

# **EAA Chapter 10**

## *February 2006 Newsletter*

### **Calendar Of Events**

Sun-N-Fun – April 4-10  
Southwest Regional – Hondo, Tx –May 12-14  
Oshkosh – July 24-30  
May 21 Annual Chapter picnic  
Sept 22-23 – 50th 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 February**

Hello everybody.

You’re probably wondering what happened to both myself and our guest speaker last month. Here is what happened. My work assignment for that week was changed to a 7:30 p.m. to 4:00 a.m. shift. Yeah, you’re right; it was a really bad shift. So I notified Jeff, and said there would be no problems as Bob Warren knew where the meeting was and would be there on time. I thought I had everything taken care of and all went as planned until I received a phone call a couple of days later on Wednesday. Bob Warren called me up and said that unfortunately, he would not be able to attend our meeting coming up on Monday. I then told him that our meeting had been held on the previous Monday. He then informed me that the date I gave him must have been wrong because that is what he had written down. I guess I must have given him the wrong date. It sounds like Jeff did okay though. We will try to get Bob Warren scheduled again sometime later this summer, so stay tuned.

With the weather being as nice as it is; a lot of people are out there flying. It sounds like Ponca City is drawing bigger and bigger crowds each month. I

guess they served over 400 people last Saturday. I sure don’t envy them. It sounds like a whole lot of work.

Bhrent Waddell finished his RV-6 a couple of weeks ago and flew it for the first time. He is now busy flying off his time. He was supposed to be our guest speaker this month but had to bow out due to a business conflict. We’ll get a good look at his new pride and joy next month. At least that’s what he’s promised us.

This month’s issue of Sport Aviation has a really nice article in it about our own Jim Franklin. I still remember the meeting last year when we finally got a chance to see it. The woodwork on the Woodsy was just fantastic. I am glad to see Jim get the recognition that he deserves. If you haven’t seen it yet, please check out the article.

I went down to Arlington, Texas last weekend to attend the Soaring society of America convention. They had all the latest and greatest in the soaring world on display. A couple of manufacturers are even including a kit option instead of a completed bird. It looks like the latest rage is the motor glider. These are standard gliders with retractable power plants. Most of these power plants put out approximately 20-25 horsepower. There were one-cylinder gasoline types, jet engines, and the latest development uses electric-motor power. There were also a couple of four-cylinder single seat aircraft with fifty-foot wingspans.

I was down there to look at electronics as well as attend some meetings. Just like in the powered world, the new modern soaring electronics are a wonder to behold. Unfortunately, they also have a hefty price tag to match. It’s amazing how much micro-computers have taken over in our sport. I didn’t come away with any of them though; however I did pick up a new parachute. I bought my old chute from Jerry Vaughn a couple of years ago and it has worked ok. There were a couple of problems with it though. The first problem was that on long flights it tended to be a bit uncomfortable, and the second problem is that the chute is getting kind of old. I was told by my parachute rigger that it would work ok but that I would probably break my legs on landing. This has always kind of concerned me, so I am now the proud owner of a larger, more comfortable parachute. I just hope I never have to use it! If anybody is interested in purchasing my old parachute, please come see me about it.

Check out the expiration date on your newsletter this month. Chapter 10 dues run from January to December of each year so it is now time to renew. Just like last year, the price is \$20.00. It's not as cheap as the Antique/Classics dues, but is still a good deal. We will give you until March to get current, so if you do not receive an April newsletter, you will know why. You can mail it in or even better, just bring it to our next meeting.

Since neither myself nor my guest speaker were available for our January meeting, and Bhrent will not be able attend the February meeting, I was informed I would be the guest speaker this month. The board wanted to hear more about glider flying. We had Bob Thrasher talk about it a couple of years ago, and the board figured it was time for another meeting about it. I'll put something together that I hope you'll like.

More than anything else the sensation is one of perfect peace mingled with an excitement that strains every nerve to the utmost, if you can conceive of such a combination.

