

EEA CHAPTER 10

PRESIDENT'S REPORT FOR APRIL 2010

This month's program will be about Bob Williams. Bob has been an active member since, well I don't know. It seems like forever. He's turning a young 94 years old and we'd like to let him know how we all have appreciated his help and participation all these years. Bob was in the Army Air Force in WW II. I believe as a Bombardier. I know I'm looking forward to hearing about his exploits, and seeing some of his memorabilia.

The Saturday after the meeting is the Rocket Racing League's first race. If you haven't signed up as a volunteer, please talk to Terry Hines. I'm sure we can use a few more. It promises to be fun experience. Since we'll all be at the Rocket Race that day, we've decided to cancel the pancake breakfast. Since that is the last available Saturday, we have no choice but to resume at our normal schedule in May.

The Museum people have asked for some "cool" airplanes for static display on the day of the Rocket Race. Since all airplanes are "cool" in some regard, I guess we all qualify. The planes will have to be on TUL by 8 A.M. and won't be able to leave until after the Air show. That will probably end between 4-6 P.M. Jim Gallaway has more info on that, and can answer everyone's questions at the meeting.

As some of you probably know, I have been feverishly been assembling an RV-12 over the last 4 weeks. The RV-12 is Van's entry in the Light Sport category. The aircraft will belong to TruTrak Flight Systems after we get back from Sun N Fun. I'll see if I can keep it an extra day to bring it to the meeting. It is an interesting little machine. We started on it March 1st and licensed April 2nd.

Fly Safe, and get those Volunteer Hats out and on.

John Nys

BOARD DOINGS BY TERRY BOSWELL

John Nys has flown Jim Yonkin's RV-12 to Sun-N-Fun and hopes to return in time for our meeting. If you haven't seen an RV-12 up close, check w/ John as this is an impressive LSA. Jim Yonkin is marketing an instrument panel complete w/ autopilot.

This month we will emphasize the contributions of Bob Williams to the history of aviation. I understand he was a crew member of an A-26 during WW II. We all know he is a fixture w/n our chapter.

Plans for the extension of our building have been drawn up and appear to be feasible. We will

be working out details in the near future as construction is upon us. Perhaps the roof gang will reappear.

A request from Marvin Williams: We need a volunteer to man our Potty Patrol alias, toad chasers b/c both he and his wife are unable to continue their duties due to their health situations.

We will be working on a program for the RV-12 in the near future now that John is flying one. Perhaps an article will float down like manna from heaven.

If you haven't finalized your support for the Rocket Race, please do. Note, no pancakes in Apr.

UPCOMING EVENTS

3 April, 1st Saturday, Fly-in Breakfast from 0730–1000 @ Ponca City

10 April, 2nd Saturday, Fly-in Breakfast 0800–1000 @ Bartlesville

17 April, Fly-in Luncheon @ Claremore Airport, 1100–1300 (moved b/c of Rocket Race)

24 April, EAA Ch. 10 pancake breakfast canceled b/c of Rocket Race, see you there.

24 April, Rocket Race, 0930–1630, Tulsa Air & Space Museum. Let's support this event!

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.

Some Notes From Bart Dalton:

Spring is here and it is time for another flying season. There have been many changes from the standpoint of the FAA over the last year affecting the amateur-built aviation community. Many new products are out and many more are to be unveiled as the year progresses. For me it really becomes a great challenge to keep up with all the latest and greatest changes. For the amateur aircraft builder, the FAA has rewritten many of these regulations, orders, and information publications with many new changes. I always hate changes! Changes bring new learning and take us out of our so called comfort zone. I also have been involved in a very interesting aircraft project that has brought back an association with a job I had almost 30 years ago. I will take a few paragraphs and try to provide some, hopefully, interesting and informative reading.

