

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

FEBRUARY 2008

PRESIDENT'S REPORT FOR FEBRUARY

This month is a typical February for me. The days are too short and cold. Flying activities are at a minimum due to the weather. On the bright side that means that the days will be getting longer and warmer so more opportunities for flying will be available.

A couple of articles in the February issue of Sport Aviation are worth mentioning this month. One, on page 14, concerns changes to Major EAA Fly-Ins. These changes are a result of insurance requirements for these events. Most of us will not notice changes to the fly-ins, but the availability of insurance may determine if a fly-in can continue. One regional fly-in, the Southwest Regional Fly-in in Texas, has been a casualty of this problem.

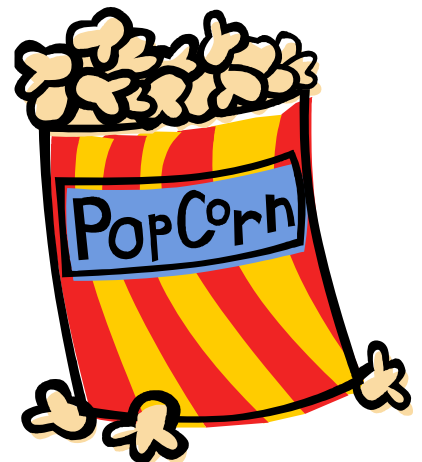
The other article, mentioned in Tom Poberezny's Position Report, is on page 102 of the February Sport Aviation is by Dick Vangrunsvan, founder of Van's Aircraft. The article addresses the future of home building and the FAA's look at home building and the 51- percent rule applied to kits planes. Again, an article worth reading.

This month's meeting will feature portions of a movie similar to the one we presented last year. Based on the comments from last year, I hope everyone will enjoy it.

Bhrent



EAA Chapter 10 Movie Night
Monday, February 18th
7:30 p.m.



MY FAIRVIEW TRIP BY ROGER WHITE

The Fairview Fly-in has been going on for 54 years. Fairview is a nice small town in western Oklahoma. It's 150 miles from Sandridge Airpark (my home base) to Fairview, Ok as the crow flies. The most direct route goes right over Vance Air Base at Enid, Ok. If you have radio, clearance to cross Vance can be obtained from K.C. Flight Service. However; on weekends these restrictions are not in effect.

Some of the guys from our area go every year. This year, Paul Shireman and John Kurt were going. As a matter of fact; by the time I could make up my mind to go, they had already left. Sundown at that time of year is about 5:30 which left me 2 1/2 hours to get there. I threw my gear in the front cockpit of my Piet and made myself a strip map to navigate by. I drew a line directly to Fairview on the map, but since this was Friday and me with no radio, I drew another line to Hennessey. Hennessey is about 15 miles south of Vance which would keep me away from the Vance restricted area. I topped off the fuel tank, checked the oil, and did the preflight, cranked her up and took off, just after 3:00.

Managing a map in an open cockpit, even a strip map, can be a challenge. I rolled it up from each end leaving the part I worked with between the rolls that I had clipped together with a clothes pin. This gave me a couple of inches of my route at a time to see.

The Piet was sounding good; the air was smooth at 1000 ft AGL, so life was good. Ground speed was a tad over 90 with a slight rear quartering tail wind. We, (Piet & I) passed Skiatook on our right; I had established a compass course by flying directly to the first check point, and noting what the compass read to get there.

The flight to Hennessey went well flying about 1000 ft AGL kept me above most of those pesky cell phone and microwave towers. Flying by pilotage was easy as there are a lot of diverse features on the ground and map.

At Hennessey, there is an abrupt change in the landscape. It went from hills, rocks and scrub oak to flat cultivated land. To make it worse, every little town as a grain elevator and railroad tracks. With my two rolls of strip map clothes-pinned together, I could only see a couple inches of my route, so couldn't get a very big picture of where I was at. (continued on next page)

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.

