

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

JULY 2007

### PRESIDENT'S REPORT FOR JULY

June is always a busy month for flying. The warm weather and long days would make good flying conditions, if so much rain hadn't plagued us. Somehow Sand Ridge's Hamburger Bash had a good day for their annual get together. The Southwest Regional Fly-in in Hondo Texas and the Rocky Mountain Fly-in at Denver Colorado had some weather that hampered some participants (like me). My attempt to go to Hondo ended at Mineral Wells due to thunderstorms enroute. I spent the night in Goodland, Kansas due to thunderstorms in Colorado, but I did get to Denver for a brief visit the next morning.

I want to thank Lynn Coltharp and Paul Shireman for displaying their completed Rans projects at the June meeting. They have been flying their hours off and are on schedule to go to Oshkosh this month.

Before the Lynn and Paul took the stage at the June meeting, we had our annual Bhrat night. At one dollar apiece, the eighty brats we served were all but gone by 7:30.

At this month's meeting, we will have a presentation by Mike Aichele about his visit to museum containing the Hughes "Hercules" or "Spruce Goose." If you haven't seen the movie "The Aviator," or if you aren't familiar with Howard Hughes, I would recommend seeing the movie to appreciate the "Spruce Goose's" history.

The annual EAA Airventure at Oshkosh, Wisconsin is July 23-July 29, 2007. Many of our members will be attending along with thousands of others. The NOTAM is available by calling EAA at 1-800-564-6322 or by visiting [www.faa.gov/NTAP](http://www.faa.gov/NTAP), [www.airventure.org](http://www.airventure.org), or [www.eaa.org](http://www.eaa.org) to download a copy. If you know someone who's going, be sure they have a copy of the NOTAM. The opening date is on Monday this year compared to Tuesday in prior years. If you go to Oshkosh, a popular camping place for our members has been in the North Forty south of the Super Eight Motel.

We are tentatively planning on featuring the operating and maintaining of the Rotax 912 engine at the August meeting. If you have one, your comments will be welcome. Of course, August will be open to new and different information from Airventure.

Bhrent

## VAA Board Expands Contemporary Judging Category

Acting upon the recommendation of EAA's Vintage Aircraft Association judges, the VAA Board of Directors voted to expand the Contemporary judging category to include aircraft built up to December 31, 1970. The category was previously up to December 31, 1967. This change gives EAA and VAA members, who have lovingly restored many of the capable personal aircraft of the late 1960s, an opportunity to participate in EAA's world-class judging program. Inclusion in one of VAA's judging categories also allows those aircraft to be insured through VAA's aircraft insurance program, administered by AUA, Inc.

Effective starting with this year's EAA AirVenture Oshkosh 2007, the VAA's internationally recognized judging categories are:

- Antique: Aircraft built prior to September 1, 1945
- Classic: September 1, 1945-December 31, 1955
- Contemporary: January 1, 1956-December 31, 1970



For more information about this change, please log onto [eaa.org](http://eaa.org) or [vintageaircraft.org](http://vintageaircraft.org)

### LOCAL EVENTS CALENDAR

July 23-29	EAA Airventure @ Oshkosh
Sept 21-22	Tulsa Fly-in @ Bartlesville
Sept 29	Airman Acres Bean Dinner
Oct. 20	Lake Texhoma Splash in/Fly-in

### 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
<b>July</b>	<b>N-P</b>
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. |

## A MESSAGE FROM DALE OLSON

Well let me see, it has been a few years since I submitted anything for the newsletter. I know many of you remember me, some of you remember me but will not admit to it, still many of the newer members don't have a clue who I am. I departed from the Tulsa area in November of 2000. Wow, it's been almost seven years since I move out here to California. I have tried to make the pilgrimage back to Gundy's for visits once and awhile, but it's amazing how fast the time has gone. Gayle and I made it out in February this year for a long weekend. We had dinner with Lynn and Sallie and got to see John Nys RV-10 getting ready for the first flight. Gayle still thinks we should sell the 6 and get a 10, thanks John! One of these times we are going to try and schedule a visit to coincide with a chapter meeting. It would be great to catch up with everyone again.

You know, I'm not sure why I am even writing this other than to respond to the plea from the newsletter editor (whom made reference to getting rid of the war coup, say it ain't so!!) in the June newsletter. Craig in his war coup and myself in my old C-140, affectionately know as Lena, screamed across the Oklahoma skies for a number of years. Truth be known, I was always faster, but Craig had the convertible. I guess that is why he could never find a map on a cross country, they must have all blown out when the top was down. I remember when a group of us flew down to Bob's BBQ in Ada (I think). We lost Craig somewhere near Henrietta and could only listen to him disclose the fact that he had no idea where he was. We told him to look at his sectional, his response, what sectional? We all made it somehow and had a great lunch. Although I believe Craig had to pull off for some emergency fuel on the way back.

