

EAA Chapter 10

July 2005 Newsletter

Calendar Of Events

July 16 – Hotter-n-Hell campout
Oshkosh – July 25-31
Copperstate – Oct 06-09
Sept 16-17 – Tulsa Fly-in 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 for July

By Craig Loomiller

Wow! I just got back from Moriarty, New Mexico where I was a competitor in the 1-26 National Sailplane Races. It was composed of 2 practice days along with 8 days of actually racing. When I set out from Owasso, I had two goals that I wanted to achieve during the event. I wanted to finish at least one daily task and I didn't want to finish in last place. I'm proud to say that I accomplished both goals. Not only was I able to finish a task, I was able to complete a total of three tasks. As a result of these completions, I was able to finish in 19th place of out 21 entries. Not too bad for my first attempt at racing.

Probably the highlight of my trip was what happened on day 4. You receive a tow each day to 2,000 AGL and then you release. Your goal then is to start climbing near the airport and wait for the competition to begin. It starts with an announcement by the contest director over the radio that the contest is now open. You then must fly through a start cylinder to begin the race. Your time and distance starts at that point. I had climbed up to 12,500 feet or 6,500 feet AGL before the start. Once the contest was underway, I set out for the first turn point that was located 12 miles away. With 6,500 feet, I thought I had enough altitude to make it there with no problem. At 6.9 miles out, I was down to 400 feet AGL and in trouble. I tried to find some lift, any lift at all, but there was none to be had. I had already

picked out a suitable field to land in that was close by. I landed out with no problem and secured my aircraft. A nice gentleman came by and offered to give me a ride back to the airport. So off we went. As we were driving down the road, I saw a bunch of lights flashing in the distance. I knew they were for me. I had my driver pull over and then I jumped out waving my arms. I was right; the flashing lights were for me. Somebody had called 911 and reported an airplane crash!

I explained to the ambulance people that the glider and me were ok and that I was on the way back to the airport to get my trailer. They then let me go. About a minute later they signaled me to pull over and said that I would have to go back to my glider. When I arrived, there were 5 different law enforcement people, a fire truck, and another ambulance on site, for a total of 10 people. They were absolutely sure that this was a crash scene. I informed them that this wasn't a crash, but nobody would listen to me. They wouldn't let me get near my glider until the FAA arrived. I told them that there was no way the FAA was going to come out, especially on a Saturday. They still didn't believe me. They then asked for my driver's license, pilot's license, and proof of insurance. I didn't have my insurance certificate with me and told them that this was not a required document for the aircraft. They responded that it would have been required if I had hit something. The police then proceeded to contact the FAA and were extremely disappointed when the FAA refused to come out. It seems that this wasn't a crash, which I thought was hilarious. They then took pictures of my glider from about fifty different angles and when they were done, finally released my glider back to me.

While we were waiting for the FAA to show up, I had the officers contact the race recovery office to let them know that I wasn't on my way in and would require assistance. The police officer did all the communicating and frequently used the words crash and crash recovery throughout his conversation. He eventually made three different phone calls using that same language. The people at the race office were cracking up and thought that this was really funny. When I finally got back to the airport, I discovered that I now had a new nickname. From that day forward, I now became Craig "CRASH" Loomiller. During conversations with people at the contest after this event, I was always referred to as "Crash". My wife thinks it's cute and said that's

what she's going to start calling me too. As a side note, in addition to what I just described, this flight also won me a very coveted award handed out at each year's races. (At least I think it's coveted.) I received the 2005 Yardstick Award. This award goes to the contestant who flew the shortest distance during a task. As a point of comparison, the winner that same day flew a total of 145 miles to my 6.9 miles. I don't think he had near the fun that I had though. To redeem myself, the very next day I flew a distance of 88 miles, which is a personal best for me. All in all, I had a great time and can't wait until next year's races.

This month's Chapter meeting will be on flying para-sail aircraft. Jeff Wedman was able to get those guys to come out and give us a talk and provide a flying demonstration on how they work. Since we share the same airspace, it would be nice to know just what their capabilities are. They usually can be seen out a Gundy's several times a week. I don't know if I'd go up in one, but it sure looks like they have a lot of fun. So come on out next Monday and see for yourself what it's all about.

