



EAA CHAPTER 10

OCTOBER 2007

PRESIDENT'S REPORT FOR OCTOBER

September was as busy as I expected. Generally, the flying weather was good and EAA 10's schedule was definitely full. Besides the normal meeting, we staffed the Ford Tri-motor visit and a week later supported the Tulsa Fly-in at Bartlesville.

I appreciate Ken Fisher coming to the September meeting to present general engine information and the assistance that he can provide to experimental builders and aircraft owners.

The Ford Tri-Motor visit was a big success. The weekend flying schedule was full, yet there were opportunities for our volunteers to also get a ride. Jim Gallaway and all of the volunteers helped the Tri-Motor crew and our chapter. The check we anticipate receiving will really help the Chapter's finances.

The week following the Ford Tri-motor visit was the weekend of the Tulsa Fly-in at Bartlesville. Our Chapter members were everywhere helping to make the Fly-in a success. Sport Pilot and Sport planes were the featured this year with Sport Plane examples given prominent locations for the public to view. The last figure I heard was that there were over 250 planes of all types and sizes at the fly-in. Thanks to all of the members for their support.

At the meeting this month, we will take a look at 2007 and give everyone a chance to comment on their favorite fly-in, project progress, new plane, or significant flying event of the year. I'll be spending the week of the meeting with my grandkids, and I won't be at the meeting, so I'll give my update and comments here. This year my RV-6 passed the 100 hours of flying time mark. It's flying as advertised and made its first trip to Oshkosh. Early in the year, I decided I liked having two radios in a plane. These give me one radio to monitor one frequency while working with ATC on a primary. I anticipated this when I built the plane and pre-wired it for a second radio. I installed another Icom radio in the RV-6. I also wanted a tachometer that registered flying hours so the original tach was replaced. These are a couple of comments that I hope are helpful to other builders and owners. I hope everyone has a chance to think about a comment or two to share at the meeting both to help others.

Even though we'll be reviewing 2007 at the meeting, there are several events you should have on your calendar. There are two October fly-ins that some of our members are planning to attend. One is the Chapter 614 Fly-in at Pineville Municipal Airport, LA (2LO) on October 12 and 13. The other is the Flying M Ranch Fly-in and Campout at Reklaw, Texas on October 26-28. Know as Reklaw around Chapter 10, this campout has unique setting in the east Texas pine country. The food and support are great, and they even have added showers. What else could you ask for?

The November meeting will be the Chapter's Pie Auction. Save your pennies and be prepared to bid for the best pie. The December meeting will be the Christmas party. Watch for the ticket sales next month and don't miss out.

Bhrent

The Flying M Ranch “Change of Pace Fly-In” At Reklaw, Texas

If you haven't been to Reklaw, here's another opportunity. On October 26, 27 and 28, Dave and Marsha Mason will put out the porta-potties and put-on-the-dog at their Flying M Ranch in the piney woods of east Texas. No vendors, no forums and very little organization. But, when the weather is good, there are frequently over 400 airplanes in attendance over the weekend. There's lots of sitting in the shade, visiting, grading landings and taking it easy.

The standard routine is to leave the Tulsa area on Friday at an appropriate time to put you in Sulphur Springs, Texas at noon to meet up with other pilgrims en route to the fly-in. Walk across the highway, past the Legend Cub factory, and eat at a genuine small town café.

After lunch, either fuel or don't as you please. Tulsa to Reklaw is 325 “real” miles and there is fuel all along the route. Many plan to go into the fly-in “light” and stop for fuel shortly after departure for home. The strip is 4,000 feet of turf, loose dirt and mild whoop-de-doo. It can be a little rough if you don't slow down before you land. (Some don't). This year, for the first time, the threshold will be displaced on runway 2 to reduce aircraft conflict with pedestrians crossing from the campin' area to the eatin' area.

