

EEA CHAPTER 10

JANUARY 2009

PRESIDENT'S REPORT FOR JANUARY 2009

For you newer members, I am John Nys, new President of Chapter 10. I have been an officer of the chapter for the last four years and a member since 1995. I am pretty much up to speed on all the mechanics involved.

It's not mechanics that has made this Chapter so successful. It is a great group of people who step up and volunteer their time and efforts. I'd like to thank Jim Gallaway, our new treasurer and Marvin Williams, our new secretary for joining the leadership. I know they will both be great. Bob Thrasher has agreed to be V.P. There isn't much for him to do, unless I get sick, or fall flat on my face. Brent has promised to be around to keep us on the straight and narrow. He has done a wonderful job. A hard act to follow.

I'd like to give special thanks to some of our members that do so much, and it seems to go unnoticed.

Lynn Coltharp- Flapjack cook extraordinaire, bartender, newsletter editor, sage, comedian.

Paul Shireman- knows what we need, and usually goes to get it, oilfield stories for every occasion.

John Kurt- Christmas decorations, hangar repairs, sausage cook.

John Forester- Always there with a helping hand.

Thank you all very much. Keep up the good work.

We couldn't really come up with a program for this month, but an ongoing discussion at the officers meeting about Fuel Injection V. Carburetor and Electronic Ignition V. Magnetos seemed like a good topic to continue. If you have an opinion, (and who doesn't) bring a soap box and join the meeting Monday January 19, 2009

John Nys

GOINGS ON!

During the first board meeting of 2009 your board changed hands to a new slate of officers. John Nys recognized the outgoing administration for their superb programs and highlighted their ongoing efforts to Chapter 10 as our aviation accomplishments grow in the Tulsa area. Two very successful events of the Fall contributed to our camaraderie and bottom line. The Pie Sale hosted by Jim Smith was most successful because many superb pies were available to auction and the B-17 Fly In at Riverside Jones organized by Brent Waddell and others. Michael Aichele passed all accounts with current bills paid in full and monies to spare, well slightly! For now, Bart is available as a DAR.

On the following page are two photos forwarded by Craig of a bird strike between a goose and a Baron. These always create problems. From my experiences in the Air Force where I suffered multiple bird strikes we know that most of these occur in close proximity to the runway and usually close to the ground. We were always told to be wary of birds in-flight that were slightly above you. Birds choose to avoid us in these cases by often folding their wings and falling, often right into your aircraft. Below 150 kias they usually avoid us. Above 150 kias, we are fair game. As these photos vividly portray, a bird strike can be a serious encounter. I suspect there are those of us who have or will.

AIR FORCE PILOT

During a commercial airline flight an Air Force pilot was seated next to a young mother with a baby in arms. When her baby began crying during descent for landing the mother began nursing her infant as discreetly as possible. The pilot pretended not to notice. Upon disembarking he gallantly offered his assistance to help with the various baby-related articles. When the young mother expressed her gratitude the pilot responded, "Gosh, that's a good looking baby...and he sure was hungry!" Somewhat embarrassed, the mother explained that her pediatrician said breast feeding would help alleviate the pressure in the baby's ears. The Air Force pilot sadly shook his head, and in true pilot fashion exclaimed...'And all these years I've been chewing gum.'

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.

BARON AT 11,000 FT. AND A GOOSE! GOOSE 1, BARON NIL!(PILOT WAS ABLE TO LAND ALTHOUGH HE WAS INJURED.)



Col Humphrey /8th TFW/Commander (CC) by Terry Boswell (photo on last page)

In January `72 I reported to the 8th Tactical Fighter Wing (TFW), Ubon Royal Thai Air Force Base for my second tour in SEA. The 8th TFW was known as the Wolf Pack. I was assigned to the 433rd Tactical Fighter Squadron (TFS) in the F-4D Phantom. Following check out my primary duties were with employment of the laser delivery systems. Within less than a month I was leading combat sorties and assigned the command of D Flight with four formed crews. During the summer a major showed up and took D Flight so it was time for Capt. Boswell to secure another position. Our squadron, one of four, kept an instructor and flight examiner on the wing staff as did all others. I applied for the position of Wing Stan Eval Flight Examiner for the 433rd and was approved. My evaluation was to be able to successfully land the F-4 from the back seat which was tough because we had many aircraft with extra video screens or other devices that obscured one's vision.

