



PRESIDENT'S REPORT

The program for this month is, well, pending at this time. I had a conversation with Roger at Zenith Aircraft, of Mexico Missouri. Still waiting for a reply. I do have a fallback plan. Come and be surprised.

I had a conversation with a local gentleman wanting to document our Oshkosh activities. He will be there for the week and the article and pictures will be published in the Owasso Reporter. I invited him to our meeting this month so we can get an idea of who all are planning on Oshkosh.

Our building addition is about to start. Mike Aichele suggested a local contractor for the footing and slab. We have a bid which looks good, and have given the go-ahead. Once the concrete is in place, we'll have until next fall to frame and close. We will do that with volunteers. So start gathering your carpenter tools.

This will be our first newsletter from our new Editor Mark Chouinard. He is very enthusiastic about the job and has some interesting ideas. I'm sure he's going to do a great job.

Two events coming up but not scheduled yet are the Ford Trimotor in August and the B-17 in November.

Fly Safe,

John Nys

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UPCOMING EVENTS

June 19 - 20	Star Spangled Salute 2010 – Tinker AFB www.tinker.af.mil/starspangledsalute,tinkerafbopenhouse&airshow
June 25 - 26	Ada Air Expo - www.adaairexpo.com/
June 27	Sandridge Fly-In – Collinsville, OK
July 4	Warbirds 10 Squadron Flying Demos, Grand Lake, Duck Creek, OK
July 10	Harvey Young Picnic 1000 – 1400 hrs
July 26 – August 1	EAA Air Venture, Oshkosh, WI - www.airventure.org/
September 17-18	54 th Annual Tulsa Fly-In, Bartlesville, OK - http://www.tulsaflyin.com/
September 25	Airman Acres Bean Dinner, Collinsville, OK

BOARD REPORT BY MARK CHOUINARD

The group met at our hangar to find some minor damage to the big hangar door. It seems that a small section of the siding was missing a couple of rivets, which allowed them to overlap improperly and created a couple of rips in the outer material. Not a big deal... I just wanted to point out that the damage has been noted and a volunteer has already offered to make the necessary repairs. Just before we got started, Roger Wieden stopped by to offer us the use of the air conditioned pilot lounge for our meeting purposes. With the humidity and temperature running high, we took him up on the offer and moved across the way (SW corner of the big white hangar). Anyone looking for one of our smaller meetings during the warm months may find us gathering there.

The decision was made to get the concrete floor framed and poured for the new expansion to the SE corner of our hangar. As mentioned in previous editions, this will be a nice improvement that will allow us proper storage for our tables, chairs, etc., and will allow us more room in our hangar for projects or show and tell. I'm not sure if any volunteers will be required at this time... John can fill us in on the details at our monthly meeting.

Would whoever borrowed the **PA system** please bring it back! We would like to wire the hangar with audio. Just about the time we got all the materials together to complete the project, the PA disappeared. Thank you!

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
December	Christmas Party

RECURRING MONTHLY EVENTS

1 st Monday	Chapter business meeting – EAA 10 Hangar	7:00pm
2 nd Monday	Newsletter folding session – EAA 10 Hangar	7:00pm
3 rd Monday	Membership meeting – EAA 10 Hangar	7:30pm
1 st Saturday after 3 rd Monday	Pancake Breakfast – EAA 10 Hangar	7:00-9:30am

WHO'S WHO IN CHAPTER 10

BY MARK CHOUINARD

Each month we will showcase a member of our chapter. This series will allow our newer or extended members to become familiar with some of the builders and aviators who have made our chapter and our hobby what it is today. Hopefully the membership will be open to sharing some of their stories with us in the coming months. I know that I am looking forward to hearing their history.

Name: Roger White

EAA Number: 41

Joined Chapter: Feb. 14, 1955 – Charter Member



Roger with his Pietenpol Air Camper, "Precious Pete."

