



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

JUNE 2008

### PRESIDENT'S REPORT FOR JUNE

By the time this newsletter is mailed the Bi-Plane Expo in Bartlesville will have passed. My hope is that the strong winds and stormy weather didn't hurt the participation at the Expo. My personal flying has been grounded by the weather. Two trips cancelled and very little other flying. I know this will change, but it is very frustrating.

The 2008 AirVenture Notam is available by calling 1-800-564-6322 or by downloading from either [www.airventure.org](http://www.airventure.org), [www.eaa.org](http://www.eaa.org), or from [www.faa.gov/airports\\_airtraffic/air\\_traffic/publications/notices/](http://www.faa.gov/airports_airtraffic/air_traffic/publications/notices/). Anyone planning to go to AirVenture should get a copy of the Notam.

On a slightly smaller scale, I want to remind everyone that the Sand Ridge Burger Bash will be on Sunday, June 29, 2008 at Sand Ridge Airport in Collinsville. Fly or drive over by noon and enjoy a burger. Airplane parking will be on the east side of the runway while auto parking and the serving lines will be on the west side.

We enjoyed some good food at the last two Chapter 10 meetings. Brats in April and hamburgers and hot dogs in May. We won't be having anything to eat at the June meeting, but we'll have a good time anyway. See you there.

Bhrent



## PAPER LICENSES ARE GOING AWAY IN TWO YEARS

The FAA is implementing changes to its airmen certification and aircraft registration requirements. Two years after this rule becomes effective, paper pilot certificates may no longer be used to exercise piloting privileges. Five years after this rule becomes effective, certain other paper airmen certificates, such as those of flight engineers and mechanics, may no longer be used to exercise the privileges authorized by those certificates.

To exercise the privileges after those respective dates, the airmen must hold upgraded, counterfeit-resistant plastic certificates. Student pilot certificates, temporary certificates, and authorizations are not affected.

In addition, those who transfer ownership of U.S.-registered aircraft have 21 days from the transaction to notify the FAA Aircraft Registry. Those who apply for aircraft registration must include their printed or typed name with their signature.

These changes are responsive to concerns raised in the FAA Drug Enforcement Assistance Act. The purpose of the changes is to upgrade the quality of data and documents to assist Federal, State, and local agencies to enforce the Nation's drug laws.

These amendments become effective on March 31, 2008. Affected parties, however, do not have to comply with the information collection requirements of this rule until the OMB approves the FAA's request for this information collection requirement.

The FAA will publish a separate document notifying you of the OMB Control Number and the compliance date(s) for the information collection requirements of this rule.

Go to the following link to get more information concerning these important changes

<http://edocket.access.gpo.gov/2008/E8-3827.htm>

### 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
<b>June</b>	<b>M</b>
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.

## EAA CHAPTER 10 SPRING PICNIC BY JOHN FORISTER

May 18<sup>th</sup> was an almost perfect day for a picnic. The sun was shining, the temperature was great and the flies weren't TOO bad. Didn't see a single ant! It may have been a little x-windy at times for some of our winter rusty aviators, but we didn't see anything too scary.

The food was good as usual and there was plenty as usual. Bhrent bought gourmet hamburger patties and they were good too. The cooks were a little whiny because they took a long time to cook, but they were going to whine about something in any event.

The turn out was probably the lightest that I remember. I don't know that anyone counted, but I would guess that there were around seventy folks. Didn't count the airplanes either, but I would guess eight or ten. We don't want to set a precedent for being overly structured!

Those who did show were a particularly friendly lot and visited late into the afternoon. Joe Champagne flew and Paul Dolph rolled in from Miami, and it was good to chat with them after the longest winter in over a year.

Lots of folks pitched in for the clean-up, and that made it easy for everyone. Everyone but Bhrent and Janet, they just continued to work like a little whirlwinds from preflight to tie down.

It was a good picnic and good time. Thanks to all who participated.

## WHAT EFFECT DOES ALCOHOL HAVE ON AIRPLANES?

What effect does ethanol have on airplanes? "What is the effect of having mixed 10% ethanol with avgas and/or ethanol-free mogas on two or three occasions?" asks reader Ken Rice. "The place where I bought ethanol-free mogas lied to us about the change to 10% ethanol. I only found out about it when I asked the tanker driver."

If ever there was a question that I shouldn't answer, this is it. On the other hand, if ever there was a question that should be answered, this is it.

Most people would just tell him this is why it is important to test every batch. If you worked for a large company with a legal department, the only answer would be to replace every rubber component in the aircraft — or, better yet, ground the airplane and sell it for scrap. Neither answer is of any value to someone in the real world, so what would a common-sense answer be?

