

EAA Chapter 10

May 2005 Newsletter

Calendar Of Events

May 21 – Pancake Breakfast – Gundy’s
May 13-15 SWRFI Hondo, Tx
May 15 – Chapter Picnic – Gundy’s
June 2-4 - Biplane Expo at Bartlesville

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.

President’s Report

Seventy-eight. That was the number of kids that took part in our Young Eagles Day last Saturday. Our Young Eagles Coordinators Charles Freeland and Dan Kloker did a fine job in organizing this event. I was a little leery the week before. It seemed that every time I picked up a local newspaper, there was an article that said “Kids to fly free at local airport on Saturday”. I halfway expected us to have several hundred people at the Chapter Hangar waiting for their flight. As it turned out, we had just the right amount of ground and flight crews available for the event. I’d like to thank everybody that volunteered to help; we couldn’t have done it without you. My own job was to conduct a ground school before their flight, so I got to meet and greet every one of our guests. You couldn’t ask for a nicer bunch of kids. I had a ball! As a side note, Bart called me up the other day. It seems that Chapter 10 IAC wants to have a joint Young Eagles Day with us sometime in June over at the Claremore Airport. What really got me excited though was that apparently Chuck Yeager and Harrison Ford are tentatively scheduled to attend the event. I immediately said yes to our participation. Stay tuned for details.

We will not have a Monday night membership meeting this month. Instead, we will have our annual Spring Picnic on Sunday May 15th @ 1:00. So whether you fly in or drive in, come on out

for the fun. As always, the Chapter will supply the hamburgers and hotdogs. We ask you bring a covered dish or desert for everybody to share. If you have any questions, contact one of the officers.

For the last couple of years, you have been reading about my adventures or should I say misadventures flying my glider. By the end of last year, I felt I was struggling a little bit. I was getting frustrated with my soaring technique. It seems that I was always falling out of the air when other gliders were able to stay up ok. Other glider pilots were getting concerned also. I kept getting questions about my instrumentation and just what they were indicating. Because of my limited experience, I wasn’t sure myself just what were proper indications. Well, I took a ride last August in a high performance two-seater. Wow! I’ll save that story for another article. As a result of this ride, I was able to see a properly functioning instrumentation system at work.

Right away, I knew that my glider instrumentation was truly messed up. I discovered that one of my two thermal indicators (variometers) was giving me incorrect information. Most gliders have both an electronic variometer that serves as a primary and a mechanical one for back up. So this last winter, I purchased and installed a new electronic variometer and also went through my entire pitot-static system looking for leaks on the mechanical side. What a difference that made. So far this year, I have had several flights one-half hour or longer with one for longer than an hour with all of them in marginal conditions. I attribute all of this to the properly working instrumentation in my glider.

I’ve learned a lesson in all of this that applies to any aircraft that I fly. Improperly functioning instruments have a direct effect on your flying skills. It’s like digging a hole with one arm tied behind your back, the hole will probably get dug but there are much easier ways to do it. My inexperience using this type of indicator contributed in that I was unable to recognize that I indeed had a problem. It turns out that I bought the glider with this condition already present. If you are ever in doubt about the proper operation of your aircraft or instruments, talk to someone with more experience, or take a ride in a similar airplane, and most importantly, get testing done to verify correct operation. I had assumed everything was ok, and you know what they say about that. Hopefully, It won’t happen again.

The pilot who teaches himself has a fool for a student.

— Robert Livingston, 'Flying The Aeronca'

Craig

Young Eagles Coordinator

Report

April 30, 2005

The jinx is broken! (For those of you with memories of last April and May, you will remember that we were rained out of four Young Eagle rally attempts!) I think our success had to do with the fact that Craig Loomiller did NOT schedule a poker run



Bhrent Waddell with a crew of young Eagles

this past weekend! The day dawned clear, cool, calm, and absolutely beautiful! Our crew were in place by 8:45 as the first kids arrived. And they kept coming all morning long! The last arrived at 12:15 – a soccer mom squeezing the day full of exciting activities for her girls! All toll, we flew 76 Young Eagles! And we also made our 15 seconds of fame on CBS Channel 6 TV.

