

# EAA Chapter 10

## October 2005 Newsletter

### Calendar Of Events

Pineville, La – Oct 14-15  
Reklaw, Tx – Oct 21-22-23  
Fairview Fly-in Nov 12  
Pie Auction Nov 21  
Christmas Party Dec 10

*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 October

*by Craig Loomiller*

Wow! The last six weeks sure have been busy. It makes me tired just thinking about everything that has gone on. Let's see, where do I start?

The EAA Ford Tri-motor came to town the first week in September. The visit was a roaring success. We flew a total of 740 people over the five days it was in town. This figure is almost double what any other city did during the tour. Tulsa came through again, just like we always do for these types of events. We couldn't have done it without all the help from you people who volunteered. It was a truly team effort by everyone. I'm just proud I got to be a part of it all. The EAA folks who came with the airplane were really impressed by our organization and the number of people who volunteered. I think almost everybody who volunteered got a ride in the Tri-motor, and several received some right seat time. We should hear pretty soon what our share of the proceeds were, I believe it should be a pretty good sum.

This event was followed up the very next week with our 49<sup>th</sup> Annual Tulsa Fly-in. For the second year in a row we had perfect weather. As a result, we had approximately 350 aircraft drop in for

the event as well as good attendance from the drive in crowd. Again this event couldn't have happened without the help of many people. We had members working in just about every area of the fly-in. In addition to our Chapter, the Vintage Group, the Sport Group and the IAC groups supplied volunteers this year. On Saturday afternoon we had a mini crisis to deal with though. It turns out that the beer Carl Clay bought for the dinner banquet turned up missing for a while. After a frantic search by Charlie Harris and myself that covered just about every inch of the airport, we were almost ready to make a PA announcement asking for our beer back. We finally found it though, it turns out that the airport line boys took it for safekeeping. Yeah right! The guest of honor for the Fly-in was General Tex Hill, a 90 year-old ex-flying tiger who was a delightful speaker. At 90 years old, you can say what you want and not worry about what others might think. General Hill at times was very candid. You had to be there. He had people rolling in the aisles. Several of our members won awards again this year with John Hudec's Waco leading the pack. What a nice airplane!

The next week featured a lot of chapter activities. We had Marvin Ortbal and his newly completed Jabiru XP as our guest speaker at the membership meeting. It was my wife's birthday that night so I didn't get to go to the meeting myself but had seen the aircraft before. What a nice aircraft! I was told that he gave a nice presentation. Thanks Marvin. This meeting was followed up by our pancake breakfast on Saturday. In addition to pancakes, Dr. Dan (the propeller man) Cork performed dynamic propeller balancing for Chapter 10 members. Chapter members Bob Thrasher and Chris Johnson who did all the open and close up on the aircraft helped Dan. Dan managed to do a total of 3 aircraft that morning which netted the Chapter Young Eagle program a total of \$150.00 in donations. This event was all Dan's idea; he wanted to give something back to the Chapter. Thanks Dan.

The Bean Dinner was later that same day over at Airman's Acres. I heard they had a pretty good turnout. The following weekend featured Chapter 10 member and Gundy's owner Roger Weiden. He had a big band dance Saturday night which I think is turning into an annual event. The annual Wing-Ding followed up on Sunday afternoon. This event was well attended, and I think everybody had a good time.

While all this was going on on, I still managed to find time to get some glider flying in. I

had a nice relaxing 2 hour 10 minute flight last weekend. I'm amazed sometimes just how therapeutic flying can be. I usually land refreshed after a couple of hours in the air, and this day was no different. I didn't really go anywhere, but just flew around having a good time on a nice afternoon. Ain't America great!

Chapter member John Nys is in the process of becoming an EAA Tech Counselor. This is kind of a no-brainer that should have been done a long time ago. There aren't very many people around who have John's kind of experience working with sheet metal. This will be a welcome addition to our Chapter. If you have any sheet metal questions or need somebody to look at your project, go see John.

EAA National currently has a program in place to help Chapters with their fund-raising activities. One of the methods is to hold a raffle. To facilitate this, EAA National has provided a number of leather bomber jackets to individual Chapters free of charge. The jackets are pretty nice and normally sell for \$240.00 in the EAA catalog. **Our Chapter will sell raffle ticket for a large jacket during the next two meetings and will hold the drawing at the Pie Auction meeting in November. Tickets for this jacket are \$1.00 a piece or 6 for \$5.00.** Buy as many tickets as you can. All proceeds stay in the chapter. Please contact Treasurer John Nys to purchase tickets.

Young Eagles Coordinator Charles Freeland has scheduled an event for Saturday November 5<sup>th</sup>. Please see his article elsewhere in this issue. I know that he will need all the support he can get. Please volunteer if you can.