MY FAIRVIEW TRIP (CONTINUED)

I decided I could estimate a course of maybe 30 miles or so and then get close enough to see Fairview Airport. I set up a course and went with it. Time was starting to become a factor. I couldn't match anything with my map with what I was seeing outside. After flying long enough, I felt I should be there or real close. I thought about landing, rethinking, and asking for directions. There was plenty of flat ground and potential landing spots for the Piet, all I had to do was pick one and land. I chose a freshly cut hayfield a half mile long next to a road, I carefully landed and then taxied to the road-side of the field. In a few minutes, I was rewarded by a curious passer by. He indicated southerly and said Fairview was 12 miles that way. I thanked him, fired up Piet and took off towards the south.

I arrived in Fairview in about 10-15 minutes as an impromptu air show was going on. The two planes cleared the area; I landed and taxied to the camping area. Paul Shireman and John Kurt then helped set up my tent and tie down the Piet as dusk was setting in.

This flight reminded me of my first cross country flight as a student more than 50 years ago. It was a blast. The next time you're taking a cross country, turn off your electronics, draw a line on your sectional and follow it to your destination.

To top off the experience, I asked Paul Shireman to program my hand held GPS for the trip home. I use it so seldom that it takes me a long time to program it. After a 30 minute delay to get past the 3:00 air show ending, I finally got off and headed home. This time I went straight across Vance (it was Saturday). The GPS took all the anxiety out of the navigation.

However; the late start from Fairview, a slight head wind and gathering overcast conspired to make my last few miles a little uncomfortable. So when I saw the lights at Airman Acres, I just couldn't ignore their invitation. I landed, was offered a hanger space and called E.J. for a ride home.

I really had fun on this flying adventure, but I would advise against last minute planning or lack there of.



Here is a picture Ken Cook's completed RV-8. Bart signed it off on March 10, 2007 and it first flew on March 13th. It flies beautifully, and now has 60 hours on it. It will be for sale this spring to help put his granddaughter through college.

WHEN I FLEW THE TRI-MOTOR BY EDGAR HELLYER

(Editor's note: Bhrent has been carrying Edgar's account of his Tri-Motor experience around in his briefcase for the last several months. I finally received it at last month's pancake breakfast. I hope you enjoy it.)

The last flight of the day only had two revenue passengers so Northwest Airlines Captain Colin Soucey offered our Chapter 10 volunteers the remaining seats. I had the very good fortune to find myself in the right cockpit seat for this flight.

Right away I adjusted the seat and put on the headset, but I never imagined that I actually would be allowed to fly that historic old bird.

As Captain Soucey was starting the engines, I familiarized myself with

the instrument panel as best I could. I was interested to note that there was no directional gyro, but only a whiskey compass on the windshield center support. There was also a turn-and-bank indicator in the center of the panel along with an altimeter a little bit to the right. I soon found out that they were quite adequate for the kind of low-level VFR flight that the old bird now does exclusively.

As we were taxiing out, I asked Colin if it would be possible for me to get a feel of the control forces once we were airborne. "Sure" he said, and suggested that I follow through on the controls during take-off! We then began our take-off roll with both cockpit windows open! Forward visibility was better than expected by looking through the upper cylinder heads of number two engine. The tail seemed to come off the ground in just a few seconds. After a very short take-off roll, we rotated and

climbed out steeply at about 75 MPH. As we turned from cross-wind to down-wind, Colin had the airplane trimmed level at 2,000 feet ASL while I was still following through on the controls.

At about that time to my great surprise, Captain Soucey said "It's your airplane Edgar!" He then leaned back in his seat and crossed his arms. Right away I told myself, "Edgar, you can do this! Just don't embarrass yourself, especially in front of all those Chapter members sitting behind you."

Then for the next seven minutes or so as we

made a long, wide irregular down-wind, Colin suggested that I make several left and right turns while maintaining altitude. This included one 180 degree turn. I thought I managed to make some pretty good coordinated, standard rate turns. Altitude throughout was

maintained by sighting over the nose.

Control forces during the flight were not as heavy as I anticipated, except for the rudder. Colin instructed me to press down hard on the rudder pedals to get a turn started before beginning the bank with the ailerons.