At the registration you can buy tickets to some or all of the meals: usually a buffet of some sort in the main hangar Friday evening; standard type breakfast foods on Saturday and Sunday mornings in the main hangar; hamburgers or barbeque sandwiches in the woods for Saturday lunch and an awards banquet buffet in the main hangar Saturday evening.

If it's cool and not super dry, there is a bonfire in the woods on Saturday night. If it's really cool, it sometimes gets re-kindled on Sunday morning!

This is a camping event, but if you just can't camp, an old bus runs into the local motels every morning and evening. Brent can give vivid details on the bus adventure! The camping is easy as all you have to do is fix a place to sleep and there is no need for meal preparation.

If you have any interest log on to www.reklawflyin.com for details.

See you there!

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.

FORD TRI-MOTOR ADVENTURES BY ROGER & EJ WHITE

It all started Sunday, September 16th on the afternoon shift while working as volunteers on the Ford Tri-Motor. We learned that the volunteer ground crew members could ride along in the Tri-Motor to its next destination in Lincoln, Nebraska, but would have to find their own way back home. Jim Gallaway was quick to organize things and rented a mini-van for our trip back from Lincoln.

Monday's take-off time was 8:30 a.m. Be there, or be left behind. It wasn't much different with a seventy nine year old airliner when compared to a modern airliner. If you have the time to spare, go by air. We finally left the ground about 10:00 a.m. All aboard, seated with safety belts buckled, the engines were started with the smoke and slobbering typical of radial engines. They quickly settled into their rhythmic cadence exhaust note. Sweeter music is never heard by anyone who loves radial engines, and this was a veritable concert.

At this point, I should mention that every seat is a window seat with a really great view. The high wing allowed for an unobstructed view downward.

The un-cowled engine and landing gear hung from the wing which of course, could never be put out of sight. As we began to roll, one could watch the wheel roll and feel the bumps in the taxiway accompanied by the sound of the eager Pratt & Whitney's. We were finally given the ok to enter the active runway 17L.

The pilot, Colin Soucy and co-pilot Jim Gallaway awakened the Pratts. They came to life with a tremendous roar. The passengers felt the acceleration and vibrations while watching as the ground began to drop pass us by, and then drop away until we were in the air. The wings were carrying us and the bumpy runway was left behind.

We (I use we because passengers, pilots, and machine became melded into one.) were climbing to 1450 MSL. There was an altimeter in the cabin, but I couldn't read it. The engines were throttled back to a constant roar. We were treated to a view that is seldom enjoyed from a modern airliner. The main difference was that conversation was impossible, so notes were passed around to communicate.

After about two hours of looking at prairie, lakes, and a few scattered clouds, we began to descend for a fuel and potty stop in Manhattan, Kansas. It was pretty windy there but the locals still made it out to see the Tri-motor. It was a treat for them too.

Then it was on to Lincoln, Nebraska. This time, Roger Holland set in as co-pilot. This flight leg was only about an hour long.

We all agreed it was a once in a lifetime and very worthwhile experience. Passengers from Chapter 10 included E.J. and I, Patsy and Jim Gallaway, and Jack Nelson. The airplane is a year younger than I am (Roger) and we are both enjoying our old age.

The Ford Tri-motor visit was a success again just like last year. It was here for a total of four days. Thursday was primarily a media day so there were no passenger flights for the public. The turnout for Friday was not very busy. Tulsa really turned out for Saturday and Sunday though. Twenty-one flights a day were run on both of these two days with each flight departing full. Chapter 10 event coordinator Jim Gallaway reported that over 500 passengers were carried over the four days with gross sales receipts of over \$25,000 dollars. In addition, every volunteer received a ride in the Tri-Motor as a way to thank them for their efforts. Many volunteers took their ride in the right seat which was extra special.



