

# EAA Chapter 10

## September 2003 Newsletter

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### ***Words from the President***

*by Bart Dalton*

Another month has past and the Tulsa Fly-in is upon us. The fly-in committee has been working very hard this year and I think we are set up for a very big show. Young Eagles totals are picking up rapidly as we approach the goal set out in 1993. It is hard to believe that it has been ten years.

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

We will be making our volunteer sheets up at the meeting and fitting people into slots for shifts at various jobs. This will include aircraft parking, transportation, registration, and ramp safety. Please make plans to attend so we are able to fill all these slots. If you have never stayed for the Saturday night meal and program this year will be a great year to start as we will be having some great entertainment. This year we will have Craig Loomiller and his band.

We are planning a big ten year finale for October. We will be discussing all these aspects for the big event. I hear that Channel 8 wants to do another feature about what we and the program are about so hopefully we will be able to finish the program out better than any event we ever had.

#### ***September meeting***

Our meeting this month will be on the history of the Bell 47 helicopter. We will have a very interesting program presented by a current restorer of a very rare executive 47. The helicopter will also be at the meeting for observation. This will be a very neat program.

Our monthly meeting will be jam packed with many things so please plan to attend. See you there and please don't forget to bring snacks for those of you who are supposed to. (Last names starting with Q, R, or S, are up this month.)

*Bart*

### ***2003 Tulsa Fly-In Update***

*by Craig Loomiller*

#### ***Tulsa fly-in***

On the 19<sup>th</sup> and 20<sup>th</sup> of this month is the 47<sup>th</sup> annual Tulsa Regional Fly-in. As always, Chapter 10 will play a significant role in helping bringing it off. Located in this newsletter is a volunteer form. Please fill it out and either mail it in or just bring it to the next Chapter meeting. Our chapter is in charge of registration and ramp security this year. The more people that volunteer, the easier everyone's job becomes. So come on out and take part, there is plenty of work to go around.

In addition, I guess Bart and I will emcee the awards dinner that will be held Saturday night. This dinner will be catered by Dinks Barbecue based out of Bartlesville. In addition, a band that my wife is a member of will provide the entertainment. They will play one set during the dinner and another set after the awards have been handed out. So stick around on Saturday night for some good food and music. I only hope that the weather will be as good as the weather we experienced last weekend.

I'll keep my fingers crossed.

Friday evening there will be a dinner on the field with Colorado KoolAid and Milwaukee's finest at no charge. The event will conclude Saturday late afternoon with an Awards presentation at an on-the-field dinner with more KoolAid.

Award winners will be selected from among registered aircraft by ballot. Aircraft Registration is \$5.00. Admittance will be by donation; suggested donations are:

Adults: \$7.00

Students: \$3.00

Children under five: No Donation

Children 14 and under will not be admitted unless accompanied by an adult

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## ***Notes From The Treasurer***

*by Jeff Wedman*

What a beautiful time of the year for flying. What else can I say? It was a very welcome change in the temperature. I myself have not been doing any flying (the RV 8 is not yet done) but I have talked to a few people who have done some flying and they all say the same thing. It's wonderful. Take advantage of this weather and hit some of the local flying events this month. We still have the Tulsa Fly In and the Airmen Acres Bean dinner this month and probably some that I don't know about.

### ***Name tags***

I have several name tags that need to be picked up at the hanger at the next meeting, so if you ordered a name tag I probably have it. If anyone else would like a name tag, drop me an e-mail or see me at the meeting. Name tags are going up 50 cents to \$7.50 next month so get your order in before October 1<sup>st</sup>. My e-mail address is on the back of the newsletter.

### ***Another first flight***

We had another first flight in the month of August. Jim Quinn's RV-6A went into the wild blue sky on August 8, 2003. We congratulate Jim on his first flight.

See ya at the monthly meeting.

