

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

AUGUST 2009

PRESIDENT'S REPORT BY JOHN NYS

This month's program is Jack Nelsons newly purchased Wyex. I wouldn't bet on the spelling but I do know it is a product of Sonex, and has a V tail. The Sonex line uses VW engines, are very small and efficient airplanes. They have piqued my interest for a long time. This is the first one for our local area as far as I know. Jack purchased it in flying condition.

Oshkosh Report - We did get to park and camp together this year. Lynn, Bhrent, and Jerry Thomas all were able to proceed to Row 556, By disregarding the flagmen. After shutting down, they declined the request to move. Happily no guns, knives, or verbal threats were produced. The flag people lost interest, and returned to the business of parking the airplanes of people that required assistance.

I arrived Sunday afternoon about 4 p.m. Dodging showers to get in. Getting rained on, in the back of the courtesy truck carrying me to the North Forty. Hurriedly assembling my tent just in time to throw everything inside and sit out a 10 minute shower. This was one of the wettest years I can remember. After the shower, Bart Dalton and his son "B" arrived. They camped with us thru Wednesday. In the course of the next few days, I found out he is spending some of his time in Tulsa. His Mother and Horn manufacturing Company are still here. He still is available for D.A.R. services. Note his new cell number is on page 7.

The Oshkosh experience was magic again. Renewing old friendships. Talked to a fellow with an RV3. His last trip up was 1995. My first trip same year. We both had RV6's then and talked at length at my campsite next to the theater in the woods. Talked to a fellow with a Santa Paula hat on. He walks most mornings with Wilma, The lady that bought my First RV10. Later that week talked to Wilma's son, Dave Hirschman. He is an Editor and writer for AOPA. We met when they picked up the RV10 to take it home to Santa Paula. He filled me in on a hard landing that damaged the Landing Gear and tail structure. The airplane has been repaired, and no one was hurt.

Tuesday night Ron Dunn, Donnie Shirey, (my new neighbor at Skyhaven and sometimes guest at our meetings, he's going to be a convert, just bought a RV8 tail kit) and I went to the Van's Banquet. We just got off the tram, not sure exactly where we were going, when a nice person offered us a ride. We accepted and were delivered to the entrance site of the banquet. We felt like VIP's. A ride in a Chauffeured Limo. Maybe that's an overstatement. It was a VW convertible. The banquet was fun. The food good. The conversation great. Had to walk all the way back to the North Forty. Happily, one of the few times it wasn't raining.

It rained most of the day Thursday. Got a ride back from breakfast with a fellow in a huge car. I think it was a Continental. He stopped in Warbirds and showed me his P40 with the Flying Tiger paint. He said he knew our own Bill Harrison.

With more weather predicted for Sat. morning, I decided to get out of Dodge (OSH) on Friday morning. Having not seen my sister in Michigan since 98, (don't actually remember her visit) or been there since 88, I decided it was the perfect time to drop in. I fired up about 11:15 and about 12:00 was on the runway and cleared for takeoff. Headed across Lake Michigan at 11,500, it was perfectly clear and could see half the state from that lofty perch, and landed at Flushing, Mich. About 1:30. An hour and a half to fly 230 nautical miles and 45 minutes to taxi $\frac{3}{4}$ of a mile. Under normal circumstances I would need to go on a rant at this time, but my fingers, not to mention my brain are beginning to tire. Michigan is beautiful this time of year. A lot of memories in the names of the towns I passed over. I did all my flight training out of Flint's Bishop Airport. Listened in to approach. Not nearly as busy as I remembered. My sisters new home is great. All are well, now. My nephew has been unemployed for 1 $\frac{1}{2}$ years. A lot of that going around. The road from the airport to my sisters place makes Oklahoma roads look (and feel) really good.

The flying weather was reasonably good, except for headwinds on the 2 long legs. XM weather worked perfectly. Ran lean of peak all the way round. I've decided that works really well. Burned 110 gallons of gas for about 1500 nautical miles with severe headwinds not to mention over an hour of taxi time, 1 go around, and a high speed flyby. We're back in the real world. Work to do. Bills to pay. House to finish and move into. It's a hard adjustment. Will I be back to OSH next year? You bet!

For those of you who see the length of this article in comparison to my normal brevity, no is wasn't ghost written by Charlie Harris.

Board Doings and Then Some! By Terry Boswell

John has engaged Boris Socksoff from the Tulsa speaker bureau for our next meeting. He will address pending legislation that impact user fees. Chilled watermelons will be served to chill our pallets.

Now that our pet toads have been blocked from their usual habitat we are considering a rotating toad patrol. Your duties will be to stand guard during the twilight hours each morning and prevent Jeremiah and his buddies from sneaking into our hangar/meeting building. Appropriate gigs will be provided to impale Jeremiah or his minions.