A couple of weeks ago I had the pleasure of sitting with Roger and his wife E.J. in their home at Sand Ridge Airpark in Collinsville, Ok. Roger has been around aviation for nearly his entire life, and has belonged to the chapter since its inception. He was born on January 11, 1928 in Springfield, Missouri as his family was passing through on travel, but he claims to have grown up, "running all over this area." Living for a time in Muskogee, Okmulgee, Shawnee, Baton Rouge and several other locations, he and his family finally settled in Bartlesville, Oklahoma. Roger served in the Army from the late 40's to early 50s, first as a mess sergeant, but later he would be recalled to serve in Korea as an Infantryman with the 31st Infantry Regiment. He completed his hitch in the Army in 1951 and met E.J. that same year. They married in September of 1953 and have 3 children and 4 grandchildren... their son Mark is also a licensed pilot.

Roger became interested in flying machines at a very young age. During a trip to visit his uncle in the early 1930s he was told that the guy next door was building airplanes. He told me that one day he snuck over there to have a look inside and recalled, "I remember seeing several biplanes in the shop." What a thrill it must have been to lay eyes on those airplanes, at a time when the country was in a recession and aviation was about to go from being somewhat mysterious to very interesting. Several years later, in the early 1950s Roger would earn his own ticket... he trained in Piper J-3 Cubs at Hi-way Airport, located SW of Dewey, Oklahoma. He soon discovered that short of becoming an Ag-pilot, most of the professional flying positions were being taken up by returning servicemen. Instead, he chose to enjoy aviation as a hobby and pursued the family signage business, which allowed him to travel all over the central United States looking for prime advertising locations... at times traveling hundreds of miles a week! That must have been a really neat gig back then.

A few years after earning his ticket, Roger and a few others decided to get together and start their own chapter in the EAA. Like today, ten members were required to start a chapter... they had the membership, so they applied and officially started the chapter on February 14, 1955. Since that time, Roger has built or refurbished at least a dozen projects... his first, a Nesmith Cougar (N61EJ) in 1961. Roger and his family moved to Miami, Oklahoma in 1967 where they owned a dry cleaning business and opened two car washes. His next project was a Cassutt Racer, which he built in the back of the dry cleaning shop. He also built a Wittman Tailwind and then got started on a Glasair that was completed sometime after they moved to Joplin, MO in 1980, where they lived until Roger retired. They moved back to Oklahoma (Gundy's Airport) in 1993, and then to their current home at Sand Ridge Airpark in 1995. Roger worked on several other projects... he refurbished a J-3 Cub, a Tri-Pacer and recovered a Piper Pawnee, he completed a Pietenpol Air Camper in 1996 and he is currently working on a Corvair powered SAAB Bolkow Junior MFI-9HB that looks to be nearing completion.

A 2005 recipient of the EAA's Major Achievement Award, Roger continues to serve our Chapter and the EAA as a volunteer, Technical Councilor and a great ambassador for the homebuilding community. E.J. deserves our appreciation as well, as she has been very supportive of Roger's aviation endeavors since the beginning, not to mention holding the high bid at the annual pie auction. © Thank you for welcoming me into your home Roger and E.J., and thanks for sharing your stories with us.

MILE-HIGH MAN

BY GEORGE C. LARSON, NAA MEMBER
AIR&SPACE SMITHSONIAN – JULY 2010
MOMENTS & MILESTONES

When the Wright brothers were first experimenting with powered flight, Walter Brookins was just a teenage kid hanging around their Dayton, Ohio home. He must have ingratiated himself with the family, whom he had known since he was four, because the Wrights, who had called him Brooky, promised to build him an airplane one day. He ended up working for the brothers, and even setting a flying record as their employee, but after a quarrelsome split, he left the Wright organization, obscuring his accomplishments.

Brookins was born in Dayton in July 1889. At one time he was a student of Katharine Wright, Orville and Wilbur's sister and an Oberlin College-educated schoolteacher. Orville in particular took a liking to young Brookins and selected him to be the first person he would train to fly. By 1909, six years after the Wrights' first flights, the airplane was attracting crowds at air meets and exhibitions. Katharine and the brothers had deep misgivings about the daredevil nature of exhibition flying, but Orville and Wilbur finally formed a team of fliers in 1910.

