

EAA Chapter 10

June 2003 Newsletter

Words From the President

by Bart Dalton

Last month we did not have a regular monthly meeting on the third Monday due to our annual picnic. We had many people but not the crowd that we had expected. Lynn flew in from the Southwest Fly-in just in time. It was a beautiful day and we all had a great time.

Monthly Meeting

We will be back to our regular meeting this month for the third Monday night. It will be a meeting that you will not want to miss. We will have Jack Kearby's SE5A opened up on display. You may have seen it this past weekend at the Biplane Fly-in. We will also be discussing our big fundraiser event that will take place the week of the meeting. Craig Loomiller will have more on this subject in his section of the newsletter. Remember to tell everyone you know, as this will be a great meeting.

The Great Race

This month I would like to tell you about a story about these three people and their airplanes. I will tell the story about these people in a manner that will protect the innocent. The story begins with an invitation to a pig roast.

Once upon a time there were these three flyboys who each built their wonderful flying machines. Each flying machine was built to be the fastest. The first flyboy was just your average flyboy bubba. He built his flying machine in his garage with some help from his friends and did a really nice job building a basic flying machine. The second flyboy was a professional flyboy. He also had some help from some of his friends and did a few extra things to make his flying machine faster, very nice looking, and easier to fly. The third flyboy was a well known person in the community and he set out from the beginning to do whatever it took to have the fastest, fanciest, and nicest looking flying machine sparing no expense.

One day these flyboys all ended up at a pig roast with their wonderful flying machines. During

this pig roast the flyboys began comparing their wonderful flying machines and a challenge was made to see who had the fastest flying machine. The challenge was accepted and away the flyboys went out to the wild blue yonder. They decided to line up at 8000 feet and then hammer down to see who would pull away. When they lined up and made the call to go, the second and third flyboys were neck and neck but your average flyboy bubba with his really nice average flying machine pulled away from the other two flyboys.

You will have to come to the meeting to hear the rest of the story and I think you can figure out the moral of the story on your own.

Bart

Notes from the Treasurer

By Jeff Wedman

Young Eagles points for Air Academy

I would like to thank Charles Freeland and his team of Young Eagle Pilots for their Young Eagle credits that they donated. These credits will be exchanged, 1 credit for \$1, for the Air Academy scholarship. Our scholarship recipient this year is Joshua Wichers.

I had a chance to talk to young Mr. Wichers and he seems to be a well-mannered young man. I believe we will be represented well in Oshkosh. If anyone else has Young Eagle credits they would like to donate, you can give them to me signed and I will make sure they get to Oshkosh or you can put Joshua's name on them and send them in yourself. I still have the rest of this month before I must send in the final Academy fee so please see me as soon as possible about the Young Eagle credits.

The EAA's B-17 will be in Tulsa this month (see Craig's article) and Chapter 10 will receive a portion of the tour and ride fees. I encourage everyone to at least go down and take a tour of this rare part of history.

EAA Chapter 10

June 2003 Newsletter

Searching for Subaru engine information

EAA Chapter 10 member Jim Franklin contacted me and wanted to know who the person was that had purchased a Subaru engine for his RV. I could not remember who it was. Please let me know who you are so I can forward your name to Mr. Franklin or please contact Mr. Franklin as he has questions for you.

See you at the June meeting!

Jeff

EAA B-17 Visits Tulsa

by Bob Minich

As you have probably heard at the membership meeting or in various local publications, the B-17 is coming to town. It will arrive here on June 16th but the rides and tours will not start until later in the week. **Rides and walk-throughs** are scheduled from Thursday through Sunday morning, the 22nd of June. While here in Tulsa, it will be based out of the Tulsa Technology Center campus at Riverside Airport. This is a very nice facility that is set up perfectly for this type of event. While here, flying left seat in the B-17 will be Chapter 10's own **Bill Harrison**. It will then depart for its next destination Sunday afternoon, which is Lee's Summit, Missouri. (the Kansas City area).

If you are interested in scheduling a ride for yourself, you *must* call EAA Oshkosh to set up your reservation. They will not be selling tickets any other way. The registration number is 1-800-359-6217. The flights are priced as follows:

EAA member	\$350.00
Non-EAA member	\$395.00

They also have a special deal in that if you purchase 6 seats on the bomber, the seventh is free. So call up all your friends and take advantage of this great offer. You will not receive a commemorative flight jacket with each purchase as in the past. Chapter 10 will not be handling ticket sales, so if you

want to fly, you must contact reservations at the above 1-800 number only.

