



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

NOVEMBER 2008 NEWSLETTER

PRESIDENT'S REPORT FOR NOVEMBER 2008

As we go to press with this newsletter, the EAA B-17 tour in Tulsa is just about over for this year. Indications are that we will have had a very successful B-17 visit thanks in part to excellent weather and a host of willing volunteers from Chapter 10, Vintage Chapter 10, and other EAA members. As the one responsible for scheduling the volunteers, I really appreciate the support for the tour from Chapter 10 members and others. I have enjoyed this time on the ramp with the B-17 because this is one event where I can see its positive impact on the public. Whether the people come to see the B-17 because a family member or friend flew in one, or they have seen them in the movies, or because they just wondered what one looked like, the comments express appreciation for the opportunity to see, touch, and even fly in this legendary plane.

The weather was nearly perfect for the Flying M Ranch fly-in in Reklaw, Texas on October 24-26. About a dozen Chapter 10 members made the 274 mile trip for the camp out. Just to give everyone an idea of how the fly-in visitors felt about the fly-in, at the Saturday evening awards dinner, one of the flying clubs presented Dave and Marci Mason with a plaque that proclaimed that their fly-in was the "Best damned Fly-in in Texas." I have to agree.

At this month's meeting, November 17, we will have our annual pie auction. This is a fun event that gives everyone a chance to bid for some delicious pies. Besides being an entertaining evening, the proceeds are used to help cover the cost of the Christmas party in December. Bring your favorite pie and join the fun.

The Christmas party will be on Saturday evening, December 6. Drinks will be served from 6:30 and dinner catered by Perfect Touch will begin at 7:00. Reservations are \$30.00 per couple and seating is limited to eighty seats, so don't delay making your reservations. If you can't make the meeting this month, mail your check to Mike Aichele, the chapter treasurer. This will be the only meeting in December so plan on being there to celebrate the holidays with all of us.

In order to brighten up the hanger for the Christmas party, we will meet on the Sunday following Thanksgiving, November 30, to hang lights, set up the table decorations and get the hanger ready for the party. Chili will be served at 1:00, so we won't be working on empty stomachs. The more hands we have, the easier and faster the decorating will be done - so if you can, join us.

Looking forward to seeing everyone at the pie auction and Christmas dinner!

Bhrent

ELECTION OF NEW OFFICERS AND DUES FOR 2009/YOUNG EAGLES

During the November meeting we will elect our slate of officers for 2009 and 2010. At the board meeting on 3 November this was the proposed slate. If you are interested in serving, please contact Bhrent Waddell.

President: John Nys

Vice-President: Open at t his time.

Secretary: Marvin Williams

Treasurer: Jim Galloway

Dues for next year will be \$25 to help defray rising expenses. This is our first change in several years so we appreciate your understanding.

On 26 November Tom and Elaine Egbert, and Jim and Roxanne Smith hosted 77 cadets from the Thunderbird Academy in Pryor for orientation rides. Tom flew their C-172 and Jim, their C-182. The flying weather was superb and the cadets were exceptionally courteous. Some were interested in careers in aviation and grilled Tom and Jim about obtaining licenses on their trip from Claremore’s Regional Airport around Pryor and back. Late in the afternoon Terry Boswell joined the group with his RV-10. All who participated were rewarded by this outing despite some sore calves from a solid cross wind. Elaine and Roxanne provided exceptional assistance by briefing each cadet, ensuring they were safely strapped in and commenting on what to expect during this first flight for most of the cadets. The letter and spirit of the Young Eagle Program was adhered to.

PIE AUCTION FOR NOVEMBER 17TH, COME PREPARED TO BID

A new member, Jim Smith, pilot, auctioneer, & announcer extraordinary, has agreed to chair our November Pie Auction. He owns a Cessna 182, based at Claremore and with his wife, Roxanne, is building a Zenith 750. Roxanne is well on her way to earning her private license and will keep Jim on the straight and narrow. Jim asks that we give him a bit of information on each pie. Perhaps a 3 x 5 card will do with your name, home-made or store bought,, kind of pie, special filling and other noteworthy comments. Remember we use these funds to help defray our December banquet. Any funds beyond this will be applied to the Young Eagle program.

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 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.

CHARLIE BROWN STRIKES**6 December, Social Hour, 6: 30 PM, Dinner 7 PM**

Volunteers are needed to gather on the early afternoon of 30 November to help decorate our hangar. If you can provide chili it would be appreciated.

We are asking each guest to bring a White Elephant gift for exchange, identify as male for male or female for female. These will be exchanged by our Board. Our Board will not purchase gifts this year.

Tickets are \$15 each (couple, \$30) and may be purchased at the November meeting or before the December meeting or mailed to our treasurer, *Michael J. Aichele, 12404 S. 85th Place, Bixby, OK 74008*. Note this is the preferred mailing address instead of Chapter 10's P. O. Box. We do need an accurate accounting for our cater and would appreciate your cooperation with early ticket purchases.

