

# **EAA Chapter 10**

## *January 2004 Newsletter*

### **Words From The Pres.**

By: Bart Dalton

Times have changed as we move into the second century of flight. It is hard to believe that we at EAA have concluded our ten year program of introducing one million kids to flight (WE MADE OUR GOAL!!!!). As we begin this year at our local chapter, EAA National is also searching for some new beginnings too. We still have not heard what the new program that will replace Young Eagles will be but I hope we still have something similar to continue to introduce kids to aviation. I don't think EAA has a way to track whether or not participants in the Young Eagle program over the years have pursued a career in aviation, but I sure would like to know how much impact this whole program has had on influencing kids toward some sort of involvement in aviation whether full time or as a hobby. As we look toward a new year at EAA 10 we hope to make it an exciting one. We will still have some of our new things in place from last year and will try to add some more interesting and fun things for this year. Things already look busy as we begin this year. Last year we had six aircraft completions in our chapter. Right now I already know of two inspections waiting on me. I hope we see many more aircraft come to life this year.

A few things worth noting in the National EAA spotlight would include the planes built during centennial of flight program and Scaled Composite's two aircraft in the spotlight. EAA had estimated that there would be around 500 aircraft completed during 2003. It appears that there were over 650. This shows that Amateur-Built aircraft are a large part of aviation today. During last November I had an opportunity to travel to California to inspect two Turbine Legend aircraft. These aircraft were not your basic J-3 cub. I was told that the avionics package alone in just one aircraft was right at \$100,000. I also noticed that a home-built aircraft has past the sound barrier by flying over 1.2 Mach. Burt Rutan's Spaceship one is well on its way to making its space adventure. The other Scaled Composite's plane about ready to fly is the jet designed to fly around the world in 80 hours by Steve Faucet. This will really be a great event if Steve can pull it off.

Since we are a group of people who like to fly, build, and restore aircraft, we plan to start the year off with a builder profile for the first meeting. We will have a beautiful RV-8 that was built by Jeff and Jana Wedman. Yes, I did state the builder's names correct as Jeff's wife Jana did quite a bit of work on the aircraft. I am not talking about just bringing Jeff something to drink or being his "go-fur" but doing real life work on her own. After Jeff made his first test flight he allowed me to take it for a spin. I had a lot of fun flying such a wonderful aircraft. I was able to put it through most of the flight test maneuvers during the flight. Other than a rich idling engine and a little wing heavy it was just about as perfect as it gets. Plan to show up for the meeting to checkout the beautiful workmanship and hear Jeff and Jana tell about their experiences (good & bad) of building their wonderful aircraft. Don't forget to bring snacks if you last name falls within the letters for January. Also if you have not paid this years dues please bring some extra cash, we will also take a check. See you at the meeting.

### **Notes from the Treasurer**

*By Jeff Wedman*

As Treasurer, one of the jobs that I must do is remind members that the end of the year is near and it will be dues payment time again. Lynn is going to print a dues form in the newsletter to help me keep track of who's paid their dues. Please use it if you pay by cash or check as it helps me keep my sanity. Dues will be \$20 for 2004, same as last year.

Goodbye 2003, Hello 2004. What a year it has been. I can't believe it has been one whole year since I agreed to take the Treasures position here at EAA 10. We have accomplished a lot financially over the last year. We sent another teenage student to the air academy in Oshkosh and paid 100% of the cost including travel expenses. We purchased all new tables and a new refrigerator for the hanger plus many small items too many to mention. We purchased badly needed repair parts for the pancake

grill and thanks to Lynn Coltharp they were installed. All of this on top of hanger property rent, electric, gas, insurance, monthly newsletter printing and postage.

Many thanks go out to the pancake breakfast volunteers and to the members and friends that support the breakfast with their donations. The breakfast consistently brings in enough to pay for hanger property rent plus a little extra. The B-17 visit was a very big help this year as it brought well over \$1000 into the chapter. A job well done. The pie auction was a success as usual with 100% of the proceeds going for door prizes for the Christmas party. If you have never been to the Christmas party I encourage everyone to come to the 2004 party, it's a great time.

The largest income for the chapter are the dues. Dues are \$20 again this year. Please use the form in the newsletter to let us know of any change of address as we use this information for the newsletter mailings.

**Happy New Year to you all and may you have tail winds where ever you go in 2004.**

## **MEMBERSHIP RENEWAL**

At the end of this newsletter you will find an application for renewal of your membership for the upcoming year. Please fill this out and get it to Jeff Wedman. The dues are \$20.00 per year.



### **Todd Chisum Enjoying Aviation In Kabul Afghanistan**

Thanks! Here's a shot of me at the Kabul International Airport after a trip in a Soviet Mi-8 Hip helicopter. The airplane in the background is an Antonov An-12 Cub, the helicopter fuselage is an Mi-24 Hind-D attack chopper. Pretty cool, huh?