According to accounts of the period around 1910, Brookins was the team's most daring and accomplished member. He reportedly flew solo after only two and a half hours of Orville's tutelage, and then trained two other members of the team in Orville's absence.

Photographs of Brookins reveal a clean-shaven, youthful fellow who could be played by Ben Affleck in a high-collar shirt, cravat, and a newsboy cap. One newspaper account describes him as "slight", which would have been to his advantage in one of his more demanding stunts, during which he'd rack the wispy airplane over to one wingtip in a 90-degree bank and fly a tight circle that would have pulled more than two Gs.

It was in Atlantic City, New Jersey, on July 9, 1910 - exactly 100 years ago - that Brookins became the first flier to take an airplane more than a mile up. A mile! (Actually, Brookins went nearly 900 feet higher, but "one mile" made for sensational headlines.) That feat won the Wrights \$5,000, but for Brookins himself, the contract salary was \$20 a week plus \$50 per day of flying; all prize money went to the team.

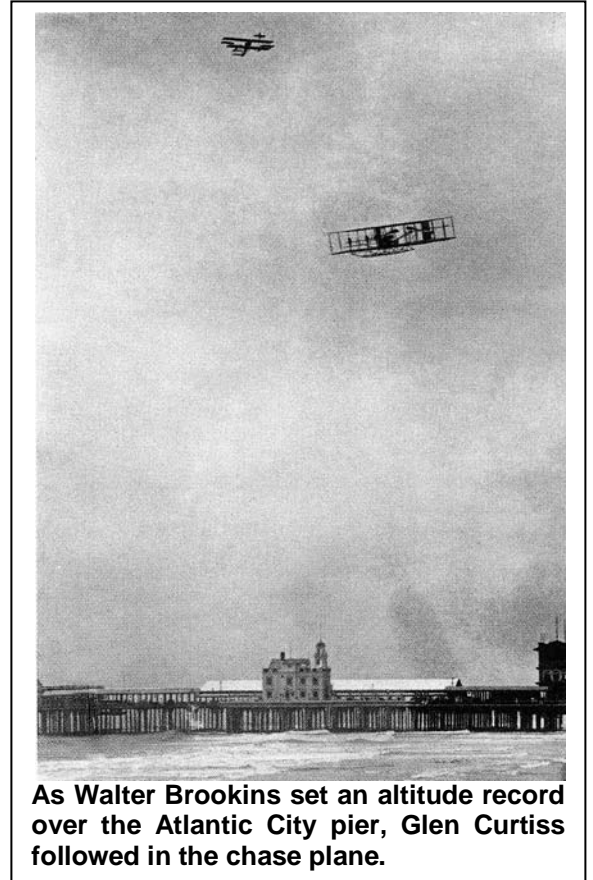
Possibly disgruntled at the contract pay and not getting a share of the prize money, Brookins began negotiating for a job with Pioneer Aeroplane and Exhibition Company of St. Louis. The Wright brothers, who took to litigation as if they had been born in a courtroom, immediately threatened to seek an injunction to ground him. The threat marked the end of the professional relationship between the Wrights and Brookins, who had read enough newspaper stories about himself to decide to go it alone.

During his solo career, Brookins set one long-distance record after another. An item in the February 6, 1911 *Washington Post* summarizes succinctly the effect of these accomplishments: his wife, Grace, suing him for divorce, charged him with desertion.

Brookins worked for a time in Milwaukee as a chauffeur for a retired industrialist, and later became a partner in a Hollywood, California company called the Davis-Brookins Aircraft Corporation, which had been formed as the patent holder for the Davis airfoil. That airfoil was famously used on the Consolidated B-24 Liberator bomber of World War II.

Brookins died at home in Hollywood in 1953 after a four-month illness and was buried in the Portal of the Folded Wings, a shrine for pilots.

