

# EAA Chapter 10

## June 2006 Newsletter

### Calendar Of Events

Oshkosh – July 24-30  
June 09-10 – Gainesville, Tx Fly-In  
June 17<sup>th</sup> – Ada Air Expo / Ray Stout Memorial  
Warbird Fly-in, Ada, OK  
July 1<sup>st</sup> – Air Capital Fly-in, El Dorado KS (EQA)  
Sept 22-23 – 50th Tulsa Fly-in at Bartlesville  
Sept 30 – Bean Dinner – Airman Acres Collinsville  
Sept – Gundy's Annual Wing-Ding  
Dec 09 – Christmas Party  
1<sup>st</sup> Saturday Each Month Ponca City Breakfast  
Sat after 3<sup>rd</sup> Monday Pancake breakfast at Gundy's

*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

*by Craig Loomiller*

You're probably wondering what happened to my president's column last month. Well here's the story. I actually did write an article, you can go to our website and read it if you want. I wrote it just like I always do and then sent it to our newsletter editor Lynn Coltharp. I usually include it as an attachment with a message in the main e-mail of "here it is, Lynn". At least that was my plan for last month as well; I just forgot to include the attachment as part of my message. I then left town for the next three days. Lynn tried to reach me but was unable to make contact. I'll make up for it this month. I'm sorry Lynn.

### Newsletter News

Speaking of Lynn and the newsletter, this month's newsletter is being assembled by our website editor, Bob Minich. Lynn's brother is critically ill and Lynn has gone down to Texas to be with him. If you get a chance, please say a prayer for his family. I know he would like that. Lynn has included a request in the last couple of newsletters about wanting to step down as the editor. Lynn has been the editor for as long as I can remember. Is there somebody out there

that would like to take over the job, I'm sure Lynn would appreciate it. I told him that I would take it over at the end of the year but didn't really want to do the newsletter and be President at the same time. It would be nice if someone would step up and help us out for a while. Who knows? You might even like it.

### June Program

Back in February, we scheduled an electronics wizard to come in and be our guest speaker. His name is **Bob Nuckolls** and is from Wichita, Kansas. If you remember, we had a pretty bad snow storm that day and I just knew he wasn't going to make it. Bob has agreed to a return visit. Bob has a website at the following address:

<http://aeroelectric.com/>

If you get a chance, you need to go there and check it out. Be sure to check out the section titled Downloadable Reference Materials. Then select "articles" and you will find a treasure trove of information concerning experimental aircraft and electrical wiring. Be sure to come out for our June meeting. I am looking forward to what he has to say.

I've been spending a lot of time working on a cabin my wife and I bought last winter and it sure is cutting into my flying time. The last couple of times I got to fly my glider, the conditions haven't been very favorable. It always seems like the days I go to the cabin; the soaring weather always gets better. I wonder why that is. I'm getting ready to do a weekend trip down to Talihina again. What a beautiful place to fly airplanes. I'm planning on really getting out and doing some cross-country flying there. I'll let you know how I do.

If you see **Dana Ham**, please congratulate him on the first flight of his RV-6A. I heard that it went extremely well. I'll see if we can get him to talk about it at a future meeting.

### It's a Small World

Richie Shroff is always sending me neat little things off the internet and I've been meaning to pass this onto the rest of you for quite some time now. I am now just getting around to it. Richie like myself has found out just what a neat program Google Earth is. If you haven't been there ([earth.google.com](http://earth.google.com)), you do not know what you are missing. I firmly believe that it is probably the greatest invention so far in this 21st century. I have literally traveled all over the world using this program and it has all been free.

Richie asked me to go to the following coordinates and identify what kind of airplane is pictured. Check it out, it's pretty neat.

52-deg 20-min 10.90-sec N

0-deg 11-min 43.24-sec W

This location is about 100 miles North of London.