Did you know?

Flying is a hard way to earn an easy living.

If black boxes survive air crashes—why don't they make the whole plane out of that stuff?

If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs.

In the Alaska bush, I'd rather have a two hour bladder and a three hour tank of gas, or vice versa.

It's not that all airplane pilots are good-looking. Just that good-looking people seem more capable of flying airplanes. Or so seasoned observers contend. A matter of self-confidence? No doubt, no doubt.

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

MIC BUTTONS AND OTHER TRICKS BY TERRY BOSWELL

During January `66 I was assigned to the F-102 upgrade program at Perrin AFB, TX. (Sherman, TX, now closed.) This course was about 5 1/2 months in length and began with an intense instrument program in the T-33 because we had plenty of T-birds, flying them was cheap, and mastering instruments on the old J-8 attitude indicator was a pretty good precursor to flying instruments while looking into the radar scope when airborne.

Then we immersed ourselves in academics covering the theory and application of airborne intercepts with a radar that had limited range while the pilot depended upon a ground based search system to position the interceptor for the final phase of any attack. The theory and application were very good and served well during the remainder of my Air Force career.

The F-102 or Duce had a conventional stick and throttle except the stick was split. The right hand portion of the stick, somewhat a yoke was rigid and looked like a conventional fighter pilot stick and grip with one exception. Just to the lower left of the trim button was a button that did not function on the ground but was a UHF radio transmitter button when airborne. It was activated by the weight on wheel or WOW switch when airborne. Forwarded firing ordnance was controlled by the trigger. The left portion of the stick controlled the radar. It could be unlocked and swiveled in and out, left and right. While on the ground the MIC button was on the throttle.

I flew the Duce on and off for some 5 years and managed to accumulate 500 hours. In `71 I reported to George AFB, CA to begin a checkout in the F-4E. There were about 35 pilots and a like number of WSOs or weapons systems officers in the class. WSOs were sometimes referred to as GIB or guy-in-back. At one time the AF used two pilots in the F-4 but by `71 we using only front seat pilots.

During our first day at the 434th TAC Fighter Squadron Lt. Col. Powers, operations officer, gathered us in the squadron's conference room for normal introductions. His first question was there anyone with Duce time. I raised my hand and received Col. Powers' ridicule that he was certain I would call in on a gunnery pass by using the F-102 airborne MIC button. In tactical fighters this button does not control a UHF radio but releases any free fall ordnance so it is called the Pickle button. Lt. Col. Powers was wrong, but not entirely!

At least a year later I led a strike with laser guided ordnance against a truck park in the southwest suburbs of Hanoi, North Vietnam. During the debriefing our number two wingman asked why I had not call our usual weapons release over the target since lead and number 2 dropped laser ordnance as a formation flight. This was a pretty sporting ride for number two as lead positioned his aircraft for ordnance delivery. My WSO piped up, we did, and it was on our tape. It was then that I realized my call came from the Pickle button (alas the F-102 MIC button). Fortunately that button released our 2000 lb. laser guided bombs (MK-84s) and our wingman released his simultaneously so nothing was lost. However, since this wile fox knows that discretion is the better part of valor, no further comment was made.

But that is not the end of the story. While instructing in the F-5 in `84 at Williams AFB, AZ I looked back at my wingman as he began a rocket pass. He was much too shallow for my liking so I called to correct him. Guess what, whoosh, there went my second rocket because the Pickle button in the F-5 is not a MIC button. Being a good leader I fessed up to the tower safety observer. Nothing else was said. No, the student did not change his pass since he had not received that radio call.

However, when I walked into the pilot lounge following maintenance debriefing to pick up a soft drink before grading my student I was met with snickers from my squadron mates. We had a display board that included the name, event and time for the previous month's screw up. The Captains did not wait for the month to end, they had already engraved "Rockets Boswell" with the date.

Morale, the commander can only loose, never win.

OSHKOSH IN AN AERONCA CHIEF BY CHRIS HIATT, EAA CHAPTER 1046

Growing up the son of a crop-duster, I have always had a thing for flying low and slow however, I could have never dreamed that one day I would fly my own airplane to Oshkosh. For many years I had reamed of making it to AirVenture and this year I was able to make that dream come true. I could have flown commercially and taken a bus to Oshkosh or I could have drove with some buddies or maybe even drug the family along and call it a family vacation. I could have even split expenses with one of the fast planes from Ponca City that seemingly make the trip every year. All those options would have got me to the world's largest fly in however, I wanted to fly.

I knew that my 1946 Aeronca Chief could make the trip so once my wingman Ken Kinsler who flew his own Chief agreed to make the trip we began planning the trip. Planning a 598 mile cross country in a couple of 95 mph, 5 gph, tube and fabric tail draggers that are totally at the mercy of the wind takes a little more planning than your average cross country. We had to make sure that fuel was available at all stops.