A special THANK YOU to our crew. Our pilots averaged six flights each! That is a lot of flying! So, to Paul Shireman, Bhrent Waddell, Larry Brooks, Larry Trusty, and

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two new (to us) pilots, Dwight Hardy and Shawn Benson – THANK YOU for flying so many Young Eagles!

Also, we could not have done the job without our ground crew! Working inside were Craig Loomiller teaching our ground school, E. J. White, Dan Kloker, and Jeff Wedman working registrations and certificates. Working outside on the flight line were Lynn Coltharp and Roger White. John Nys, Lynn Coltharp, and Jeff Wedman worked the hot dogs and floated as needed between jobs.

Our host, Gundy Airport, provided gas money to our pilots. So a special THANK YOU to Roger Wieden!

*Charles Freeland and Dan Kloker,
Young Eagles Coordinators*

Prop Tips

By Dr. Dan The Prop Man!

(Propeller Installation) Segment 1 of 3

With approximately 10 to 20 tons of centrifugal force trying to pull the blades out of the hub socket and or pulling the prop away from the crankshaft flange, improper installation procedures are the number one reason the propeller leaves the crankshaft, airplane behind and the pilot without the Cooling Fan. The NTSB web site (will back up my claims! For example: Read about **N4546J Grumman American AA-5B on May 08,1999.**

<http://www.nts.gov/N4546J>In this segment I will answer the question: ***What do I need to do to prepare for propeller installation?*** In segment 2 I will answer the question: ***How do I install my propeller?*** In segment 3 I will answer the question: ***Now that I have my prop installed what should I do next?***

Segment 1 (For Reference Only)

- ***What do I need to do to prepare for propeller installation?*** Ensure the correct propeller is

being installed on an aircraft / engine combination other wise safe limits can be exceeded which could cause severe vibration and stress loads. Check your Aircraft Type Certificate (ATC), Propeller installation guide. Or applicable STCs for correct propeller/ engine/ airframe combination. Any change in engine horse power, rpm limits, propeller blade angles / pitch, diameter, prop to engine flange orientation or spacer thickness can cause a drastic change in the harmonic vibration range and increase the stress loads on the propeller as well as the engine and airframe. All airframe manufactures conduct a vibration stress test using different propeller combinations until they come up with a particular prop that has min. harmonic vibration. After choosing the best prop the manufacture will list it as an approved propeller installation in the ATC or STC & propeller installation Guide.

- Check with the IPC (illustrated parts catalog) to ensure all correct parts required are present, such as: Spacers, Adaptors, ***O'rings***, Dowel Pins, ***Proper length of the Crank Shaft Bushings***, Spinner bulkheads, starter ring gears, dampers, etc.
- Inspect the Crankshaft flange, pilot stub, propeller hub boss or mounting flange and pilot bore for cleanliness, nicks or burrs. Inspect the threads of mounting bolts, studs & or nuts for burrs & cleanliness. In case of a prior prop strike/ground strike be sure to inspect the engine and crankshaft per engine manufactures instructions.
- If applicable install the correct new O'ring to either the Propeller Pilot bore or the crankshaft pilot stub which ever is called out in the IPC.
Question for my readers: **What is a Balbo?**
- Please visit my web site, www.customprop.com for the answer and your entire propeller needs and prop information. ***Stay safe & stay tuned next month for segment 2.***