I remember flying down to Reklaw a couple times. John Kurt looking for a hole in his air mattress, never did find one. Me, trying my best to fix a flat tire on my tail wheel with more help than any one man should ever have to experience. Dave giving Bill a ride in his J-5 with the fuel drain still open, luckily making it back prior to fuel exhaustion. Listening to Paul bang every pot and pan he brought along at about 4:30 in the morning while he is making coffee. Stepping extremely carefully in the early morning hours so as not to accidentally step on a glistening emerald. Filling in and cooking breakfast when the scheduled folk did not show up. Spending the most uncomfortable night I have ever experienced, next to being stuck overnight in the Tokyo airport, at the first and best ever Cheat The Devil Campout, density altitude about 19,000 feet with not a breath of wind. The birds could not even fly the air was so thin. I honestly believe this was the only time my glasses fogged up just sitting in a chair, and it was about 98 degrees outside!! The memories go on and on. Trips to Oshkosh, poker runs, young eagle flights, morning breakfast outings, afternoon lunch outings, wing dings, bean dinners, fly-ins everywhere. This is what general aviation is about, companionship, friends, and fun. It is amazing how many people fly and don't have fun.

Since I've been flying out here in California, all most all of the fun flying has eluded me. I haven't landed on sod since I left Oklahoma! The scenery is breathtaking, especially in the winter with the Sierra's covered in snow, and Lake Tahoe is the prettiest blue you have ever seen. Sure, I still fly for breakfast or lunch, but I have been to only one fly-in the past seven years!! Gayle doesn't like flying in the plane and it doesn't feel right to go somewhere and not have her with me. We are planning on attending the Golden West Fly-in here in California the end of June. She said she can handle the 15 min. flight from Cameron Park up to Marysville. I don't care how close it is, it will fun pitching the tent and roughing it next to hundreds of other planes and pilots.

Keep Chapter 10 flying and keep it strong. You are all an amazing group of people and you all seem to remember how to have fun flying. I live through your adventures while I read the newsletter on line. I miss you all and look forward to the next time we can tell some lies together. Support your Chapter, send in articles to help out the editor. I just spent about 10 min. writing this, you 'all can do the same. Talk about your first flight, talk about your last flight, a recent flight, your favorite flight.... Whatever, share an experience, it's what the chapter is all about, sharing experiences together.

Past President, no I wasn't impeached!

Dale

## Making the Best of You

For me vacations are a time to explore new things (*usually, airplane, car, or motorcycle related*) and visit old friend. This year's vacation was going to be used to take my 82 year old mother to Albany, OR for her granddaughter's high school graduation. I was going to be the only male in a group of women. Oh my, I can see it coming now – Shopping till you drop! Not for me – got to find something to do by myself. Fortunately there are several aviation related things to do in Oregon. I'll tell you a little about three of them.

Van's Aircraft – Aurora, OR - <http://www.vansaircraft.com/>

Evergreen Museum, McMinnville, OR - <http://www.sprucegoose.org/>

Tillamook Air Museum, Tillamook, OR - <http://www.tillamookair.com/>

**Van's** - Thank goodness I have an understanding wife and mother, because Van's Aircraft was between Portland International Airport and my sister's house. I convinced my traveling companions that it would be disrespectful to be so close to Van's and not pay a visit (*disrespectful to whom I don't know – but I am sure it would be disrespectful to someone, so it was a good excuse. You just have to have excuses sometimes. Women don't need excuses to shop, but men need excuses to visit airports!*). Being uninterested in airplane stuff, they remained in the car while I made a quick visit to checkout Van's home base. Van's is home to a wonderful array of all metal single engine airplane kits – from one place to four place (*Many are found in our own chapter*). I don't know what I really expected to find at Van's, but I was really impressed with the staff, amount of inventory, manufacturing area, and of course the hanger full of airplanes. If you are building a RV, this is a must see visit.