### *Young Eagles Alert*

I would like to close with an e-mail that **Sherrie Redding** sent me. Sherrie is a school teacher in Skiatook and the wife of local aviator Jeff Redding. She has put together a summer aviation program for local kids and has asked us to be a part of it. We have agreed and are going to provide Young Eagles rides for the kids. Here is her message:

*I just wanted to touch base with you about the Young Eagles Flights on Saturday, June 24. As of today, there are 20 participants (the maximum is 25). I already have the registration forms and will have them filled out when you arrive (I think I have enough...if not, I will let you know ahead of time!)*

*The folks at Sand Springs Parks & Recreation Department are providing "Breakfast with the Pilots" that morning. Do you know how many pilots and ground crew will be there? I would like to let them know about how many people to expect. Last I heard, they are planning to serve pancakes.*

*I will help with the paperwork/certificates again. If I know how many will fit into each plane, I can group them together as well.*

*Thank you again for all you have done for me!*

*-- Sherrie Redding*

Sherrie came out and helped us on our last Young Eagle event and it would be real nice if we have a good turn-out for this event to help her out. Remember to mark your calendar For Saturday June 24<sup>th</sup>.

See you at the meeting,

*Craig*

## ***Biplane Expo Report***

*by Jeff Wedman*

I sure hope everyone had a chance to go to Bartlesville for the Biplane Expo. I had asked a coworker, Keith Farrar, if he wanted to go to the Ponca City breakfast and then on to Bartlesville for the biplanes and he agreed that would be good. Keith has been to Ponca City with me once before so he knew how hectic it can get flying in and out of Bartlesville for the breakfast. I was expecting a lot of traffic especially since we didn't get off the ground until late. I like to get to Ponca around 7:00 to beat the traffic but we were fogged in and had to wait it out for about 45 minutes. The traffic wasn't too bad in Ponca, even though we did arrive later. The food was good and the folks were friendly as usual.

### ***Getting there is half the fun***

We headed over to Bartlesville and found that a mass of airplanes were trying to get in at the same time we were. Earlier that morning I had called flight service and the briefer warned me that there may be a lot of traffic due to the Ponca breakfast and the Biplane Expo. He wasn't kidding. The radio was non-stop and it was tough to get a word in edge wise. I just called out my position and continued to do so throughout the traffic pattern and I was asked to watch for the J3 in front of me and that was the only communication with the tower I had. Less is definitely better.

The old biplanes were great and the home built biplanes were there in numbers as well. I talked to Charlie Harris the week after the biplane show and he said the quality of the biplanes were exceptional this year. He went on to tell me that there were a total of about 300 airplanes with 75 of them biplanes and 225 non-biplanes. About 1800 gate fees were collected.

The expo had a New Standard D-25 1929 model, giving rides this year. The New Standard can carry four riders up front and the pilot in the back. The rides this year were \$40 for a "round the patch" ride or \$60 for a 15 to 18 minute ride. The plane was busy both days from 9 AM to 5 PM and gave around 300 people an open cockpit ride. The owner, Rob Lock, aka Waldo Wright was probably very pleased with the turn out. Rob owns another New Standard that makes its home at the Kermit Weeks Museum. The other New Standard that has given rides in the past is owned by Steve and Susan Oliver but has been

undergoing restoration. We may see it this fall at the Tulsa Fly-in 50<sup>th</sup> anniversary.

The honored guest this year was Brigadier General Robin Olds. The general was a West Point graduate and was a tackle on the 1942 West point football team and the team captain. He was also selected as an All American that same year. In the summer of '42 he was sent to Tulsa Oklahoma's Spartan School of aeronautics to learn to fly PT-19s. He went on to fly P38s and P51s in WWII. He missed Korea but went on to Vietnam where he flew F4 Phantoms and commanded a wing of F4s. He had a total of 17 victories, 13 in WWII and 4 in Vietnam, which made him a triple ace. We were pleased to have such an honored guest at the biplane expo.

### *Awards*

There were some biplanes that came some distance. The biplane that came the longest distance was Barry Branin from Morro Bay, California. That would be just south of San Francisco. He flew a rare 1935 YMF-5 Waco. There were only 18 ever built and there are only 3 originals still flying. It took an 8 year restoration to bring it up to the Grand Champion award winning airplane it is. You will see that Barry was also Grand Champion at this year's expo. Congratulations Barry!

Charlie wanted me to let everyone know how much the Biplane Association appreciates the help and support that EAA 10 gives to the Expo. He said it takes 200 to 300 volunteers to put the show on and EAA 10 is a big help.