RV-10 UPDATE

by John Nys

The first RV10 is complete. Well, nearly so. Jim Younkens airplane is at John Fisher's getting an interior. He decided that if he didn't get it done now, it probably would never get done. Since delivering the airplane to John, I received a rather large box of parts from Lancair. Antennas, ELT, and many unidentifiable parts. I will have to put those pieces in the appropriate places, along with installing the exhaust system, bring the whole thing over to Springdale and reassemble. (The Tail, wings, and many other assorted parts are already there). The second Finish kit arrived two weeks ago, upon my return from Sun-N-Fun. It is going on my airplane. There were a lot of back ordered parts, mainly the nose gear, which made it impossible to hang the engine and fit the cowl. The parts became available Tuesday, May 3rd so I offered to pay the freight if they would overnight them on Fed-Ex, which they did. Of course they didn't send them to me, like I asked very nicely for them to do. They sent them to Jim Quinn, in Oologah. Another days delay. (It was actually Jim's brothers kit, it gets really complicated, so if you are really interested ask me about it later. The crux of the situation is that I plan on having my airplane at the picnic on the 15th. I can't guarantee it will be licensed or flyable, or even run able. In fact I might have to ask for volunteers to help drag it over to the EAA hangar for viewing. It is quite impressive, standing on all three feet. It seems to be much larger than when sitting on the floor. Come take a look! If that's not enough incentive, Craig Loomiller will be cooking his excellent Hamburgers and Hot Dogs. See you there!

BRAT FEED

by Lynn Coltharp

The Brat feed at the last meeting was quite a hit. Everyone seemed to enjoy the food and fellowship. We all need to give our president Craig Loomiller a great big hand for doing all the cooking of the brats. He even endured Charlotte's complaints when she entered the house and became acutely aware of how boiling a bunch of brats can smell up the house. He

also brought them over to the hangar and grilled them to get that “just right” taste. Thank you – Craig!

HANGAR CLEAN UP

by Lynn Coltharp

Well I was not here for the Hangar Clean-up. Several of us went to a fly-in at Pineville, Louisiana. It seems that the short-handed crew for the pancake breakfast was all tired out after managing to get the breakfast done and could not gather the steam to clean the hangar. It seems there was a less than overwhelming response from our members to pitch in and get the job done. Don't think you have escaped though. Our officers are busy scheming for a hangar cleaning at another time.

Pineville, La Fly-In

by Lynn Coltharp

Three airplanes from our chapter made it down to the Pineville, La Fly-In. Some of us attended this event last fall after reading about the Louisiana series of fly-ins. We enjoyed it so much last year that we decided to go again for their Spring fly-in. They have two, one in the fall and one in the spring. It is really a beautiful and unique location for a fly-in.

Our trip down started out just great with about a 30 mph tailwind. At about 100 miles out I hit a bank of clouds and took a look to see if I should stay up high with the tailwind and look for holes to come down in or go below and put up with a headwind. My decision was to go low and put up with headwinds and low visibility. Jeff Wedman later verified that was a good decision. Jeff tried the on top thing and eventually had to turn back to Minden, La. where he met Paul Shireman getting fuel.

They took the airport limo into town and got lunch while waiting for the weather to get better. After lunch they prepared to launch for Pineville and the FBO operator caught them and suggested they come in and look at the radar. There was a cell moving West to East between them and Pineville so they decided to delay their departure.

Meanwhile I am in Pineville with my tent pitched and kicked back relaxing and visiting with the local folks. They did caution me about the cell moving across but

it did skirt just to the North of the airport. I figured Paul and Jeff were waiting out the weather somewhere although, I could not understand why Jeff did not get there before me.

They did make it in about 2:30 and it was quite a lot of fun sitting back and watching the tent building project. Jana asked me if I was going to help and I replied “nope, it is too much fun watching”.

We all enjoyed the weekend and they had a successful fly-in with about 100 airplanes in attendance. Jeff and Jana had not been there before and I think they were quite impressed with the area.

