

EAA Chapter 10

October 2003 Newsletter

Words from the President

by Bart Dalton

Words From the Pres.

What a wonderful Tulsa Fly-In!!! The weather was just incredible along with the great planes that showed up for the event. We only had only a little over 100 planes register but we had well over 300 logged by the parking crews. A very fun event was the Saturday evening awards banquet. The food was great and the entertainment was the best. Craig's wife's band was very great with a wide range of exciting songs. If you didn't stay you missed a wonderful time to be had by all. I want to thank everyone who worked and volunteered to help make this event a great success.

Since the last meeting we had a wonderful bean dinner. Many people showed up for the annual event. Gundy's also celebrated its 50th anniversary. The event was a great time to be had by all. I would like to see more of these events take place. It is really neat to see that a student pilot took the award for best pilot skills.

We are winding down all the events of the year with just a few left. Please make note of all the events that are left.

Plan on showing up for the October meeting. It will be our last meeting for the year with an aviation program. We will cap this year with a members plane on the show case. We will have Jim Franklin's custom designed and built Franklin Woodsey aircraft. This will be a program that a true EAA'er will not want to miss.

Bart

Notes From The Treasurer

by Jeff Wedman

A TRUE DEMOCRAT HOMEBUILT

BY JEFF AND JANA WEDMAN

What a way to end September with the Tulsa Fly-in and the Airmen Acres Bean Dinner. Jana & I didn't make it to Bartlesville this year but we did make it to the bean dinner. The beans and fixings were excellent as always. The highlight for me was our Senators' RV-8. Jim Inhofe showed up with his freshly painted plane. What a gorgeous airplane. I may be a little bias since I'm getting ready for inspection on my own 8.

That evening at home while sitting around Jana said "You can sure tell your airplane is a Democrat built airplane." I asked her what she meant by that. She said "you could just tell that the Senators' was Republican built just by inspecting it." Now you've got to understand that Jana is a hardcore Republican while I'm just a Democrat. When I told Jana that I was going to write this article she said "I can't believe you're going to admit to being a registered Democrat publicly and in writing. How embarrassing." I asked her what she meant by a Democrat built airplane? This is what she said. "Now don't take this the wrong way because I'm very proud of what you've done with that airplane and there is really nothing wrong with it. But, 6 years ago you sold me on the idea of building an RV. Good idea, sound and proven kit plane. Even Republicans build RV's. Then we discussed engine options. I recommended a new engine since we would have a new plane but, you decided to watch Trade - A - Plane for a rebuildable core. No luck with the core. Too few and too much money. Then you decided to look for a rebuilt 0-since major overhaul engine to save some money. You found one in OKC. You bought it. It's junk. Nice paint job, but junk. You rebuilt the engine. Although I am glad you found the problems with the engine and fixed them, you now have more in it than a new engine. You purchased a prop from the same person as the engine. You were then worried about it so you had

Dr. Dan the prop man check it out. It's junk. Soooo, you purchased a brand new prop from Hartzell (just like I had originally suggested). Good idea. You've got a pretty good avionics package installed but you had to cut yourself short because of the extra cost on the engine and prop. Now you can't afford the autopilot you wanted but you went ahead and installed the servos and wiring for it because it was easier to install while in the building process. Equipment installed that you can't use and adds a lot of extra weight. You also can't make up your mind about what to use all those switches on your stick grip for so you routed wires everywhere for every possible use and capped and stowed them for later. Loose ends. You decided to polish the plane rather than paint it. Now that you have polished awhile you think it might be a lot of "work". Now you're considering paint. You have told me that the upholstery is my responsibility, not yours. Now that you are out of money you want me to find a way to pay for it. Now let's review what we've got. You had a program. You sold the program to the committee. Once into the program, you were not getting what you paid for, so you had to go way over budget to save the program. The program has lots of loose ends and carries a lot of dead weight. Part of the program will take too much work so is being considered for revision. Now that you've been struggling for 6 years you're going to leave it to a Republican to bail you out. If that isn't a Democrat built airplane I don't know what is." Jeff's response, "Well, it all depends on what your definition of "is" is.

Jeff

Message From The Editor

By Lynn Coltharp

He's Baaaack!!!!

