



PRESIDENT'S REPORT

This month's program will be a report on the Caribbean trip of Lynn Coltharp and Paul Shireman. They made the journey with several other adventurers with a total of seven airplanes. Thirty five hours of flying time round trip. There will be pictures and stories galore. I'm sure we'll all be entertained.

The big story of course is Oshkosh. We should have a record number of Chapter 10 people there this year. It will all be documented by John Fenrich (reporting for the Owasso Rag, oops, Reporter). We'll all be famous! His cell is 344-6141.

Just got official notification that the EAA Ford Tri-Motor will be here in Tulsa Thursday, August 26th thru Sunday August 29th. The airplane will headquarter from the Tulsa Technology Center. Anyone interested in volunteering, to run the show, please step forward. We will also need volunteers for Thursday thru Sunday for the boarding process.

See you Monday

Fly Safe

John Nys

INSIDE THIS ISSUE

- 2 Upcoming Events / Board Report
- 3 Conflicting Federal Regulations (ELTs)
Air Venture 2010 Resources
- 4 Bahamas Trip 2010
By Lynn Coltharp
- 6 Classified Ads / Press at AirVenture
- 7 Officer Contacts / Membership Info



Concrete slab poured for new storage area.

UPCOMING EVENTS

July 10	Harvey Young Picnic 1000 – 1400 hrs
July 16-17	Cookson Jubilee – Cheat the Devil Fly-In
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
October 9	Sky Haven Airpark Brat Feed
October 24	Recklaw, Texas 'Flying-M Ranch' Fly-In - www.reklawflyin.com

BOARD REPORT BY MARK CHOUINARD

As seen on the front cover... the concrete slab has been poured for the new storage area on the south side of our hangar. It looks to be about 10'x20' and plenty thick. With Oshkosh right around the corner, as well as the heat of summer, it sounds like we might try to organize a work party to complete the structure sometime in September... stay tuned.

Our PA system never did reappear, so I started looking around for a used unit. I found a decent little Realistic 3-channel/35W PA/mixer on Craigslist, which the chapter purchased for \$30. Theresa and I hooked it up and tested it out last month and it seems to work well. From what I understand it isn't quite the unit that the old one was, but it should be adequate for boosting our audio levels above the noise generated by our heat and air conditioning units. Paul and Lynn can give it a whirl Monday night.

I failed to conduct an interview in time for this month's issue of 'Who's Who in Chapter 10'. I apologize to anyone who may have been looking forward to the next installment, but I also had more material than I could possibly fit into one edition... not a bad problem to have. I'll try to get another article together for the next issue of our newsletter.

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

PILOTS CAUGHT IN MIDDLE OF CONFLICTING FEDERAL RULES

EAA advises members to not take action at this time

EAA is working with other aviation association to remedy a situation where conflicting rules written by two different federal agencies would place pilots in a precarious position – being in compliance with one but not the other.

On June 15 the Federal Communications Commission (FCC) released for publication a change to 47 CFR Part 87 that will “prohibit the certification, manufacture, importation, sale or continued use of 121.5MHz emergency locator transmitters (ELTs) other than the Breitling Emergency Watch ELT.” Meanwhile, the FAA in 14 CFR Part 91.207, stipulates that U.S.-registered civil airplanes are required to have an approved automatic type emergency locator transmitter in operable condition attached to the airplane. The FAA does not specify either 121.5 or 406MHz, but the overwhelming majority of aircraft are equipped with 121.5MHz unit, meaning they would be in violation of federal law when it goes into effect 60 days after publication in the *Federal Register*.



EAA, other aviation associations, and the FAA are in ongoing communications with FCC to work out the situation, and EAA advises members to not make any changes with regard to their ELTs at this time.

“This regulatory change would impose a substantial and unwarranted cost on general aviation,” said Earl Lawrence, EAA vice president of industry and regulation affairs. “And this also creates a burden for the GA community and those ground-based rescue units that continue to use the 121.5MHz frequency to perform searches and save lives.

“At the very least the FCC action is being conducted without properly communicating with the industry or understanding the implications of its actions,” he added.

The FCC rule also highlights the fact that threats to GA can come from many different agencies, and that agencies outside of the FAA do not necessarily understand the effects of their actions on aviation.

Both the 121.5MHz and 406MHz ELTs meet the FAA’s regulatory requirements if manufactured to the proper technical standard order. While satellites no longer monitor the 121.5MHz frequencies as of Feb. 1, 2009, the frequency is monitored by ATC, the military and other pilots.

