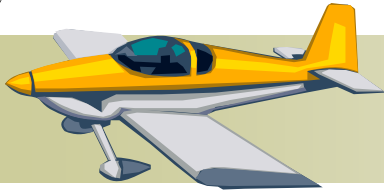


EXPERIMENTAL AIRCRAFT ASSOCIATION



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

JANUARY 2008

### PRESIDENT'S REPORT FOR JANUARY

While reviewing the calendar for 2008, I have looked back on many of the events of 2007 and the friendships we enjoy at Chapter 10. The project completions that our members presented to us, the Bhratt feed, spring picnic, the Tulsa Fly-in and Ford Tri-motor visit. In 2008, we look forward to seeing the new aircraft that our members complete and to participating in all the various aviation activities we'll be able to enjoy.

At the November meeting, we had another successful pie auction. The success was no doubt due to the tempting pies presented for auction and Craig Loomiller's auctioning talent. In December, the hanger was filled as we celebrated Christmas with another delicious meal catered by Perfect Touch catering followed by a white elephant gift exchange.

This month we'll start the year off with a meeting with a variety of topics. Craig has a pictorial review of some of 2007's events. We'll also have a short GPS presentation and, hopefully, a review of the Sport Aviation Expo in Sebring, Florida. There should be a little something for everyone.

As the Board discussed the Chapter's finances for 2008, we decided we should remind everyone that 2008 dues are due. The \$20 annual dues are an important part of the Chapter's finances, so be sure to sign-up and support Chapter 10 in 2008.

I also want to encourage everyone to join the National EAA organization in Oshkosh, WI. The national organization provides representation in government, insurance for local and national activities, and support for many flying activities that go way beyond the ability of our local chapter. Besides anyone interested in aviation is bound to enjoy their monthly magazine, *Sport Aviation*.

We are fortunate to have a chapter with strong member support, dedicated board members, advisors, newspaper editor, and web master. I am looking forward to our activities in 2008.

Bhrent

# MAN POWERS AIRPLANE WITH A SUBURU

*(editor's note: Our own Jim Franklin recently appeared on KOTV , here is a transcript of his segment.)*

How big is your dream? Can you fly it? About the time most people are looking for a good spot to retire, Broken Arrow's Jim Franklin started building his dream. The News On 6's Rick Wells reports the Franklin Woodsie 1 is a dream fulfilled.

Jim Franklin has always had a dream to design and build his own airplane.

"My primary structure is Sitka Spruce aircraft," said airplane builder Jim Franklin. He says there are seven other different kinds of wood in it, most of it he scrounged, and the aircraft is powered by a 1985 Subaru car engine. "I bought it out of a junk yard Subaru in Sand Springs for \$100," Franklin said. Of course he rebuilt it and refitted it to power the plane.

He didn't start the project until he was 64-years-old. "I read everything I could get my hands on," Franklin said. He'd always wanted to go to college and become an aeronautical engineer, but money was tight so he worked as a carpenter with his father, raised a family then retired. "Through all those years I had the dream in the back of my mind to design and build my own airplane," Franklin said.

Well, he's done it! Jim calls his plane the Franklin Woodsie, there's not another one like it, and it took him ten years and nearly 6,000 hours of work to finish it. The plane is a two-seater. Franklin says it will hold him, his wife and 40 pounds of luggage. He's flown it to Phoenix, Arizona; Houston, Texas and all around the area sight seeing from the air.

"I have a word for you fellows, if you have a dream pursue it, the end result is very rewarding," said Franklin.

The total cost of Jim Franklin's home built dream, \$12,000. Now because it's powered by an automobile engine, it will run on high octane automobile gasoline.

To see a video of this story, go to

<http://www.kotv.com/e-clips/?id=8455>

## 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.

# I HAVEN'T SEEN ANOTHER AIRPLANE FOR HOURS!



Date: 01/01/2008

N8037W, A PIPER PA 28-180 ON FINAL APPROACH, STRUCK ANOTHER AIRCRAFT, N15EX, A GLASTAR, BOTH AIRCRAFT LANDED WITHOUT INCIDENT, NO INJURIES REPORTED, N8037W SUSTAINED MINOR DAMAGE, N15EX SUSTAINED SUBSTANTIAL DAMAGE, SONOMA VALLEYAIRPORT, NAPA, CA

## A MESSAGE FROM OUR CHAIRMAN

When I read through the history of your EAA, living every day for half a century plus, I truly know how time flies.

