

# EAA Chapter 10

## January 2006 Newsletter

### Calendar Of Events

Sun-N-Fun – April 4-10  
Southwest Regional – Hondo, Tx –May 12-14  
Oshkosh – July 24-30  
May 16<sup>th</sup> Annual Chapter picnic  
Sept – Tulsa Fly-in at Bartlesville  
Sept – Gundy's Annual Wing-Ding  
Dec 09 – Christmas Party

*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 January***

I hope everybody had a Merry Christmas and a Happy New Year!

We had a really good 2005 and hopefully 2006 will be just as good if not better. We will have a small change of officers this year. Larry Brooks who was our Secretary for the last couple of years decided not to run again. Larry has done an outstanding job in keeping the Chapter's paperwork in order. I know I appreciated the fine work that he did. Bob Thrasher, who has been a member of Chapter 10 for several years, will now replace Larry as Secretary of our organization. I know Bob will do a good job at Secretary. I hope everyone is aware that we will now have two confirmed glider nuts in leadership positions of Chapter 10. I'm just giving you all fair warning.

If you didn't attend the Christmas dinner, you sure missed a good time. I believe by the time it started, we had sold all of our available seats for the event. Thank you for your participation. The dinner was catered again by Jamils, which always does a good job.

Although I didn't see any of the usual gag gifts this year, I know they are floating around out

there somewhere waiting for next unsuspecting person. Be careful, it just might be you next year.

Bart Dalton did his usual excellent job in rounding up a large number of door prizes. I think we especially need to thank Aircraft Specialties for their generous contributions this and every year.

It is time to start thinking about candidates for this year's EAA Air Academy scholarship. For the last several years, Chapter 10 has sent a scholarship student to the Air Academy with all expenses paid. This is an excellent opportunity for a young person to experience aviation in all its glory. If you know a young man or woman between the ages of 12-15 that you think would benefit from the experience, be ready to submit their names. Jeff Wedman will write an article for next month's newsletter that will spell out all the details. I think the entry deadline will be March 30<sup>th</sup> again this year.

The fire danger out there right now is extremely critical. We had an incident on Gundy's airport a couple of weeks ago where sparks coming from an aircraft caused a small grass fire. Everybody needs to be extra careful right now. Boy, we sure need some rain right now. Lynn Coltharp joked last week that what we need is one of my patented Poker Runs, preferably the sooner the better. (It must be my knack for scheduling rained-out events.) I don't know about next week but I do think we ought to have one some time this spring for sure. I'll let you know when it is going to be.

We are fortunate to have Bob Warren as our guest speaker this month. Bob was a fighter pilot in WWII who flew Warhawks, Lightnings, and Mustangs in combat. The Tulsa World featured him in an article a couple months ago. It seems he P-40 Warhawk that Bob flew and later abandoned on an island in the Pacific Ocean was recovered and recently restored to it's original condition, right down to Bob's name on the cockpit opening. He recently went down to Australia to dedicate this restored aircraft. He has been in aviation his whole life including building his own experimental aircraft. One of the aircraft Bob built is currently hanging in the Oklahoma City Air & Space Museum. It should be an interesting meeting. I hope to see you there.

Craig

## DUES TIME AGAIN

by John Nys -- Treasurer

I hope everyone had a happy holiday. It has been a wonderfully mild winter so far. A little dry, but lots of warmth and sunshine. Let's hope that it continues. There may be dark clouds on the horizon. Craig Loomiller is itching to schedule a couple of poker runs, and we all know what that means!

A new year is upon us. That means dues time again. Still only \$20. Probably one of the biggest bargains you'll ever find. Good people, a lot of good information and we seem to feed ourselves pretty well. Plan to attend Monday Jan. 16 at 7:30 P.M. See You There!

### Propeller Tips

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

---

#### ***McCauley Oil Filled Propellers***

The following article applies to McCauley Constant Speed propellers only. But that doesn't mean you should ignore the information, you never know when you might be hitching a ride with some one that does. If all Hell breaks loose, **You will know what to do!**

Ok, Now that I have your attention, lets start with: What is an Oil-Filled Propeller? McCauley has for a number of years been manufacturing most of their constant speed, full feathering and turbine propellers with the internal hub cavity filled with oil. Most of the turbine propellers use "light weight turbine oil" while all the others are filled with "light weight (20wt) reciprocating engine oil". This oil within the hub cavity is independent of the engine oil going to and from the governor which, as you know, changes the pitch of the propeller blades to control the rpm. The only time the two oils might mix is if there were an internal oil leak past an o-ring and yes you guessed it, that is why they use the same type of oil as what's in the engine except the internal hub oil is a very light weight. On the reciprocating engine propellers they also add a small amount of red dye, which mixes with the oil. You can identify an oil-filled propeller by a change letter at the end of the model designation. For example: D2A34C58-O. The

**EAA 10 January 2006**

"O" at the end indicates this model of prop has been modified to the oil filled version. The change letter will vary with different models. However the easiest way to determine if your propeller is oil filled would be to look for a small filler plug located on the hub. Usually a 1/8" pipe plug. ***So why the oil filled modification?*** Well McCauley says, "Its number one reason is for improved lubrication and the number two reason for crack detection." I won't argue with which reason should be number 1 or 2 as I know from first hand experience that both reasons are good reasons and best of all, it really works! If you stop and think about it for a minute, with a tightly sealed propeller hub with about a quart of oil that has no place to go will definitely provide excellent lubrication and hardly any chance of internal corrosion. If the hub or blade shank area were to develop a crack then centrifugal force would force this red dye oil out of the crack and onto the cowling and windshield for the pilot & or hitch hiking passengers to see.