Last year the FAA had a rewriting of Order 8130.2F for the fourth time. This change also changed AC20-27F to AC 20-27G. The FAA decided to make a greatly needed change to the form 8000-38 which was used to evaluate whether a kit was able to be built with over 50% of it performed by the builder. 8000-38 was created before the term quick-build kit was invented and commercial assistance became an issue. The local MIDO (Manufacturing Inspection District Office) was given the task of making the determination whether a kit was in compliance with 8000-38. When kits progressed to the point of pushing the under 51% compliance it became very difficult for a standard Nationwide approval. With this in mind there was a national board set up to make this one call for everyone. It is called the NKET (National Kit Evaluation Team). This team is also tied directly to AIR-200 in Washington, D.C. AIR-200 now makes all the decisions on close compliance with anything that has to do amateur-built certification. I am including portions taken directly from order 8130.2F change 4. [The basic amateur-built eligibility has been restated as follows: \(long text, published at EAA Ch. 10's web page, please link to the text there.\)](#)

I hope that I have given an overview that will provide some insight into what is required for certification of an amateur-built aircraft. Feel free to call me if you should have any further questions. (Data on page 7)

About five years ago a man began a project that everyone said he would never finish let alone fly. This project was going to require more work than building five RV's. One of the reasons was because this was going to be a one of a kind aircraft and most everything would have to be fabricated from scratch. After five years, the Taylor Speedstar would finally take to the air. After the plane took flight the building didn't stop.

Mr. Oscar Taylor is the person's name. This aircraft project is not the first thing Mr. Taylor has built. Back in the 70's, Mr. Taylor began building boats and before he got finished he had built over 7000. He then decided to build a lawnmower and before he finished it became the SCAG mover. Mr. Taylor built many other things over his life but his last venture was building drilling rigs. After many successful years of operating Taylor Rigs, Mr. Taylor decided to retire and sold his rig company.

Mr. Taylor has always been involved in aviation and has flown many different aircraft. Since his hobby is building things he wanted to build a plane. He didn't want to build just a plane but one that he dreamed up, designed, and drew the plans out for. The Speedstar is what Mr. Taylor calls his masterpiece. It is a single engine turboprop that cruises at 25,000 feet at 275-300 knots. I have really enjoyed being involved over the last two years helping Mr. Taylor with the project. It is a lot of fun when building an aircraft that if you need a part you don't go out and buy it you just build it in your fully stocked C&C machine shop located right in your hanger. I have been fortunate to do some test flying in the aircraft. While building this aircraft Mr. Taylor has build a 32 hot rod roadster and a Peterbuilt Motorhome/carhauler for his hotrod. I will bring more information on the plane in another article.

Happy flying and be safe!!!! Tailwinds



AN AMAZING FEAT BY TIM BOOKES, US AIRWAYS MAGAZINE, NOV `06

True or False? The first person to fly nonstop across the Atlantic Ocean was Charles Lindbergh. If you answered in the negative, you're correct.

The feat was actually performed by two men, flying a converted World War I bomber, and in conditions so primitive they make even Lindbergh's heroic effort seem like a business class trip to Cancun. On June 14, 1919, eight years before Lindbergh's flight, Royal Flying Corps Captain John William Alcock, the pilot, and Lieutenant Arthur Whitten Brown, the navigator, wedged themselves into the narrow, open cockpit of their Vickers Vimy to prove, as Alcock put it that there are possibilities of flying nonstop from the new World to the Old.

To the modern eye, the Vimy, a biplane introduced in late 1917, would look like something a 15-year-old might make out of plywood in shop class. Yet airman like Alcock and Brown on both sides during the First World War had been flying craft that could fold up in mid-air or lose their wings in a steep dive. A certain disregard for danger came with the job. The Vimy was designed as a heavy bomber, but this in itself was a new concept: Only a couple of years previously, Allied bombing campaign consisted of the pilot flying over the target and lobbing out a brick. The Vimy's top speed, under ideal conditions, was 100 mph.

The point of departure was Lester's Field, outside St. John's Newfoundland. Alcock had to spend \$1,345 of his own money to hire laborers (at 40 cents an hour) to clear the field so it would be ready for take-off. Even so, the ground was uneven and the plane barely sprang into the air. Depressingly slowly the Vimy taxied toward a dark pine forest at the end of the airfield, Brown reported. Almost at the last second Alcock gained height. We were only inches above the top of the trees. It was 1:45 p.m., and ahead lay 1,890 nautical miles of open sea and some 16 hours of flying through notoriously treacherous weather.

For four hours, the plane flew peacefully in the open sky. Brown remarked, Great Scott, what a banquet we'll have in London. Roast duck, I can just imagine it, green peas. Shortly after 5 p.m. the Vimy flew into a dense fog bank that robbed them not only of visibility, but also the ability to chart their course or determine their position. Unable to sight the sun or stars with a sextant, navigation was impossible.