*Jeff*

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## ***Message From The Editor***

*by Bob Minich*

I hope you enjoy this month's newsletter. It is sometimes amazing and always refreshing to see how vibrant aviation is in Tulsa. Like all projects worth doing, the publication you are reading now sometimes takes turns into blind corners that make your editor question his own sanity but, in the end, turns out to be a rewarding experience. It's been nearly two years since I volunteered to take over as editor and let Lynn Coltharp take a break. There were several reasons I volunteered. First, I was pretty sure I *could* actually do a decent job of it. Also, the role would give me a way to contribute something back to

the chapter beyond annual dues. Lastly, I would be able to see more of what is happening in local aviation. I am happy to report that my reasoning has been sound! I owe a huge debt of gratitude to everyone who has written articles, for they allow me to focus on assembling a publication worth reading rather than burning myself out trying to dream up something new to write about. (I now have a deep appreciation for good writers of all sorts, professional and otherwise.)

As with any volunteer run organization, the success of the chapter is critically dependant on active participants who help bind together a membership that otherwise might lose its focus and drift apart. I hope I've done my part to continue the success of EAA 10. As many of you are painfully aware, we've recently had something of a crisis with the chapter website. Our webmaster has moved out of state and with all the difficulties that presents in addition to a new job, we haven't been able to keep the website up to date.

Bart asked me if I would be willing to take over that job and I was immediately thrown back to the time when I volunteered for this job. I *think* I can do the job. It would be a great way to contribute to the chapter. I know I'll be learning some new skills. Before I could say yes, there is one thing I had to address. There is no way I could do timely justice to *both* the website and the newsletter. So, this month will be my last as newsletter editor while we get the website back up to date. Lorin Wilkinson will be taking over as newsletter editor and he'll no doubt have more to say for next month's newsletter. For now, continue to send me your contributions and I'll forward them on to Lorin pending publication of his contact information.

Before I give up this forum, let me ask for your patience while I come up to speed with the website. My first priority is getting current newsletters onto the site. Later I want to work on better organizing the site and adding additional content beyond the newsletter, such as more and better photos than we can do with the newsletter and builder project pages. If you have something you want to contribute to the website, let me know and we'll see what we can do.

*Bob*

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## ***The Wife's Prospective***

*By Jana Wedman*

The other evening, Jeff and I were sitting around watching a little TV when he looked over at me and asked me to do him a little favor. Being what time it was, I figured that he wanted a bowl of ice cream or a sandwich, so I said "Sure. What do you want?" Next time I'll ask before I agree because what he wanted was for me to write a little bit about my perspective of building a homebuilt.

It has been a long and expensive five years.

That about sums it up! Really it hasn't been *that* bad. The best advice I can give anyone with a family is ***don't time it when your children are in college.*** We've eaten a lot of bologna sandwiches over the past few years. Now I am looking forward to those \$100 hamburgers.

All in all we managed not to have many heated discussions during the process. I had to bite my tongue a few times to keep from saying "I told you so." or "If you had only listened to me in the first place."

I can't tell you how proud I am of Jeff for seeing this project to completion. He has done a beautiful job and I am looking forward to many hours of flying with him. He installed minimum equipment in the back for me so I can get in on a little of the fun and be involved in part of the flying.

So if any of you wives are getting discouraged, just remember, there is an end in sight.

*Jana*

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## ***Riveting News***

*by Craig Loomiller*

It's been a couple of months since I have submitted an article for the newsletter. I've been doing a lot of traveling with my work. On one of the trips, I ended up back in Mojave California for a week. For the most part, Mojave is pretty much a hole in the wall. I thought that this trip was going to be more of the same, but then something really neat happened.

As I was sitting outside the classroom on a Wednesday morning waiting for someone to come and unlock the door, I saw a jet powered Starship take off. I thought that this was pretty cool, especially since I didn't know there was such a thing. I had always thought that the Starships were all turboprops, but not this one. A few minutes later a Duchess took off which was no big deal. What followed after that was very much out of the ordinary: Burt Rutan's entry for the X PRIZE had just taken off.

### ***X PRIZE introduction***

For those of you who don't know, the X PRIZE is a contest with just a couple simple rules. Design a vehicle capable of carrying 3 passengers to an altitude of 62.5 miles, launch it, recover it, and then do it again in less than 2 weeks. The first team to accomplish this will receive a check for ten million dollars. There are about 20 teams out there right now competing for the prize. So far, none have been successful.

