

# **EAA Chapter 10**

## *January 2005 Newsletter*

### **Calendar Of Events**

Jan 17 - Monthly Meeting Gundy's 7:30pm  
Jan 22 - Pancake Breakfast - 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.*

## **NEW SLATE OF OFFICERS**

A new slate of officers have been elected to lead our chapter for next year. The 2004 officers have done an excellent job of keeping our chapter rolling for 2004.

The new officers for 2005 are:

**President: Craig Loomiller**  
**Vice President: Jeff Wedman**  
**Secretary: Larry Brooks**  
**Treasurer: John Nys**

## **EAA 10 NEW ADDRESS**

Please note: Our chapter now has a Post Office Box for our permanent address. Any communications to the chapter should be addressed to the new address.

**EAA 10**  
**P.O. Box 1985**  
**Owasso, Ok 74055**

## **JANUARY MEETING**

Our resident RV GURU John Nys, will be giving a program on building RVs and will have some significant RV-10 parts to show.

**EAA 10 January 2005**

## **2005 EAA Air Academy Scholarship Applications**

by Jeff Wedman

I hope everyone had a good Christmas and New Year holiday. I sure did. Speaking of the new year, its time for the 2005 EAA Air Academy Scholarship applications. Chapter 10 is starting the application process a little earlier this year, as it will give us more time to make the arrangements with the Air Academy once our candidate is chosen.

Chapter 10 is accepting applications for ages 12 thru 15. Applicants must be 12 years old by June 28, 2005 and cannot be older than 15 years as of July 17, 2005. Applicants must supply a letter stating aviation experiences, interest and career goals. Please include age and birth date. They must also provide two letters of recommendation from teachers, clergy, Flight instructors, EAA members, etc. No letters of recommendation from family members please. These letters are required by the Air Academy and Chapter 10 will use these letters to make our selection. The successful candidate's letters will then be forwarded to the Air Academy. Please send these application letters to:

EAA chapter 10  
P.O. Box 1985  
Owasso Ok. 74055

You can also hand deliver application letters to a Chapter 10 officer at the monthly meetings. All application letters must be received by March 31, 2005.

The Chapter 10 Air Academy Scholarship recipient will be selected in the month of April. Once our candidate is chosen, he or she will receive a packet of information including *Permission to participate, Liability Waiver, Release & Indemnification, Health Form, Travel Form and other pertinent information* will be sent to the recipient. A physical exam within the 24 months prior to the camp start date is required. All Academy fees and airfares will be provided by EAA Chapter 10. The successful candidate will be able to select his or her attendance dates from the Academy Sessions listed below.

If a 12 or 13 year old is chosen the camp dates will be as follows:

Session #1 June 29 – July 3, 2005  
Session #2 July 6 – July 10, 2005

If a 14 or 15 year old is chosen the camp dates will be as follows:

Session #1 June 13 – 19, 2005  
Session #2 June 21 – 27, 2005  
Session #3 July 11 – 17, 2005

If your son, daughter, grandson, granddaughter, etc or just anyone you know that might be interested in the Air Academy please help get the word to them. Remember the due date for applicants is March 31, 2005. If anyone has any questions please do not hesitate to give me a call at 272-8566.

## Christmas Party

by Lynn Coltharp

The Christmas party was a fun time for all this year. We were not completely sold out but close. Thanks to those who rounded up all the door prizes, everyone got a door prize of some sort. There was a good assortment of gifts at the party, ask Craig what he got. The weather was fairly mild so no one got cold feet. Some years it has been really cold and it is difficult to get that old hangar warm all the way to the concrete.

The meal was from Jamil's again this year and they really provided an excellent meal. Everyone I have talked to commented on how good the food was this year. We did have to raise the charge this year. Things keep going up you know. Actually the chapter absorbed some of the cost to keep it as low as we did.

A big thank you to all the folks that helped decorate the hangar. We had a lot of fun decorating. An even bigger thank you to those few that took down the decorations.



## New Guy

by John nys

I'm John Nys, the newly elected treasurer of Chapter 10. I am a Commercial, Instrument, and multi-engine rated pilot, and A&P mechanic. I came to the Tulsa area in 1978 with American Airlines. I have been a member of EAA for about ten years. I have built and owned 3 RV's, and #4 will be complete some time this spring. That one will be an RV 10. I have really enjoyed my association with the people of Chapter 10 and will do whatever I can to keep it successful.

Now a little business. As treasurer it is my duty to relieve all you fine people of \$20. Yearly dues are upon us again. Please fill out the member application/renewal found near the end of this newsletter. You can pay in person, or mail a check to EAA, Box 1985, Owasso Ok 74055.

See you all at the meeting next Monday.

