

EAA Chapter 10

May 2004 Newsletter

CHAPTER PICNIC MAY 16

1:00PM

Words From The Pres.

By: Bart Dalton

Now that the April showers have passed we can start looking forward to great May flying weather. I really hope that the weather is good on Sunday May 16 as we hope to have a great turnout for our Chapter picnic that we have every May. There will NOT be a meeting on the third Monday night of May as our monthly meeting will be the picnic. We will start eating at 1300 (one-o'clock sharp). The chapter will be cooking hamburgers and hotdogs and have buns and drinks. All anyone needs to bring is either a salad, desert, or a side dish to go with the hamburgers.

I can not wait till our June meeting. I have booked our program before it has even flown. The program will be the final product of 12 years of construction by John Hudec. I had the wonderful opportunity to inspect and issue paperwork on a very beautiful Waco UMF-5 that John engineered and built from plans only; purchased from the National Archives. You would not believe the engineering that John incorporated. Even though this is an exact scale reproduction there are many things on this aircraft that were not on the original Waco. You will not want to miss the June meeting to take in the wonders of this greatly constructed flying machine.

I noticed that the EAA B-17 had a gear total gear collapse in Van Nuys, CA May 6th while on rollout after landing. They were about to turn off the runway and were traveling about 30MPH. I don't know who was flying but there were no injuries as all the passengers and crew exited safely.

ATS tool company is giving away a homebuilder's tool kit and you can go to there website to sign-up. The ADA, OK Air-fest and War-bird Fly-in is June 26. This year at Oshkosh there will be a presentation by Burt Rutan about what is going on at Scaled Composites. He will present current information on

the Space ship One and the Global flyer. Also the Aeroshell Square is rapidly filling up with some very interesting planes that will be on display.

Plan to come out on the 16th for the picnic and make sure to tell everyone that you see!!!

Riveting News for May

by Craig Loomiller

It's that time of year again. On Sunday May 16th @ 1:00 p.m., we'll see you at the EAA Chapter 10 Annual Spring Picnic. We will be having the picnic instead of our regular membership meeting this month. As is done every year, the Chapter will supply the hamburgers, hot dogs, and the refreshments with the rest of the membership bringing a covered dish or desert to share with everyone. I usually bring my famous coconut cake each year but since I'm now on a diet, there's no way I can make it without taking a bite. I'll probably have to bring something else. This event is usually a lot of fun depending on the weather, and I have it on good authority that the weather will be nice this year. So come on out and enjoy the fun.

Speaking of weather, Young Eagles Coordinator Charles Freeland has even worse luck than I do in scheduling a flying event. Not only was the main date rained out, but the 2 rain dates were rained out as well. I was kind of thinking of scheduling a Poker Run during that same time frame until I heard that Charles had this scheduled, so maybe a little of it was my fault. I've had several people ask if I had anything to do with the scheduling. I swear I didn't! Well anyway, Charles is going to try to schedule it again after this month's pancake breakfast. Read his article elsewhere in this newsletter concerning this event.

I think I'll try to schedule a Poker Run for June this year. I have a good feeling about this. I think that this will be the one time when we'll actually get to pull it off without getting it rained out. Stay tuned and watch the newsletter for scheduling.

I got to fly my glider for the first time this spring last weekend. I was kind of apprehensive since I hadn't flown it since last October. Yes, last October! It seems like almost every weekend since

then has been cloudy, rainy, too windy, or a combination of all three at the same time. When we finally get a good day for soaring, I usually have some other obligation. So I was really looking forward to taking my glider out. The first flight wasn't too bad except for when I smacked my head on the canopy during the tow (there was quite a bit of turbulence) and also when I had to land it in a 90 degree 20 knot crosswind. I made it down safely using a pretty good crab angle until the very end. It's a good thing that these gliders don't roll very far or I would have run off the edge of the runway. As it was, I still weather-vaned pretty good before I was able to get out of the glider. With that out of the way, I just had to go up again right away. With one flight under my belt already, the second flight turned out to be a piece of cake. I still had to crab a lot and the aircraft still weather-vaned, but hey; I was ready for it this time! I sure love the Spring winds around these parts! I flew for a total of a half hour and was pretty pleased. I can't wait to go again.