— Wilbur Wright

Craig

## It's still dues time

By John Nys -- Treasurer

Last meeting was very interesting. The guest speaker did not show. Jeff Wedman did a great job of salvaging the proceedings, calling on several people to talk about their projects. Money and checks rained down on me. Five new members signed up. It feels like a lot of enthusiasm and energy building for this year. Please come and be a part of it. Anyone not renewed after the March meeting will be taken off the mail list, so no procrastinating allowed. See you all Monday Feb. 20, 7:30 P.M.

By Jeff Wedman

I hope everyone had a good Christmas and New Year holiday. I sure did. Speaking of the new year, its **time for the 2006 EAA Air Academy Scholarship applications.** Chapter 10 is starting the application process a little earlier this year, as it will give us more time to make the arrangements with the Air Academy once our candidate is chosen.

Chapter 10 is accepting applications for ages 13 thru 15. Applicants must be 13 years old by June 15, 2006 and cannot be older than 15 years as of July 08, 2006. **Applicants must supply a letter stating aviation experiences, interest and career goals. Please include age and birth date. They must also provide two letters of recommendation from teachers, clergy, Flight instructors, EAA members, etc. No letters of recommendation from family members please.** These letters are required by the Air Academy and Chapter 10 will use these letters to make our selection. The successful candidate's letters will then be forwarded to the Air Academy. Please send these application letters to:

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

**You can also hand deliver application letters to a Chapter 10 officer at the monthly meetings. All application letters must be received by March 31, 2006.**

The Chapter 10 Air Academy Scholarship recipient will be selected in the month of April. Once our candidate is chosen, he or she will receive a packet of information including *Permission to participate, Liability Waiver, Release & Indemnification, Health Form, Travel Form and other pertinent information* will be sent to the recipient. A physical exam within the 24 months prior to the camp start date is required. All Academy fees and airfares will be provided by EAA Chapter 10. The successful candidate will be able to select his or her attendance dates from the Academy Sessions listed below.

If a 13 year old is chosen the camp dates will be as follows:

## 2006 EAA Air Academy Scholarship Applications

Session #1 June 15 – June 19, 2005  
Session #2 June 21 – June 25, 2005

If a 14 or 15 year old is chosen the camp dates will be as follows:

Session #1 June 27 – July 03, 2005  
Session #2 July 08 – 14, 2005

If your son, daughter, grandson, granddaughter, etc or just anyone you know that might be interested in the Air Academy please help get the word to them. Remember the due date for applicants is March 31, 2006. If anyone has any questions please do not hesitate to give me a call at 371-8779.

## Propeller Tips

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

*February 01, 2006*

### **McCauley Oil Filled Propellers Continued:**

The following article is a continuance of last month's newsletter titled McCauley Oil filled Propellers. It 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!**

In last months letter I explained what an Oil Filled Propeller is, How to identify it & what purpose the oil inside the hub was used for. In case you missed last months news-letter you can always find the articles I've written on my web site at [www.customprop.com](http://www.customprop.com).

In this newsletter we will discuss what you, as an operator should do if an oil leak in flight should occur. We will also discuss what you, as an aircraft technician should do if the operator comes to you with this problem.

Ok, you are cruising along in the wild blue yonder and all of sudden you noticed little red dots all over your windshield. When and if this situation occurs you need to know two things: One, the leak is due to a bad O-ring seal or two, the leak is due to a crack somewhere in your propeller. Now, McCauley will say if it's a minor leak you could try to cycle the propeller a few times and see if the leak dissipates, if it is a minor leak they will give you 10 hours to get

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your prop into a prop shop. If the leak is gradually decreasing, continue for 20 hours. Then after 20 hours if the leak is still present, take the prop in to the prop shop. On the other hand if you can determine that the leak is due to a crack or suspect a crack, **don't fly it.** Take it to the prop shop. So a lot of good that information gives you if you're in the pilot seat over the Rockies. I really can't tell you what you need to do for liability sake, but I can tell you what I would do! Knowing that the leak could be a crack I would land the plane at the first suitable airport that had a maintenance facility and proceed with the following procedure.