If you have a story from your recent visit to Oshkosh please be ready to regale us with your exploits. Lynn Coltharp's article is on page 5 and 6. Due to his and other's stealth, cunning and tenac-

ity Row 557 lives on. In general the board heard numerous tales about the exploits of our fellow aviators in the land of overalls and heavy equipment.

I had the privilege of flying Bob Moore, an 86-year old veteran, in our RV-10 on the 2nd of August. Bob flew P-40s during WW II. Although he would not make either the takeoff or landing he did fly for about 20 minutes and kept us within 100 feet of our assigned altitude. He was impressive after all these years.

UPCOMING EVENTS

Wiley Post Airport, OKC, 14–15 Aug, Okie Derby, 31st Annual Proficiency Air Race, all pilots invited.

Will Rogers/Wiley Post Annual Fly-in for 2009, 0830, 16 Aug, Oologah, OK, details 918-341-0719. This is a grass strip.

Claremore Monthly Fly-In, 29 Aug, 1100–1300, Claremore Int'l. Airport

Special Event, Tulsa Fly-In @ Claremore Airport, 19 Sept., details to follow. (This is in lieu of the monthly Claremore Fly-In because the runway and taxiways at Bartlesville are being resurfaced.)

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

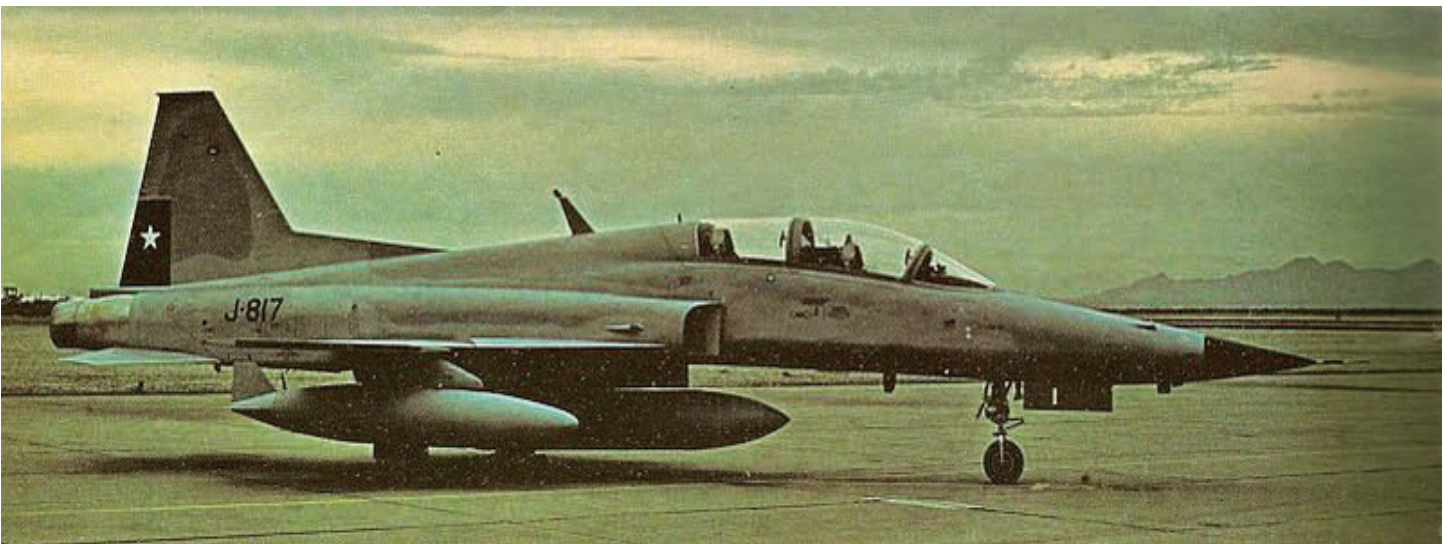
- 1st Monday of the month Chapter business meeting at our hangar 7:00 p.m.
- 2nd Monday of the month Newsletter folding session at our Hangar 7:00 p.m.
- 3rd Monday of the month Membership meeting at our hangar 7:30 p.m.
- 1st Saturday after the 3rd Monday Pancake Breakfast at our hangar 7:00-9:30 a.m.

Functional Check Flights by Major Ron Graddup

A functional check flight or FCF in an F-5 is an event filled sortie. Since many of the F-5s are Es or single seat we were pleased to learn an F-5F was coming out of phase or heavy check that day. The F-5F model is our trainer and equipped with two cockpit seats. I contacted Capt. Stan Sutterfield and we began our briefing so he could accompany me which would help qualify him for these demanding events. How challenging we were soon to learn!