There are a couple of flying events scheduled over the next several weeks that a lot of our members will be attending. The same weekend as our picnic, the Southwest Regional Fly-In (SWERFI) down in Texas will be held. I know that there are several of our members that are planning on going. If you want additional information about this fly-in contact Lynn Coltharp or Paul Shireman. I know they are planning to go. If you want to attend something closer to home, on June 4th and 5th the National Bi-plane Association convention will be held up in Bartlesville. They will have a pretty good variety of multi-winged aircraft to look at. I know several of our members will also be working as volunteers during this event as well. I know I'm planning on going.

It looks like flying season is finally here in Oklahoma

April Meeting

by Craig Loomiller

If you didn't make it to last month's meeting, you missed a really good time. That's right, it was the 2nd annual EAA Chapter 10 Brat Feed. We cooked up 80 brats for the assembled masses to consume. In addition to the brats, we had corn-on-the-cob, sauerkraut and all the other fixings. Bart

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started out Monday morning prepping them for the meeting. This involved boiling them in beer and onions to get the right taste. Bart said he didn't drink any of the beer but I find that hard to believe. Later that afternoon we browned them on the grill to get them just right. We must have done something right since there weren't any left over, either that or we didn't cook enough. I think it was a combination of both, but you can blame Lynn Coltharp for that. He told us how many to get this year. We cooked far to many last year, too few this year, so maybe next year we'll get it just right. Regardless, I think everybody had a good time.

The meeting itself was also pretty good. We had Chapter 10 member Mark Burns give a talk on a new organization he's trying to put together. I loved the name of his group: the OKLAHOMA AIR FORCE or OAF for short. In their mission statement, they want to put together a squadron of ¾ scale WWII replicas painted in the colors of famous Oklahoma air aces. It turns out there were quite a few of these gentlemen from Oklahoma. The aircraft that will be the backbone of the group will be a nice looking P-51 replica manufactured in kit form by a company called Titan Aircraft. We were shown a video of it in operation. They have a website with the address titanaircraft.com. The aircraft looked quite impressive. If you're interested in joining this group, I know Mark would be glad to talk to you.

Subject: M-20 glider lesson

by Larry Brooks

It was late in the evening just before sunset. My son, daughter and I had lifted off from Gundys for a short cross country to western Oklahoma. At about 15 feet above ground things got very quiet. The end of the runway was rapidly approaching. With flaps up and gear down I believed that I could make it over the road and into the field at the south end of the runway.

Unfortunately, the plane had too little airspeed and too little altitude and bounced on the road. Luckily, this gave the front of the plane enough lift to carry over the ditch up the embankment. The plane's

momentum ripped off the landing gear and carried us through a barbed wire fence and between some blackjack trees (one of which ripped off the right wing).

We came to rest about 20 feet from the fence. I instructed the passengers to leave the plane quickly in case of leaking fuel which might ignite. We experienced no fire. Everyone made it out without a scratch. My passengers said it wasn't a particularly rough landing. I credit our survival to the engineers who designed the M20 Mooney. The tubular steel cage that surrounds the cockpit probably saved us from injury. Wooden wing Mooneys values are often less than the cost to rebuild the wing. N866B would never fly again.

Of course by the time we were out of the airplane, people had called the police and ambulance and fire department. Each of the occupants of the plane had to submit to questions from these agencies. The FAA investigated, but since no injuries occurred and I didn't carry hull insurance, they made only a cursory inspection of the wreckage. The agent from the FAA was friendly and asked that I have a magneto tested to see if I had lost spark. It checked OK. I'll never know exactly why the engine quit. I suspect a fuel problem.