The following procedure is taken from McCauley maintenance manuals and should be performed by an A&P Technician prior to contacting a Propeller repair station. I say this because this procedure is what the prop shop will ask you to do prior to removing the propeller. Pay attention now as this could save your trip, your behind and maybe a lot of money.

- Step # 1 Remove the spinner.
- Step # 2 Thoroughly clean the inside of the spinner and the entire propeller assembly using mineral spirits or solvent to remove any residual traces of oil. Then dry with compressed air.
- Step # 3 If available spray developer (used for crack detection) over the hub assembly and blade shanks.
- Step # 4 Reinstall the spinner.
- Step # 5 Run engine at Magneto Check rpm for about 5 minutes and cycle the propeller thru its entire operating range at least 5 times.
- Step # 6 Shut down engine, check mags off and remove the spinner to check for leaks.

### ***Findings:***

***No leaks:*** *Reinstall spinner and have a nice trip to your destination. Once your back home, have your technician clean up the propeller and from then on keep a watchful eye on the situation. You probably just had a sticky O-ring that you were able to free up when you cycled the prop thru.*

***Minor Leak:*** *Consult via phone or in person a propeller shop and try to describe to them where the oil leak is coming*

from. If it appears to be coming from an O-ring you could continue the trip for up to 10 hours until you can get the prop into the shop. Note: Clean the propeller prior to the continued flight. If the leak seems to be drying up then continue for up to 20 hours. If within 20 hours the leak is gone completely, keep a watchful eye on the situation from then on.

**Major Leak:** Lets say you can tell the leak is from an O-ring but really leaking bad. Well, do you want to take a risk your windshield could be covered completely with oil and give you a lot of pucker factor while trying to land???. I wouldn't fly it at all. I'd remove the propeller and take a bus home and take the prop in to the shop.

**Crack Leak:** If you cannot determine the leak is caused by an O-ring it could be caused by a crack. If it is a crack it will only grow bigger and eventually fail leaving your estate to your loved ones. Do you want to know why you don't hear about that many prop failures vs. engine failures? Well, when you chuck a blade due to a crack the severe out of balance will then sheer off the engine from the engine mounts leaving your aircraft tail heavy bringing you and your passengers to a tail slide that you won't see very often at an air show. Very few pilots have survived this type of accident leaving very few to ever talk about it around the hangar. If you had an engine failure there is a better chance for survival and much more hangar flying. So in summary if you think you've got a crack no matter how much or little of a leak, **DON'T FLY!**

**And now a question for my readers: True Or False? The early North American P-51 Mustangs had Allison V-1710 engines. Merlin engines designed by Rolls Royce powered the later models. The American and British engines turned EAA 10 February 2006**

in opposite directions, so that Mustang pilots counter P-factor by applying right or left rudder, depending on the engine.

***Be the 10<sup>th</sup> person to email me with the answer and you will win a prize!***

- 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 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 y'all have a great day and be careful!***  
***Dr. Dan the Prop Man!***

## **FIRST FLIGHT** **N616BJ**

by Bhrent Waddell

How often do you get to make the first flight in a kit plane you've spent eleven and one-half years building? During that time there have been two job changes, two moves to new homes, two children taken to and from college, a daughter's wedding, a 40-hour-a-week job and the arrival of a Cessna Cardinal. In spite of all the other things going on, N616BJ was signed off and ready for its first flight on January 7, 2006.

The warm, dry weather provided a near perfect day with clear skies and a mild south breeze. Janet (the J in N616BJ) and Terry Hines were on hand to witness and assist. Ben Pendergrass and a few neighbors soon joined them. After some reminders from Ben to stay close to the field and watch the engine performance, it was time to start. After the engine start and taxi to the north end of Sandridge, the left mag didn't work at all. It had been fine a few weeks earlier during a high-speed taxi test. Thanks to the assembled pit crew back at the hangar, the cowling was pulled and a loose wire tightened. After a two-hour delay, I was at the north end of the field again and the mags were ready this time!