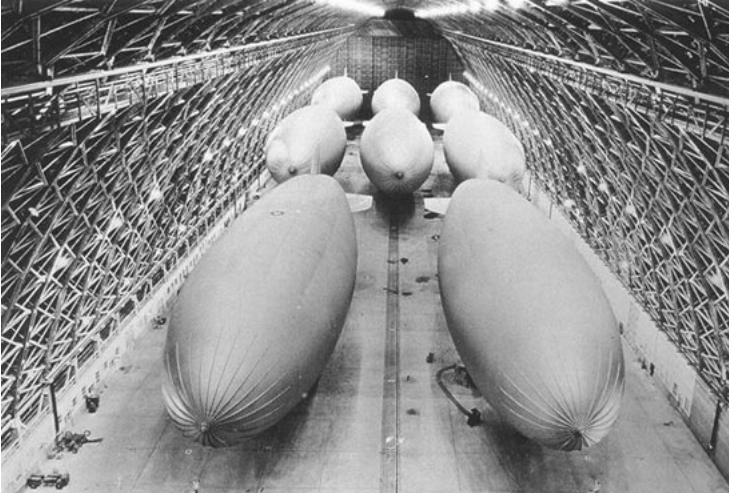


**Evergreen Museum** - As the women (*four of them*) prepared to go shopping, I had to dream up excuse number two to get out of going with them. Oh yea, since I visited the Spruce Goose {*Hughes Flying Boat H-4 (HK-1)*} when it was in Long Beach, CA and now I'm only an hour away from its new home it would be a shame to be this close and not go visit. The girls decided I would just slow them down and I didn't object. I departed for McMinnville, OR before they could change their minds. Evergreen Museum here I come. There was a colossal difference in the way the two museums presented the Spruce Goose. In the Long Beach, CA setting it was dark and lonely, as if being hidden away and in the McMinnville, OR setting was bright and cheerful, as if being present to the world. As you drive into the museum area the Spruce Goose is front and center in a wall of glass. Having spent most of her life in dark lonely quarters out-of- site from the public, she is now living out her life as the majestic center piece of a museum filled with aircraft that appear to be baby's under the wings of it mother. She now has regular visits from a community of aviation friends and admirers. If you are ever near McMinnville, OR don't miss this museum. It was a wonderful experience.



## ur Vacation! By Mike Aichele

Tillamook Air Museum – Now what am I going to use for an excuse? Let's see there's a blimp hangar up the road, maybe! Honey I have never been inside a Blimp Hangar and it's just up the road. I won't be



gone too long. As the women prepared for the graduation party, I snuck out the back door and headed to Tillamook, OR. The air museum is located inside Blimp Hangar B, which was complete in 1943. There were two hangars built at Tillamook Naval Air Station, but only Hangar B remains today. Hangar A was destroyed in a fire in 1992. The Navy originally commissioned 17 wooden hangars (*nation wide*) during WWII. They were built to house K-Class blimps, which were used for anti-submarine patrol and convoy escort. Tillamook blimps patrolled the Oregon and Washington coast from 1943 to 1948. The museum has been used for a variety of businesses since decommissioned

in 1948, but is now home to a museum with approximately 34 aircraft. The building was huge – I mean really huge and they had some really nice aircraft, but I can't say it is a must see museum. If you are in the area and want to see something a little different then by all means stop in.

### Just a few Fact about Hangar B

Commissioned in December 1942 and completed in spring of 1943 (*Hanger A was completed second and was built in 30 days*)

Length: 1,072 feet

Height: 192 feet (*over 15 stories*)

Width: 296 feet

Area: Over 7 acres (*enough to play six football games*)

Doors: 120 ft. high, 6 sections each - weighing 30 tons,  
220 ft. wide opening, The sections roll on railroad tracks

Catwalks: 2 catwalks, each 137 ft. above the hangar deck



I guess I did ok on this vacation – I managed to squeeze in three aviation related things, a high school graduation, two light house visits, three days at the beach, visiting with family, and only a minimal amount of shopping. I guess I better get started on next year's excuses. See you at the airport!

Don't miss the 1 hour DVD presentation at the July chapter meeting about the Spruce Goose and Evergreen Museum.

## CLASSIFIED ADS

For Sale: 5 acres (2 lots) on Airman Acres, Collinsville, OK. 2650' grass strip. Private lot with trees. Utilities available. \$110,000 Contact Darren@857-2728 (Keller Williams Realty)

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For sale: 7 quarts AeroShell 100 engine oil \$2.00 a quart Contact Bob Thrasher @ 376-2148

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For sale by owner: Glasair I/II RG 300 hrs TTAF, Lycoming O320 70 hrs SMOH, Lightspeed electronic ignition, high compression pistons, large rudder, dual sliding canopy's, panel mount GPS, xponder, intercom and more. New 3 blade MT propeller and new custom interior. Extended wing tips 80% completed. Ready for your paint. \$55k. See at Gundy's(O38), Owasso, OK Contact Mark Fridley @ 918-274-3574 or [rmfridley@cox.net](mailto:rmfridley@cox.net)

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Wanted to Rent, Buy, or Borrow: DRDT-2 aircraft dimpler. Contact Jack Nelson at 918-742-3876.

## EAA AirVenture Oshkosh 2007 July 23<sup>rd</sup> – 29<sup>th</sup>

The rain and storms have barely ended, and it's Oshkosh time again. Usually we have had 2 or 3 months of nice weather before our yearly jaunt to wonderful Wisconsin, with its multiple doses of rain and storms and storms and rain. But then we're not going to let a little thing like that deter us from the most fun a person can have with airplanes and a whole bunch of old friends. Chapter 10 should have an extra large turnout this year. Paul and Lynn should be back, along with me, Brent, and hopefully John Forrester. A late find of cylinder problems on his annual has raised some question there. Our meeting is early this month, so we can all get organized before the trip. I don't know if anyone has any empty seats, the meeting on Monday will be the time and place to find out. See [yawwwwl](http://yawwwwl.com) there.

John Nys V.P. Chapter 10

## WEB PAGE NEWSLETTER-----HTTP:WWW.EAA10.ORG

If you would like to receive the newsletter electronically off of the chapter website ([www.eaa10.org](http://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.

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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

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We're on the web!

[eaa10.org](http://eaa10.org)

**N E X T M E E T I N G : J U L Y 1 6 , 2 0 0 7 @ 7 : 3 0**

**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 N - P**



Paul Shireman and Lynn Coltharp explained the intricacies of building a RANS "Coyote" at our June membership meeting.