The main concern with using ethanol fuel in an aircraft is that the fuel will clean up a dirty fuel system and chemically attack the rubber components in the fuel system. As our reader has not had any problems so far, I will assume that his fuel system was clean enough so that no problem has occurred.

Nevertheless, he should check throughout his fuel system and look for foreign matter in places like the float bowl. If everything is normal, then look at the float. If you have a composite float, you may want to replace it. If a metal float is available, try one. Also, while I do not believe there are any composite needle

and seat assemblies in use, that could be a problem, too.

Then there is the concern about fuel lines and components such as fuel bladders. The older the aircraft, the greater the concern about the rubber components. I recently received an email from a gentleman who claimed that all current aircraft fuel cells are manufactured to be ethanol compatible. I have not been able to confirm that, since there is an implied liability if an aircraft company did confirm it positively. If Ken has an older aircraft with the original fuel bladder, he should have it inspected.

Don't forget the fuel lines. If they are old, original equipment fuel lines, they should be inspected carefully or replaced. Ethanol fuels tend to attack some rubber compounds and make them brittle or, worse, cause small pieces to flake off. These small pieces could plug up a small passage in the fuel system and cause a real problem. That's why continued inspection leaks or small pieces of foreign matter is recommended.

I can tell people like Ken that I am 99% confident that if he inspects his fuel system carefully and continues to fly, he should not have a problem, but there are hundred and even thousands of people who may have this problem-so you so the math.

*Ben Visser is an aviation fuels and lubricants expert who spent 33 years with Shell Oil. He has been a private pilot since 1985. You can contact him at [Visser@GeneralAviationNews.com](mailto:Visser@GeneralAviationNews.com).*

## THE CAPTAIN LANDS BY TERRY BOSWELL

From September 1967 thru December 1969, I served as the aide-de-camp for Major General Joseph L. Dickman, commander of the 1<sup>st</sup> Air Force. His responsibilities were for the air defense of the eastern United States, Greenland, Iceland and the DEW line in Canada. Because we were located at Stewart AFB close to New York City, we often had unusual visitors. We served as the Air Force's representative for events or facilitated travel arrangements for dignitaries.

During February 1969, the commander of all the Air Defense forces, Lieutenant General Agan, tasked my boss to host a meeting for the entire Air Defense Command staff at Stewart AFB. Just days before the meeting, General Dickman asked me to pick up General Agan on the Monday morning of the conference from McGuire AFB, NJ, take him to Loring AFB, ME for a brief visit, and then return back to Stewart AFB for the beginning festivities that evening.

The general normally flew the Saberliner from the left seat. It was the responsibility of the instructor pilot from the right seat to plan the sortie and ensure all went well. My first thought was to call General Agan's instructor pilot to ascertain if he had any unusual idiosyncrasies. Lieutenant Colonel Arbuckle answer was no, General Agan was a fine pilot. I felt that his remarks had a hollow ring to them, so I contacted their crew chief who said, "Capt., you had better watch that fellow!" Guess who believed whom? His remarks activated the pilot judgment sensors located on the back of my neck, those hairs stood straight up! My boss had plenty of anomalies in his bag of aviation tricks, more on those at another time.

On the appointed morning we flew from Stewart to McGuire before finalizing our flight plan and weather

briefing. Loring had a 200 foot ceiling with one-half mile visibility, ice on the runway, and poor braking action. When General Agan arrived, we promptly leapt into the air. During the climb out General Agan asked me about the weather at Loring, so I delivered my report. He commented that it was important he arrive on time and hoped we would not be weather diverted. Being the diplomat, I told him he could fly up to Loring but I would make the landing. Gen. Agan was commissioned in 1938 and carried a regular Air Force serial number of 13. As far as I was concerned his reactions had begun to slow; it was my job to ensure we arrived safely. Naturally he thought he should make the landing. At that time I did not protest, but I still believed the crew chief.

We made our first approach under the directions of Loring's ground radar. Before we arrived at the decision height, they sent us around because we were not in a position to land. Then we made our second approach with similar results. For the third approach I requested control of the Saberliner. You can bet I flew my best because the General already knew the Captain lands the aircraft. On the rollout neither of us spoke a word. I doubt he was about to commend me and I knew to keep my mouth shut.

When we flew back to Stewart that afternoon, we made our first approach and diverted to holding because a snow shower had closed the field temporarily. After landing and sending General Agan on his way, General Dickman asked me how things were. During my comments he rolled his eyes signifying the Captain lands the aircraft!

