

EXPERIMENTAL AIRCRAFT ASSOCIATION

E A A C H A P T E R 1 0

FEBRUARY 2007

PRESIDENT'S REPORT FOR FEBRUARY

This may not be the longest or coldest winter in Tulsa, but it's long enough and cold enough. Flying anything or working on a project in an unheated hanger is a challenge. Enough already!

This snowy, cold weather has raised the question about Chapter 10's closing policy for meetings. After some discussion, it came down to the following: "If you think it's too cold or dangerous to drive to the meeting, don't come." In keeping with that policy, 16 warm-blooded members attended the January meeting to talk to John Fisher about aircraft interiors. John brought many material samples and some RV-10 interior parts. We appreciate his comments and visit on such a cold night. John and Jane Fisher operate Speed Craft Interiors at Gundy's. If you know someone who would like to improve his or her certified or experimental aircraft interior, tell them about Speed Craft.

Some of you will remember that EAA's B-17, Aluminum Overcast, visited Tulsa in early November last year. Chapter 10 members provided ground support for safety, crowd control and souvenir sales. Sadly, the crowds weren't very big because of poor weather. Chapter 10 was fortunate however, because as a result of the flights and sales Chapter 10 received \$746.52 from EAA for our support. This will go a long way toward paying for the Air Academy tuition and airfare this summer.

Just to remind everyone, EAA 10 will be paying the tuition for some young person age 14-15 to attend the Air Academy in Oshkosh in June. The Air Academy is a one-week program of aviation activities and education on the grounds of Whitman Field in Oshkosh. We will accept applications for this year's recipient until March 31, 2007. Applications are available on line or at the February meeting. More information about the Air Academy is available on line at airacademy@eaa.org. Completed applications must be turned into any Chapter 10 board member. Our selection will be announced in April meeting.

This month's meeting will be a little different. Not because we're afraid that another snowstorm will keep the guest speaker from attending, or that the days are too short to get someone to fly his or her project to the hanger! We're going to show a movie in which **the name must remain confidential for now**. We've had some good reports about it and think you will enjoy it. The meeting will start promptly at 7:30 p.m. After a few short announcements, the movie will start at 7:45. It should be over about 9:00 p.m. If that's past your bedtime, take a nap and plan to come to the movie. Popcorn will be served just to complete the movie experience. Normal refreshments will follow. By the way, this won't be on the TV. It will be on the larger projection screen so everyone can see and enjoy it. See you there!

Bhrent

NEW MEMBER BENEFIT FROM THE EAA

Introducing a new EAA Member Benefit launched this year-the EAA Finance Program (administered by AirFleet Capital, Inc.)

The EAA Finance Program provides a wide array of programs to meet the needs of our members. It's currently able to finance experimental aircraft (kit & airworthy), light-sport aircraft, piston, helicopter, and jet aircraft. With their extensive knowledge, passion, and experience in general aviation, EAA and AirFleet Capital have created a program that offers a variety of options that are constantly changing to meet the needs of members. This was evidenced by a new program launched by the EAA Finance Program that allows for financing of progress payments for the new very light jets (VLJ's) which have recently been certified. There are many pilots looking to purchase an aircraft in this new class, but who have to make payments as the aircraft progresses in its manufacturing process. The EAA Finance Program is able to help those who are in a position to order their VLJ with the progress payments.

The EAA Finance Program has also been aggressively supporting the special light-sport aircraft (S-LSA) market. As this new class has developed, EAA and AirFleet Capital have been right there, rolling up their sleeves, obtaining information and research on the various aircraft, and producing financing options for these aircraft to fit the needs of the sport pilot. As the light-sport aircraft industry continues to develop and change the face of recreational aviation, the EAA Finance Program will continue to review the aircraft entering the market in order to support those aircraft that have been accepted and certified by the FAA. This is all part of EAA's mission to make aviation more attainable and affordable to its current and future members.

To obtain more information on the programs offered by the EAA Finance Program, give them a call at 866-808-6040 and a representative will be happy to speak with you and answer any questions you may have.