Chapter 10 to raffle B-17 ride at June meeting

If the price tag for a guaranteed ride seems too steep, boy do we have a potential deal for you. As a fundraiser for our chapter, we will raffle off one ticket for a ride on the B-17 while it is in Tulsa. There will be a total of 50 raffle tickets sold with a cost of **\$10.00** a ticket. That's right, just fifty chances! Where do you find these kinds of odds in today's world! We will be selling tickets at the membership meeting on Monday, June 16th. With **Jack Kearbey** and his **SE-5A** as our guests, this meeting will be a sell-out for sure. So break open your piggybank and bring your **TEN BUCKS** for a chance to ride on the B-17. Heck, if you want, you can buy two tickets. The drawing will be held at the end of the membership meeting. Here is your chance at a ride on a B-17 for only **TEN BUCKS!**

B-17 Tour Volunteers Needed

by Craig Loomiller

The B-17 has been on tour through Tulsa just two times previous to this visit. In the past, Chapter 10 has been an active participant in promoting and providing ground support each visit. We have served as volunteers in many roles in the past. Primarily, we have provided for vehicle parking, aircraft parking, and have conducted ground tours of the B-17 while it was here. For our efforts, the EAA has rewarded our Chapter handsomely. On the previous tours, we have received between \$1,000 to \$1,500 for our efforts. An amount like this will fund one scholarship winner to the Flight Academy each year, so this is nothing to sneeze at.

Volunteer shift schedule

Just as in the past, EAA Chapter 10 has been called on to support the B-17 while it is here in Tulsa. We will be sharing the workload with the EAA 10 Antique/Classic chapter. This year, our responsibilities will be based primarily on supporting the bomber. There will be three shifts per day, with

EAA Chapter 10

June 2003 Newsletter

each shift having different responsibilities. The duties are as follows:

8:00 to 11:30, parking and crowd control

This group will provide for B-17 parking and crowd control. During this period of time, the Bomber will flying in and out of Riverside Airport giving rides. Our responsibility will be help park the B-17 and provide assistance for those people departing or entering the aircraft, and provide for crowd control while it is on the ground.

11:30 to 3:00, parking, ground tours

This group will continue to provide the same tasks as the morning group. The only difference is that at some point towards the end of the shift, the aircraft will transition from giving rides to start conducting ground tours of the inside of the aircraft depending on the amount of rides sold. We will station people at each door of the aircraft as well as one person inside to conduct ground tours. Only those people purchasing a ground tour will be allowed inside.

3:00 to closing, ground tours

This group will primarily conduct ground tours of the B-17 and provide crowd control; also dependent on the amount of rides sold. We have been told that quitting time will be no later than 6:00 p.m. daily and perhaps earlier depending on the crowd.

I have volunteered on both tours in the past, and I can't tell you how much pleasure I have received as part of this volunteer group. This is different than most efforts in that this aircraft is part of history. You have WWII vets come out to look at the aircraft and become overwhelmed at seeing the bomber again. The stories I've heard from some of these people are amazing and I wouldn't trade my time with them for anything. The fact that the Chapter receives some good from this event doesn't hurt either.

Volunteer for chance to fly B-17 to Kansas City

As an added incentive for volunteering during the B-17 visit, the EAA will provide us two (2) seats on the bomber as it travels to its next destination. In

this case, we are talking about Kansas City, Missouri. **For every shift that you volunteer, one chance will be placed in the hopper for a drawing for each one of these seats.** The drawing will be held Sunday morning and you must be ready to go by the bomber departure time of noon (subject to change). You will be responsible for your own return back to Tulsa, although efforts are under way to help get you back. You can only win once and if you can't go, the next name on the list will take your place. Winning tickets are not transferable.

How do you volunteer? Simply fill out the information sheet enclosed in this newsletter and bring it to the Chapter meeting on June 16th. If you can't attend the membership meeting and still want to volunteer, call me at my home phone no later that Monday afternoon June 16th. My phone number is 272-6282. Volunteer assignments will be made on Tuesday the 17th and you will then be notified. Again we are asking for 5 volunteers per shift and we will try as hard as we can to ensure you get the shift that you want. See you there!

Message From The Editor

by Bob Minich

Last month's experiment with photos in the newsletter looked pretty good to me. If you've got a picture you think the membership would like to see in the newsletter, send it to me and we'll try to work it in. Even if we can't fit it in the printed copy, we have more flexibility with the web site, where there are fewer space limitations and color is easily supported.