Weather in combination with a desire to stretch or legs and visit with other hangar bums along the route caused us to make 7 stops between Ponca City, Oklahoma and Oshkosh. We were pleased with all stops along the route. The first day we departed at 0630 and made our first stop in Iola, KS (K88) neat little airport with mogas and two courtesy cars. After a quick turn and a potty break we were off to Lawrence Smith Memorial (LRY) just southeast of Kansas City. Fuel, and another restroom break and we were off again. Continuing northeast we next arrived at Chillicothe, Missouri (CHT) my least favorite stop and was replaced with Trenton, Missouri on the return trip. Off from Chillicothe we headed to Centerville, Iowa (TVK) however, Mother Nature decided to give our little planes a friendly push and we began to make some serious ground speed (115 mph) so after so carefully consideration we decided to skip Centerville and head for Washington, Iowa (AWG). By this time our stomach were telling us it was time to fill more than our fuel tanks so we signed out the courtesy car and headed into town to grab some lunch. After filling up, we were off to our final stop for the day Portage, Wisconsin (C47).

Because I love to fly low and slow, flying heavy is not a good idea. My little plane performs very well with the Continental A-65 pulling her along. However, I always try to fly light as often as possible. I decided to camp in the Vintage Aircraft camping area due to cost and location. Besides after 22 years in the Army I was pretty confident that I could survive roughing it for a week. Still I had to get a tent and a week's worth of clothes to Oshkosh so I shipped a 55 pound duffle bag through the post office. Turns out this was one of the best decisions I made all week. I saw so many airplanes that were way overstuffed, leading to poor visibility and in some cases putting the airplane outside gross limits.

I had studied the arrival NOTAM and watched several arrival videos however, that still didn't seem to calm my fears of making my first arrival at the world's busiest airport. I knew I could land my airplane in a cross wind and could even land on whatever color dot the controller decided to issue. Still I found myself reading the NOTAM Friday night.

I called my wife the night before flying into AirVenture Saturday morning. I was so excited; I told her that it felt like Christmas Eve when I was just a child. I had to force myself to go to sleep so I could be at my best when I arrived Saturday morning.

The arrival was exactly as described in the NOTAM. Over the town of Fisk, Wisconsin the ground controller said, "Tail dragger over Fisk, rock your wings." I wasn't sure if he was talking to me but, I was pretty sure that I was over Fisk so I rocked my wings. Immediately he replied with a "Got that tail dragger, turn right heading east over Fisk Avenue, contact the controller on 126.6 and welcome to AirVenture." About 10 seconds after turning right and heading down Fisk Avenue I was contacted by the controller who said, "Tan high wing tail dragger, continue directly over the east west road and prepare for a left base to 36." I rocked my wings and he responded with "Got the rock, go ahead and turn final when ready and land at or beyond the Purple dot. Welcome to AirVenture." That was it; the controllers were so friendly and easy to understand.

(continued on lower half of page 6, photo on back cover.)

CHAPTER 10 CLASSIFIED ADS

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. $3\frac{7}{8}$ bore x $3\frac{3}{8}$ stroke 6/2 C.R., s/n 2052, $1\frac{7}{32}$ venturi, Eisenman magnetos, complete, No log book, \$1000, Contact 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 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

(continued from page 5)

I fly antique aircraft as a sport pilot and have never had any other rating. This made me and the Chief a perfect candidate for the new Affordable Flight Center just north of the new tower. That is where the Chief spent the week. I was fortunate to be provided the opportunity to present a couple forums about how I fly antique aircraft economically and as a sport pilot. Earl Downs was gracious enough to help me with the technical questions during the forums. There is nothing like having a real subject matter expert to answer the hard questions.

The week was absolutely incredible. If you have never been and have any interest in aviation you must add it to your list of thing to do. Every day I was up at 6:30 going all day until the evening's entertainment was over. Evening entertainment included ventriloquist Jeff Dunham and several other A list performers.

Words can't describe the air shows. My favorite was the F22 Raptor that made a high speed pass at over 600 knots then turned around and made a slow pass at 90 knots. Wow was that something to see. Sean Tucker puts his Pitts through the ringer with a series of maneuvers that took him from 9 negative g's to 5 positive g's in a matter of split seconds. These two are just examples of the dozens of performers that pushed the limits of what Newton told us was possible.

I wish I could have shared this experience with my Dad who took me for my first ride in a Stearman crop-duster when I was just 5 years old. I'm sure that he was with me and in fact he flies with me every time I go up.

Photo of Aeronca on back cover.

Igor Sikorsky (1889—1974) "In the early days of aviation the designer was often the test pilot. This had the effect of weeding out the bad designers."

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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



EAA Chapter 10

P.O. Box 1985
Owasso, OK 74055

We're on the web!

eaa10.org

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Aeronca Chief Enroute to Oshkosh