If you didn't make the expo this year there is always next year. Oh yeah, Charlie also wanted to know why he is not getting the hard copy of the news letter. Did you pay your dues Charlie?

*Jeff*

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## ***Biplane Expo Award Winners***

### ***GRAND CHAMPION OPEN COCKPIT BIPLANE***

1935 Waco YMF-5, N15241  
Barry Branin  
Morro Bay CA

### ***RESERVE GRAND CHAMPION OPEN COCKPIT BIPLANE (TIE)***

1942 Waco UPF-7, NC39743  
Gary Peterson  
Walton NE

1931 Waco QCF-2, N17445  
Steve Craig  
Lawrence KS

### ***GRAND CHAMPION CABIN BIPLANE***

1935 Waco UKC, N14611  
Ken Horwitz  
Seattle WA

### ***RESERVE GRAND CHAMPION CABIN BIPLANE***

1941 Waco SRE, NC58785  
Al Womack  
Jackson LA

### ***GRAND CHAMPION EXPERIMENTAL BIPLANE***

2005 Hatz Bantam, N101HB  
Mark Marino  
Duluth MN

### ***RESERVE GRAND CHAMPION EXPERIMENTAL BIPLANE***

2004 Waco UMF-5, NX14377  
John Hudec  
Collinsville OK

### ***GRAND CHAMPION REPLICIA BIPLANE***

2003 Scout Experimental SE5a, N125QB  
Jack C. Kearbey  
Tulsa OK

### ***RESERVE GRAND CHAMPION REPLICIA BIPLANE (TIE)***

2005 Speedmail Special, N623YT  
Steve Sorge  
Eagle WI

2006 Waco UBF, NX12374  
Don Swindle  
Collinsville TX

### ***LONGEST DISTANCE IN AN OPEN COCKPIT BIPLANE***

1935 Waco YMF-5, N15241  
Barry Branin  
Morro Bay CA  
1625 miles

### ***ROBERT P. MOORE MEMORIAL AWARD FOR AIRCRAFTSMANSHIP***

2005 Hatz Bantam, N101HB  
Mark Marino  
Duluth MN

### ***CHAIRMAN'S AWARD***

2005 Pitts Model 12, N77MP  
Mark Streitz  
Joliet IL

### ***REGISTRATION DRAWING PRIZE – New Unnamed R.T. Foster Barnstormer theme Litho Print***

Brad Howerton  
Plano TX

**MUSEUM DRAWING PRIZE** – R. T. Foster Litho Print  
“When the Circus Had Wings”.

Crystal Chambers  
Chickasha OK

## ***EAA Southwest Regional Fly-In – Hondo, Texas***

*by John Forister*

Friday the 12<sup>th</sup> of May, Lynn Coltharp, Paul Shireman and I loaded up the Comanche and made a planned 10:00 AM departure for Hondo. This put us at Bob’s BBQ in Ada at 11:15. John Nys, Mark Fridley and Bob Thrasher made a much less well planned departure in the RV 10 around 9:00 or so (amateurs). There was plenty of “Fair Food” at the fly-in so they didn’t go hungry, but it certainly wasn’t Bob’s.

It was a beautiful day and both flights were uneventful. We arrived in the Hondo area and began the convoluted published approach procedure about 1:15 PM. The approach for arrivals from the north involved over flying three or four local landmarks like bridges, highway intersections, water towers and cemeteries. We actually found at least half of them. There wasn’t a real high traffic load, but there was considerable confusion on the approach frequency. Maybe it was caused by the Tiger Moth replica that was flying the approximately ten-mile approach route at 45 mph!

### ***Just in time for the show***

We were finally handed off to the tower and completed most of a normal approach. Then there was some type of confusion on the runway, aborted takeoff I think, and we were given a request for a 360 on final at about 400 feet with full flaps. I was busy moving levers and knobs, and watching the air speed, but Paul seemed to be clenching at something in the right seat. Probably just stiff after a long flight?

We taxied clear to the east side of the airport and there were only a half dozen or so camping spots left. We had jackets on at Gundy’s, and the camping gear was still cold as we pulled it out of the baggage compartment, but it was HOT at Hondo! I think it was just a shock, because it didn’t seem too bad after we had been there for a while.