AIR VENTURE 2010 RESOURCES

Home Page www.airventure.org

Schedule and Planning Tools www.eaaapps.org

Visitor Map www.airventure.org/images/av10_visitemap.jpg

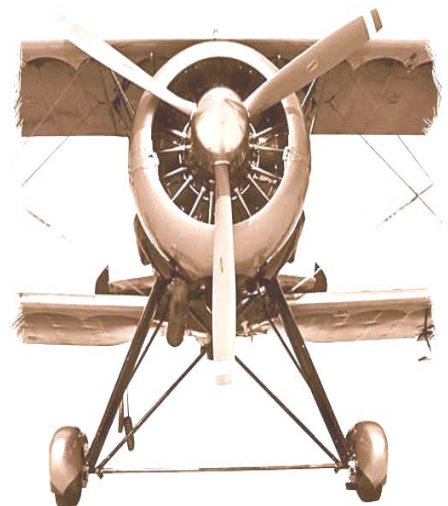
Camp Scholler Map www.airventure.org/planning/CampScholler_2010.pdf

Flying Information www.airventure.org/flying/

NOTAM www.airventure.org/flying/2010_NOTAM.pdf

Latest News www.airventure.org/news/latest.html

EAA Radio www.airventure.org/radio



BAHAMAS TRIP 2010

BY LYNN COLTHARP

On June the 11th six airplanes took off from the Tulsa area for a trip to the Bahamas. Tommy Gutman with wife Tiffanie and children Reagan and Thomas in a Cherokee Six, Joe Jones Jr. and wife Audi in a Mooney, Joe Jones Sr. and wife Helen in a Mooney, Richard Harrigill and wife Pam in a Rans S6, Paul Shireman in a Rans S6 and myself in a Rans S6. As you immediately noted there are considerable speed differences. The Rans S6's flew together and the "fast guys" flew together. We would meet Tom Gutman and his wife Deborah in Florida since he was down there picking up a CT cruiser. That would make seven airplanes going to the Bahamas.

The Rans guys took off quite early and ran into weather over Arkansas. The fast guys heard our chatter on the air and helped guide us to a better route further south. We headed to Monroe Louisiana and were able to get through/under/over/around the weather. They were kind enough to wait for us at Monroe and we had lunch on the field. From Monroe, LA we headed to Monroeville, AL for Fuel. Monroeville would make a good Lunch stop for SUN-N-FUN because they had a buffet style lunch right in the FBO. It looked good but we were still full from lunch at Monroe, LA., then on to Perry-Foley, FL. With all the weather delays and fuel stops it had been a long day. The "fast Guys" had already gone to the motel and soon a courtesy car came out to get the "Coyotes".

Happy hour at the motel was still going on when the "fast Guys" got there but had ended by the time the "Coyotes" got there. We whined and whimpered a lot about that and the motel felt sorry for us and found some beer for us. We ate next door at a good barbecue place and our mood improved markedly.

On the morning of the 12th we left for Fort Lauderdale Executive airport by way of the Sebring FL airport. Sebring has a beautiful terminal building with a restaurant. The race track is adjacent to the airport and presents a different visual when approaching the airport. Sebring also has premium auto fuel (Lockwood Aviation is on the field) which us Rans guys appreciated. We went into Ft Lauderdale as a flight of four with Tom Gutman leading us in. Maybe I was intimidated by the busy airport but it seemed we did some unnecessary turns getting in. After landing we taxied to Sano FBO and parked our planes amongst all the business jets.

Air Journey had done most of the planning for our trip into the Bahamas. One of their representatives met us at Sano and gave us the needed papers and maps for our trip. They had done our flight plans and filed our EAPIS for us, as well as making our hotel reservations. We all really appreciated that since it appeared that none of us were used to filing flight plans.

June 13th (what a date huh?) we all took off across the water for Freeport, Bahamas. The actual miles across water (from land to land) was about 60 miles. We had to activate our flight plans in the air and had problems with receiving the Nassau Radio. Finally someone found a better frequency and we all got them activated. Between the problems of activating our flight plans, keeping up with where the other planes were and going around rain showers we hardly had time to think about being over water. The arrival in Freeport went well and we all got through customs with minimal confusion and effort considering there were fourteen of us. I think they were glad to clear us and get us out of their hair.

The hotel was quite nice and we all had a nice lunch in the Prop Club. Being on the water one would think the "Prop" part of the name would be as in boat. In this case it was as in airplane. They had all sorts of airplane parts hanging in the restaurant. Think Bahama Mamma now!! After lunch everyone did their own thing. Paul Shireman and I rented scooters and toured the island. Somehow we managed to survive that endeavor without a mishap (they drive on the wrong side there).