Bad news from the past. I am baaaack.! Bob Minich has agreed to take over the webpage chore. Loren Wilkinson was going to take over the newsletter chore and realized he had too many things going on in his personal life to be able to spend the time working on the newsletter. Soooo I agreed to do the

newsletter. As most of you know I had done the newsletter for what seemed like forever and had asked to be relieved. Bob Minich stepped up and volunteered to take over the newsletter. Bob has kept the presses rolling for the last couple of years and provided me with a needed rest period.

Bob has done a good job of getting contributions to the newsletter from the chapter officers. I hope to get more contributions from the general membership also to make our newsletter even better. So please get those cards and letters and e-mails to me.

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NOTICE the "9" preceding my email address. That is not part of the email address. The officers in the chapter have told me that they get a lot of junkmail that is generated from their email address being on our webpage EAA10.org. PLEASE NOTE: I have added a "9" preceding all of our e-mail address's so, if you need to e-mail any of them please delete the 9 from their address.

CHRISTMAS PARTY

DECEMBER 13TH

It's going to be another great Christmas party at the chapter home this year. We will start with the social hour at 6:00pm and start eating at 7:00pm. The menu this year has changed. We will be having barbecue provided by Legends Barbecue here in Owasso. We will have brisket, ribs and chicken and all the fixins. Brent Wadell has had them provide the food for some of his family get togethers and was really impressed.

So, come on out and bring a white elephant gift. If you are a boy bring one for a boy and if you are a girl bring one for a girl. I use the terms boy and girl rather carelessly since most of us are a long ways over the hill from being either a boy or girl. In the past we

have had some verrrry interesting gifts show up at this event.

The tickets will be \$12.50 each and you will need to make reservations because we always fill up. We can only handle about 80 people in the hangar for a sit-down dinner like this.

We owe Darline Opdyke a great big THANK YOU for handling the reservations for the last humpteen years and we will be giving her some relief this year. I have talked my wife Sallie Coltharp into taking over that chore for Darline this year.

Call SALLIE COLTHARP at 272-7255 this year for your reservations. You will need to send her a check for the number of tickets you need and your reservation will become valid when she receives the money. Note: her mailing address is the same as your newsletter editor on the front page. You can also email her at 9sacoltharp@cox.net (Note the 9 and delete it as mentioned previously in this newsletter) with your request but, you will have to get her the check some other way.

Tulsa fly-in Pictures

Richie Schroff took some pictures at the Tulsa Fly-in and posted them to a web site. They are quite good and you can look at them at:

<http://MyWebPlace.net/TulsaFlyIn03.html>

Want to buy an Airport??

The Haskell airport is coming up for auction at the airport on Oct 31 at 1pm. You can look over the particulars at www.WilliamsAuctions.com under current auctions.

Riveting News

by Craig Loomiller

Wow! The last three weeks have just flown by. If you didn't or weren't able to get a belly full of

sport aviation during the last several weeks, then its your own dang fault. It was all out there for the picking.

TULSA FLY-IN

It started off three weeks ago with the Tulsa Fly-in. We couldn't have asked for better weather for this event, it was just about perfect. The first day, Friday, was very laid back and relaxed except for a few brief moments. Right away Lorin Wilkinson and I had a spirited discussion on which way the aircraft parking rows ran. I think at that time we were the only two aircraft parked on the field and of course Lorin parked his Hatz one way and I parked my Warcoupe exactly the opposite. We had to call in Paul Millett for an expert evaluation and to settle our dispute. I ended up being right but Lorin can be excused since he was the very first arrival at the Fly-in. Way to go Lorin! Eventually 30-40 aircraft arrived that day by my count. It turned out to be a very enjoyable day. I did some shopping, attended a couple forums, and just hung out. It was my wife's birthday that day and I made a few jewelry purchases for her. I don't think she noticed that all the jewelry I got her was in the shape of an airplane.

On Saturday things really took off. Ha! Ha! As I was shutting off the engine on my aircraft, Chris McGuire of Vintage 10 drove up on his 4-wheeler. He wanted to know if I would park airplanes for a while. I said yes, and the next thing I know was that it was three hours later. In that period of time we parked about 300 aircraft. It couldn't have been done without all the volunteers that pitched in and helped. Thanks, guys! I was told later that there were over 340 aircraft that arrived on that Saturday. I was amazed at the wide variety of aircraft that showed up. We had everything was ultralights to jets on that field. The Grand Champion was a polished Spartan Executive that was absolutely perfect. It was kind of nice that a locally manufactured aircraft won. We figured that it would take 40-50 Warcoupes' used as trade-ins for one Spartan Exec. There's an old saying out there having something to do with the price of toys and the difference between men and boys. I can't remember exactly how it goes.