## The Serenity of Sedona

by Jeff Wedman

Jana and I had been planning a trip to the east coast for the last year to celebrate our 25<sup>th</sup> anniversary but

because of all the hurricanes, we had to change our plans and go west. We decided on Sedona Arizona. On September 16<sup>th</sup> we loaded up the RV8 and headed west toward our fuel stop of Santa Rosa, New Mexico. We ran into low ceilings in Texas and had to set it down in the little town of Borger, Texas. The good folks at the Borger airport offered us the use of a car to get a bite to eat. When we got back from lunch there was a gentleman in the pilots lounge reading a newspaper. We got to talking with him and he said there were some interesting airplanes in Borger. He asked us to take a walk with him. He took us into an old hanger and inside it had 5 Mig 23's and 4 Siska jets in it. He told us the Siska's were Polish built trainers and the Migs were purchased in Poland and shipped over to the US in shipping containers and the Polish mechanics would be in Borger in a few weeks to reassemble the Migs. The Mig 23 is a Mach 2 airplane with swing-wings like our F-14 Tom Cats. It was a surprise to me to see this type of aircraft in Borger, Texas.

We fueled up and thanked everyone in Borger and headed on west toward Moriarty, New Mexico, our new fuel stop. Now you folks who like gliders/sailplanes would love Moriarty. This little airport has about 50 gliders that are based at this airport. These sailplanes use the mountain range between Moriarty and Albuquerque for lift. The folks at Moriarty told Jana and me that sail-planing there is one of the best places in the country for it. I just have to take their word for it. I visited with a couple of locals about going through the pass there at Albuquerque and they told me not to worry its not a problem. You have to understand my concerns as Jana and I both grew up in Kansas. We are scared of those big piles of dirt and rock.

We loaded back up and headed through the pass with out any problems. It was just a little turbulent going over the mountains, about like a hot day in Kansas. We talked to Albuquerque center the rest of the way to Sedona. I actually headed toward Winslow and then made a slight turn south to Sedona. Just west of Winslow I looked down and saw the meteor crater. I told Jana about it and she went crazy. She said "O my gosh that is so cool, can you get lower, can you circle it, drop the wing so I can get a picture, what's that down in there, how big is that thing, is that a building, it must be huge, how big was the meteor,

did they find the meteor, how fast was it going when it hit, how long ago did it hit?" She liked the crater.

The flight on in to Sedona was really interesting. Sedona sits about 2500 feet below a plateau. When you fly over the edge of the plateau you have to circle down below the edge of the plateau to land. The Sedona airport is at 4700 feet on top of a mesa and is about 600 feet above the town of Sedona. It is really breath taking. Sedona is known for its red rock spires and mountains. When you are at pattern altitude you are below many of the tops of the red rocks, kind of scary for a flat lander. Hollywood has made 48 movies in the Sedona area so you have probably seen the landscape. I have to say landing on top of that mesa was one of the most thrilling things I have ever done.

The town of Sedona is known for its vortexes. A vortex is some sort of mystical thing that I absolutely do not understand. On our way down from the top of airport mesa there is one of these so-called vortexes. We stopped at this area and climbed to the top of a rock where this vortex was supposed to be. They say you are supposed to feel the vortex. When we got to the vortex area there were people standing around holding hands with their heads tilted back and eyes closed. I had no idea what they were doing. Jana ask me if I felt anything. I tilted my head back and concentrated. The only thing that I felt was maybe I had better start looking for a porta-potty pretty quick. The vortex did nothing for me.

We had a very nice visit in Sedona. It is very peaceful up in those hills. We did a lot of rock climbing while we were there. We went to this one rock that they call bell rock and climbed it. On the way down Jana lost her footing and fell on her rear. I looked back at her as she was sitting on the ground and saw that she was sitting on a prickly pare cactus. I told her not to move because of this. She said she did not know she was on a cactus because her rear hurt so bad. Once the tale bone pain subsided she then realized the cactus was there. I helped her up and I could not believe the number of thorns in her rear. Now the pain from the cactus was taking over. She said the pain was terrible and that I had to get the thorns out. Some of the needles were about 2 inches long while others were 1/8 inch and very fine. She was in so much pain from the cactus that she dropped her drawer's right there and told me to get them out.

All I had was my pocketknife; I did the best I could. Once I got out as many as I could she still had to make her way down the hill and there was a lot more of those small spines stuck that I could not get out. It was an interesting climb down. I saved one of the large needles as a souvenir. Even though her back side was starting to itch I just knew I had better stop and check on the old RV on the way back to the hotel. I got a nasty look from the wife but some things are just more important than a few stickers. As far as I know the thorns are still safely planted in their new spot.

The trip home was uneventful except for the storms we ran into. One night in a roach hotel and we were back on our way.

If any of you are looking for a nice peaceful place to spend a few days we really recommend the beautiful and serene area of Sedona.