I received word last week that Chapter 10 Charter Member Roger White has been selected to receive the 2005 EAA Major Achievement Award. This is awarded to those individuals that show dedication and continuous efforts to further recreational aviation and the EAA. As I told the selection committee, Roger is the epitome of service to the EAA. He's only been doing it for the last 50 years and continues to do so today. Roger will receive this award up at the convention in Oshkosh later this month. If you are going to be there, be sure to stop by and help recognize Roger for his accomplishments. He will receive his award on Saturday morning, July 30th at the Chapter Leaders Breakfast held at the Nature Center on the convention grounds. The breakfast starts at 8:15 in the morning. It's nice that another one of our Chapter 10 members will receive this recognition. John Kurt won this same award a couple of years ago.

Summary of June's Program

By: Bart Dalton

I know that there was a great amount of information about LSA certification thrown at everyone at last month's meeting and I apologize for the confusion. I

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want to lay out some of the basic information and hopefully try to simplify the confusion.

The FAA has set out four ways to have LSA certificated aircraft with an LSA Special Airworthiness certificate. Remember that any certified aircraft that meets the criteria for LSA as per FAR 1.1 and is on the FAA approved list may be operated using LSA pilot privileges. Also any amateur-built aircraft that meets the criteria of FAR 1.1 may also be operated using LSA pilot privileges too. EAA has a list of all the kit and plans built aircraft that should fall into meeting the definition of FAR 1.1 for LSA aircraft.

I will begin with the first LSA certificated aircraft which is called an S-LSA aircraft. This is the factory built (factory certificated) model and has to meet the ASTM standards. This aircraft is certificated under the new FAR 21.190 (Light Sport Aircraft). These aircraft can be rented and used for flight instruction for hire. If these aircraft are used for hire then they have to have not only annual inspections but also 100 inspections. Even though these aircraft cannot be operated IFR or at night under LSA pilot rules they may still be equipped to do so as to be operated under private pilot rules. These aircraft require special mechanic ratings or an A&P to do the work.

The next three LSA certificated fall under FAR 21.191 which is the Experimental aircraft FAR. FAR 21.191 (I) is the new subpart for E-LSA (experimental light sport) aircraft.

FAR 21.191 (I) (1) aircraft are the "fat ultra-lights". This area was created to bring all the illegal ultra-lights into some sort of certification. This is open till January 31, 2008. This is for unregistered aircraft that do not meet FAR 103. This area also allows gyros and any other kind of uncertificated aircraft that meets the criteria of FAR 1.1.

FAR 21.191 (I) (2) is for LSA kit or kit built aircraft. This kit does not have to be 51% completed by the builder. It is more of an assembly and is completed in accordance with a set of ASTM Standards that state you must follow the instructions provided by the mfg. and only install items that are approved in the ASTM standards and the MFG's approval list. This aircraft is just like the 21.190 S-LSA aircraft but it is an

assembled kit which causes it to fall under the Experimental FAR.

FAR 21.191 (I)(3) is for aircraft that have been previously certificated in the 21.190 S-LSA category and want to be downgraded so as not to have to follow the maintenance guidelines of S-LSA or have a modification to the aircraft that is not under S-LSA.

So in summary the four types of LSA aircraft are:

- 1) FAR 21.190 S-LSA
- 2) FAR 21.191 (I) (1) Fat Ultra-lights till January 31,2008
- 3) FAR 21.191 (I) (2) LSA approved Kits
- 4) FAR 21.191 (I) (3) Downgraded S-LSA (21.190) aircraft.

I hope that this adds a little more light to the new certificated LSA aircraft. Please use the EAA website for any info on LSA or amateur-built aircraft. Our EAA national has done a very good job of placing easy to use info up on the web for all of us. As I end I want to leave you with two quotes from two famous men.

1) Time is our most valuable asset, yet we tend to waste it, kill it, and spend it rather than invest it. –John Rohn

2) To invent an airplane is nothing. To build one is something. To fly is everything.
-- Otto Lilienthal

ROCKY MOUNTAIN EAA REGIONAL FLY-IN

by Paul Shireman

EAA Chapter 10 was well represented this year and appreciated for their volunteer contributions. Volunteer contributions by our members included aircraft parking, driving people movers, Young Eagles and security.

John Kurt and I went out on Thursday. John went direct and I made a stop at Hayes to try on a RANS 6ES for size. I flew both the long and short wing

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versions and was impressed with their capabilities and performance. By the time I arrived at Front Range, John was all set up, had done a little volunteering, and made arrangements for shower facilities with one of the local airport residents.