The preflight was normal. We took tape recorders because one can read the engine performance gauges rather than attempt to write required data each 5000' of climb. An afterburner takeoff is required with the initial climb to FL200 at 250 KIAS. This is to check the reverse flow of air around the engine shroud. This cools is critical to a fighter's engine parameters. At 10,000' Phoenix TRACON held us because they were not picking up our IFF. We recycled and they reported the IFF was clear so we resumed the FCF climb profile at 250 KIAS.

Passing 16,000' the aft canopy departed and the F-5F began to wallow around. When I positioned the stick to correct the right the aircraft continued in its descending turn but the air craft wallowed to the left. Neither Stan nor I could communicate because the noise level was so intense. At 12,000' Stan



ejected by himself. We were over the Superstition Mountains east of Phoenix which rise to 6000'. We were required to eject from uncontrolled aircraft at 10,000' above the terrain. I prepared to eject but as soon as Stan ejected I felt that I could control the aircraft so I returned to Williams AFB and landed.

An Air National Guard helicopter quickly responded to Stan's locator beacon, picked him up and returned him to Williams. The locator beacon broadcast an emergency signal on 243.0 Mg, UHF.

It was quickly determined the aft canopy was not properly rigged. It slowly backed off and once unlocked, departed. This permitted the slip stream to break the fiberglass cover for the seat stabilizing parachute. The seat stabilizing chute then deployed. It is about 12 feet in diameter. Because we were flying at 250 KIAS it did not shred but began to shift from side to side and destabilize the aircraft. Fortunately I was able to regain control and land safely.

We asked Stan what he thought after safely ejecting without any problems. As soon as he could he removed his oxygen mask, checked his parachute, and deployed his seat kit and water wings. Then he looked around for a telltale smoke column. When he did not see one he said, "That SOB Graddup has flown off and left me!"

ROW 557 HAS SURVIVED by Lynn Coltharp

Some of you may remember that the parking people at Oshkosh last year tried their best to keep our Chapter 10 members from parking on our favorite spot, Row 557. Some of us defied their efforts and managed to park there anyway. Others were reluctantly scattered around the airport and did not have good access to all the amenities located just across the fence. These facilities (restaurants, grocery stores, Goodwill store, Target, laundry, bar, etc, etc) are conveniently located to row 557 and they make the whole Oshkosh experience much more enjoyable for us campers.



Since last year we have had several communications with the “powers to be” about this problem. We explained that we do not reserve the row and we come at least two days early because experience from the last twelve years has shown that that row/area is still available until sometime Sunday afternoon. We did get responses from the “powers to be” but got no satisfaction. Paul Shireman and I both decided that Oshkosh would not be an enjoyable experience for us if we could not park in that area and avail ourselves of the facilities available just across the fence. We were not planning on attending Oshkosh this year. I finally decided that I was not going to let the parking people “change my way of life” and that I would get to my favorite parking area ONE WAY OR THE OTHER.

As it turned out, my landing position on runway 27 put me in an exit from the runway very near row 557 and I just showed my 557/GAC sign and they let me taxi right to it. There were a couple of planes already there that I recognized had been parking there for some years now. They recognized me and my airplane and came to visit. They said the same guy who gave them so much guff about parking there last year was very nice to them and welcomed them to Oshkosh. After relating to them about our communications with “the powers to be” they were convinced that it must have had some impact since things were so much more welcoming this year. Brent Waddell also arrived Saturday soon after I did and one of the parkers kind of “looked the other way” when Brent told him where he wanted to park.

Jerry Thomas arrived on Sunday just as the parking was filling in around us and they let him taxi in position beside Brent after he explained we were his friends from Tulsa.

John Nys brought his tent over from homebuilt parking and camped with us. Bart Dalton and his son Barrick drove in and camped with us. We had a really good time and were able to cross the street and get supplies for cooking our evening dinners. The camaraderie was very enjoyable. That is what Oshkosh is all about in my book.



ROW 557 HAS SURVIVED by Lynn Coltharp

The weather on my way up Saturday was very good although I had to chase flying levels to minimize the effects of headwinds. I flew at all the altitudes between 500 AGL (the scenery there is really nice) up to 8500 MSL. My first fuel stop was at Lee's Summit, Missouri. They have premium unleaded and ethanol free fuel there. Lee's Summit also gave a 25 cent per gallon discount to all planes going and coming to Oshkosh. The Rotax 912ULS in my Rans S6S prefers premium auto fuel, which is hard to find at airports. Then on to Mineral Point, Wisconsin for the next fuel stop. The arrival into Oshkosh was not congested and my arrival was uneventful.