Abruptly, the exhaust pipe of the starboard engine split, making a noise like a machine gun and shooting out flames before finally melting. The radio transmitter had also died. To boot, the battery-powered heating in the men's leather flying suits didn't work. We froze like young puppies, Alcock said later, and in the narrow cockpit we had no room to move about. Alcock climbed out of the fog, but the sun was obscured by clouds and ahead lay a mountainous storm front. The Vimy plowed in and was thrown about like a feather, spiraling down from 4,000 feet towards the Atlantic. Alcock dragged the nose up just 65 feet above the waves. When Brown was later asked how he and Alcock reacted as the plane leveled out, he replied, laconically, we grinned!

Alcock crept back to 7,200 feet. At cruising altitude, it was time for the in-flight meal and beverage service: sandwiches and coffee, whiskey, and a bottle of beer. By 9 p.m., though, they had managed to take only one sextant sighting, and Brown was getting worried. The right-side engine was so noisy the two men couldn't talk to each other, so Brown scribbled a message in the log book, held it up for Alcock, and shone a flashlight on it: Can you get above the clouds by 9:30? We need starts as soon as possible.

The clouds refused to break. The two men flew by dead reckoning, hour after hour. Suddenly, after midnight, Alcock dug his fingers into Brown's shoulder and pointed up. The sky had cleared. With cold hands, Brown grabbed the sextant, squinted, scribbled down the readings, opened the logbook on his knee, and spread out the navigation tables. He pinned them down with one elbow and calculated the aircraft's position while holding a flashlight in his other hand. They were at 50 degrees 7 latitude north, 31 degrees longitude west nearly halfway across the ocean and almost on course.

They celebrated with a second cabin service: more sandwiches and coffee, which Brown laced with more whiskey. I looked towards Brown, and saw that he was singing, Alcock said, but I couldn't understand a word. At 3 a.m. another cloudbank appeared. The plane bucked in turbulence. Both fliers were drenched by rain, which turned into hail. The speedometer jammed. Once again the Vimy dove toward the sea, once again

AN AMAZING FEAT (CONTINUED)

Alcock regained control just in time. The salty taste we noted later on our tongues was foam, Alcock reported. In any case the altimeter wasn't working at that low height and I think that we were not more than 16 to 20 feet above the water. The frigid air produced the greatest danger to that point: The wings, fuselage, struts, and engine began to ice over. The engine coughed as snow choked the carburetor air filters. A legend later sprang up that Brown climbed out onto the wing, limping from a war wound, and hacked away ice with a knife. (The slip-stream tugged at him, and frost nibbles at the flesh on his hands, reads one account.) This seems too heroic to be true, though, and Brown didn't mention it in his log.

At daybreak the plane was still in the air and by Brown's calculations, only 30 minutes from the Irish coast. But the lateral controls were still frozen, and it would be impossible to land. Alcock could take the plane down into warmer air, but below them lay thick clouds, and the pair would be flying blind. They slowly descended from 11,800 feet. At 3,200 feet Brown shouted: "It's melting! The ice is breaking up!" Both men found themselves sitting in puddles of cold water. Twenty minutes later, they spotted land. They had been hoping to land in Galway, but found themselves approaching Clifden, in Connemara. Alcock circled the town and spotted what looked like a green meadow next to the town's radio station. Several people in the transmitter were waving wildly. Alcock and Brown waved back.

Alcock took the Vimy down. As soon as the plane touched down, the fliers realized that the waving had been a warning, not a welcome. They were landing not in a field but in Derrygimla Bog. The Vimy plowed into the mud and tipped onto its nose. Stuck in their tight cockpit seats, strapped into their safety belts, the men had to wait to be rescued.

What do you think of that of that for fancy navigating? asked Brown. Very good, Alcock replied. They shook hands.