Brenda Anderson
 EAA Chapter Administrator
 920-426-6867
 banderson@caa.org

Who Brings Snacks?????

Please bring a snack to the membership meeting during the month that corresponds to the first letter of your last name as listed below:

January	A-C
February	D-F
March	G-H
April	I-L
May	Annual Picnic
June	M
July	N-P
August	Watermelon Feed
September	Q-S
October	T-V
November	W-Z

RECURRING MONTHLY CHAPTER 10 EVENTS

- 1st Monday of the month Chapter business meeting at our hangar 7:00 p.m.
- 2nd Monday of the month Newsletter folding session at our Hangar 7:00 p.m.
- 3rd Monday of the month Membership meeting at our hangar 7:30 p.m.
- 1st Saturday after the 3rd Monday Pancake Breakfast at our hangar 7:00-9:30 a.m.

YOUNG EAGLE'S RALLY MARCH 24, 2007

We have scheduled this years the first EAA Chapter 10 Young Eagles Rally for Saturday March 24, 2007 from 9:00am to noon. Tell your friends and neighbors, we want as many participants from the ages of 7-17 as possible. We also need many volunteers to make this event a success. If you are interested in volunteering for ground or flight operations please contact either of the Young Eagles Coordinators:

Shawn Benson or Dan Kloker

For those members who would like to fly Young Eagles, now is the time to start getting the airplane and pilot proficiency to flight status. ALL flying pilots who wish to participate in the Young Eagles Program must meet the following EAA minimum requirements:

- Current National EAA member
- Airman's certificate
- Current Biennial Flight Review
- Current Medical certificate
- Currency in the aircraft used
- The aircraft used for the flight must be in airworthy condition.
- Aircraft liability insurance

Each pilot must have aircraft passenger seat liability insurance. For those EAA members who choose to insure at a level of \$100,000 per passenger seat, EAA will automatically provide an additional \$1,000,000 liability umbrella policy. This coverage is only in effect while participating in Young Eagle Flights. Pilots who choose to insure at lower levels may still participate, however the additional insurance will not apply.

SCENES FROM LAST MONTH'S MEETING



John Fisher-January's guest speaker



January's big crowd

BUILDER ENCOURAGEMENT BY MARK AMBROSE

*Below is an article that I came across on the Yahoo RANS Group. The fellow he is trying to encourage to go ahead and finish his airplane is Kevin Wilkerson. Kevin is **truly** 99+ percent finished with his RANS S6S and is now so busy with his job, he feels he may never find the time to finish up the last details. The reason I know he is truly 99% done, is Kevin has done a tremendous job of documenting his construction on his web page (S6S.org). He has documented the entire building process from receiving the boxes to getting all the construction, wiring, painting, taking it to the airport and starting the engine.*

*This guy has been a **real help** to all of us RANS S6 builders. I think that if he had not spent so much time maintaining and updating the web site he could have been flying a year ago, at least. It was impressive to see all the notes of encouragement from the fellow appreciative builders on the group offering encouragement to somehow make the time to go ahead and finish.*

I believe most builders go through a period of frustration and feel like giving up. Many do just that; give up. I thought that Mark did an excellent job of relaying his message and it could apply to just about every builder at some time during the project. I sent Mark an email and asked permission to put it in our newsletter. Thank you Mark!!

Lynn Coltharp

Looks like we're all on a quest to convince Kevin to keep and finish the airplane, so let me throw in my two cents worth. Everything everyone has been saying is absolutely correct. In 2002 I got divorced. Completely unexpectedly and against my wishes, suddenly I was a single dad with eight year old, working long hours and with no time to fly.

The ADIZ had just been imposed and we were locked down. Life sucked and I was depressed. I sold my S-7, my cover-it hangar, my re-fueling cart, everything. I moved from a 5 bedroom house with a two-car garage into a tiny townhouse with no garage. Thirty days later, I realized what a mistake I made selling my S-7.

I immediately called B&B Sport Aviation and purchased an S-6ES kit from Ted Bryant, even though I had no place to build the plane. I got the box on December 21, 2003, and stored it in an unheated, unlit, ten by twenty-five foot rented storage facility located eight miles from my house.