It would probably be a good idea to clean if not replace all fuel lines if your plane is 40 years old. I got a piece of free advice from an aviation attorney who was present when we hauled away the wreckage. He told me to never volunteer information to the FAA. The FAA chose not to cite me for any violations which was a great relief. I would like to take this opportunity to thank everyone who helped me haul away the wreckage.

Larry Brooks
Mooney glider pilot



CLOSE CALL

submitted by Bob Viet

This one was really close. Check out the speed brakes fully deployed on the F-16 on the left! These guys are better than this, but close calls do happen. Obviously the timing was off in this maneuver. In a crossover, both planes try to cross each other at the same altitude going different directions. The lead plane flies a constant airspeed, and the second plane adjusts his airspeed (relative motion) to stay as close possible without having a mid-air.

In the photo, the second plane was going too fast and pulled his speed brakes (panels sticking out on tail) and idled his engine (decreased contrail). He also was changing his altitude, based on the aeronautical law that states that two planes cannot safely occupy the same airspace at the same time. The altitude change was what saved him.

I still can't believe they didn't swap paint.

.....I Guess This is why people like air shows.....

MAGAZINE COLLECTIONS

by Lynn Coltharp

We all save our Sport Aviation and a myriad of other prized magazines through the years. Finally we begin to realize the collection is getting cumbersome and we are not ever referring back to them. It is such a valuable collection it would be a shame to just throw them away. We have all done this haven't we?

Through the years quite a few people have brought boxes filled with these prized collections and left them at the EAA hangar. It seems like it would be great for people hanging around the EAA hangar to be able to lounge around and read old magazines right? The reality is that just does not happen. They lie around and get dusty and maybe even wet and finally they get thrown out. I am sure we have thrown out a couple thousand pounds through the years.

The Chapter appreciates the thought and the effort people make to bring these collections to the chapter hangar. It is a good idea, but unfortunately it just does not work.

If you have a collection of magazines you think would be useful to the chapter members bring them to a meeting and announce you have brought them for everyone's perusal and they are welcome to take one or all of them. After the meeting take the remaining magazines back home with you.

You might be able to find them a new home at places like schools, doctors' offices, barber shops, garage sales and places such as that.

TULSA FLY-IN

The Annual Tulsa Fly-In at Bartlesville is scheduled for September 17th and 18th this year. Craig Loomiller has been attending planning meetings for the event and he reports that our chapter will be participating at the fly-in in several support roles.

Mark your calendars and plan on being available to help at the fly-in. I am sure there will be requests for volunteers when we get closer to the dates.

YOUNG EAGLES

I swear Charley Freeland sent me an article for the newsletter about Young Eagles but I cannot find it anywhere. Probably I saved it to some unfindable spot on the hard drive. I think they are planning one after the pancake breakfast. Ask them about it.

From an observers point of view it seems that Charley and Dan have been taking lessons from Craig Loomiller(the poker run coordinator). They

have had three dates rained out in the last month. Hopefully they will not schedule a Young Eagles Flight on the same day that Craig schedules a poker run. My guess is we will all have to carve our self an ark if that ever happens.

Anyway, they all deserve a thank you for their efforts to have a successful session this spring.

HOW MUCH IS PEACE OF MIND WORTH?

by Lynn Coltharp

On a recent three day stay at Lubbock I arrived at an unfamiliar airport. There was no one at the FBO so I tried in vane to find outside tie-downs. After a futile search of some old tires I found only one single rope. An open hangar led me to a man working on his airplane and I asked about tie-downs. He said he was new to the airport and did not know, but he had a number and called the owner. He said the owner said I could put it in a large hangar with other airplanes and the owner was a very nice guy. Next he mentioned a number and I told him I was not interested in being in a hangar for that amount and he said "no-no that is the combination to the lock".

