

EAA Chapter 10

June 2005 Newsletter

Calendar Of Events

Oshkosh – July 25-31
Copperstate – Oct 06-09
Rocky Mountain – June 25-26

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 for June

I don't know about you, but this is my favorite part of the year. The weather is absolutely beautiful, it's not too hot or cold, and the days keep getting longer and longer. Most importantly, is that everybody is out flying his or her aircraft. There are times where I swear Gundy's needs a control tower, but I'm not really complaining though.

If you didn't make it to last month's Chapter Picnic, you missed a good one. I don't know what it was but boy we sure drew a crowd this year. Over the last couple of years the attendance at the picnic had started to go down, due to weather issues and the fact that other aviation groups have horned in on our day. That changed this year for some reason. We had a beautiful day with lots of people. I never did get a head count, but we cooked a combination of 180 hamburgers and hotdogs. The last person in the food line got the last hotdog in the bin, and the hamburgers were long gone. I couldn't believe it. We will have to increase our provisions for next year so people don't go hungry. I think everybody had a good time though. I know I did.

I went up to Bartlesville last weekend for the Bi-plane Fly-in. They suffered from some bad weather on Friday, which reduced the amount of aircraft on the field Saturday. I arrived on Saturday and drove a people hauler around for a while as a volunteer. I had a really good time and enjoy doing it. The weather Saturday was a little breezy but otherwise it wasn't too bad. I was amazed at the drive-in crowd for this event. They had people still

arriving after 4:00 in the afternoon, which unfortunately was after most of the aircraft had left. It was nice to see that much local interest. I do know one thing though. Chapter 10 members Paul Millett, John Kurt, and myself are getting awfully good at tearing down the PA system scaffolding. That must be because we get stuck with it at every event held in Bartlesville. I think I've done it for the last eight events. I wore sandals this time hoping to get out of it, and still got stuck doing it. Thanks Paul!

If you haven't been by our Chapter website in a while, our Webmaster Bob Minich is doing a fine job on it. You need to go to eaa10.org and take a look at it. We will have a major change in our website this month although you won't be able to identify what it is. Chapter 10 member Terry Hines runs a web hosting service here in the Tulsa area and has graciously provided free space on his server for our website. This was very nice of him because it will save us some money each year. Our website will have the same address as in the past but will just use a different provider. Terry didn't ask us to do this for him but we think he deserves some free advertising. If you need any internet services for your home or business, please support Chapter member Terry Hines. He is one of us.

This month's issue of Sport Aviation has an article listing all the candidates running for EAA Director. Chapter 10 Member Dr. Bill Harrison is one of the candidates running for Director. There are twenty highly qualified people running for one of fifteen total positions. It's probably too late for us to change our proxies, but it would be nice if we could vote to put one of our own chapter members into office in the Association. Most of us sign away our proxy rights to EAA President Tom Poberezny each year when we renew our memberships. There ought to be a way for us to change our proxies and pool our votes for Bill. Does anybody know a way? If so, please contact me.

Chapter 10 Member and Tulsa Fly-in Chairman Charlie Harris contacted me the other day about an upcoming special event. The folks that operate the EAA Ford Tri-Motor aircraft want to come to Tulsa later this summer. They have tentatively scheduled a visit for the first week in September. The exact dates will be announced later. The only bad thing is this will be the week preceding the Tulsa Fly-in and they won't be able to stay for the fly-in itself. Charlie asked if we wanted help sponsor it's visit along with the EAA Chapter 10 Vintage

people here in Tulsa. We voted to co-sponsor it at our board meeting last Monday. As we have done in the past with the B-17 bomber, this will provide an excellent opportunity for our Chapter get some local visibility and also generate some income for our activities. The aircraft will be based out of Tulsa Riverside and will require ground support from our membership. Stay tuned for more details.

Our membership meeting this month should be another good one. You cannot believe the interest there is locally concerning Sport Pilot. I get calls all the time about it. Chapter DAR Bart Dalton will give a talk this month concerning certifying aircraft for Sport Flying. Bart was extensively involved in getting Flight Design CT-SW aircraft certified by the FAA. This is the aircraft Chapter member Tom Gutmann has imported from Germany and is marketing in the USA. It has the distinction of being the second aircraft certified under the new LSA rules here in the U.S. So if anybody knows anything about LSA certification, it would be Bart. He said he has an interesting presentation put together, so plan on attending.

Two weeks ago, I had the opportunity to spend a week at the American Airlines Flight Simulator facility at DFW airport. It was a very interesting experience. I was totally amazed and impressed by the professionalism of the flight crews undergoing their recurrency training. They would throw everything but the kitchen sink at them and then make them do it again and again and again. We're talking engine failures on take and landings, bird strikes, windshear events, instrument failures, and all sorts of landings made at minimums. There were required to perform these procedures one after another for literally hours on end. Everything in the simulator seems so real that after a while I forgot where we were and actually braced myself for an impact during one of the engine out procedures. I came away with a great deal of respect for these flight crews.

I'm taking my glider out to Moriarty, New Mexico on June 26th to compete in the National 1-26 Association races. This will be a series of daily races over a period of eight days. Moriarty is 6,000 feet msl and we will have to plan on flying at altitudes up to 17,999 with most of our flying done at 12,000-14,000 feet. As a result, I had to buy and install an oxygen system for my glider as well as ensure my parachute was repacked. I still need to attach the contest numbers and put a coat of wax on my glider

to get ready. This will be my first time to compete, so I am getting real excited. The event chairman has told me he will assign a past national champion as both a mentor and a coach. I will also have a three-man ground crew assigned to me during the entire event. They want to ensure that I have a positive experience while at the event. I can't see not having a good time though; I'll be flying for eight straight days for Pete's sake. It can't get any better than that. Wish me luck!