Story contributions

Thanks to again to Dale Olsen for writing this month about the first of many what I'm sure will be many adventures with his airplane. Thanks to Lorin Wilkinson for pictures from the Chapter 10 Picnic.

You can help prevent writer burnout among our regular contributors by writing up an article and getting it to me. 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

EAA Chapter 10

June 2003 Newsletter

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

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.

Web Newsletter

If you would like to get the newsletter on the chapter website (www.eaa10.org) every month, this saves us on mailing and printing costs, 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.

Bob

Riveting News

by Craig Loomiller

Everything's gone plane crazy

Wow! Is it just me, or is general aviation just exploding all over the place? It seems like there is an aviation event going on every day of every weekend. Take for example our annual spring picnic. On the same day, the Muskogee air show was going full blast, and also at the same time several of our members were in Texas at the Southwest Regional Fly-in. It seems like every week there is a smorgasbord of aviation going on in our region. Who said general aviation is on the way out the door?

Local projects

We have members completing projects or acquiring new aircraft each month. Jim Franklin is working on an article for a future newsletter about his newly completed project, and I've heard from

informed sources that it is something special. Another one of our members has been seen lately driving his new gyrocopter up and down the runway. Maybe we can get Craig Cooper to show it off at one of our meetings this year. Personally, I think he's crazy, but who am I to judge.

Recent chapter events

Our annual spring picnic was lightly attended this year. There were just too many events competing with it. Oh well, I guess there is always next year. I can tell you this: everyone there had a good time. The poker run got rained out again. What's new? Gerry Vaughan scheduled a rain date for it the next weekend and it got rained out too. So I decided that I will only schedule the Poker run for the middle of August for now on. You can mail your checks to the *Craig Loomiller Rainmaker Services, Inc* this summer. When the total gets high enough, it'll be time for a poker run.



photo by Lorin Wilkinson

I feel sorry for Dale Olson though. It figures that the weekend he came back to steal his RV-6 back from Bart would have to be a poker run weekend. I heard he spent a couple of days in Amarillo waiting for the storms to go away before he could make it back home. It was still good seeing him at the pancake breakfast though. Hi Dale.

EAA Chapter 10

June 2003 Newsletter

Gliding into flying season

My new sailplane is turning out to be a lot of fun. It has been a pretty positive experience except for the first fifteen seconds off of my first tow on my first flight of my very own first glider. Every thing was ok until I threw it into a spin 15 seconds into the flight, or maybe it went into that spin by itself. I'm not real sure. It wasn't too bad – I just had to remember back to my basic flight instruction that took place approximately 15 years ago. I only lost about 150 feet before I recovered. It was a piece of cake. I have progressed from that flight to a flight of an hour and fifteen minutes just last week. I'm striving to get a flight of 2 hours just as soon as the weather will let me. I'm hooked on this stuff. I'm even going to skip Oshkosh for the first time in years to go fly gliders in Texas. Next year it will be back to Oshkosh.

Bi-plane Expo

Speaking of fly-ins. I made it out to the National Bi-plane Association fly-in this weekend in Bartlesville. The weather was bad in every direction this year, so the airplane count was down. There were still a lot of good-looking aircraft to look at. Our own Lorin Wilkinson won the Chairman's award this year for his Hatz Bi-plane. Congratulations, Lorin. I drove a tractor around for a couple of hours hauling people back and forth. It was a lot of fun. Who says being a volunteer has to be bad? After my tour of duty, Chris McGuire of the Antique/Classic bunch shanghaied me to help take down the PA system. Not too bad, except that it was 30 feet in the air on top of a rickety set of scaffolding. I didn't get wobbly kneed until I was back on the ground. Thanks Chris, my heart needed that.

Warcoupe sighted near Gundy's?

Finally, the WARCOUPE will be back into the air next week. I think a lot of people thought that I sold it since they haven't seen it in such a long time. I wonder if that is why I have been receiving invitations to join Tulsa's newest aviation group. Us warbird owners like to stick together, ya know. They call themselves the Sooner Squadron and they meet out at Riverside each month. The invitation is just

probably a mistake on their part since they haven't seen the WARCOUPE either. I can tell you this though; it will fly next week. I swear! Honest!