Celebrating the centennial of the first flight to exceed one mile in altitude is an idea that is unlikely to catch on in an era when light airplanes routinely fly at more than 5,000 feet and tourists are reserving seats for rides to the edge of space. But if you're on a quiz show and they ask who was the first man to fly a mile high, remember ol' Walter.



As Walter Brookins set an altitude record over the Atlantic City pier, Glen Curtiss followed in the chase plane.

Photo courtesy of Empire State Aerosciences Museum/the Frank Coffyn Collection



A WORD FROM THE EDITOR

Some of you know me, but as a relative newcomer to the Chapter I've not had the opportunity to speak with many of you. I joined Chapter 10 and attended my first meeting in March 2009. At the time I remember John Nys asking the group, "Do we have any guests this evening?" As he looked around the crowd I wondered, "Is he talking to me, or non-members?" Either way, I didn't bother to stand and introduce myself, but I sure wish I would have... I will do that here.

My interest in aviation goes back to my childhood... born in Dallas, Texas in 1972, I spent a fair amount of time around Redbird Airport (now Dallas Executive), where my Uncle flew for the Dallas Police Department Helicopter Section. When they replaced the old Bell 47s and Hughes 300s with Bell 206s, I was lucky enough to go up in the back seat on a few occasions. Another big part of my life was my Grandpa, a B-25 pilot in WWII and wind tunnel engineer for LTV in Grand Prairie, TX. These two men were instrumental in my interest with flying things. I remember my grandpa showing us how to cut wooden roof shingles into arrows on a scroll saw that we would launch hundreds of feet into the air using surgical tubing... a simple concept that eventually led me and my brothers to get involved with model rocketry, then to flying models (R/C) and eventually to flight training, the EAA, etc.

I earned my private license in 2004 after 3 years of stop and go training at Aircraft Service Co. - Harvey Young Airport. My Uncle encouraged me from the very beginning to get involved in the EAA. He insisted, "You have access to one of the best chapters in the entire country." I would later find out that he was right, but I was too intimidated as a low time student to come check it out. After earning my ticket, several years went by that I did not fly at all, but I really wanted to get back in to flying, which I finally did in 2008... I soon discovered that renting was not only inconvenient at times, but that I really wanted something to call my own. During this time I attempted to do a little networking... I heard about a group of pilots that met on Sunday mornings at Claremore Airport, so I started showing up out there in order to see who I could meet and what I could learn. They are a great group of folks that were very hospitable, and I sure enjoyed listening to their stories of flying and learning about the different aircraft they flew. It was around this time that my wife (Theresa) and I considered purchasing an airplane, but soon discovered that it would likely consume more funds than we were willing (or able) to commit. Again, words from my Uncle encouraged me to make the obvious choice, "You've been building flying models for years... build your own airplane!" So, the search was on for something that we could accomplish as a first time builders, that wouldn't break the bank, that the family could enjoy, that my son (Tyler) could learn to fly, and that I could maintain myself. After combing through articles and web forums, we decided to build a Pietenpol Air Camper. It is about as simple as it gets... we love the vintage style, and being all wood will allow us to work with familiar tools and techniques. With plans in hand, we started our project in March 2009... needless to say it is a huge learning experience. It's not exactly like building a remote control airplane, but similar in many ways. In the past year we have nearly completed our wings and I've selected and started overhauling the power plant, a 1966 Corvaire that will be getting the complete William Wynne treatment... crank and heads are done.

Since starting my project I've met a lot of great people. The only regret I have is that I didn't get into this project or the aviation community a little sooner in life. I've been an active member of several other clubs and organizations, some of which I still belong to (American Radio Relay League, OKDXA, Tulsa Astronomy Club, NRA, GOA, Red Castle Gun Club to name a few), but I've not found the kind of camaraderie and friendship (outside of the military) that I continue to find in the EAA Chapter and the aviation community. My family and I thoroughly enjoy the time we get to spend at Gundy's, and at the many flying events we have discovered in the past year (bean diners, brat feeds and plenty of hamburgers). We have never been to Sun-n-Fun or Air Venture (I know... unbelievable), but our family trip this summer will take us back to Brodhead, WI for the annual Pietenpol fly-in and then on to Oshkosh for our first trip to Air Venture... CAN'T WAIT!