Attendance at Oshkosh seemed to be quite good in spite of our dismal economy in the U.S. The arrival and fly-by of White Knight Two and the A380 really got everyone's attention. White Knight Two... how fortunate we are to have Burt Rutan involved in the Sport Aviation world. Homebuilt, war bird and vintage airplane numbers seemed pretty close to normal. Forums were available to feed just about whatever interest one could have. There were changes to the grounds and layout of the area. Mostly things were similar to last year. The thing that I noticed most was the new location of the Fly Market.

Cool weather while I was in Oshkosh provided a welcome relief from the hot weather we had been having in Tulsa. The frequent rain did get a bit annoying but was really not too bad. Brent Waddell, John Nys and I found that the wing of my Rans only provides limited protection from rain and finally had to get in our tents to stay dry. On Monday the rain actually caused the air show to be cancelled and also cancelled our cookout that evening. We were able to get in to Friar Tucks which is a very nice restaurant just across the fence from our parking spot.

On Wednesday I headed back to Tulsa with the same two fuel stops and the same winds aloft that caused me to have to hunt altitudes to minimize headwinds. My Rans S6S did a good job of getting me and my camping gear to Oshkosh and back without any problems and ran fine. I plan on repeating the trip in 20010. See you there



Jerry was tired after touring the field



Some of the campers after the cookout



Rainbow over Oshkosh

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-235-0 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

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

Acreage for Sale: 2.5 Acres with 330' of Runway frontage, Airman Acres Airfield, Collinsville, OK. Sets on dead end road. No covenants. Secluded. Build exactly what you desire. \$67,500 Darren 918-857-2728.

LIGHTER SIDE BY HUMPHRY GLOCKO

Leroy arrives at his north Georgia mountain church late one Wednesday evening just in time for his pastor's comments. After the sermon Leroy approached Pastor Bob and asked if he would pray for his hearing.

Pastor Bob was glad to comply since he practiced healing. He took Leroy aside so they could pray quietly together. He placed one hand on Leroy's head with a finger touching his ear. After a period of intense prayer Pastor Bob raised his head and inquired quietly if Leroy's hearing had improved.

Leroy quietly replied, "I don't know, the hearing is not until next Tuesday!"

Margaret, an avid seamstress, was nearing the end of her life. One of her last request to her husband was that he gather up all her extra material and place it in her casket around her because she did not want to share her material with anyone. Shortly afterwards she passed to her eternal reward.

Following her viewing he packed her casket with all the old bolts and remnants of cloth he could find in her sewing room. When he was satisfied he stepped back so the funeral director could lock her chest.

Margaret arrived at the Pearly Gate and joined the queue waiting for St. Peter to clear her entry. She is amazed to see that there are dozens of other seamstresses also waiting. Each is surrounded with her own pile of sewing. Soon interesting conversations begin. Another lady leans over and quietly asks Margaret one question, "Do you bring a needle?"

Vivian was always meticulous with her appearance and dress. Her trips to the beauty parlor and spa were legendary. She was quite the looker. As fate would have it she was badly injured in an automobile accident. During her long recovery at the Mayo Clinic she thought she heard a quiet voice telling her she would live another 40 years.

As soon as she was able to rejoin society she made a beeline for the beauty parlor. She got the works: manicure, facial, hair, pedicure, etc. Later that evening a bolt of lightning took her out while she was partying!

When St. Peter began checking her in she lamented that she had heard she would live another 40 years. St. Peter apologized, "I'm sorry my dear, I did not recognize you!"

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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 _____	Aircraft owned _____
Co-pilot/Spouse _____	_____
Address _____	Projects/% complete _____
City _____	_____
State & Zip _____	Bring this form to next meeting or mail to:
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Home Phone _____	P.O. Box 1985
Work Phone _____	Owasso, OK 74055
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W H O B R I N G S T H E S N A C K S : W A T E R M E L O N F E E D

If you missed the film "Pappy Boyington Field" at this years EAA AirVenture Oshkosh: go to <http://www.eaaapps.org/forumsearchresults.aspx?title=581>

This documentary film will also be coming to Oklahoma next month. It will be featured at the Southern Winds Film Festival in Shawnee It will be showing on Friday, September 11th, at 1:00pm at the Hornbeck Theater. The address is 125 North Bell Avenue.

Go to the either of the following websites for more information:

<http://southernwindfilmfestival.com/>

or

www.PappyBoyingtonField.com

PAPPY BOYINGTON FIELD *A Campaign to Honor a Hero*

A Documentary Film By Kevin Gonzalez

MEDAL OF HONOR

www.pappyboyingtonfield.com
DVD AVAILABLE SOON - CHECK THE WEB SITE FOR DETAILS

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