## Gayle's Flight

by Dale Olson

It's hard to believe it has been over a year since I wrote a message to my friends at Chapter 10. Last June I had sent in a short article about flying my RV-6 home. A flight from O38 to O61, Gundy's to Cameron Park, CA. I still remember it like it was last week. I ended that story with the line; "Oh, I took Gayle up for her first flight! Now, that's another story...."



Well, here is the story:

Being one of the somewhat smarter than average Chapter 10 members, of course that was based on the group of people I used to hang around with, I had planned a purpose for Gayle's first RV flight. We would fly down to Gilroy, CA to visit her Mother. Yup, you heard correctly I voluntarily offered to fly Gayle down to spend a day with her Mother, my Mother-in-Law. I figured that would give the push needed to force her to tolerate her first flight. You see she had to overcome her general fear of flying, her tendency to become claustrophobic in a small area, such as a two-seat cockpit, and just a general every day of the mill anxiety. The planning was completed. She loved the idea of going to see her Mother, and hey, the flight would ONLY be 40 minutes verses about 3 hours of driving, each way. I would climb up to 8,500 feet to get into cool air, July in Sacramento is HOT. This had to be a sure thing; a great reason for going on the flight; justification for flying over driving based on time savings alone; and the capability to climb up into cool air for comfort. What a plan, you know sometimes I amaze myself! Off we went. The RV was climbing like a homesick angel. Everything was going great. I had music playing on the radio. Gayle had her head on my shoulder, it really was somewhat romantic. I heard her faint soft sweet voice over the intercom, "I can't breathe." What, what was this, I turned and looked at my lovely wife and she was scared to death! She didn't have her head resting on my shoulder; she had her head buried in my shoulder and chest. She could not bear to look outside of the plane!

We were level at 8.5 and I tried to calm her down. Look at the beautiful mountains and how far you can see from up here. No good. We turned around and flew back to the airport. I brought the plane down nice and smooth. After we parked the plane I looked over at Gayle and could see the deep sorrowful expression on her face. She felt terrible. She so wanted to share my love for flying so we could travel to places unknown together. I consoled her by explaining there are many, many friends of mine who's spouses will not step foot near their airplanes. It was all right, some people just do not like flying. I reminded her how much I hate shopping, especially in shopping malls. How the crowds make me uneasy and I feel out of place. I told her as long as she

allows me to enjoy my passion for flying everything would be ok. She promised she would, although I would still have to go shopping with her!

It's been over a year since that day. One other time Gayle wanted to try and go up in the plane again. She taxied out to the runway with me and just could not do it. I told her to relax, opened the canopy, and told her to raise her arms up into the breeze. She always wanted a convertible, so we may as well take advantage of the moment. We taxied around and eventually made it back to the tie down. Again she felt bad, again I reassured her, and again she told me I still have to go shopping with her.

On Saturday, November 6<sup>th</sup>, 2004 Gayle went up for a ride again. She had told me she needed to try again. She said she had two fears; one, she would freak out while up in the air; the second, she would like it and never forgive herself for the time wasted not flying with me. I assured her no matter what happened it was not a problem. As we taxied down the streets of Cameron Park, remember she loves this part, she mentioned she may want to jump out of the plane after my run-up and checks and just watch me go around the patch once. I was thinking to myself, if I let her out of this plane, it will be another year before I can get her back in again. Of course, I pretended like I didn't hear her. I had her grab the remote and push the button to open the gate to the airport, she loves this part too. I back taxied to the run up area and proceeded to go through my checks. I could tell she was nervous so after idling down I told her we were just going to sit for a while and let the oil temp warm up. After a few moments she said, let's go, go now, if you don't go now I will never go! Don't have to tell me twice. Airspace was clear, fuel pump on, strobes on, X-ponder to ALT, breakers ok, and all gauges and instruments in the green and set. We are rolling, smooth rotation and climbing out at 1,700 fpm. The air is cool and smooth, a beautiful morning. All is good. Fuel pump off; pull the prop back to 25 for less noise (I'm in California, remember). I hear Gayle say she doesn't like the floating feeling, she states it feels like we are not even moving. I tell her we are flying at 100 mph and I am going to level off and turn to the crosswind leg. I had already told her we would just go up, stay in the pattern and come back and land. I pull back the throttle and the prop to 23 squared and start my downwind turn. Gayle has a paper bag out and is

thinking about breathing into it. I tell her she is not breathing hard and all is well.