As I was leaving the airport I noticed a sign on the door "overnight hangar \$20. Well that was more than I wanted to pay but did not want the hassle of moving back out and installing my own tie-downs.

Two nights later one of those tornado/softball hail things came through Lubbock about three miles from the airport. At that time the \$60 hangar cost was a great buy.

FOR SALE

1959 Comanche 180
total time 4281 hours
engine total time 2347 hours
Kenneth Gates
9biplanepilot1@sbcglobal.net
(918)396-0968 (evenings from 6:00 to 9:00 please)
See picture at WWW. EAA10.org

Calendar Of Events

May 14-15 SWRFI @ New Braunfels, Tx
 May 16th – Annual Chapter Picnic @ Gundy's
 May 22 – EAA10 Pancake Breakfast 7:30-9:00
 May 28-29 Atchison, Ks Kansas city Fly-in
 June 4-5 Biplane Fly-In @ Bartlesville
 July 27-Aug 02 Oshkosh
 Sept 17-18 Tulsa Fly-In @ Bartlesville
 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 M, 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
 EAA Chapter 10 Treasurer
 P O Box 2075
 Owasso, OK 74055
 (918) 272-8566

EAA TULSA CHAPTER 10

PRESIDENT

Bart Dalton
P.O. Box 205
Owasso, OK 74055
272-8551
9planenutty@juno.com

VICE PRESIDENT

Craig Loomiller
16876 E. 79th Court North
Owasso, OK 74055
272-6282
9ccaloom@attg.net

SECRETARY

Larry Brooks
P.O. Box 786
Skiatook, Ok 74070
396-7921
9LCBrooks@gbronline.com

TREASURER

Jeff Wedman
P O Box 2075
Owasso, OK 74055
272-8566
9jswedman@cox.net

NEWSLETTER EDITOR

Lynn Coltharp
16716 E. 80th St. N. Owasso, Ok 74055
272-7255
9scoltharp3@cox.net

PAST PRESIDENT

Bhrent Waddell
13415 N. 155th E. Ave
Collinsville, OK 74021
371-5022
9bwaddell@GBRonline.com

FLIGHT ADVISOR

Randy Brooks
(405) 354-1272
9EAA857@cox.net

TECHNICAL COUNSELORS

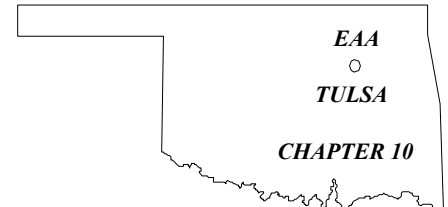
Don Pearsall	272-5551	9dpowasso@cox.net
Bart Dalton (DAR)	272-8551	9planenutty@juno.com
Roger White	371-4949	9RogerandEJ@prodigy.net

YOUNG EAGLE COORDINATORS

Charles Freeland	9charfreeland@unidial.com
Dan Kloker	



16716 E. 80th St. N.
Owasso, Ok 74055



Next Meeting: SUNDAY, MAY 16, 2004 at 1:00pm -- PICNIC
CHAPTER HOME AT GUNDY'S

EXTRA!

The Tulsa Chapter 10 of the Experimental Aircraft Association will conduct a **Young Eagles Rally** at Gundy Airport east of Owasso on **Saturday, May 22nd**, from **9:00 a.m. until noon**. The purpose of the rally is to give free airplane rides to children, ages 8-18.

Please let me know if you will be able to participate. Also, if you intend to participate, it's time to check out the ol' plane's annual and all of the other things needed to be up and running!

The Experimental Aircraft Association has flown over a million children over the past 10 years. The program is now a permanent part of the association. Before their flight the children and youth will be given a brief ground school in airplane safety, airplane systems, and will be encouraged in their school studies.

We need all of the volunteers we can gather: pilots and planes, ground personnel, etc.

For further information, call Charles Freeland, 272-9829.

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