That night a big wind came along making mincemeat out of two large tents and several small tents which had been set up that day for the fly-in exhibitors, etc. John's tent also became a casualty. Duct tape and a small stick came to the rescue for a field repair that got him through the weekend.



Friday, Terry Hines, his son T.J. and guest Chris Young arrived in his Cherokee 180. John Forister and son Cory arrived in their Comanche. Jim and Patsy Gallaway drove in. Then last but not least Randy Harris and entourage arrived with his Comanche and Skybolt. I haven't had a chance to talk to Randy but it would be interesting to know what adjustments if any he had to make to perform his air show from an airport at 5500 MSL

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John Nys, in his RV 10, flew in Saturday morning with a friend from the Denver Centennial Airport where he had stayed overnight. He joined two other RV 10's, which came up from Burlington, CO. We are beginning to believe that John's RV may be a hail magnet. On his way home Saturday evening he got into that stuff again but he can tell that story.



This was the second year for this fly-in at the Denver Front Range Airport. This year they moved the center of activities from runways 8-26 to 17-35. This doesn't sound like much until you look at the airport layout. A move to another airport would not have incurred any more effort. They experienced the usual snafus that go with moving a fly-in to a new location. The windstorm damage was icing on the cake. The fly-in was very successful and a large crowd came out for the air show Saturday. They had 150 aircraft pre register which was more than attended last year. We did not hear the final count on aircraft but I would guess 300 or so.

Their awards banquet Saturday night was a sellout. The food was excellent along with the libations and socialization. John Kurt was specifically recognized for his volunteer contributions. His contributions included getting a generator on line Saturday morning so they could serve coffee with the pancake breakfast. This was really appreciated.

We all decamped Sunday morning and headed for the Sand Ridge Fly-in. The only plane not making Sand Ridge was Terry Hines who took a sashay up into the mountains before heading back to Tulsa.

The Sand Ridge fly-in was a great way to end a good weekend of flying and camping.

OSHKOSH FLY-IN

By Lynn Coltharp

It is time again for the annual trip to Oshkosh to enjoy all the things that the big fly-in offers. This year it runs from Monday July the 25th thru Sunday July 31.

For several years now there has been a gathering of EAA10 members on **ROW 557** in the general aviation camping area near the very Northwest corner of the airport. If you are flying in bring a sign for your windshield with 557 on it so the flagmen can get you to that area. There is usually 5 to 8 airplanes from our chapter parked there and maybe one or two show planes parked in the show plane area and the pilots elected to campout with the other members and enjoy the camaraderie.

Each evening a different group of guys are elected to buy the grub and cook for the whole bunch. Several of us bring small propane cookers and we manage to cook some really good meals. I think we are the envy of nearly everyone on the airport. So, dust off the airplane and come on to Oshkosh and join your fellow Chapter 10 members. This year most of us will arrive on Saturday and set up camp. This gives us an excellent opportunity to watch all the arrivals.

EMPTY SEAT TO OSHKOSH

Looks like the right seat may be available for Oshkosh. I would like to get the word out and see if there are any takers.

Terry L. Hines
www.CompuTouchInc.com

Guest Speaker for the July Meeting

By Jeff Wedman

I sure hope everyone is handling the heat ok. Hopefully the evening of July 18th will be nice and cool as this is the date for our next EAA 10 meeting.

Bob Hawkins of Hawkeye Powerchutes Inc. will be our guest speaker. If you have ever had any questions about powered parachutes this will definitely be the meeting to attend. I have always had an interest in these strange machines, even though I like speed, these aircraft just seem to have some sort of soothing, serene personality about them. I remember the first time I saw one of these machines, in the 1980's I believe it was, this guy in Anthony Kansas had a lawn mower engine strapped to his back for power. At the time I thought this guy was nuts. Powered parachutes have come along way since then even though they still have the backpack power packs for the budget minded. I have heard that flying one of these machines is as different as flying a glider compared to flying a powered plane. I have flown gliders and it definitely has its own appeal, just ask Craig Loomiller or Bob Thrasher. I don't know this for a fact but I will be asking Mr. Hawkins this question and many others I'm sure. Be thinking about any question you might have about powered parachutes, jot them down and bring them to the July meeting.