To invent an airplane is nothing. To build one is something. To fly is everything.

— *Otto Lilienthal*

Craig

Slow food - Fast storms

by John Nys

Saturday, June 4, 2005. A day like many in Oklahoma. Sunny skies, fly Ins to attend. I just got my 25 hours flown off, and time to take the family for a Demo ride. Where better than some Mexican food at Ponca City. The weather channel shows nothing but a couple of tiny spots developing down in Texas.

Twenty minutes to Ponca, some good food, and another quick trip back. What could possibly go wrong? We're off a little in front of 5 O'clock. We're seated about 5:20 and order immediately. About 6 O'clock the first dark clouds start appearing. The food finally arrives about 6:30, along with the first rain. By the time I had half my food eaten the hail arrived. I suddenly have lost my appetite, thinking about what hail can do to .016 aluminum on the flight controls, and decide to call our friends at the weather service. Out of three possible Cell Phones, none are in attendance, but there is a pay phone.

Good news is Tulsa looks good for a couple of hours. Bad news is Ponca City won't look any better for some time, and the words Tornado is being used among several wild-eyed people in the Terminal. A few minutes later, the rain slows and the sky doesn't look nearly as bad when viewed from outside the building (tinted windows). It looks like an opportunity to get out of Dodge. Everyone runs to the

airplane and off we go. Nope, not this time. More rain takes the visibility to near nothing. Taxiing back in looking for any place to put the airplane out of harms way finds a large hangar. The North side is clear, so I taxi as close as possible and shut down. The rain slows again, so I get out to look around and pull the airplane in tighter to the Hangar. Then I discover a small steel building on the corner of the hangar that the airplane my fit in. There is a car in the back corner, but it's worth a try. I taxi back up to the terminal to drop off the women with instructions to find a rental car or motel. Back at the building, the tail is too tall to go in. Not wide enough either. The rain and wind is picking up again, panic time for sure. The airplane goes in, except the tail and 4 feet of the left wing. Huge rainstorm, more hail, Tornado sirens going off. Broc sees a funnel forming but it's gone before I get around to look. After a few minutes, Mother Nature's tantrum moves on. The weather people say it's going to be clear for a while, but of course Tulsa now has a group of thunderstorms threatening, and it's about ready to get seriously dark outside.

The plan to get a car is not happening. Everything is closed until Monday morning. We pile in one more time and head home. Just after passing Pawhuska, we run smack into a heavy rain shower and enough turbulence to warrant an immediate 180. Nobody around at Pawhuska, no phone to call for a pick up, so, back in the airplane for one more try. If this doesn't work we head for Stillwater or OKC. We made it home this time. Kissing the ground was discussed if not actually performed. Kind of muddy, anyway.

What to learn from all of this. I really don't know. I just know I came away with a feeling of frailty. We in our frail little airplanes are no match for the whims of Mother Nature. We fly in a very dangerous environment. The normal pleasure of flying can turn to serious Dog-Do in the blink of an eye. A cool head and good judgement always required. Why do we do it? Darned if I know. See you all at Oskosh!

Prop Tips

By Dr. Dan The Prop Man!
(Propeller Installation) Segment 2 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 **N3227A Cessna 310R on June 01, 1991.**

<http://www.nts.gov/N3227A>

In segment 1 last month I answered the question: ***What do I need to do to prepare for propeller installation?*** In this segment 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 2 (For Reference Only)

How do I install my propeller?

- Properly locate the propeller onto the crankshaft flange. Pay close attention to any alignment dowels & or crankshaft bushings with respect to any counter bored holes in propeller flange or spacer.
- Apply the proper torque to mounting hardware. ***Under torque*** can be just as detrimental as ***over torque*** so use a calibrated torque wrench. If an adaptor is required then don't forget to factor the length of the adaptor into the torque reading. Most manufactures specify a dry torque. This means the torque value is based on the threads of the bolts, studs or nuts to be clean & dry. However if the manufacture specifies a wet torque then the threads should be slightly coated with special graphite grease. Unless otherwise specified, apply the torque in small increments, working diagonally across the bolt circle until reaching the recommended wrench torque.
- If applicable, safety wire bolts using .041 stainless safety wires in pairs. In some cases like constant speed props installed on Lycoming engines, the safety wire hole will be a roll pin hole that is located on the propeller flange side where a castle nut is threaded onto a stud. This hole will accept .041 safety wire, however due to the difficulty of this safety the .041 wire can become scared & nicked reducing the integrity of the wire.

To help prevent this from happening most mechanics usually use .032-safety wire thereby avoiding any nicks or scars.

Be the 10th person to email me with the answer and you will win a prize. The answer can be found by visiting my web site. Don't forget to include your mailing address.

Question for my readers:

The U.S. Navy has had 76 aircraft carriers, the newest being the USS Ronald Reagan (CVN 76).

What was the name of the Navy's First aircraft carrier?

- 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 3.*
- *Thank you for taking the time to read this news letter. I hope it will be of some benefit to you and hope that you will pass it along to your friends.*
- **Until next month ya all have a great day and be careful!**
Dr. Dan the Prop Man!

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.

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

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

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)

EAA Tulsa Chapter 10
*New Member Application
 or Renewal or Update*

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**

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
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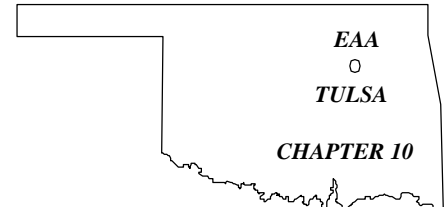
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Next Meeting: June 20 7:00PM
CHAPTER HOME AT GUNDY'S
Snacks: for April M