Burt Rutan's X PRIZE entry is an even-money favorite to complete this task. His plan is to launch a conventionally powered mother ship called the White Knight to an altitude of 50,000 feet with the space ship attached to it. The space ship is called Space Ship One. (Hey, it's their name, not mine.) Once released, it will fire its rocket motor, which will then carry it up into space. I believe it is the only entry to use a mother ship for launch instead of a ground-based launch.

It turns out that this was to be the second test flight of the mother ship and its cargo. The Starship and the Duchess were chase planes. This was way more important than any kind of class that I was teaching, so we all adjourned outside to watch. It took them a while to get up to altitude. All we could see were two sets of contrails: one set from the starship, the other from the mother ship. But then, nothing happened. It turned out there was a glitch, and they were headed back down to figure it out. So we went back to class.



*White Knight takes off with Space Ship One on belly.*

A couple of hours later, we heard the news that the glitch was repaired and they were set to go again. After the chase planes were launched, the white Knight took off with its load. Again, we were looking at two sets of contrails up very high. I was told a little later that they were at an altitude of 47,000 feet. This time, though, we actually saw them release the Space ship one and at the same time one of the contrails turned dark brown and then disappeared. It turned out that on release, one of the two engines on the mother ship had flamed out. We then spent the next fifteen minutes or so watching the space ship glide on in. It has a very short wingspan, not more than 25 feet or so. From my perspective, it looked to be a pretty good glider. I'm an expert now, you know! It had shallow glide path with what looked like a lot of control. It touched down on its main gear and, after a lengthy rollout, touched down on its nose skid. For some reason, Burt has never like nose gear on his aircraft.



*Space Ship One landing behind chase plane.*

This was the second flight of the spaceship and, to me, it was pretty exciting. One thing for sure though, you can tell it is a low budget operation. Mission control was an old step van with the previous owner's name painted over. The local fire department provided emergency services. Burt was the pilot of one of the starship chase plane. This entire project looks like a homebuilder dream with everything done on a shoestring. His shop looked like any other hangar except for the trailer full of rocket fuel sitting outside. It was parked well away from anything else. I can't imagine why.

#### *On the home front*

Speaking of glider flying, I'm proud to say that I flew my own sailplane this weekend on a flight that lasted two hours and ten minutes. That's right. I was in the air under my own power and control for over two hours. This was a major milestone for me. Every

time I go up, I feel just a little bit more comfortable with this whole soaring thing. I could have stayed up longer than I did but I had a little problem. I am not used to going around to circles for that length of time, and I got sick. I mean really airsick! I almost vomited in my own glider, but decided there was no way I was going to do that. So I made a beeline for the airport and declared my intentions. Once safely on the ground after a landing that I hope nobody saw. I jumped out of the glider and ran to the side of the runway, where I proceeded to deposit my lunch. I was queasy for about an hour afterwards. It turns out that I was doing something wrong. After soaring for a while, I started to relax and leaned back into my seat.

#### *Gundy's Wing-Ding*

I want to be sure and mention that this year's Wing-Ding will be on October 5<sup>th</sup> this year at 1:00PM. This has become an event that is on everyone's calendar. This event will be held before our October newsletter will be out, so don't forget. I have been told that Roger Weiden, who is the owner of Gundy's, has gone all out for the event this year. In addition to good eats, there will also be ribbon cutting and flour bomb contests to test everyone's skills at aviating. Just look out for the WARCOUPE. I don't want anybody getting in my way. Bring a covered dish, and a folding chair and you will be set. I'll see you there!

#### *Airman Acres Bean Dinner*

I just want to remind everyone about the annual Airman Acres bean dinner. It is held the last Saturday in September (the 27<sup>th</sup> this year) and is usually well attended. Just bring your own bowl and spoon and be prepared to have a good time eating beans. I'll tell you this – they sure prepare a lot of them.

The next several weeks in a row will be very busy in the local community. Isn't it exciting! This is my favorite time of the year. The temperature has cooled down some, football is back in full swing and everybody is out flying. This is what it is all about! I'll see you flying.

#### *We have nothing to fear but...*

Those that you that saw the Warcoupe out making multiple laps around the pattern last week, there was no need to worry. The Warcoupe was on

patrol. I can report that there was no suspicious activity anywhere on the airport during my watch. I'll keep you informed.