I want to share with you some of the thoughts of our members as they appeared in our Sport Aviation magazine back in 1963. (*editor: see page 4 in this newsletter*) The organization of dreamers, homebuilders and fellow aviation supporters building/designing their aircraft under the CAA/FAA 51% rule we worked so diligently for and earned is something to be treasured. One can build his or her airplane for educational and recreational purposes and friends can work with you for their own educational value. Really, we can build one half of it - the other half, such as engines, propellers, wheels, brakes, instruments, radios, items not normally within the capabilities of those who work with hand and mind can be purchased. Now we are faced with a situation of the FAA amateur building program being used for commercial purposes - from building complete aircraft or well over the half mark ... not within the intent of the program given to us by those CAA/FAA folks who believed in us. Let's hope we don't lose this privilege.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION

Paul H. Poberezny

Founder and Chairman of the Board

## EXPERIMENTAL OR NOT? BY JOE KIRK EAA# 2033

*(editor's note: this article was published in Sport Aviation magazine; February 1963 by the Late Joe Kirk.)*

Recently there has been a rush to bury the "Experimental" in our Experimental Aircraft Association.

Are we moving in the proper direction by so doing? At first glance, it seems that it is only sensible to eliminate the so-called stigma which is associated with any aircraft labeled "experimental," especially when and if it is involved in an accident. There were some cases, no doubt, where EAA suffered because of injuries and deaths caused by an accident, wherein a truly "experimental" ship rather than a "homebuilt" was involved.

Immediately, in such a case, the proverbial shoe starts to pinch. And being the humans that we are, fumbling around in the gloom, we start to switch the shoe to the other foot. But wait! Let's try to visualize what this change might bring forth.

Probably a good way to illustrate this is to put ourselves in the shoes of John Q. Public. It is true that his knowledge of aircraft is tantamount to the idea that a tricycle gear should only be operated by Junior on the sidewalk in front of his own house.

Being a solid citizen and trying to get the proper slant on the news, John Q subscribes to a couple of rival newspapers. Picking up both papers one day, he finds similar headlines. One paper says: LOCAL EXPERIMENTAL AIRCRAFT CRASHES, PILOT KILLED. The other paper says: LOCAL HOME-MADE AIRPLANE CRASHES, KILLING ITS BUILDER.

What do you suppose is the conclusion that John Q quickly comes to in view of these headlines? Or what would his thoughts be if he saw only the first headline? Or, worse yet, what would be his instant conclusion if he only saw headline No. 2?

Think on it awhile: the answers should be revealing.

I'm sure many of you have already seen headline No. 2. And knowing the old American foible, that only "store-bought" goods are a guarantee to quality, you can come up with some uncomfortable conclusions on your own.

This riddle, however does not resolve itself to the question: "To change or not to change?" It goes far deeper than that.

Back in the early beginnings of EAA there was a hard core of rugged individualists who were highly dissatisfied and dismayed at the status quo.

The aircraft available then had all practically boiled down to a single, stereotyped design, about as exciting and different as the automobiles available in the Communist countries of today. You could at that time buy any kind of an airplane you wished (at the popular price), as long as it was a two-place, enclosed cabin monoplane. Popularly advertised cruising speed was 100 plus miles per hour which you could often push up to 90-plus average on a typical cross-country trip. Imagination in design was gone. Federal regulations, in an effort to protect old John Q from himself, had forced all design thinking into a tight engineering mold, precluding all but the conventional approach.

Finally, however, when Washington became convinced that this hard core of individuals was not hell-bent for suicide, but instead, was literally endowed with hard-headed and eminently practical dreamers, the door was opened for homebuilts. Or, more properly, for the privately engineered and privately built experimental and semi-experimental aircraft.

It was not long before the early EAA members, and members-to-be, realized that this was a golden opportunity for which they had almost given up all hope, after the dismal days of the old Bureau of Air Commerce.

Soon tiny aircraft began to appear all over the United States. Some were cute little Biplanes, with open and closed cockpits. Some were Parasol Monoplanes, some were racy low-wing Monoplanes, and some were extremely professional  
(continued on next page)

## EXPERIMENTAL OR NOT (CONTINUED)

four-place jobs with construction features obviously pointed to production. There were painstakingly and meticulously finished aircraft with the look of diamonds, and there were hammer and tong aircraft with the look of haywire and blacksmith shop. But all had the unmistakable stamp of Yankee ingenuity!