Air Academy scholarship recipient update

By Jeff Wedman

As you know Nichols Mills was selected as our Air Academy scholarship recipient for 2005. By the time you receive this newsletter Nicholas will be back from his week in Oshkosh. We did have a small glitch this year as the airlines have change some policy on the age at which kids can fly alone. Nichols arrived in Tulsa for his flight and was told he could not go by himself or he could pay a fee that would allow him to do so. He did the correct thing by calling the travel agent we use and they took care of the problem and we were then contacted by the travel agent of the change. I would like to thank Pat at Owasso travel for taking care of this problem and also my thanks to Nicholas and his family for they're handling of the problem. We will be looking forward to hearing from Nicholas at the August meeting.

Prop Tips

By Dr. Dan The Prop Man!
(Propeller Installation) Segment 3 of 3

With approximately 10 to 20 tons of centrifugal force trying to pull the blades out of the
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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 N6295K a Republic RC-3, on Friday March 23, 2001.** <http://www.nts.gov/N6295K>

In segment 1 May issue I answered the question: ***What do I need to do to prepare for propeller installation?*** In segment 2 June issue I answered the question: ***How do I install my propeller?*** In this segment I will answer the question: ***Now that I have my prop installed what should I do next?***

Segment 3 (For Reference Only)

Now that I have my prop installed what should I do next?

- Refer to the IPC for proper spinner attach parts and install the spinner and any other associated parts. Before installing the spinner look inside and clean off any evidence of prior oil or grease leaks. Don't install any spinner that has a crack in it. It is usually a good idea to have a helper stand off to the side **well clear of the rotation of the prop** while someone else cranks over the engine with the **Mag switch off, wheels chocked, brakes set** and have them watch to see if there is any spinner wobble. Spinner wobble will cause vibration and stress. .
- Run the engine to operating temperature and then check for proper operation, smoothness & RPMs. For constant speed propellers, cycle the propeller several times at mag check rpm and then again at full rpm being careful not to exceed manifold pressure. For Full feathering & Full reversing propellers cycle propeller as stated previously but also check that the propeller will go in and out of feather and or in and out of full reversing at manufactures specified RPMs. Just prior to shutting down the engine while at idle rpm it would be a good time to do a magneto grounding check.
- Shut down engine, ensure the **mag switch is off** and examine the propeller for any evidence of oil leaks, grease leaks, loose blades and security of the mounting hardware.

If necessary temporarily remove the spinner to locate suspect leaks.

- This concludes this article on propeller installation. I hope it has been beneficial to all my readers.

Question for my readers:

Who was the first woman in the world to be employed as an airline pilot?

- 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 the next prop tip!*

BACK BY POPULAR DEMAND

By Lynn Coltharp

Hotter-n-Hell Campout at The Cookson airport. Last year we did not have the hotter-n-hell campout and I have had many requests that we should do that again. Sooo – all you adventurous souls that are interested in spending a nice evening at the Cookson airport load up your tents and join us. This event fell into sync with the COOKSON Jubilee held each year adjacent to the airport. This makes a nice evening for us. We can go over and listen to music and look at crafts. They also have food available at the event. If I remember right they also have a talent contest in case anyone feels so moved.

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.

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

1959 PIPER PA24 - 180 "COMANCHE"
Airframe Total Time 4300 (times as of 6/20/2005) <10 hrs on Major Overhaul
New Hartzell Prop. Accessories overhauled.
Excellent Paint & Nice Interior. Nice avionics
\$58,000.00 Ken Gates 918 396-0968

1998 FISHER CELEBRITY"

Airframe Total Time 150 hrs, Since New
Engine Total Time 152.0 hrs. SMOH
Dual LightSpeed CDI Ignition (No MAGS)
Culver Wood Prop. KX78A XPDR w/ Encoder
KLX100 GPS/COMM hand held
August Condition Inspection
\$25,000 Ken Gates 918 396-0968

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. Price recently reduced by \$50,000
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

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?	

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.

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

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

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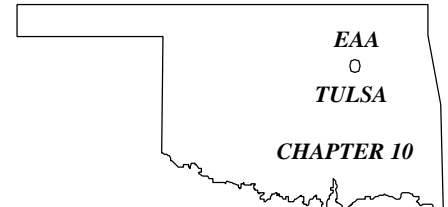
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Next Meeting: July 18 7:00PM
CHAPTER HOME AT GUNDY'S
Snacks: for April N-P