As Janet, Terry and the others watched from the south end, I lined up in the center of the runway. With the empty plane and half a fuel load, the takeoff roll was short, less than 1,000 feet. I wasn't sure where it lifted off. During the short take-off roll, I was busy trying to stay in the center of the runway and watch the airspeed.

Once airborne, the RV-6 was as advertised, light on the controls with a climb rate greater than 1,000 feet per minute. A radio call let the ground crew know everything was running fine, and I was at 4,500 feet. The ball was deflected about one-fourth to one-third to the right, and pitch trim wasn't an issue. The stick and rudder forces necessary to fly straight and level were so slight that trim adjustments weren't a concern.

After checking the instruments and getting comfortable, it was time to do a stall. With full flaps, the left wing stalled and dropped when the indicated airspeed reached 50 KIAS. Recovery was quick with about 100 feet of altitude lost. This was almost the same as the RV-6 in which I had trained. Other flap settings had similar stall patterns at a few knots higher airspeed.

As I descended back to pattern altitude, higher speeds and bank angles were tested with no issues. I was feeling very comfortable in the plane and really had to restrain the urge to do an aileron roll at altitude. The roll rate was quick, so it seemed an easy thing to attempt. Wisdom prevailed, and the roll had to wait. Landing would be enough of a challenge for this flight.

I radioed the field that I was returning and that all was well. In the pattern, the manual flap lever was awkward to use, but after future flights the right technique for lowering the flaps was figured out. Once the flaps were finally down, the pattern was extended, but the plane was easy to control. The landing over the power lines at the north end of the field was as good as I could ask for, and the rollout was very short. I couldn't have been happier with the first flight. The plane exhibited no shortcomings and once back at the hanger, it was Diet Dr. Pepper for everyone.

## **“HAVE YOU GOT A DREAM? GO FOR IT”**

Those words appeared at the bottom of the nice article about Jim Franklin's project in the February issue of SPORT AVIATION. Many of you recall Jim gave us a great presentation about his “WOODSY” last year.

Well, Jim's WOODSY made it into the Sport Aviation magazine February issue. It was a really a nice article about Jim's dream of designing and building his own airplane. If you have not taken the time, or noted the article, you should sit down and read it. As I remember the presentation at the meeting it is pretty much the same words he gave us at the meeting.

Jim started the article about his childhood fascination with anything that flew. He pursued his fascination and got a \$2 ride in J-3 Cub. That ride instantly “hooked” Jim and he new he somehow had to get involved in aviation. He went to school to be an aeronautical engineer but could not find a job so he gave up that pursuit and went to work at McDonnell in the blue print dept. He did eventually get his pilot's license and really enjoyed flying various airplanes.

At the age of 65 he decided that if he was ever to realize his dream of building an airplane he had better get with it. Since he had been a carpenter for 45 years he decided he should build a wood airplane. So, he sold his Luscombe and started construction. After 10 years of construction he was able to finally realize his boyhood dream and flew an airplane he had designed and built.

Jim reports that the Woodsy met (within reason) all of his design goals and he is pleased with the results of all those years of dreaming and the 10 years of construction.

## **EAA 10 NOT SO NEW ADDRESS**

Please note: Our chapter 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

### **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 **D-F** it is your turn to bring  
snacks for the November meeting*

January A-C  
**February D-F**

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  
7:00am to 9:30am**

**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



**WANNA FIGHT?**

Picture from the Tulsa Fly-in on a foggy morning.



**NEAT AIRPLANE**



**JEFF WEDMAN – SWEATING  
 BULLETS SINCE THE  
 SCHEDULED PROGRAM FOR  
 THE MEETING DID NOT  
 SHOW UP**

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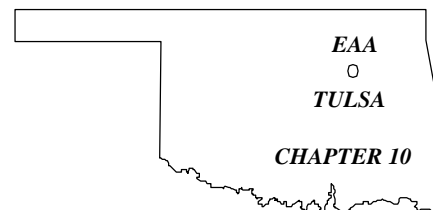
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**Next Meeting: Monday February 20, 2006 7:30pm**  
Refreshments D - F