The Christmas party is coming up soon. It is now time to start thinking about it. It will be held on Saturday, December 10<sup>th</sup> this year. Lynn Coltharp has graciously volunteered the services of his lovely wife Sallie to sell tickets to the dinner. We do not have pricing yet, but stay tuned for further details. Last year's event was pretty good. I know I'll never forget it. Ever!

I have had a schedule change at work and will be unable to attend the membership meeting this month. I know. This is two months in a row. The other officers have threatened to make me serve another term as president to make up for these two absences. Vice President Jeff Wedman will conduct the meeting and has arranged for this month's guest speaker. It looks like it will be John Neilson of Skiatook. John is the local dealer for **Poly-fiber**

products and will give a **talk on fabric covering**. This sounds like a good one; I just wish I could attend.

We have clearance, Clarence. Roger, Roger. What's our vector, Victor?

— *Cockpit crew in the movie 'Airplane'*

Craig

## Propeller Tips

**By Dr. Dan The Prop Man!**

*October 01, 2005*

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### ***Dynamic Balance (Continued)***

In the September Prop Tips issue I explained the differences between static balance & dynamic balance and the benefits of dynamic balance. I recently was asked this question: "When should I have my prop dynamically balanced"? In this issue I would like to answer that question:

First and foremost don't wait until you experience a vibration that rattles your teeth out to have your prop dynamically balanced. Doing so could cause premature wear and destruction to your propeller, engine, components & airframe. At the first sign of any vibration is the best time to see your propeller technician for professional advise. Most manufacturers recommend dynamic balance after an overhaul of the engine and or the propeller, then at 500-hour intervals. Since the dynamic balance is balancing everything that turns as one rotating unit, such as the prop, spinner, spinner bulkhead, starter ring gear, crankshaft & camshaft it is extremely important to keep all these components indexed to each other. If any of these components were to be replaced then a dynamic balance should be performed. For example your spinner has a crack and requires a new one, or if you were to replace an alternator belt on a Lycoming engine, then the prop, spinner & bulkhead would have to come off the engine to change the belt. If any of those

components were not indexed and reinstalled exactly the way they came off, a dynamic balance in either case would be required. Of course this is assuming a dynamic balance had previously been accomplished.

### **And now a question for my readers:**

## **If you were flying along in a complex piston-powered airplane and lost oil pressure, what two systems would fail before the engine would fail?**

- Please visit my web site, [www.customprop.com](http://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!*

## **THANK YOU DR. DAN**

Last month Dan (the prop man) Cork offered a special for Chapter 10 members. We had three participants get their Props balanced. There was Chris Johnson, John Forrester, and myself.

I personally want to thank Dan for his efforts. With past airplanes I learned the importance of keeping all those rotating parts in balance. Not only is the ride smoother, but engine and airframe components will last much longer.

Chris Johnson and Bob Thrasher volunteered to help, and were very effective. A big thank you to them also.

The Chapter made \$150 dollars from this event, earmarked for the Young Eagles program.

See you all at the next meeting  
John Nys

a. DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that

freshly painted part you were drying.

b. WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

c. ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

d. PLIERS: Used to round off bolt heads.

e. HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

f. VISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

g. OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside a wheel hub you're trying to get the bearing race out of.

h. WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

i. HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new disk brake pads, trapping the jack handle firmly under the bumper.

j. EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering an automobile upward off a hydraulic jack handle.

k. TWEEZERS: A tool for removing wood splinters.

l. PHONE: Tool for calling your neighbor to see if he has another hydraulic floor jack.

m. SNAP-ON GASKET SCRAPER: Theoretically

useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog-do off your boot.

n. E-Z OUT BOLT AND STUD EXTRACTOR: A tool that snaps off in bolt holes and is ten times harder than any known drill bit.

o. TWO-TON HYDRAULIC ENGINE HOIST: A handy tool for testing the tensile strength of bolts and fuel lines you may have forgotten to disconnect.

p. CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER: A large motor mount prying tool that inexplicably has an accurately machined screwdriver tip on the end without the handle.

q. AVIATION METAL SNIPS: See hacksaw.

r. TROUBLE LIGHT: The homebuilder's own tanning booth. Sometimes called drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

s. PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; can also be used, as the name implies, to round off Phillips screw heads.

t. AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last tightened 70 years ago by someone at Ford, and rounds them off.

u. PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

v. HOSE CUTTER: A tool used to cut hoses 1/2 inch

too short.

w. HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate expensive parts not far from the object we are trying to hit.

x. MECHANIC'S KNIFE: Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on boxes containing seats, chrome and plastic parts.

y. Shop Vacuum: A large noisy roll-around device used primarily for causing the permanent disappearance of very small exquisitely expensive parts.

z. Vinyl tape: a black linear flexible adhesive product used to bind little squares of paper towel over fresh cuts and/or abrasions (see: a., b., c., e., p., q., s., v., & x., above).