The campgrounds are fine and some nice new showers are close by. It’s too far to walk to the main

show ramp, but the shuttle service was pretty good. I think that they were running five most of the time.

We found the John, Mark and Bob on the ramp and visited with them a couple of times before they left for home around 5:00. We also ran across John Hudec’s beautiful Waco and found him shortly afterward. Of course he took home all their gold.



There were lots of nice planes of all varieties. Lynn and Paul looked all the Rans planes over closely and talked to some of the owners. I think that visiting fly-ins while you are in the middle of a project must be when it is the most fun.

### ***Timing is everything***

We departed around 10:30 Sunday morning into a 600 foot overcast. We circumnavigated some thunderstorms in north Texas and fought up to 35 mph headwinds, and some rough air on the way home but arrived back at Gundy’s a few minutes after 1:00. I talked to John Hudec at the Biplane Expo and was relieved to find that he had finally made it back home. Actually it only took him a couple of days with an overnight in Fredericksburg. The low clouds and thunderstorms didn’t get any better until Monday and the headwinds never did let up.

All in all, it was a very nice fly-in. They had good food and entertainment both nights. Music on Friday and Mike Melville, the first civil aviation astronaut, gave an interesting talk on Saturday night. There were lots of forums on Saturday. The facilities at the old airbase are very nice; there is boundless ramp space, and adequate camping and RV parking. The Hondo city officials were introduced Saturday evening and appeared to be excited about having the event. If you want to stay in a hotel or motel, San Antonio and five smaller towns are within five to 30 miles. There was shuttle service advertised to area

motels starting on Thursday, but we didn't really check it out.

Maybe SWFRI has found a home after bouncing around south Texas for the last eight years.

*John*

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## ***Propeller Tips***

*by Dr. Dan the Prop Man*

### **Propeller Overspeed**

With the high stress already exerted on the propeller during normal operating conditions the last thing your propeller or engine needs is an overspeed condition.

What exactly is an overspeed condition? Every engine has an RPM operating limitations. Exceeding that limitation or exceeding redline is an overspeed and can tear the propeller, engine or airframe up in a heartbeat if the rpm is too great. Although most overspeed instances are not of a severe nature, it is still imperative that the proper action is taken after any overspeed condition occurs.

What can cause an overspeed condition? An inaccurate tachometer, a faulty propeller or a faulty governor is at the top of the list. In my personal experience while performing dynamic balance, I have found an average 90% of all mechanical tachometers to be out of tolerance. I found one the other day that was indicating 175 rpm less than the actual rpm. In that situation, the pilot thought he was flying at 2500 rpm when he was actually flying at 2675 rpm. Lucky for him, the red line on that aircraft was 2700 rpm. In these type of cases the overspeed condition is usually not severe but can go unnoticed for a long time.

When the propeller or governor fails, the overspeed can be much worse and require immediate action from the pilot in command. I don't have the expertise or credentials to instruct any pilot on what action to take if an overspeed condition occurs. I can tell you that different propellers, governors & types of aircraft all operate a little differently from one to the other. A twin-engine aircraft for example almost always uses oil pressure for low (fine) pitch/high rpm compared to a single engine aircraft, which will use oil pressure for high (course) pitch low rpm. Hence! A Twin-engine propeller will seek the feather position when there is a loss of oil pressure and a single engine propeller will seek high rpm (overspeed) with a loss of oil pressure.

Remember what I said! Not all aircraft operate the same. A single engine aerobatic propeller can operate like a twin engine and seek high pitch with a loss of oil pressure. As you can see, it's very important for the pilot to know how the propeller operates on the aircraft they are flying. I can tell you this: With an out of control propeller/governor, it can be possible to control the rpm to some degree with power & airspeed. So I will recommend that one of the first things a pilot do is: Retard the throttle to idle if you're at a safe altitude. The second thing a pilot should do is: Reduce your airspeed if you're at a safe altitude and have the airspeed to reduce. Of course the list goes on and on of things to do and I suggest you consult your flight manual for the manufacturer's recommendations.

