

NOTE: THE POKER RUN IS IMMEDIATELY AFTER THE MONTHLY PANCAKE BREAKFAST.