Craig

It's Home, My RV Is Finally Home

by Dale Olson

I will try and recount the rescue operation of my RV6 with the least amount embellishment I can. It was dark and overcast this particular morning (thanks Craig) and the enemy was everywhere! Oh, and this enemy is smart! Their leader is a shrewd individual. He has employed two young children to watch the plane for him. The youngest of the two guards, a mere four year old girl, has already informed me I can either drive back to California or I can walk, but I am not taking the plane in her Dad's hanger. Alas, Bart, the shrewd leader, tried to think of everything. Have you ever seen Firefox with Clint Eastwood? Picture me with the black visor helmet and black pilot jumpsuit trying to sneak my plane out of Bart's guarded hangar. Never, has such a detailed and covert mission been attempted by civilians. Wow, it's morning, what a dream...

Actually, only some of it was a dream. Bart's four year old girl, had in fact, told me the plane stays. I can walk or drive, it's up to me, I just can't take the plane. Berek said it was ok. He and Dad would just get another plane to work on. The part about the dark and overcast morning is **true!** Never, I repeat, *never* plan the start of a major cross country trip on the same day as a planned poker run by none other than Craig Loomiller!

Extended pre-flight checklist

My brother David and myself caught a flight out to Tulsa from Sacramento on Thursday, May 22nd. We went to the hanger to see the plane shortly after we arrived. I tinkered a little bit and before I knew it, it was time to meet up with a group of friends for dinner and perhaps a drink or two.

EAA Chapter 10

June 2003 Newsletter

Friday was a day to get familiar with my airplane. It's been awhile since I had seen her. Lynn graciously offered the use of his hanger, thus allowing him to partake of one of his favorite tasks: watching someone else work on their plane while he supervises and hollers out directions, comments, and general insults. He's a born leader! We pulled off the top and bottom cowling to give the engine and the accessories a good looking over. Changed the oil, cleaned her up. I even stood on my head so I could try and solve a problem with the artificial horizon, but it didn't work either way. We put everything back together and took her up for my three landings. Oh, how this plane is fun to fly! Lonnie flew in from Arkansas to say hello and share a few lies. Lonnie, the Mooney soot's you well.

At this time I was the first to initiate the newest EAA program, Old Eagles! I took Lynn up for a ride, I took Paul up for a ride, I took my brother David up for a ride (his last chance to back out) and then I went for another ride. Took my friend Jeff up for a ride, another friend Shannon went up for a ride. Oh yeah, let's not forget Mark, I took him up for a ride also. I made twelve landings Friday afternoon. Yep, I'm current.

Departing is such sweet sorrow

Lynn and Sally graciously hosted an unplanned barbecue Friday evening. We had great food, plenty of drinks, and fabulous friends. I do miss Gundy's! Saturday morning, our planned departure date, found us at the pancake breakfast watching the rain and lightning and listening to the thunder. It was great to see everyone from the Chapter again, but I would have loved to have gotten an early start on the trip. We were finally able to head west right at 2:00 PM. First stop: Amarillo. We made Amarillo in 2 hrs and 15 minutes. After landing, we fueled up, ran in to use the facilities, took one look at the radar, pushed the plane in a hangar, got a hotel room, had a beer, got something to eat, went to bed.

Welcome to Amarillo, why not stay awhile?

Sunday morning we arose to low overcast and rain. We took our time getting to the airport, no need to hurry. We kept checking the radar, calling Flight

Service, checking radar, watching the Indianapolis 500, checking radar, calling Flight Service, Oh no, Michael is out of the race, what's the weather look like? We plotted a new route south then west through El Paso. Hey this might work, damn, the weather just moved further south and east, not going to work now! The plane is already fueled, it's already in the hangar, got another hotel room, had two beers, got something to eat, had another beer, went to bed

Monday morning I awoke to a beautiful sunrise. I blinked twice, rubbed my eyes, and still saw the sunrise. We are out of here! Unfortunately, due to airline crews staying at the hotel, we had to wait almost an hour prior to getting our ride to the "little" airport. In came the fog. This placed me in just a wonderful mood, which my brother David can attest to. Weather report is 200 to 500 foot bases, ½ mile visibility all the way to Tucumcari. David and I decided that one way or another we were leaving Amarillo by 1:00 PM *today*. We would either fly out, rent a car and drive the balance of the day and night, or we would rent a car and drive to Lubbock where we could catch a flight on Southwest back to Sacramento. I would then have to come back later and pick up the plane.