Saturday afternoon was spent visiting with friends and looking at airplanes. It sure was a nice way to spend a Saturday. Later in the afternoon, I helped set up the tent for the Awards Banquet

scheduled for that night. This year it was Chapter 10's turn to emcee the banquet and Bart talked me into co-hosting it with him. I'm going to have to come up with some better jokes though, the ones that I told sure bombed. In addition, the band my wife is a member of provided the entertainment for the dinner. They are called the Rock And Roll Revue and for several years practiced weekly in my hangar, so they owed me a gig. I'm not bragging, but I think they were a big hit. The only thing wrong with the Banquet was that all of the award winners had already departed Bartlesville for home. It would have been nice to actually hand a trophy out to someone. I eventually flew the Warcoupe back home that night. Man, was it dark! I had to shoot two approaches to get her down. The first one was a little fast and way too high, the second one was just right. All in all, it was a nice weekend.

None of this could have happened without all the volunteers that contributed their time and energy in so many ways. Charlie Harris was the Fly-in Chairman and kept everybody focused leading up to the event. Chapter member Sharon Lairmore did an excellent job as Registration Chairperson. This was her first year doing it and she and her staff did a flawless job. Thanks Sharon. We had Chapter members working all over the fly-in. They were driving people haulers, parking aircraft, engaged in ramp security, conducting forums and many other tasks to numerous to mention. We had to make Bob Williams go take a break from parking aircraft; he wouldn't do it on his own. Chapter 10 is a hard-working, community-focused group and I for one am proud to be a member of it. I would like to extend a well-deserved thank you to everybody that pitched in.

AIRMAN ACRES BEAN DINNER

The following Saturday was another great aviation day. As I was taxiing out from my hangar, our Young Eagles Coordinator Charles Freeland was holding another Young Eagles event at the Chapter hangar. At the same time, Gundy's was under attack by a bomber squadron based out of Airman Acres. On top of it all, John Forister was having problems with his Piper Comanche. He'll have to explain what happened, not me. After checking everything out, I finally departed and went over to the bean dinner. As

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always, this event is a lot of fun. Everybody milled about visiting with each other until the cannon went off and then it was time to eat. I had to fill my bowl full of beans twice before I had enough. I think there were about 75 aircraft that flew in for the event, so it was well attended. As I departed the dinner, I had a difficult decision to make. Do I go home and get my glider and go soaring or do I fly the Warcoupe over to Grand Lake to verify that it was still full of water. It was a tough decision, but my civic responsibility won out. There was really no reason to worry though, it turned out that the lake had plenty of water in it. On the way back to Gundy's, the ride got kind of bumpy because of the afternoon thermals. This got me to thinking, so I thought to my self; "I wonder how well the Warcoupe would perform if it were a glider." Well, I had to find out. At the next big bump I came to, I cut power back to 1500 RPM and started thermalling. This is no lie! I was able to pick up and maintain a climb rate of 600 FPM over the next several minutes. Eventually, I gained a little over 3,000 feet in just that one thermal. Of course, as soon as I left it, I sank like a rock. As I picked up the next thermal, I was able to pretty much duplicate my previous results. I did this for a while until it was time to go home. I have a question though, "Do I log that time as airplane or glider time?" I received a phone call the next day from our daughter wanting to know if we were home. I told her that we weren't home but she didn't believe me. She wanted to know if it would be ok to bring three fellow college students from England by the house and, oh by the way, could you give them all an airplane ride. It turned out to be a lot of fun because as it turned out, they had never been in a small aircraft before. It was a nice way to finish up the weekend.

GUNDY'S WINGDING

Early Sunday morning with the skies overcast and a light drizzle in the air, the intrepid airmen assembled for their mission at the squadron hangar. This ragtag bunch was to fly a variety of equipment. There was a Russian fighter, a Naval warbird, and several other aircraft more commonly found on civilian airfields than on the military field that they were assembled on today. Their mission was simple. Several enemy airfields in the area were to be bombed into uselessness. The names of which were infamous: Airman Acres, Sand Ridge, and Sagaia.