Another thing in common that all these aircraft had was the true reflection of the designers' and builders' desires. Some were strictly fun ships, built for short-hopping the local countryside. Others were rugged things, as much at home inverted as upright. There were those who sought a snug sports job for fast cross country on small and thrifty engines. And some were working with the thought of possible certification and production. In this respect it can be pointed out that the old free enterprise system is still in top-notch working order. Just witness Ray Stits' latest creation; type certificated, rugged, and loaded with individuality. Also notice B. D. Maules' "Bee Dee." This ship is now certificated and in limited production. How many of the modern day, snob appeal, four-place "executive" ships can honestly give true cow-pasture utility tied to a bonafide cruise speed for one MPH for each and every horsepower? B. D. Bee Dee does, and does it with a gentle smile.

To neglect to mention the handiwork of one of the greatest individualists of the all, Steve Wittman, is to neglect the entire story of private-built aircraft movement. Steve is the master of simplification. The sheer, utterly simple practicality of his landing gear design in itself will be a monument to this, the most eminent of all backyard innovators.

Because of the freedom we have enjoyed in creating aircraft as we see fit, we have attracted world-wide attention and world-wide support. Our

membership has grown enormously, including recruits from the four corners of the globe. This growth is continuing with still no end in sight. In the light of this, it is easy to look around and think of consolidating the hard-earned gains we have acquired. It is easy to suggest a "beef-up" in regulations-to "force" out "poorer" designs, to artificially promote finer workmanship, to "eliminate" names or words which might be derogatory or stigmatizing. It is easy to give lip service to the most modern of our clichés, "upgrade."

Let's stop and examine our collective consciousness. By "up-grading" our organization, are we **truly** up-grading the direction of our movement? Or are we, without realizing, taking the easier down hill road to creeping conformism?

By eliminating the word "experimental," are we truly ridding ourselves of an imagined stigma, or are we unwittingly putting our foot in the door and holding it ajar for the moral, if not the physical, control of free-thinking and unfettered creativity? By so doing, are we alienating the up and coming Stits' and Maules', discouraging the future Wittmans', and consolidating a status quo for the conformist?

Is the Experimental Aircraft Association flexible enough to contain the enterprising individual, the free-thinking experimenter and tinkerer, the fun-loving sportsman as well as the general enthusiast whose sole enjoyment is lending moral support and watching new developments grow first-hand? Is the EAA big enough to contain the staid, the bizarre; the new, the old; the proven, the untried? Can the EAA be a haven both for the conformist and the non-conformist? Personally, I believe that it can. But real answer lies within you—it's your Association

The only expression that fits is, WOW!!

The link at the bottom is to a video of one of the most amazing bits of piloting ever performed!

One incredible aircraft (F-15), one lucky pilot and navigator!

<http://www.sonnyradio.com/F15.wmv>

## 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 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(038), Owasso, OK Contact Mark Fridley @ 918-274-3574 or [rmfridley@cox.net](mailto:rmfridley@cox.net)

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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

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Lycoming O-235-0: T.C. 223, 100 HP, 2600 RPM, SM 1571-15, Two magnetos, no carburetor, otherwise complete, No Logbook \$1,000 Ken Smith 698-4129

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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

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## CHAPTER 10 NAMETAGS

To get yourself a Chapter 10 nametag, return this for to Mike Aichele, John Nys, Bob Thrasher, or Brent Waddell at the membership meeting. The cost is \$7.00 per nametag.

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

P.O. Box 1985  
Owasso, OK 74055

We're on the web!

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

**NEXT MEETING: JANUARY 21, 2008 @ 7:30**  
**WHO BRINGS THE SNACKS: LAST NAMES A - C**

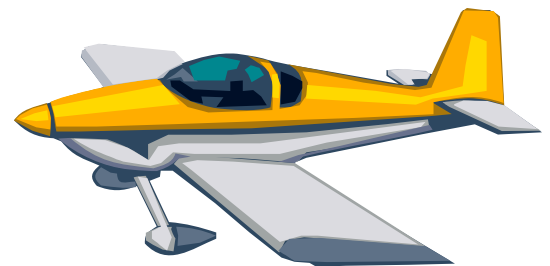
## EAA CHAPTER 10 membership fees for 2008 are now due!

EAA Chapter 10 membership dues are still only \$20.00 per year. Now let's see how much fun that equals - that's \$20.00 divided by \$4.00 per gallon equals 5 gallons of fuel at a burn rate of 5.1 gallons per hour you'd get about 55 minutes of 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.

Please bring your dues to the next meeting and give it to any of the officers,  
or just mail them in @ EAA 10, P.O. Box 1985, Owasso, OK 74055



Your Treasurer  
Mike Aichele



## EAA CHAPTER 10 membership fees for 2008 are now due!