Back into the air

As luck would have it, a few small holes started showing up at about 9:00 AM. An IFR flight took off and called us back to say the base is only a few hundred feet thick and clear on top. I already knew all the low stuff dissipated just past Tucumcari by looking at weather and talking with Flight Service, who now know me very well. I grabbed David, we grabbed our bags, pulled out the RV and we were out of there! Shot through a hole, climbed to 10,500 feet, and cruised to Gallup, NM. It took about 2 hours. We saw three F-16s fly by, an awesome site. Landed, fueled up, emptied bladders, grabbed a candy bar, checked weather, called our Wives, and took off for Bullhead City. The density altitude at Gallup on departure was just over 8,700 ft, but it didn't make much difference, the RV (I'm really getting to love this airplane) still climbed out at over 1,000 fpm!

EAA Chapter 10

June 2003 Newsletter

It got a little rough between Flagstaff and Bullhead City. The thermals were really moving around. We landed at Bullhead City, opened the canopy and felt like we were in an oven! We taxied down for fuel and a good stretch for our legs. We grabbed a sandwich and a drink and did a little filing on the spinner. The spinner was rubbing the prop hub a little and I didn't want to wait until I got home to fix it. John Kurt you would be proud of me, I had my handy Leatherman and used the file. With a cloth around the blade roots so I did not scratch them, the thickness of the file was perfect to make a nice even curve around the blade roots. Then it was back into the airplane and off to Bakersfield.

The flight from Bullhead City to Bakersfield was uneventful. We stayed up at 10,500' so we were in cool air. This was the only leg we were unable to fly direct, other than going around Mt. Humphreys by Flagstaff. We flew direct to Lancaster to remain clear of restricted airspace and then turned direct to Bakersfield. The mountain peaks were beautiful. At 10,500' the view was clear and the ride smooth as glass.

Last stop before home: Bakersfield

We topped off in Bakersfield and met a nice gentleman who gave us a ride to his hangar so we could use his facilities, as the airport office was closed due to the Holiday. There's a bunch of RVs at L45. I saw two Harmon Rocket projects just while riding in the back of his pick up to his hangar. I'll have to visit here again. He gave us a coke, we told a few lies and off we went on the home stretch.

We climbed to 8,500 feet for this last leg of the journey. The air was smooth and the temp felt just fine. We had called home at every stop so I told Gayle about when to expect me. I said I would circle over the house on arrival. I found my house with no problems, circled and flew over to the airport, landed, taxied to her new tie-down spot, shut her down, and shook my brother's hand. We had made it.

Here are a few of the stats:

Total distance: 1,383 nm or 1,590 statute miles

Total Tach Time: 9.4 hours

Total Fuel Burn: 88 gal

Average Fuel Burn: 9.4 gph, 18 mpg

Average ground speed: 147 kts, 169 mph

Oil consumption: 12 hrs of flying, $\frac{3}{4}$ of a quart!!

Left Amarillo: 10:00 AM

Tied down: 6:00 PM

Average head wind: about 10 kts

Strongest: about 20 kts

Lightest: about 5 kts

Lets compare to my old C-140 "Little Lena"

Averaged ground speed: about 100 mph (0 wind)

Total time: estimating 15.9 hrs

Total fuel burn: estimating about 87 gal.

Total oil consumption: UNDETERMINED

So, I burned almost the same amount of fuel and got there 6 $\frac{1}{2}$ hours earlier, not to mention, I don't think I could have gotten Lena up to 10,500.

It's not the destination, it's the journey

I really need to thank so many people for all the help over these last few years, especially John, Lynn, and Bart. I don't know what I would have done with out your assistance. Every time I needed something, you were there. There are still a few little bugs I need to work out. Right now the artificial horizon and the directional gyro are out of the plane. The artificial horizon is being replaced, never did work, and I needed to take the DG out in order to remove the AH. Paul, there is an argument for the tilt-up canopy!

Oh, I took Gayle up for her first flight! Now, that's another story....