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As the heavily laden bombers lumbered off into the mist one by one, their crews all knew there was a chance they wouldn't make it back. Hours later, once they were all back safely on the ground, the veteran crews celebrated and rejoiced as the results of their successful mission came in.

This Year's WingDing got off to a damp start but as the day wore on, the skies cleared making for a very pleasant day. The morning overcast probably cut down on attendance this year, but didn't stop everyone from having a good time. Gundy's Owner and Chapter 10 member Roger Weiden went all out this year for the WingDing. There was food galore, in addition to the 150 pounds of chicken wings that were barbecued; everyone else brought a covered dish as well. There was also cotton candy and fresh popcorn to nibble on. Nobody went away hungry.

Roger also sponsored a pilot proficiency competition that tested everyone's skills as aviators. The competition consisted of three tasks (1) pop a helium balloon that was released at the far end of the runway at the same time that your wheels broke ground on takeoff using your propeller;(2) while remaining in the pattern, circle around and drop a flour bomb on a mid-field target on your next pass down the runway, and (3) while on downwind adjacent to a painted line of the runway, pull power to idle and simulate engine-out procedures to a spot landing on the runway. You were scored on how close you came to each target. The winner was Shawn Benson of Gundy's who won on the basis of his spot landing ability. His landing was almost perfect. I finished in second place, and Oklahoma Aviator Publisher

Mike Huffman took third place. Mike would have won the whole competition if his tail wheel hadn't touched down on the ground on the wrong side of the line in the spot-landing event. Local merchants had donated prizes for the winners. First prize was a new headset, while second and third prizes were airplane banks. I think everybody had a good time competing. I know I did.

Every now and then I read that aviation is dying. After attending all these different aviation events over the last several weeks, you couldn't prove it by me. If you ask me, there are currently more aircraft in the air going more places than I've seen in the past several years. Chapter 10 averages one aircraft completion a month and has held on to

that rate for the last year or so. Just ask Bart if you don't believe me. All this activity is good for sport aviation. Get out and fly!

Craig

Young Eagle Report

978,386

by Charles Freeland

September 27 Flight – Saturday morning we had a good turnout of pilots, ground crew and kids. We flew 32 Young Eagles!

November 1st Flight – Saturday: We want to have a *really* big flight. Dear EAA friends, we are scheduling a major EAA Young Eagles flight for **November 1st, starting at 9:00 a.m.** The bad weather date would be November 8th.

We need all the pilots we can get. We also need: 2 flight line managers, 2 registration managers, and a pre-flight briefer.

Channel 8 wants to cover the event (I'm told). I would like to get out advanced notice in newspapers, radios, and TV. But I need to have enough confirmed pilots before I do that.

Please check your schedules and see if you and your plane (if you are flying) are available on November 1st.

Please email a return or phone me at 272-9829 as soon as you can. We have to have the planes before we can commit to a public announcement.

Thanks!

Charlie Freeland, Young Eagles Coordinator, Chapter 10, EAA

Calendar Of Events

October 18 – Coffeyville Chili Feed 11:00am
 October 20 – Chapter 10 Meeting @ Gundy's
 October 25 – EAA10 Pancake Breakfast 7:30-9:00
 October 24-25 – Reklaw Fly-In
 November 01 – Ponca City Breakfast Fly-in
 November 08 – Fairview Fly-In
 November 17 – Pie Auction/Meeting @ Gundy's
 November 30 – Decorating Party @ Gundy's
 Dec 06 – Vinita Chili feed
 Dec 13th – Christmas Party @ Gundy's
To add an item to our calendar, get the information to the newsletter editor Lynn Coltharp. 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) 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

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
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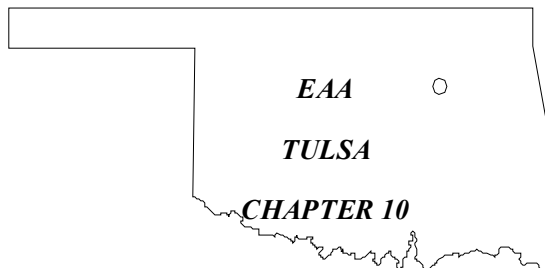
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Next Meeting: Monday, October 20 at 7:30pm
CHAPTER HOME AT GUNDY'S
Snacks: Last names starting with T-V