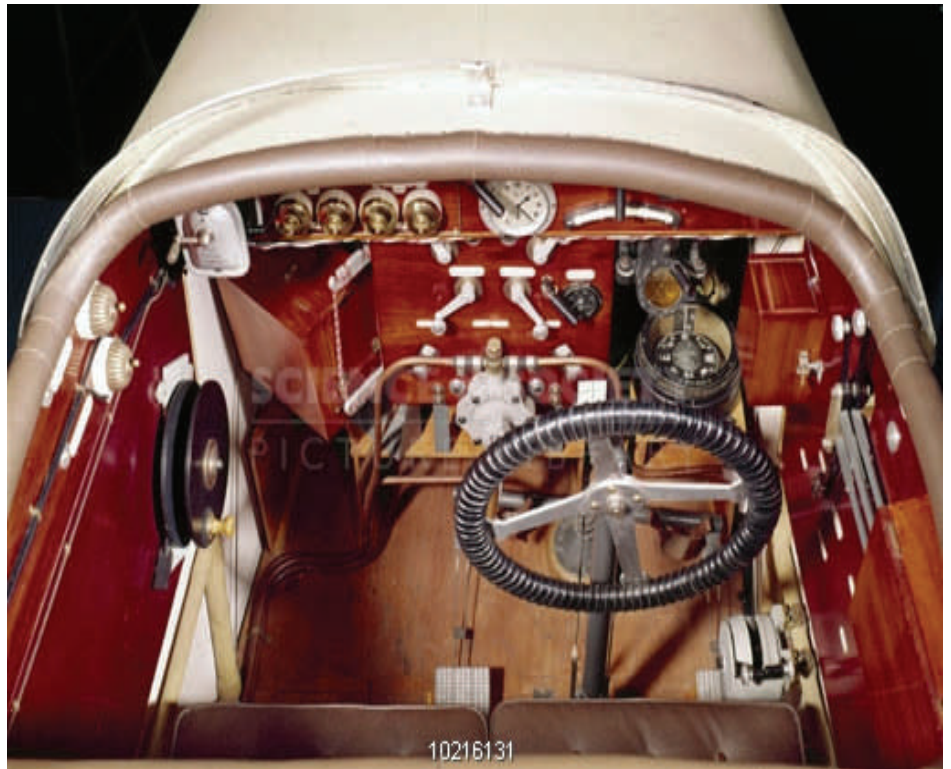
Onlookers in Clifden ran to the plane from across the bog, leaping from one dry tuft to another. The first to reach them was a man named Taylor. Anybody hurt? he called. No!

Where are you from? Taylor asked. America, came the reply.

Both men were knighted, and one London newspaper awarded them a prize of ten thousand pounds. They insisted on sharing with the engineers at Vickers, who made the plane, and Rolls Royce, who made the engines.

In a letter of congratulations, Lord Northcliffe, founder and publisher of The Daily Mail and The Daily Mirror, wrote, I look forward with certainty to the time when London morning newspapers will be selling in New York in the evening and vice versa in regards to New York evening journals reaching London next day. Then too, the Americans and British people will understand each other better as they are brought into closer daily touch.

Alcock's response was more brief and more modest. We have had a terrible voyage, he said. The wonder is we are here at all.



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 logbook, \$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 area. Build exactly what you desire. \$67,500 Darren 918-857-2728.

Precious Pete: Basic Pietenpol, enlarged, extended 2 piece wing, steel tube fuselage, roomy cockpits, 85 hp. Cont., metal prop, Flies great, Roger White, 918-698-3771

THE WHIZ WHEEL, PATRICA TRENNER, AIR & SPACE, SMITHSONIAN

Since 1940, the E6B, a circular slide rule, has been the student pilot's computer of choice. Invented by Navy man Philip Dalton and developed with celebrated navigator Philip Van Horn Weems, the device, also called the Dalton Dead Reckoning Computer and the Whiz Wheel, was embraced by the Army Air Forces (SP) during World War II, and has changed little since. The logarithmic slide rule uses arithmetic to calculate speed, flight time, distance, fuel burn, and density altitude; the wheel on the reverse side uses trigonometry to calculate how wind will affect cruise flight.

The E6B has made an appearance on "Star Trek." In the episode "The Naked Time," Mr. Spock uses a Whiz Wheel to calculate precisely when the *Enterprise* will smash into a planet. It's likely this prop came from the flight bag of series creator Gene Roddenberry or designer Matt Jeffries, both of whom were pilots.

Although many students today use an electronic version, some prefer the plastic or aluminum original. In a debate over the pros and cons of plastic on the Jet careers Web site, one poster says, "1) It never (exhausts) batteries. 2) It's smaller and lighter. 3) I am actually quicker with it. 4) (most important) I am an enormous nerd." However, the Major Nerd award goes to Stefan Vorkoetter, who notes on Stefan's General Aviation Web site, "The calculator side is also handy for computing tips or comparing unit prices of items in the grocery store."

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 Bring this form to next meeting or mail to:
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We're on the web!

eaa10.org

NEXT MEETING: APRIL 19 @ 7:30 PM OR 1930

WHO BRINGS THE SNACKS: I-L, NEXT MONTH, PICNIC