June 14th we filed our "cruising permit" which allowed us to "island hop" without filing more flight plans and headed out to "see the islands". We headed East on Grand Bahama Island and across the water to Abaco Island where we stopped for lunch at Marsh Harbor and got a taxi into town to a nice restaurant at a marina. After lunch we headed out for Eleuthera Island and the North Eleuthera airport. We got two taxis to take us to the water taxi where we loaded onto a boat and went across to Harbor Island where we stayed two nights at Valentines Resort.

Harbor Island was a very interesting island. It was about one mile wide and two miles long. There is hardly a need for automobiles there so everyone drives golf carts. We all rented golf carts and toured the island. The island had three really nice resorts. On the second night there some of us got out after dark to see what the local night life was like and decided it might be more than we wanted to deal with.

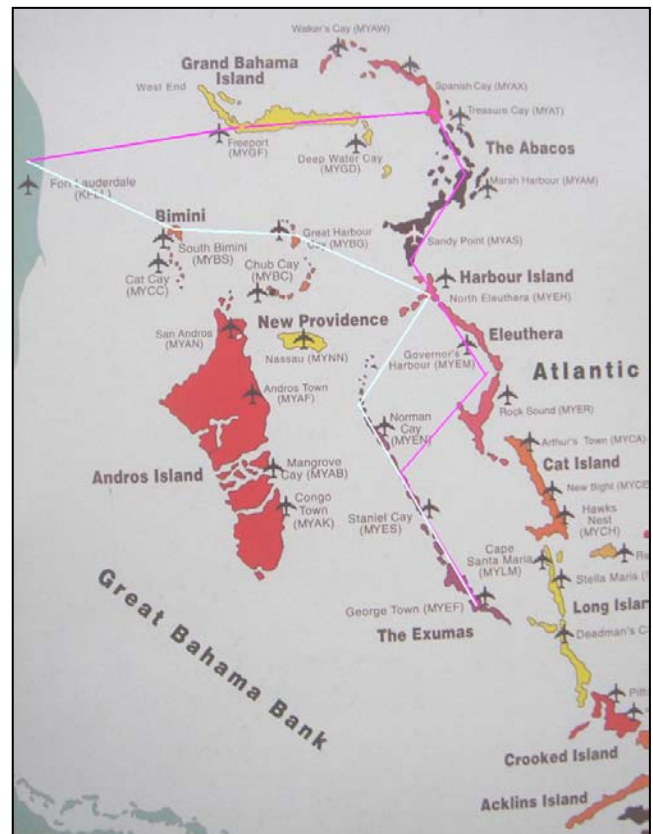
June 16th we loaded onto the water taxi and then the land taxi to the airport. We would follow Eleuthera Island to about the closest point and then crossed the water to Exuma Island. After making Exuma Island we flew over a sunken airplane in shallow water and circled and took pictures. It had been in the water for a long time and we could not tell for sure what it was. I believe it was a DC-3 but would not want to bet on that. We landed at the Stanielle Cay airport and got a courtesy car to the resort. After a nice lunch we chartered a couple of boats to take us to some nice places to snorkel. Of course no trip would be complete without seeing the swimming pigs and we thoroughly enjoyed throwing food scraps to them. The more adventurous of the group snorkeled under famous Thunderbolt rock that was used in the James Bond movie. After all the water adventures we made it back to our airplanes and followed the Exuma Cays on down to the Exuma International airport.

Here on Exuma we found the only “misstep” of the whole trip. The taxis dropped us off at “down and out” motel on the outskirts of Georgetown. We did not know what to think but, it did have a restaurant, bar and was right on the water with a beach. The restaurant was not air conditioned and it badly needed it so we moved the tables out on the patio and had an ocean breeze. Some of us guys were thinking “I have been in worse places” but I am pretty sure none of the women were thinking anything so nice. When trying to order the waitress spent more time coming back to tell us what they did not have than taking orders. They soon ran out of most food and most drinks. It took a really long time to get our food and by that time the mosquitoes had found us. The air conditioners worked in some of the rooms. The patio door in my room was open all night to get some relief. The next morning Air Journey had apologized and arranged for us to move to a quite nice resort for the rest of our stay on Exuma. Some of the more sturdy of our aviators went on down to Long Island the next day and visited the Blue Hole.