2007 TULSA FLYIN BY LYNN COLTHARP

The Tulsa Fly-In this year was geared to feature the Light Sport airplanes. Several of the manufacturers were represented. Tecnam, Remos, CT, Zenair, Sting Sport, Legend Cub, Champ and RANS were all there. RANS could not send a representative because they were busy giving demo rides in Hayes, Kansas with their new S-19 all metal low wing version. Several of us local RANS flyers took our S-6 airplanes to put on the line and answer questions about them. Bill Hare came around to each representative and asked questions about their airplane. There were many other Light Sports that flew to the fly-in.



SP/LSA Status Report as of January 2007

In his SP/LSA status report, Larry Clymer, manager of the FAA's Light Sport Standardization Branch (LSSB), said 1,226 sport pilot and 180 sport pilot instructor certificates have been issued since January 1, 2005. Clymer also reviewed the number of designated pilot examiners (DPEs); flight instructor examiners (SFIEs); and designated airworthiness representatives (DARs), emphasizing the need to ensure a sufficient workforce available to meet the demand for pilot and aircraft certification in the coming year.

2007 TULSA FLYIN BY LYNN COLTHARP



The above paragraph is an indication of the success of the Light Sport Aviation category. I have recently read a couple of articles about how many LSA have been registered and that number was pretty impressive. Of course there is no way to know how many homebuilt and factory airplanes are being flown and pilots flying under the LSA rules. Because the planes only have to meet the LSA requirements, they do not have to be registered as LSA. Many pilots are exercising the privilege of LSA under their regular license without a medical and there is no way to track that.



Weather for the event this year was really nice maybe a bit hot in the middle of the day though. Since the weather in the surrounding states was also nice, a good number of airplanes flew in. It seemed to me an unusual number of really nice airplanes in every category were there. The one that stands out in my mind was the really rare Anderson Greenwood. I had not seen one in 30 years and there were a lot of people who had never seen one and did not know what it was. This one, I believe, belonged to Dave Powell of Rogers Arkansas. The reason they are so rare is there were only five built. It is a twin boom pusher configuration with a C-90 engine (I had always thought they had O-200s in them). They were built in the fifties by a company called Anderson Greenwood who built pressure valves for the oil industry. They got out of the airplane business but still build valves today.

I took care of the showers, drove people movers and greeted airplanes. It really makes these events a lot of fun when you get involved with the fly-in by volunteering. It was really great to visit with all the people at the fly-in. Next year consider volunteering, you will enjoy being part of the fly-in.

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)

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

Franklin Aircraft Engine: model 4AC171 60 HP, 3 7/8 bore—3 3/8 stroke—6/2 C.R., s/n 4052, 1 7/32 venturi, Eisenman Magnetos, complete, No Logbook \$1,000 Ken Smith 698-4129

Lycoming O-235-O: T.C. 223, 100 HP, 2600 RPM, SM 1571-15, Two magnetos, no carburetor, otherwise complete, No Logbook \$1,000 Ken Smith 698-4129

Lycoming O-290-D2: 135 HP, T.C. 229, no magnetos, has vacuum pump, engine damaged at L/H magneto mount area, L/H crankcase broken out, accessory case broken out, data plate is titled Lycoming Aviation Engine, No Logbook \$1,000 Ken Smith 698-4129

I am helping a fellow ([Jerry Yagen http://www.fighterfactory.com](http://www.fighterfactory.com)) locate WWI era engines/airframes or replicas, such as: Hispano-Suiza, Mercedes, Hall-Scott, Liberty, OX-5, Siemens-Halske, Oberursel, Clerget, LeRhone, Gnome, other rotaries, etc. If you know of anything for sale or trade, I'd appreciate any information. Contact Russ Lassetter, rblasset@alltel.net, 706-348-7514

HOW TO GET A CHAPTER 10 NAME TAG

To get a Chapter 10 name tag return this form with \$7.00 to the Mike Aichele, John Nys, Bob Thrasher or Bhrent Waddell at the meeting.

Price: \$7.00

Name: _____

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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

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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 T - V



On board the "EAA Chapter 10 Limited" Ford Tri-Motor flight to Lincoln, Nebraska