SIGN FOR OUR CHAPTER HANGAR

Since a new hangar is being built just south of ours, our EAA sign will no longer be visible from the road. It would be nice if someone knows about how to get a sign for our chapter that could be placed in a more visible location. Maybe two signs, one near the road and one near the hangar. It is open for ideas and suggestions. If your benevolent brother-in-law is a sign maker let us know.

Young Eagle Credits

For you Young eagle pilots, don't forget to send in your Young Eagle credits to the Chapter address as we use those to help offset the cost of the Air Academy for our scholarship recipient. We get \$1 off for every young eagle credit up to ½ the tuition. You can also send those credits into the Air Academy and they will apply them to the person of your choice or if you don't designate an individual they will use them for the ones who apply for assistance. We really appreciate the help from the Young Eagle's pilots. Thanks a bunch. Please send your Young Eagle credits to:

EAA 10
P.O. Box 1985
Owasso OK 74055

Or you can give them to one of the officers at the meeting or pancake breakfast. See Ya at the meeting and come early for some of Brent's brats.

BEAUMONT HOTEL

The famous Beaumont Hotel in Kansas will be having an event this year on June 3-4. It sounds like a fun event however, it conflicts with the Biplane Expo. They will be having lots of interesting things going on. You can take a look at the happenings at this web page: beaumontwatertower.com. If you have never been there it is quite unique. You land at the airport and then taxi down the STREET and park your airplane at the hotel.

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

FOR SALE

Cessna 182 2680TT 300 SMOH Collins radios IFR 195 GPS Foster Loran Oxygen. Nice interior and paint. Ralph Bookout 559 732-3708 rboukout@comcast.net

RV-6 project 90%, new O360 & prop. full IFR GNS-430 Rocky Mtn Monitor – too much to list here Ralph Bookout 559 732-3708 rboukout@comcast.net

House at Skyhaven Airpark. . 3 bedrooms and office 2600 sq ft. 60x80 hangar with office, shop and motor home space. convenient to Tulsa and Owasso. Sallie Coltharp 272-7255 or 740-7255

1968 Cherokee PA28-140. TT4955 Eng 477 \$34,500 Contact Jim Cobb 342-5686 or 521-2256 neljmcobb@cox.net

House at Skyhaven Airpark 4 Beds 2 1/2 baths 3 car garage backs to airstrip formal living or dining \$219,900 Kimberly 378-1089 owner/associate

(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 - Chapter Birthday Cake Provided
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

Shawn Benson - Just checking to



make sure everything is okay to fly Young Eagles.

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:

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

ANNUAL CHAPTER PICNIC

**SUNDAY MAY 15TH
1:00**

**BRING A DISH TO SHARE
THE CHAPTER PROVIDES
HAMBURGERS HOTDOGS AND
DRINKS**

No meeting this month

The picnic is our meeting.

EAA TULSA CHAPTER 10

PRESIDENT

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

VICE PRESIDENT

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

SECRETARY

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

TREASURER

John Nys
8104 N 161 East Ave
Owasso, OK 74055
272-2504
9jnys43@aol.com

NEWSLETTER EDITOR

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

PAST PRESIDENT

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

FLIGHT ADVISOR

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

TECHNICAL COUNSELORS

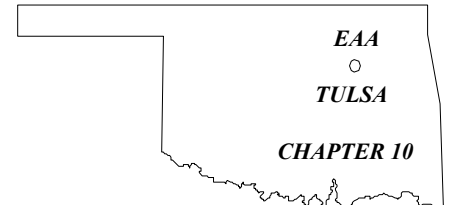
Don Pearsall	272-5551	9dpowasso@cox.net
Bart Dalton (DAR)	272-8551	9planenutty@juno.com
Roger White	371-4949	9RogerandEJ@prodigy.net

YOUNG EAGLE COORDINATORS

Charles Freeland	9charfreeland@unidial.com
Dan Kloker	



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



Next Meeting: Picnic SUNDAY THE 15TH AT 1:00
CHAPTER HOME AT GUNDY'S
Snacks: for April I-H