In two and three hour increments, I started building. It was cold, dark, finger numbing work for

those first few months. Eventually my parents moved into a retirement condo with a garage just a mile from my house.



In June 2004, I moved the project to my Dad's garage. Still only able to get an occasional two or three hours at a time the project took shape. Hundreds of challenges that I was able to knock down one at a time. Every time I had a major milestone coming up and I had no idea how I was going to accomplish it - I managed to - somehow.

(continued on next page)

BUILDER ENCOURAGEMENT (CONTINUED)

Eventually it was time to move it to an airport and attach the wings, and again things came through. Flying buddies offered help with airport and hangar possibilities. Eventually I took the project to the same airport in which I had vacated three years earlier.



All of a sudden there wasn't any more work left to do. On November 1, 2006, I rolled the completed airplane out into the bright, warm sunshine and took the picture that appears on the RANS website. Against all odds I realized that I had just finished building my second RANS plane. I had no garage, no airport, no hangar, and no time to work on it when I started, but things somehow came together.

I passed the inspection, got the repairman's certificate, and took a BFR. I took her up on December 21, 2006, exactly three years to the day that I received my kit.

THINGS TO PONDER...

There are Rules and there are Laws. The Rules are made by men who think that they know better how to fly your airplane than you. Laws (of Physics) were made by the Great One. You can, and sometimes should, suspend the Rules, but you can never suspend the Laws.

It took six hundred-forty-five hours worth of labor in tiny increments. Over \$46,000 in cash invested, but none of that mattered. I was once again flying, and in one of the sweetest planes out there. I can't begin to describe to you the feeling you get when you do this. The feeling of accomplishment, of joy - just to be in the air again - but the feeling of accomplishment pervades and affects the rest of your life as well. Building the plane was my therapy for dealing with the divorce. Things are now better than they've been in my whole life, and I have a new airplane to boot. If I had not taken that initial step to buy the plane, and the thousands of other tiny steps needed to put it together, I would not be in the same place emotionally that I am today. I know that for a fact.

At some point the money, time and sacrifice cease to become important. They are just obstacles to overcome. Once you overcome these obstacles, every time you perform that magic of breaking the bonds of earth, your spirit soars. Even when you're not flying, you are thinking of the next time you will, which gets you through life's little hassles. Sorry to sound flowery here, but I agree with the others on this. Keep making those tiny steps and sooner than you think, your spirit will soar.

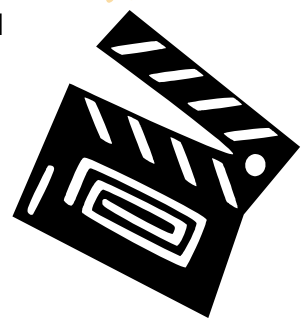
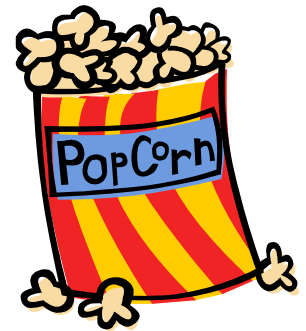
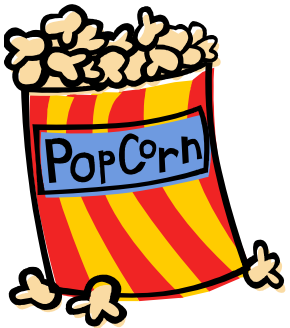
EAA CHAPTER 10 MOVIE NIGHT

MONDAY, FEBRUARY 19TH @ 7:30 P.M.

The name of the movie must remain confidential for now, but we are sure you will enjoy it. All we can say is that it is a film documenting the history of one of the finest and oldest general aviation airports in the United States. Critics have declared this film as probably the finest aviation movie ever made.

THERE WILL BE POPCORN AND REFRESHMENTS!!