**Marvin Ortbal giving his presentation about his new Jabiru powered Jabiru**



**Bhrent Waddell and Marvin looking over the really neat installation package for the Jabiru 3300 engine.**

## **Bean Dinner Report**

*by Bhrent Waddell*

As I was getting started early Saturday morning September 24, the sound of an airplane was heard taking off at Sand Ridge airport in Collinsville. That sound was quickly followed by the sound of another, then another and another. The rapid succession of aircraft finally reminded me that this was the invitation (via a flour bomb) to the Bean Dinner at Airman Acres which was just on the other side of Collinsville.

The weather was cooperating beautifully and aircraft from all over northeast Oklahoma were arriving at Airman Acres. Besides an assortment of Cessnas, Pipers, and experimental aircraft, the aircraft on the field included many unique models. A few of the biplanes that drew a lot of interest were the British SE-5A, and 2 German WWI biplanes.

At noon the beans were served. Two huge kettles of beans were ready. In fact, they were ready for a many helpings as one could hold. They got the recipe right and the beans were delicious with the cornbread and dessert provided by the Airman Acres' residents. This was a great opportunity to learn about many

interesting aircraft, enjoy a tasty bowl of beans, and visit with friends.

## **Skyhaven Brat Feed**

*by Lynn Coltharp*

On October 08 what appears to be a new tradition for our area airports was begun. Word had been passed around among the aviation community that the airpark community of SKYHAVEN was having a brat feed. This was a first for the relatively new airport.

Paul Shireman and I, being ever alert for a chance to take advantage of an opportunity to tell lies and eat, hopped into his 172 and winged our way a few miles to the northwest from Gundy's. We got there around 11:00 and there were already a good number of airplanes on the ground. The brats were being prepared in a nice smoker and since they had some ready everyone began to eat at 11:00.

By noon there were probably 30-40 airplanes on the ground and a good number of people to visit with (tell lies).

I did not hear anything official but somehow I have a feeling this event will become one of the Tulsa area traditions like the Sandridge Hamburger feed, The bean dinner at Airman Acres and the Wing Ding at Gundy's. At Gundy's we noticed some airplanes flying over earlier that morning and noticed the tale-tale signs of a possible flour bombing on our runway.



**Gathering of brat eaters at the Unruh's hangar on Skyhaven Airpark.**



Some of the airplanes that attended the brat feed at Skyhaven.

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### ***Chapter DAR Services***

One of the many benefits of being a member of Chapter 10 is having our own in-house Designated Airworthiness Representative. When Chapter member Bart Dalton became a DAR several years ago, he made it a point of performing certification inspections at no charge for any Chapter 10 member. This program has worked well throughout the years and well received by everyone involved. We have had a few people though who have stretched the limits and the intent of this service. To avoid problems in the future, the Board of Directors have been forced to make a policy change concerning this service.

There are now two criteria you must meet to use the Chapter DAR services at no charge:

1. Must have been a member of Chapter 10 for one (1) year
2. Attend a minimum of four (4) Chapter meetings or activities over a twelve (12) month period.

We have had to make these changes to ensure that this remains a Chapter benefit. We are sorry if this inconveniences anyone, but it was done for the good of all members.

Craig Loomiller

## **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

**Completed RV-9 empennage kit**, and wing kit  
with completed flaps, ailerons, pushrods, left wing,  
and 50% complete right wing

Located in Claremore, OK. Please email  
9daleb@ssd.fsi.com (without the 9) or call  
918-527-3724 for further details.  
Dale Bramer

**1968 Mooney Ranger M20C** 2655 Total time  
460 SMOH \$49,900 Lynn Coltharp 272-7255  
scoltharp3@cox.net

**House at Skyhaven Airpark.** . 3 bedrooms and  
office, 2600 sq ft. home. 60x80 hangar with office,  
shop and motor home space. convenient to Tulsa and  
Owasso. Lorin Wilkinson 371-6668

**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](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.

***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**

**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

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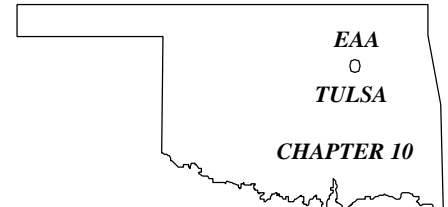
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Dan Kloker	



EAA 10  
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Owasso, Ok 74055



**Next Meeting: Monday October 17, 2005 7:30PM**  
**CHAPTER HOME AT GUNDY'S**  
Refreshments T-V