# Fly In To Haskell Airport

June 21st – 9:00 a.m. until Noon - Coffee & Donuts

Call Eddie Reynolds @ 231-3232 for more information

# “Okie Heritage Days”

Sponsored by: Oklahoma Antique Tractor Association (E.D.G.E.& T.A. Branch # 116)

## June 20th - 21st, 2008

**Featuring:  
Minneapolis-Moline  
Tractors & Equipment**

*All other brands also welcome!!!*

**Location: Haskell, OK**  
On Hwy 72, 1/2 mile north of town, East side of the road near the airport.



**Activities during show:**

Antique Tractors, Implements, Trucks, Cars & Stationary Gas Engines on Display

Field Demonstrations: (Wheat Binding, Wheat Threshing, Plowing, Hay Baling, Corn Grinding, Rope Making)

Daily Parade of Power @ 1:00 p.m.

Kids Pedal Pull after Parade of Power on Saturday

Swap Meet/Flea Market/Crafts (\$20 Vendor Fee)

Antique Stock Tractor Pull:  
Friday @ 7:00 & Saturday @ 4:00 Sanctioned by OATA

And much more to see and do...



*Buy a chance to win the Pedal Tractor, that will be given away on Saturday, June 21st during the show.*



**For more information see OATA's website [www.oata116.com](http://www.oata116.com) or call**

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Mike/Cathy Osborn (918) 445-2047 email: [cathyosborn@darrlift.com](mailto:cathyosborn@darrlift.com)

## EAA CHAPTER 10 CLASSIFIEDS

**FOR SALE BY OWNER** Glasair I/II RG, 300 hrs TTAF, Lycoming O-320 70 hrs SMOH, Lightspeed electronic ignition, High compression pistons, Large rudder, Dual sliding canopy, Panel mount GPS, xponder, intercom and more, New 3 blade MT propeller, New custom interior, Extended wing tips 80% completed, Ready for your paint, \$55,000 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<sup>7</sup>/<sub>8</sub> bore x 3<sup>3</sup>/<sub>8</sub> stroke 6/2 C.R., s/n 2052, 1<sup>7</sup>/<sub>32</sub> venturi, Eisenman magnetos, complete, No log book, \$1000, Contact 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 Contact 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 log-book, \$1,000 Contact Ken Smith 698-4129

**Waco UMF-5 Biplane** Waco UMF-5, 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 2004. \$200,000. Contact John Hudec, 918-371-5029

**1946 Aeronca 7AC**, Continental A65, 6078 TT, 167 TSMOH, LSA qualified, new struts, wing spars, and cover, Millennium cylinders, 32K firm 918-371-2001

## EAA SPORT AVIATION ON-LINE ARCHIVE

**May 22, 2008** – This week marks the official launch of the complete [EAA Sport Aviation online archive](#) (1953-2006), a new benefit available exclusively for EAA members. Now you have access to more than 50 years of history, knowledge and information contained in 59,000-plus pages of EAA's flagship publication! Not only will the online archive provide endless hours of entertaining and educational reading, it also provides a helpful content resource for EAA chapter newsletter editors.

You can search for particular magazine content by keyword, year, month, author, and article title. Or simply get an entire issue by clicking "Browse." If you know which issue contains a particular article you're looking for, navigate to the issue year, click on the cover image, and presto! - generate a list of that issue's contents.

A broader, full-text search is also available by clicking "search" and then typing in what you're looking for. For example, want to learn more about Pietenpols? Type "Pietenpol" into the search field and generate a listing of more than 700 articles that mention the classic homebuilt. Or you can narrow your search through a wide array of options.

Having the magazine archives available to members online is a significant part of EAA's efforts to provide a valuable, requested member benefit. "Members have saved their magazines for years, but the ability to find information was difficult," said Charlie Becker, director of member programs. "Online access allows an easy way to track down the article you're searching for."

This new members-only benefit offers a history of the organization, which is especially beneficial for newer EAAers. Going forward, Sport Aviations from 2007 will be added at a later date. Eventually, current issues will be available with just a three-month lag.

EAA is grateful to the EAA chapter members who helped test the online archive earlier this month to ensure there's enough bandwidth to handle the anticipated large volume of activity. As the SA online archive is still in the "beta" stage, EAA asks members to report any issues via e-mail to [info@eaa.org](mailto:info@eaa.org). To access the archive simply log onto the [Members Only website](#) with your username and password. The link to [EAA Sport Aviation archives](#) will be front and center. We've also created an [FAQ page](#) that can help answer certain questions you may have about the archive.

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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



# EAA Chapter 10

P.O. Box 1985  
Owasso, OK 74055

We're on the web!

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

**N E X T M E E T I N G : J U N E 1 6 , 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 M**



Roger White with Aluminum Overcast in 2003