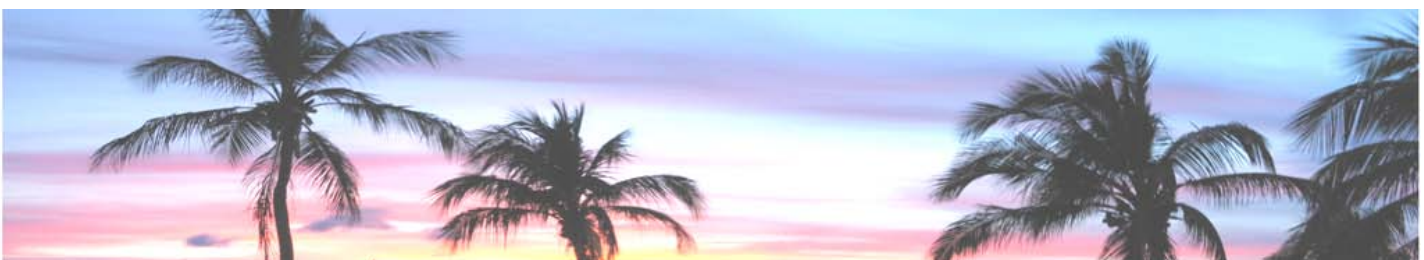
June 18th we loaded up the planes and headed north following the Exuma Cays to the shortest point back to Eleuthera Island and landed at North Eleuthera airport for Fuel. After fueling we headed across the water to Great Harbor airport where we could get lunch and take care of our flight plans back in to Ft Lauderdale. Our route took us over Bimini which is a really small Island but it at least provided us with a “dot” of land and made us feel less “water bound”. The flight back across the water was typical with some problems activating and closing flight plans and my transponder decided to fail in the ADIZ which generated a (please call the tower request) phone call when we landed. The arrival time on my flight plan had somehow gotten entered wrong which generated another phone call after we landed. All that got settled without any problems.

June 19th all loaded up the planes and headed for Tulsa. All the “fast guys” and one of the “Coyotes” made it home that day, but Paul Shireman and I spent the night in Selma, AL and finished the trip on Sunday June 20.

The highlight of the trip was **ALL the flying** and the **beautiful water** as we got farther South in the islands. Paul and I put 38 hours on our Hobbs meters. It was a wonderful trip.



Route from Ft Lauderdale to Bahamas and back.



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

LOCAL PRESS AT AIRVENTURE

EAA Chapter 10 members flying to Oshkosh for AirVenture 2010 are encouraged to contact John Fenrich, who will be at the fly-in taking photos and preparing articles for the Neighbor Newspaper group which includes the Owasso Reporter. Fenrich is a long-time EAA member (currently a member of Chapter 1112. Oroville, CA), and has covered AirVenture at least a dozen times starting in 1988. His photos and articles have been published in numerous California daily newspapers. He and his wife moved to Owasso in 2008 after he retired as a newspaper publisher with the Donrey Media Group. While he never got his ticket, he has numerous hours of right-hand seat time in planes as diverse as a Harmon Rocket (front seat), an Ercoupe, the B-17 Aluminum Overcast and his first flight in a Piper J-3 Cub. Fenrich will arrive on the AirVenture grounds Thursday afternoon and will be taking photos through Sunday.

To contact Fenrich call his cell: 918-344-6141, home (918) 609-6211, or via e-mail at johnfenrich@cox.net.



CHAPTER 10 OFFICER CONTACTS

PRESIDENT

John Nys
40067 N. 3990th Road
Collinsville, OK 74021
Cell: 918-519-5846
9jnys1943@gmail.com

FLIGHT ADVISORS

Bart Dalton	918-361-8551	9bart.dalton@spirit.blackberry.net
David Snell	918-939-9986	9d12c2av8@gmail.com

VICE – PRESIDENT

Bob Thrasher
16315 E. 81st Court N.
Owasso, OK 74055
918-376-2148
9thrasher1@cox.net

TECHNICAL COUNCELORS

Don Paersall	918-272-5551	9dpowasso@cox.net
John Nys	918-519-5846	9jnys1943@gmail.com
Bart Dalton (DAR)	918-361-8551	9planenutty@sbcglobal.net
Roger White	918-698-3771	9rogerandej@prodigy.net
David Snell	918-939-9986	9d12c2av8@gmail.com

SECRETARY

Marvin Williams
16796 E. 79th Street N.
Owasso, OK 74055
918-376-9531
9nov375mr@cox.net

YOUNG EAGLE COORDINATORS

Shawn Benson	918-274-3445	9thebensons1@cox.net
Tom Egbert	918-341-6377	9love2fly@sbcglobal.net

TREASURER

Jim Gallaway
8005 N. 168th E. Ave.
Owasso, OK 74055
918-272-9406
Cell: 918-284-6071
9jegall@cox.net

EAA Chapter 10 Address

P.O. Box 1985
Owasso, OK 74055



NEWSLETTER EDITOR

Mark Chouinard
9002 N. 165th East Ave.
Owasso, OK 74055
Cell: 918-237-0844
9hangar10@cox.net

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
--	---