Todd E Chisum  
MAJ(P), IN  
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### **Christmas Party**

By Lynn Coltharp

The Christmas party was another great success this year with a full house in attendance. Somehow this event always turns out to be a lot of fun. The weather was not too cold so we had no problem being cold. We have a heater that works good but when the outside temperature is really cold it reminds us that the place is really a hangar.

We need to give a big THANK YOU to the guys and gals that did the decorating for the event . The place really looked festive. We also need to give a great big THANK YOU to the guys and gals that took down all the decorations and cleaned up the joint afterwards. The guys that rounded up the door prizes did an excellent job and everyone at the party got a door prize. We need to remember the companies and people that donated the prizes .

There were a good variety of gifts that were exchanged. Some of them were indeed very interesting. Maybe we can get Ron Dunn to wear his gift to the next meeting???

### **Air Academy**

Each year our chapter Sponsors a youth between the ages of 12 and 15 to send to the Air Academy put on by the Experimental Aircraft Association in Oshkosh, Wisconsin. We request that interested youths fill in the application found in this newsletter. Follow the information on the application about the letter and recommendations. Then mail it to one of the addresses shown on the application

Our chapter will pay all the expenses of the trip including airfare to and from Oshkosh. The academy lasts 5 days and will be held at the EAA Aviation Center facility which includes the Air Academy Lodge residence facility; Buehler Eagle Flight Leadership Center Classroom, laboratory and computer facility, EAA Airventure Museum and Pioneer Airport in Oshkosh, Wisconsin. There are two separate classes; one for 12-13 ages and one for 14-15 ages.

After receiving the applications and information a committee will review and evaluate each application and pick a deserving individual to sponsor. We request that the selected youth prepare a presentation about his experience at the academy for our August meeting. The deadline for the applications is April 15 and we will make our selection by April 30.

We will have flyers about the Academy available at our January meeting for passing out to interested parties.

### **First passenger for RV-8 N474JW**

By Jeff and Jana Wedman

Jana and I were asked if we would write another article for the newsletter and we thought we might tell our story of our fist flight together in the RV-8, kind of a he said, she said type article.

### **He said!!!**

Finally after 6 years and 40 hours of solo flight test, Jana was ready for her first ride in the RV. I was really concerned with the weight and balance of the aircraft so I went over the weight and balance several times. Being a tandem seat airplane you've got to be aware of where the center of gravity is. During construction of the plane I was always looking for ways to lighten the aircraft. Jana was always telling me "why don't you just loose a few pounds, wouldn't that be a lot more practical". I would tell her "hey I'm big boned not over weight". She would just roll her eyes and go on. I did everything I could to cut weight. The day of the first flight we had about half fuel and after going over the weight and balance I was satisfied that we were well in the CG range.

I loaded Jana into the back seat and headed out to the runway. I did the run up and set the trim in a slight nose down position and we were ready to go. I could definitely tell that there was more weight in the back by the force it took on the stick to get the tail up. But the takeoff was normal. We headed over to Claremore for some landings. Upon entering the pattern I heard a friend call out that he was on final. So I then announced "experimental RV-8 heavy in the pattern for landings". He then called back and asked me what I meant by "heavy". I told him the wife was on board. I got a bink on the back of the head for that one. We did about 5 landings with full flaps. The first couple of landings kind of bounced in but by the 5<sup>th</sup> landing I felt comfortable. We then headed over to Sageeyah airport to see how Jim

Quinn was doing with his RV-6. I must say the landing at Sageeyah felt really good. I thought to myself “hey I’m getting this down”. Jim wasn’t at the airport so we fueled up to see how the plane handled with full fuel and a back seat passenger. I could tell a little difference but not much. We then headed out towards the west for some sight seeing then back to Gundy’s for an uneventful landing.

We have since made a flight to Lawrence Ks. to see our son who is attending KU. I almost canceled that trip because the wind looked like it was really strong out of the west.

Jana convinced me that we should go. To my surprise the wind wasn’t that bad and the flight went very well. Jana wants to go get a \$100 hamburger at the golden arches up north but every time we try and go the wind is gusty or the ceiling is low. In the near future we will probably make it to that \$100 hamburger.