This brief but very satisfying experience ended all too soon as we approached our turn to cross-wind where Captain Soucey took the controls back for landing. I was still a little bit high from this unique experience as we landed.

I hope all of you can have a similar experience some time soon.

Edgar Hellyer

9/17/2007



BENEFITS OF A NATIONAL "EXPERIMENTAL AIRCRAFT ASSOCIATION, INC."

(Editor's note: This is another of a continuing series of articles submitted by EAA National. The author is Robert Huggins, the Secretary-Treasurer of EAA Chapter 10 in 1964.)

THE QUESTION is asked . . . "Why have a national organization?" Perhaps it would be more to the point to ask . . . "Why have a local chapter?" A score of local chapters have been formed and are functioning satisfactorily because so many of us have found it desirable and beneficial to get together with friends who understand our language and like to talk about things we ourselves are interested in.

The question . . . "What can I get out of it?" . . . has already been answered in a satisfactory manner for more than 20,000 of us who are attending the meetings of these local chapters. The question now is . . . "What more can I get out of a national organization?" The existence and extensive membership of our active national organization demonstrates that group objectives can be more effectively promoted by a national organization than by scattered and unrelated local organizations.

Only a national organization could sponsor an Air Museum to display the progress in design and development of light aircraft from the early days of wood and wire-braced construction through the present-day construction methods used by EAA members in their own home-built aircraft.

The national organization, with its fine leadership and large membership, has considerable prestige with the FAA. Its reputation for cooperating with the

government has won for the EAA a pleasant relationship with all government agencies, both in Washington and throughout the nation. The cooperation and understanding thus far shown the EAA and the individual aircraft builders by the FAA personnel is one to be proud of and has been very instrumental in increasing the interest in sport-plane development. These gains made by our national organization could not have been accomplished by individuals or even local chapters.

It can provide you with the opportunity to participate in the largest aviation event in the nation. The annual EAA Convention and International Fly-In, a six day mid-summer event, strictly informal, lets you meet EAA members from throughout the world, swap ideas and information; view hundreds of homebuilt aircraft, displays, lectures and flight demonstrations; all this, plus the awarding of many trophies, as part of the program. They make available reference books and films on aviation, and *SPORT AVIATION*, the official monthly publication of the Experimental Aircraft Association, Inc.

Membership in this organization devoted to private aviation will give each individual member an increasing awareness that, in his effort to improve his own technical knowledge and skill in his chosen field of interest, he will be contributing to the progress of aviation as a whole. General recognition of the aims and accomplishments of such an association will inevitably increase the public esteem and prestige of its members.

(Reprinted from Tulsa, Okla. Chapter 10 "Little Mag" newsletter).

FOUND ON THE WEB

Below is a copy of the Concorde's last audio transmissions with New York Tower and ATC controllers as it was returning to England on its final trip home before the Concorde fleet was retired from service.

The Concorde had a cruising speed of Mach 2.04 and a cruise altitude of FL560.

<http://fly.blakecrosby.com/blog/files/speedbird2.mp3>

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

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

Waco UMF-5 Biplane, 218 hours TTAE, 240 HP W-670 Radial, Radio, intercom, and ELT, 40 gal fuel, 350 mi range, 110 lbs baggage, 3 place. 25 awards: Grand Champion @ Biplane Expo; AAA Blakesburg, TX; Nebraska & Kansas; Oshkosh & Hondo, TX

This stunning beauty is built to Waco prints from the Smithsonian and flies better than it looks. 9500 hour build time over 12 years. Finished in 2004. \$200,000. (see photos on eaa10.org.) Contact John Hudec, 918-371-5029.

2008 DUES! 2008 DUES 2008 DUES 2008 DUES

If you haven't paid your dues for 2008, they are now due. The good news is that they still are only \$20.00. Bring them to the next meeting or mail them to

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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

N E X T M E E T I N G : F E B R U A R Y 1 8 , 2 0 0 8 @ 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 D - F



2007 Chapter 10 Christmas Party