**COME ON OUT AND ENJOY THIS EXCELLENT MOVIE
AT THE CHAPTER HANGAR**



IT'S DUES TIME AGAIN

Ok, the weather hasn't been that great for flying, so we've all been able to save a few dollars on aviation fuel. Due's are only \$20.00 per year. Now let's see how much fun that equals - that's \$20.00 divided by \$3.00 per gallon equals 6.67 gallons of fuel at a burn rate of 5.1 gallons per hour you'd get 1.3 hours fun in the air or you could have 22 hours of fun discussing aviation with some of the best people in the world – the Membership of EAA 10. So, just send in your dues and help the club keep going.

I'll be in San Antonio, TX for the February meeting, so please just mail in your dues or give your check or money to Bhrent Waddell or John Nys and I'll get it when I get back. Have fun at the meeting and I'll see you in March!

Your Treasurer

Mike Aichele

WEB PAGE NEWSLETTER-----[HTTP:WWW.EAA10.ORG](http://www.eaa10.org)

If you would like to receive the newsletter electronically off of the chapter website (www.eaa10.org) every month, just send Secretary Bob Thrasher or our web editor Bob Minich an email. This action saves the chapter money on printing and mailing costs, which in turn, helps keep your dues low. It's really simple to do. We send you a monthly e-mail notice when the latest newsletter is posted online. Just click on the provided link and you are there!

If you haven't taken a look at our web page lately—you should check it out! Bob has started putting a picture of the author along side the articles which really adds a lot to the newsletter. Many organizations have gone to an all-online newsletter which really reduces costs. Hopefully, we can get our own chapter moving in that same direction. We are supposed to be a progressive thinking organization after all.

CHAPTER 10 OFFICER CONTACTS

PRESIDENT

Bhrent Waddell
 13415 N. 155th E. Avenue
 Collinsville, OK 74021
 918-371-5022
 9bwaddell2@peoplepc.com

NEWSLETTER EDITOR

Craig Loomiller
 16876 E. 79th Court N.
 Owasso, Ok 74055
 918-272-6282
 9ccaloom@atlasok.com

VICE-PRESIDENT

John Nys
 8104 NH. 161st E. Avenue
 Owasso, OK 74055
 918-272-2504
 9jnys@cox.net

FLIGHT ADVISORS

Randy Brooks 405-354-1272 9eaa857@cox.net
 Bart Dalton 918-272-8551 9planenutty@juno.com

SECRETARY

Bob Thrasher
 16315 E. 81st Court N.
 Owasso, OK 74055
 918-376-2148
 9sgs135@netzero.com

TECHNICAL COUNSELORS

Don Pearsall 918-272-5551 9dpowasso@cox.net
 John Nys 918-272-2504 9jnys@cox.net
 Bart Dalton (DAR) 918-272-8551 9planenutty@juno.com
 Roger White 918-371-4949 9rogerandEJ@progidy.net

TREASURER

Michael Aichele
 12404 S. 85th E. Place
 Bixby, OK 74008
 918-369-0493
 9ikelee@olp.net

YOUNG EAGLE COORDINATORS

Shawn Benson 918-274-3445 9thebensons1@cox.net
 Dan Kloker 918-272-7024 9squack1200@cox.net

EAA CHAPTER 10 ADDRESS

P.O. Box 1985
 Owasso, OK 74055

Note: For security purposes, you must remove the "9" from the front of the listed e-mail address to make it valid.

EAA CHAPTER 10 MEMBER APPLICATION / RENEWAL FORM

DUES ARE \$20.00 PER YEAR - JANUARY 1ST TO DECEMBER 31ST

Name _____ Co-pilot/Spouse _____ Address _____ City _____ State & Zip _____ E-mail Address _____ Home Phone _____ Work Phone _____ National Membership # _____	Aircraft owned _____ _____ Projects/% complete _____ _____ Bring this form to next meeting or mail to: EAA Chapter 10 Treasurer P.O. Box 1985 Owasso, OK 74055
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EAA Chapter 10

P.O. Box 1985
Owasso, OK 74055

We're on the web!

eaa10.org

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W H O B R I N G S T H E S N A C K S : L A S T N A M E S D - F