Craig

*Editor's Note: For more information about the X PRIZE, you can visit their website at*

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

## **National Air Tour Stops In Tulsa 9/14**

*By Bob Minich*

As we get closer to the centennial of powered, controlled flight Tulsa has yet another event to keep your aviation itch well scratched. In a recreation of the National Air Tour, staged in 1927 and 1928 to promote aviation among the general public, the 75<sup>th</sup> anniversary event will again stop in Tulsa on the morning of September 14<sup>th</sup> between 9:00 and 12:00. The planes will be Tulsa International adjacent to the Tulsa Air And Space Museum, at 7130 E Apache. There's a wealth of information on the tour available at their website including a list of tour stops and images of newspapers from the original tour stops.

<http://www.nationalairtour.com/>

<http://www.tulsaairandspacemuseum.com/>

The following is from the National Air Tour web site.

Tulsa was the host to the 1927 and 1928 National Air Tours. 2003 Marks the 75th Anniversary of the National Air Tour visit and the dedication of the Tulsa International airport.

In 1927 the pilots landed at McIntyre Field and were taken by automobile to the Mayo Hotel. Tulsa citizens were assigned to show the pilots around the city. That evening, a banquet was held in honor of the pilots on the roof of the hotel.

During the 1927 banquet, pilots heard various speeches with the theme, "commercial aviation has arrived as a sound business proposition." According to the Tulsa Daily World from July 10, 1929, "C. S. Avery spoke in place of P.J. Hurley. Avery astonished Tulsans who have heard him speak on

other occasions, by barely mentioning his favorite topics of 'roads and more roads.' Instead of roads he spoke of the great future of commercial aviation and said that a new epoch — an epoch of aerial transportation — had arrived from Oklahoma." Avery went on to predict that Tulsa would have a municipal airport within one year — he was right!



The arrival of the 1928 National Air Tour coincided with the Fourth of July, the dedication of Tulsa's Municipal Airport and the establishment of airmail service for the city. The airmail service included a new airplane, a Pitcairn Mailwing, which was formally christened "Miss Tulsa."

Encouraging the improvement of aviation infrastructure was one of the prime objectives of the original National Air Tours. And the Tulsa airport was built to satisfy the requirements of the 1928 National Air. The airport was located, designed and constructed in only 6 months, just in time for the arrival of the Air Tour on the 3rd of July, 1928.

In 1928, the Tulsa Chamber of Commerce and the Barnsdall Corporation entered a Stinson-Detroiter piloted by Eddie Stinson himself. Upon arrival, Tour pilots enjoyed lunches from the Junior Chamber of Commerce and the Rotary Club. Tulsa Citizens held a barbeque at Barnsdalia Park that evening to celebrate the Fourth of July.

The stop at TUL is most appropriate as the Tulsa International Airport celebrates it's 75th anniversary year as well as the 75th anniversary of the original 1928 National Air Tour visit.



## ***EAA 10 Warbirds Formed in Tulsa***

*by Charlotte Harrison*

Hi, I am not sure if anyone has contacted the EAA 10 newsletter editor about the formation of a local chapter of EAA Warbirds of America. Kent Faith, American Airlines pilot and owner of Roadhouse Aviation out at Riverside, has been after Bill and me to start a local chapter of Warbirds for several years. We would have liked to but just did not have the time. Finally Kent took the initiative and got the ball rolling. We have had 4 meetings and have about 40 or so in attendance.

We are still in the formation stages and so our meetings have consisted of talking about what we need to do. We have elected John Esposito as President, Bill Harrison as Vice President, Kent Faith as Secretary/Treasurer and Mike Hastings is newsletter editor. We were squadron 40 but Bill was able to find out through his contacts at EAA that the Warbirds Squadron 10 was inactive and so they disbanded them and we were able to get the Squadron 10 designation which is kind of neat since we are EAA 10 and Vintage 10.

Our meetings move around at this time with rotating hosts on the 2nd Wednesday each month. I have copies of the newsletter for the EAA hangar but have not dropped them off yet. Membership is \$5 and is open to all National EAA WOA members. Mike's email is mikspin@aol.com. Just thought maybe you were not aware of this and would want to include it in the newsletter.