By this time we were on our second wing commander, Col. Carl Miller. He was a very personable individual who would naturally fit into any flight at any position and contribute to the success of any sortie. It has been my observation that most senior officers are of this persuasion, but not all.

When Col. Miller departed in late October we received Col Humphreys as our new commander. He was fresh out of the Pentagon and bent on impressing the world with his aerial feats. I was told it would be my responsibility to complete his local check out and he would be flying in the 433rd.

In preparation I prepared briefing charts and graphs to help him understand how we were given our mission orders, where intelligence briefed us and how we secured details for some of the specialized ordnance we might deliver. Weapons employment would be briefed by our staff of weapons instructors.

When summoned to his office I took all materials and began to detail for him how a sortie was organized and briefed. We covered the various zones in both North and South Viet Nam, controlling agencies, and what he might expect for defensive reactions, where potential bail out areas were and who he might expect to assist him in the unlikely event he was shot down.

Then I discussed recovery procedures. We always called "Wolf Pac" when we were about 100 NM from Ubon. He asked who "Wolf Pac" was. That was the Supervisor of Flying (SOF) who resided in the tower and provided details like the weather, divert information or tanker instructions in case our single runway was closed. Col. Humphrey's asked who was assigned SOF duties. Told him individuals in positions of responsibility who had been interviewed by the Wing Director of Operations and approved. He came back, "by rank." I explained that we had only one major in the 433rd and the other SOFs were captains. He replied, "Golly, I wish some of you captains would hurry up and make major so you would get some sense." Since I thought he was being flippant I shot back, "I did not know that rank had a lock up on the intelligence market." In combat often the younger pilots carried the day as they knew their equipment as well as current tactics better than many of the more senior pilots.

A few days after the briefing my boss informed me that Col. Humphreys would be flying in the 25th TFS. That did not bother me. However, the instructor he flew with in the 25th TFS was sorely tested by a rusty colonel who thought he was Chuck Yeager! He wasn't and soon was a bit of a laughing stock because much of what he touched went sour.

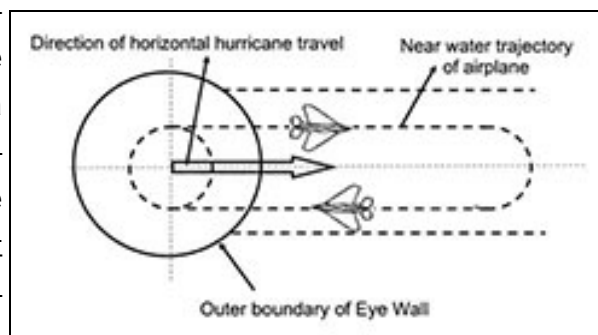
About a week later I was signing out to fly when Lt. Col. Crum, 433rd commander, leaned across the desk and asked quietly, "You haven't locked up the intelligence market latterly have you?" We both laughed. I knew where the remark came from and so did he! He appreciated my helping Col. Humphreys decide to fly in another squadron. This is what we call a win-win!

My unintentional objective meant the 25th TFS suffered the bane of qualifying another colonel who had more bravado than abilities. His final stroke was to recover the last F-4 combat sortie of the Vietnam War. He was aced out by a young Lieutenant who knew how to sky hook. Justice for an ego!

HARASSED BY HURRICANES? SEND IN THE F-4SBY MARY GRADY, AVWEB

A researcher at the University of Akron in Ohio says he may have found a way to suppress potentially damaging hurricane—send in a couple of F-4 fighter jets to fly supersonic loops around its eye while it's still at sea, and the resulting sonic booms will break it apart.

A patent application filed by Prof. Arkadii Leonov and his colleagues states that “two F-4 jet fighters flying at approximately Mach 1.5 are sufficient (in theory), to suppress, mitigate and/or destroy a typical-sized hurricane or typhoon.” The airplanes must follow a specifically designed trajectory, so as their wake propagates downward it both counteracts the hurricane's rotation and increases the air pressure near the eye of the storm. “This creates high-level local disturbances that can eliminate, reduce and/or mitigate a major rotating aspect of a hurricane/typhoon, thereby disrupting and/or eliminating the functioning of such a weather feature,” says the patent application. One scenario shows the two aircraft flying an elliptical



track about 200 miles long, intercepting the eye of the storm and spiraling down into it until fairly close to the ocean surface.