In this article I explained what an oil filled propeller is, how to identify it and why the oil is there. Next month I will continue this article explaining oil leaks from these types of propellers and what to do about them. Special Note: As always you can visit my web site: [customprop.com](http://customprop.com) to read up on this article or any past articles that I have written. P.S. Happy New Year!

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

**Can you guess the highest altitude ever reached by a propeller-driven airplane?**

- visit [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!***

**ED FELMLEE**

**Sad news!** I just noticed in the newspaper that Dr. Ed Felmlee (one of our charter members) has died. We will miss him.

Our thoughts and prayers to his family!

## RANS S-6 UPDATE

*by Lynn Coltharp*

Some of you may know this already. It is kind of interesting to note that at the 6<sup>th</sup>, 7<sup>th</sup> and 8<sup>th</sup> houses down the West taxiway off the North end of Gundy's three Rans S6's are under construction.

The builders are Clarence Larsen, Paul Shireman and Lynn Coltharp. Clarence started his project last April and he has it covered, painted and the engine hung. Paul and I started in October and we have the fuselage constructed and ready to start construction on the wings.

The construction of these airplanes is a welded steel fuselage and aluminum tubular tail cone with aluminum tubular control surfaces. The wings are also aluminum tube construction including aluminum tube spars. All the aluminum tubes are put together using Cherry-Q pop rivets with stainless steel used in the high stress places and aluminum used in less stressful areas.

We all spend a lot of time visiting each other's hangars asking questions and getting ideas and help from each other. Of course Clarence has been a real help to Paul and me since he is ahead of us in construction. All the "back and forth" makes the project a lot more fun.

The construction seems to go fairly quickly, however, I seem to always come up with a confusion point at each step. The tech help at RANS always has the answer I need and are eager to help. One point of criticism is that they don't seem to have updates and corrections/clarifications to the plans and drawings. This would save them lots of phone calls and save the builders time trying to figure things out on their own.

Anyway we are all having fun building these Light Sport Aircraft and I know we will have a lot of fun flying them.



## FOR SALE

### 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:

Must have been a member of Chapter 10 for one (1) year

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  
President-EAA Chapter 10

### 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**

**EAA 10 January 2006**

### **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

**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 name starts with A-C it is your turn to bring snacks for the November 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.

decorating. It will not take long if we get several people to show up and help.

By-the-way, John kurt normally brings a "tall" step ladder to get the stringers disconnected from our "chandelier" so if anyone has a TALL step ladder we will probably need one.

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

#### *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  
7:00am to 9:30am**

## UN-DECORATING PARTY!

### OR IS IT CHORE?

The chapter hangar is still decorated in all it's regalia from the Christmas party. Well, we did fold up the table cloths at the monthly board meeting on the 9<sup>th</sup> of January. All the stuff in the ceiling and on the walls is still adorning the place.

Monday the 16<sup>th</sup> of January is our regular newsletter folding "party" and we decided that would be an opportune time to "de-decorate". So ---- come join us at the folding party and help with the de-

<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

Craig Loomiller  
16876 E. 79<sup>th</sup> 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

Bob Thrasher  
16315 E. 81<sup>st</sup> Court N.  
Owasso, Ok 74055  
376-2148  
9bobthrasher@slb.com

## TREASURER

John Nys  
8104 N 161 East Ave  
Owasso, OK 74055  
272-2504  
9jnys@cox.net

## NEWSLETTER EDITOR

Lynn Coltharp  
16716 E. 80<sup>th</sup> 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

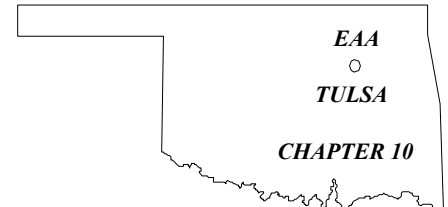
Don Pearsall	272-5551	9dpowasso@cox.net
Bart Dalton (DAR)	272-8551	9planenutty@juno.com
Roger White	371-4949	9RogerandEJ@prodigy.net

## YOUNG EAGLE COORDINATORS

Charles Freeland	9charfreeland@unidial.com
Dan Kloker	



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



**Next Meeting: Monday January 16 7:30pm**  
Refreshments A-C