Dale

**EAA B-17 VOLUNTEER SCHEDULE
EAA CHAPTER 10-GUNDY'S**

MONDAY, JUNE 16, 2003 2:00 to 5:00 ONLY-CALL TO VOLUNTEER FOR THIS SHIFT

AIRCRAFT ARRIVAL @ 3:00 P.M.- B-17 PARKING/RAMP SECURITY FOR VIP/PRESS EVENT-NO RIDES SCHEDULED

<u>SHIFTS</u>	<u>8:00 TO 11:30</u> B-17 PARKING/ RAMP SECURITY	<u>11:30 TO 3:00</u> RAMP SECURITY/ B-17 PARKING <u>and</u> GROUND TOURS	<u>3:00 TO CLOSING</u> GROUND TOURS/ RAMP SECURITY
<u>THURSDAY,</u> <u>JUNE 19,2003</u>	_____	_____	_____
	_____	_____	_____
	_____	_____	_____
	_____	_____	_____
	_____	_____	_____
<u>FRIDAY,</u> <u>JUNE 20, 2003</u>	_____	_____	_____
	_____	_____	_____
	_____	_____	_____
	_____	_____	_____
	_____	_____	_____
<u>SATURDAY,</u> <u>JUNE 21, 2003</u>	_____	_____	_____
	_____	_____	_____
	_____	_____	_____
	_____	_____	_____
	_____	_____	_____
<u>SUNDAY,</u> <u>JUNE 22, 2003</u>	_____	NONE	NONE

ENTER NAME AND PHONE NUMBER FOR EACH SHIFT DESIRED AND BRING TO CHAPTER MEETING JUNE 16th OR CALL CRAIG LOOMILLER @ 272-6282 AFTER 3:00 IF UNABLE TO ATTEND THE MEETING

EAA Chapter 10

June 2003 Newsletter

Calendar Of Events

June 13-15 – Aerospace America @ Will Rogers Int'l
 June 19 – Chapter 10 Meeting @ Gundy's
 June 19-21 – EAA B-17 rides/tours in Tulsa @ RVS
 June 21– EAA10 Pancake Breakfast 7:30-9:00
 June 29 – Sand Ridge Lunch Fly-in
 July 5 – Ponca City Breakfast Fly-in
 Sept 19-20 – Tulsa fly-in

To add an item to our calendar, get the information to the newsletter editor, Bob Minich. See the contact info on the cover for email, phone, and mail addresses.

Who Brings Snacks????

If your last name starts with N, then June is your month to bring a snack to the chapter meeting.

January A-C
 February D-F
 March G-H
 April I-L
 May – Annual Picnic
June M
 July N-P
 August – watermelon provided
 September Q-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.

Recurring events

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

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

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
Renewal or new or just updating information?	

Bring this form to next meeting or mail it to:

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

EAA TULSA CHAPTER 10

PRESIDENT

Bart Dalton
P.O. Box 205
Owasso, OK 74055
272-8551
planenutty@juno.com

VICE PRESIDENT

Craig Loomiller
16876 E. 79th Court North
Owasso, OK 74055
272-6282
ccaloom@dellepro.com

SECRETARY

Gerald Vaughan
16280 E. 81 Ct N.
Owasso, OK
272-5299
gvaughan48@aol.com

TREASURER

Jeff Wedman
7435 N 145th E AVE
Owasso, OK 74055-7034
(918) 272-8566
jwedman@attg.net

NEWSLETTER EDITOR

Bob Minich
2721 S 121st E AVE Tulsa, OK 74129
437-3822
minich@ionet.net

PAST PRESIDENT

Bhrent Waddell
13415 N. 155th E. Ave
Collinsville, OK 74021
371-5022
bwaddell@tulsa.oklahoma.net

FLIGHT COUNSELOR

Randy Brooks
(405) 354-1272
EAA857@Aol.Com

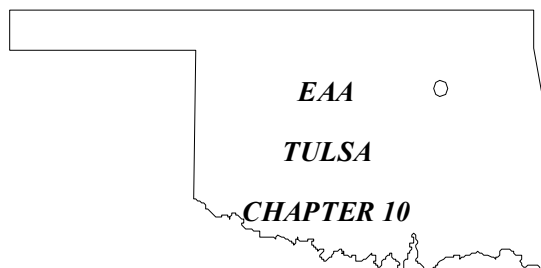
TECHNICAL COUNSELORS

Don Pearsall	272-5551	dpowasso@aol.com
Bart Dalton(DAR)	272-8551	planenutty@juno.com
Roger White	371-4949	RogerandEJ@prodigy.net

YOUNG EAGLE COORDINATORS

Charles Freeland	charfreeland@unidial.com
Dan Kloker	

2721 S 121st E AVE.
Tulsa, OK 74129



Next Meeting: Monday, June 16th at 7:30pm
CHAPTER HOME AT GUNDY'S
Bring a snack if your last name starts with M.