At this point I pull out my ace in the hole. You see, prior to leaving the hanger I had plugged in a portable CD player into Gayle's headset. While we were sitting in the airplane after the run-up I had turned on her favorite CD, Jo Dee Messina. At this point in the flight I just asked her how the music sounded in the headset. She stopped for a moment and then stated it sounded pretty good. She turned up the volume a little and actually started humming to the music. Now, I only plugged the player into her headset, so mine was clear, other than her humming which was the most wonderful sound I could have heard!! I brought her around to base and final to an eventual botched landing, bounced a wheel landing and then three pointed, and rolled out to no further comments from Gayle. After we turned around at the end of the runway, she asked if we could go up again. Have I mentioned how much I love this woman?!?!?

Off we go again, I keep the nose down a little this time and climb out at 140 mph, still making a little over 1,000 fpm and Gayle doesn't have the floating sensation. We continue to the north about 5 miles and then make a gentle turn back to the airport and on to downwind. She comments about the lakes, the trees turning color, and how this really is not so bad. So what do I do, I bounce the landing again!! A wheeler into a three point, Damn!

While we are rolling out I ask if it's ok to go up one more time so I can make a good landing. Gayle starts to laugh and says sure. She then reassures me that my landings were not that bad. She tells me most of the airline landings she has had were much harder than mine (hear that Bart!). We go up again, fly over to Folsom and I let her find our house and fly over it, back to the airport one more time and this time I do grease the landing. I get a little kiss on cheek for that one. On the way back to the airport, I feel Gayle place her head on my shoulder. This time I glance at her and she is smiling and singing to the music on her CD player. We taxi back to the hanger and I shut down the plane. She gives me another little kiss. Then she asks me how long it would take to fly to Pocatello, Id. Her sister and Brother-in-Law live there. I know she is not ready for that yet, but it's great to hear her thinking about taking trips in the plane.

I have never been more proud of Gayle in my life. I know her fear was real. She faced her fear head on. Sure I was there to support her, but she had to do this herself. She really is an amazing woman.

I guess the next message will have to be about our first trip somewhere in the plane. To be continued.....

Tailwinds always,  
Dale

## REMEMBER THAT CUTE ERCOUPE/GOLF CART

by Lynn Coltharp

A while back I had some fun at Craig's expense. While I was at the SWRFI fly-in someone was running around in an Ercoupe that had been made into a golf cart. I could not help my self, I just had to take a couple of pictures and put them in our newsletter so we could have a bit of fun with Craig. Well Craig already new of the guy who is converting unairworthy Ercoupes for that purpose and he managed to, outwardly be nonchalant about the whole thing.

I recently came across a picture on the Internet showing a Mooney that appears to have wound up with the same fate.



## FOR SALE

Please note: I have taken all the for sale items off as a clean up method. I think that most of them were already sold and needed to be removed. If you had an item that is still for sale PLEASE get the information to me so I can "restock" our for sale ads.

(Please note the "9" preceding everyone's email address in our newsletter. Delete the "9" if you want to email anyone. This is to help deter junk mail that gets picked up on the internet)

### ***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](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.

Chris Haedt  
 EAA Safety Programs Assistant  
 P.O. Box 3086  
 Oshkosh, Wi 54903-3086  
 1888 322 4636 Ext 6864

***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**

**AIRCRAFT BUILDERS  
 CONFERENCE**

EAA will be holding an EAA SportAir Aircraft Builders Conference at the Skyline High School in Dallas on March 5-6, 2005. We will be offering a number of workshops in various construction skills (e.g. fabric covering, composite, sheet metal). The goal of these workshops is to provide EAA members (and non members) with an entry into homebuilding that provides them with a solid base of knowledge on acceptable building techniques.

In addition to the construction workshops, we will be offering a new one-day workshop called **Test Flying your Project** on Saturday, March 5. This course helps the student prepare for the first flight, whether of a homebuilt or a restoration project. Additionally, the course helps the student prepare a meaningful flight test program. Among the many topics that are covered are evaluation of the aircraft, from weight and balance to performance characteristics, pilot preparedness and fitness, suitability of the airport, documentation and utilization of data from the test flights, communications between EAA Flight Advisor and pilot during the test flights and preparation of Flight Manual or POH. Safety and emergency procedures are stressed.

**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:

John Nys  
 EAA Chapter 10 Treasurer  
 P O Box 1985  
 Owasso, OK 74055  
 (918) 272-2504

# EAA TULSA CHAPTER 10

## PRESIDENT

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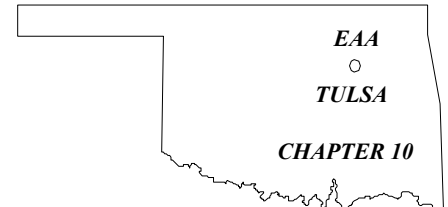
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Dan Kloker	



EAA 10  
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**Next Meeting: Monday January 17, 2005 7:30pm**  
**CHAPTER HOME AT GUNDY'S**

Snacks: *names starting with A-C*