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## ***Sky Diver Crosses English Channel***

*from a BBC report*

If you missed this one in the news, this is a picture you've got to see, but hopefully you won't see it out your cockpit window. Austrian Felix Baumgartner worked his way into the record books with a most unusual skydiving event. On July 31<sup>st</sup> Felix exited the jump craft at 30,000' over Dover, England and started his 14 minute, 22 mile glide across the English Channel to a small town near Calais, France. He had a six foot wing strapped to his back along with an oxygen system for the high altitude jump and provisions for a potential water landing.

Lest you be tempted to try this yourself (yeah, right, but if you do please call me first) note that he prepared for three years before making this flight. A camera man jumping behind him actually passed out due to lack of oxygen. Yikes. Be careful up there! Since Felix isn't a paid member of Chapter 10, we regret that we cannot present him with some sort of trophy for his amazing flight.



In case you think nothing could top that, don't worry. According to Baumgartner, "This was my biggest project so far but there's still something left, so don't worry. It's top secret, but it's going to be awesome."

Calendar Of Events

September 6 – Ponca City Breakfast Fly-in  
 September 14 – National Air Tour @ TUL 9:00-12:00  
<http://nationalairtour.org/>  
 September 15 – Chapter 10 Meeting @ Gundy’s  
 Sept 19-20 – Tulsa fly-in @ Bartlesville  
<http://www.tulsaflyin.com/>  
 September 20 – EAA10 Pancake Breakfast 7:30-9:00  
 September 27 – Airman Acres Bean Dinner  
 October 5 – Wing-Ding @ Gundy’s 1:00

*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/>

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 costs, helping to keep your dues low. Just send Jeff Wedman or Bob Minich an email and we’ll stop the paper version and send you a monthly email when the newsletter is posted online.

**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*

<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>	

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

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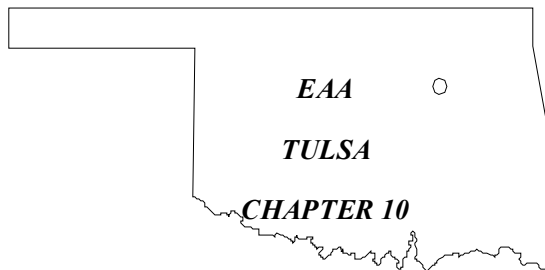
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Dan Kloker	

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Tulsa, OK 74129



**Next Meeting: Monday, September 15<sup>th</sup> at 7:30pm**  
**CHAPTER HOME AT GUNDY'S**  
*Snacks: Last names starting with Q-S*

**47<sup>th</sup> ANNUAL TULSA REGIONAL FLY-IN**  
**FRANK PHILLIPS FIELD**  
**BARTLESVILLE, OK**  
September 19–20, 2003

**VOLUNTEER INFORMATION:**

NAME: \_\_\_\_\_

HOME ADDRESS: \_\_\_\_\_  
Street City State Zip

BUSINESS ADDRESS: \_\_\_\_\_  
Street City State Zip

HOME PHONE: \_\_\_\_\_ BUSINESS PHONE: \_\_\_\_\_

WHO SHOULD BE NOTIFIED IN CASE OF AN EMERGENCY:

NAME: \_\_\_\_\_ PHONE: \_\_\_\_\_

**WHAT AREAS WOULD BE OF INTEREST TO YOU:**

AIRCRAFT PARKING \_\_\_\_\_ RAMP SECURITY \_\_\_\_\_  
REGISTRATION DESK \_\_\_\_\_ SALES DESK \_\_\_\_\_  
ADMISSION GATE \_\_\_\_\_

**DAYS & TIMES AVAILABLE:**

THURSDAY AM \_\_\_\_\_ THURSDAY PM \_\_\_\_\_  
FRIDAY AM \_\_\_\_\_ FRIDAY PM \_\_\_\_\_  
SATURDAY AM \_\_\_\_\_ SATURDAY PM \_\_\_\_\_

**RETURN THIS FORM TO:**

CHARLES W. HARRIS  
P O BOX 470350  
TULSA, OK 74147-0350  
PHONE (918) 622-8400  
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**YOU WILL BE CONTACTED BY THE COMMITTEE CHAIRMAN TO SCHEDULE YOUR WORK ASSIGNMENT**