The sonic booms have the potential to be very effective at this task, and the flight would not cause any harm to the jets or pilots, the application says. “There are plenty of sites along typical hurricane paths that are in the international waters where the jets supersonic booms could be generated in order to confirm that such booms destroy

hurricanes,” the application states. The sonic-boom theory is far from the first suggestion for finding mechanical means to suppress hurricanes. The Hurricane Research Division of the Atlantic Oceanographic and Meteorological Laboratory lists a series of proposals, from seeding the storm with silver iodide, to cooling them off with icebergs, to exploding nuclear bombs. “As carefully reasoned as some of these suggestions are, they all share the same shortcoming,” says Chris Landsea, at the AOML Web site. “They fail to appreciate the size and power of tropical cyclones.”

AVIATION SAYINGS

1. To invent an airplane is nothing. To build one is something. To fly is everything.—Otto Lilienthal.
2. Safety second is my motto.—Locklear
3. Speed is life, altitude is life insurance.
4. The man who flies an airplane...must believe in the unseen.—Richard Bach
5. There is no excuse for an airplane unless it will fly fast!—Roscoe Turner
6. Flying is like sex—I've never had all I wanted but occasionally I've had all I could stand.—Stephen Coonts
7. The desire for safety stands against every great and noble enterprise. Cornelius Tacitus (AD56)
8. Aviation in itself is not inherently dangerous. But to an even greater degree that the sea, it is terribly unforgiving of any carelessness, incapacity or neglect. (Continued on bottom of page 6.)

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 (038), Owasso, OK Contact Mark Fridley @ 918-274-3574 or rmfridley@cox.net

Franklin Aircraft Engine Model 4AC171 60 HP. 3⁷/₈ bore x 3³/₈ stroke 6/2 C.R., s/n 2052, 1⁷/₃₂ 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

LAS VEGAS AIRPORT SEEKS FEDERAL OK TO BAN EXPERIMENTAL A/C

December 3, 2008 by Mary Grady, AvWeb Contributing Editor

Commissioners in Clark County, NV, on Tuesday gave the go-ahead to their local director of aviation to lobby for federal legislation that would enable him to ban experimental aircraft from the local airport. The effort is in response to the crash of a homebuilt Velocity near North Las Vegas Airport in August. The airplane struck a house, killing the pilot and two people on the ground. Ian Gregor, spokesman for the FAA Western Pacific Region, released the following statement in reaction to Tuesday's meeting: "We believe Congress acted wisely in giving the FAA sole authority over civilian airspace throughout the United States. It would cause tremendous disruption—even chaos—to air traffic operations nationwide if every local community were allowed to arbitrarily decide which aircraft could and could not land at local airports." EAA's Earl Lawrence, vice president of industry and regulatory affairs, gave the proposal little chance of succeeding. "You would be allowing an airport manager to determine on his own what could come and go," he said. "What he is asking is that Congress, the President, and the administration give up the authority. That's a pretty good stretch." Nonetheless, Lawrence said his team is prepared to roll out strong opposition if such a proposal should make its way to the hill.

AVIATION SAYINGS (CONTINUED)

9. If you are looking for perfect safety, you will do well to sit on a fence and watch the birds; but if you really wish to learn, you must mount a machine and become acquainted with its tricks by actual trial. - Wilbur Wright, 1901.

10. In flying I have learned that carelessness and overconfidence are usually far more dangerous than deliberately accepted risks. - Wilbur Wright

11. The Cub is the safest airplane in the world; it can just barely kill you. - Max Stanley, Northrop test pilot

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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 \$25.00 PER YEAR - JANUARY 1ST TO DECEMBER 31ST**

Name _____
Co-pilot/Spouse _____
Address _____
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National Membership # _____

Aircraft owned _____

Projects/% complete _____

Bring this form to next meeting or mail to:
EAA Chapter 10 Treasurer
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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 : A T H R U C



F-4 G of the Wild Weasel variant