Having said all of this, it should be fairly obvious that my history in aviation is not as pronounced as many of our members. Heck, even my military experience only involved jumping out of aircraft, not flying them... unlike our previous editor, jet jockey and "5-jump chump", I am a veteran paratrooper of the 82nd Airborne Division. This leaves me a bit thin in the story telling department (aviation wise), so I would appreciate any filler material that other members would like to share. I have a few stories in mind that I will be sharing in future newsletters, and a couple of reports that I would like to publish with the help of some of our current builders, but I worry that this may only keep the pages filled for a few months. Who knows, maybe by that time I'll have some other ideas. Either way, I look forward to working as your editor and continuing to meet and learn about our members, their projects and background in aviation.

Many thanks to you Col. Boswell for showing me the ropes with the newsletter, and that finicky crepe griddle. ☺

- Mark Chouinard

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% complete, ready for paint, \$47,000 See at Gundy's (O38), Owasso, OK. Call Mark Fridley @ 918-274-3574 or rmfridley@cox.net

Franklin Aircraft Engine: Model 4AC171 60HP. 3-7/8 bore x 3-3/8 stroke. 6:2 C.R. S/N 2052, 1-7/32 venturi, Eisenman magnetos, complete, no log book. \$1000 Contact Ken Smith 698-4129

Lycoming O-235-O: T.C.223, 100HP, 2600 RPM, SM 1571-15, two magnetos, no carburetor, otherwise complete. No log book. \$1000 Contact Ken Smith 698-4129

Lycoming O-290-D2: 135HP, 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. \$1000 Contact Ken Smith 698-4129

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

1967 Beech Musketeer A23-24: IO-360, 200HP, fuel injected, IFR capable but not certified since 8-08, flies and looks great. Hangar at Pryor but can be moved to Harvey Young or Gundy's. Seeking partner. Call Larry Murray 918-557-3020

Precious Pete: Basic Pietenpol, 85HP Continental, enlarged, extended 2-piece wing, steel tube fuselage, roomy cockpits, metal prop, flies great! Roger White 918-698-3771

Airplane Sale June 5, 2010 10am – 4pm 12353 Hwy 59, Oskaloosa, KS

4 Project Planes

- 1948 Cessna 140 with Cont. 85
- 1968 Pitts S1-C w/ Lycoming 03201986
- Pietenpol Air Camper w/ Cont. 65
- 1957 Cassut – no engine

The planes have not been inspected for over 5 years. Best offer of the day on each plane gets the sale. (There will be a reserve on each one. The court won't let me give them away but dang near.) The planes may be viewed the 2 days preceding the sale or by appointment. (No fly-ins) Planes may be ferried out that day or picked up the next day. Lots of other stuff – engines, engine mounts, engine casings, struts, props, tail feathers, tools, and much more. Also 50 acres with private airstrip (closed at the moment), 40'by 60' hanger with a 3 bedroom house that needs work. For more info: Barb Frank 816-285-3072 weekdays 816-455-4672 evenings and weekends b.frank@stonemfg.net

HINTS FOR HOMEBUILDERS

I'm sure many of you know about this, but for those that don't, the EAA website has a great video series called "Hints for Homebuilders" where they offer video demonstrations of several handy tips. Whether you are an experienced builder or a beginner, there are numerous techniques covered in the series on a variety of subjects from sheet metal, tube and fabric, wood, composite, electrical and other general topics. The library has grown to over 150 informative clips that are sure to have something for everyone.

Visit the video library here: <http://www.eaa.org/video/homebuilders.html>



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Note: For security purposes, remove the "9" from the front of the listed e-mail addresses.

EAA CHAPTER 10 MEMBERSHIP APPLICATION / RENEWAL FORM
DUES ARE \$25.00 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 the next meeting or mail to: EAA Chapter 10 Treasurer P.O. Box 1985 Owasso, OK 74055
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