Now what action should you take if your bird experiences an overspeed condition? The propeller manufacturers want to know how much a propeller exceeded the rpm in percentages and for what length of time. Each manufacture has different criteria so you will need to consult a propeller shop or propeller manufacture for the action required. For example: You could go to my website [www.customprop.com](http://www.customprop.com) and click on the link (information) then (McCauley) There you will see service letter 1998-23. This service letter will show a chart of the action to be taken based on percentage of overspeed.

One final thing: It is recommended and in some cases required for the tachometer to be checked for accuracy at each annual inspection. Custom Propeller will perform this check free of charge as a courtesy if you fly into Gundy's Airport (identifier O38) home of EAA Chapter 10.

**And now a question for my readers:  
Name a similarity between an air traffic controller and a pilot?**

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

***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!***  
[www.customprop.com](http://www.customprop.com)

## NEWSLETTER EDITOR RELIEF

by Lynn Coltharp

I have been doing the newsletter for longer than I can remember and it would be good for the chapter to get a new slant on the newsletter. Burnout has set in on me.

So – this is a plea for someone to take over the newsletter for a while! Don't be afraid you will get "stuck" with it forever. Like last time, when Bob Minich stepped in, I will be willing to get "back on the job" after I have enjoyed a period of time away from the newsletter.

<http://www.eaa88.org/chapter88flyin.html>

Please let me, or one of the chapter officers, know if you would be willing to take over the newsletter for a while.

Thanks

Lynn Coltharp – Newsletter Editor

## Upcoming Fly-ins



**44TH AIR CAPITAL EAA FLY IN**  
Presented By  
Wichita's EAA Chapter 88  
at  
**EL DORADO, KS (EQD)**  
Friday, June 30, 2006  
ARRIVALS  
POTLUCK SUPPER - 6:30 PM  
**SATURDAY, JULY 1, 2006**  
ADMISSION \$3.00  
YOUNG EAGLES FLIGHTS  
ESTIMATED TAKEOFF ROLL CONTEST  
SPOT LANDING CONTEST  
DINNER & AWARDS BANQUET - 6:30 PM  
SPEAKER: TUSKEGEE AIRMAN COL GEORGE MILLS BOYD  
PANCAKE BREAKFAST AT 7:30 AM  
STATIC AIRCRAFT DISPLAY  
FLY MARKET  
AIRCRAFT JUDGING ENDS AT 1:00 PM

**Sunday, July 2, 2006**  
**8:00 AM PANCAKE BREAKFAST AND DEPARTURES**

El Dorado, KS, Captain Jack Thomas Airport (EQD) 1378' MSL 316-321-1327  
Unicom Frequency 122.8  
**Please Do Not Fly over Prison Located NE of Airport**  
Check NOTAMs Prior to Arrival for Airport Information - 1-800-WXBRIDGE or 316-350-1514

El Dorado Real Coach Inn 1-800-528-1234 or 316-321-6900  
El Dorado Super 8 1-800-800-8000 or 316-321-4888  
El Dorado Heritage Inn 316-321-6800  
Summit Inn 316-321-9172

For Fly-In Information Call Bob Blanton 316-883-9759 [juneblanton@hotmail.com](mailto:juneblanton@hotmail.com)

## **FOR SALE**

**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 it is your turn to bring snacks for the June 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.

### ***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 this address.

**EAA 10  
P.O. Box 1985  
Owasso OK 74055**

### ***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 Info 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

### 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  
341-8779  
9jswedman@atlasok.com

### SECRETARY

Bob Thrasher  
16315 E. 81<sup>st</sup> Court N.  
Owasso, Ok 74055  
376-2148  
99sgs135a@aol.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

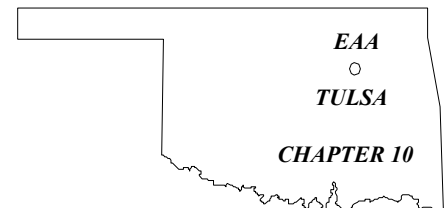
### YOUNG EAGLE COORDINATORS

Charles Freeland 9charfreeland@unidial.com  
Dan Kloker

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### **EAA 10**

**P.O. Box 1985**  
**Owasso, Ok 74055**



**NEXT MEETING: June 19, 2006 7:30pm**