### **She said!!!**

I can’t believe it, after 6 years I finally get to ride in the RV-8. The day of my first ride, Jeff had been going over the weight and balance of the airplane with a fine tooth comb. He tells me because of the tandem seating the center of gravity can change a bit which I do understand. It’s funny, during the building process Jeff was always worried about the weight of the airplane. For example, he would replace screws that had too many threads showing past nut plates. He would say “any more than 3 threads showing are excessive and unnecessary”. The boys and I would joke with him about his desire to keep the weight down. We suggested that he loose some weight and quit trying so hard to cut the aircraft weight. After all wouldn’t that be a lot easier. He would always come up with some excuse why he couldn’t loose a few pounds like “I’m not over weight I’m just big boned”. Well we all know that you can take another man with the same stature as Jeff but considerably lighter in weight and there skeletal mass would be within a few pounds of each other. The only skeletal part that I can see that’s any bigger on Jeff is his head, which seems to have gotten bigger since that first flight. I’m sure it’s mostly air and a little extra air added to the air that was already there will not cause him to weigh much more. Anyway back to the

flight. We had about half fuel and Jeff figured that was going to be alright for the first flight. He taxied out and did the run up and off we went. I really enjoy the visibility out of that canopy. He then headed over to Claremore for some landings as he felt the extra runway would be a plus. When he made his radio call into Claremore, a friend of ours answered back on the radio and wanted to know what we were up to. Jeff answered by telling him that he was out doing some heavy weight landings. Our friend wanted to know what Jeff meant by “heavy” and Jeff replied “the wife’s in the back”. I had to thump him one from behind for that remark. We made about five landings and I guess they were all normal because they were all about the same. The only part I saw that was different about them was how high we would bounce back up into the air after the first bounce. The best I can tell is that you must bounce back up in the air 3 to 5 feet on the first bounce and then decrease that a little for the next 4 bounces for a total of 5 bounces. I must say he has got that down pretty well. We then headed over to Sageeyah airport to see how Jim Quinn was coming along with his RV-6A. Jeff really messed up the landing at Sageeyah. It didn’t have the consistency as the last 5 landings at Claremore. I was waiting for the 3 to 5 feet first bounce with the gradually decreasing next 4 bounces but it didn’t happen. You couldn’t even tell when we touched down. As we taxied up to the gas pump I asked Jeff why he didn’t bounce it in like he did in Claremore and that he sure messed up that last landing. All I heard over the intercom was a little bit of mumbling and then a click, then total silence.

Jim wasn’t at the airport so Jeff fueled up and headed off to see how the airplane handled with full fuel and me in the back. By then the intercom started working again, he turned it back on, and I asked him if we could go over Skiatook Lake for some sight seeing. We circled the lake once and headed back to Gundy’s.

Since that first flight we have been to Lawrence Ks. to see our son who attends KU. I really had to do some prodding to get him to go as he thought the wind was a bit too strong that day. I appreciate the fact that he is that cautious but the wind wasn’t that bad. Back in my younger days I was in the musical Oklahoma and I believe the first line of the song

Oklahoma goes something like “Oklahoma where the wind comes sweeping down the plains”. Rogers and Hammerstein knew it was windy in Oklahoma, Jeff should know he lives here. If you live in Oklahoma and you fly, you have to learn to fly in windy weather. I’m going to keep the pressure on him to keep flying and practicing those landings because I want to GO PLACES!!

## AIRPLANES COMPARED TO WOMEN

By Craig Loomiller

I like airplanes because:

Airplanes usually kill you quickly, women take their time.

Airplanes can be turned on by a flick of a switch.

Airplanes don't get mad if you do a "touch and go."

Airplanes don't object to a preflight inspection.

Airplanes come with manuals that explain their operation and behavior.

Airplanes have strict limits on weight and balance.

Airplanes can be flown any time of the month.

Airplanes don't come with in-laws.

Airplanes don't care about how many other airplanes you're already flying, much less looking at.

Airplanes and pilots both arrive (and take off) at the same time.

Airplanes don't mind if you buy airplane magazines.

Airplanes expect to be tied down.

Airplanes don't comment on your piloting skills.

However....when airplanes go quiet.....just like women, it's usually not a good sign.

Editors note: Craig has no sense of self preservation. On second thought, he may have intended this be an anonymous contribution to the newsletter. Ye olde editor has a sense of humor huh



**Dale Olson's**

**Superior 0-360**

Oh – my goodness where do all these parts go?

Well ----- they all went off to California!!!!!!!!!!!!!! On the front end of Dale's RV6.

## Calendar Of Events

January 24 – EAA10 Pancake Breakfast 7:30-9:00  
 April 19 – Bhrrat fest/meeting @ the meeting  
 May 16<sup>th</sup> – Annual Chapter Picnic @ Gundy's  
 Dec 11 – 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 A-C, then January 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

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### **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.

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## ***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

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### **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:

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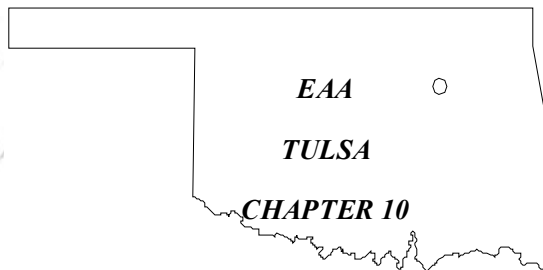
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**Next Meeting: Monday, January 19 2004 at 7:3pm**  
**CHAPTER HOME AT GUNDY'S**

*Snacks: Last names starting with A-C*