



PRESIDENT'S REPORT

We have a novel idea for a program this month. The suggestion comes from Bhrent Waddell. We would like everyone to share some of the tricks of the trade, gizmos, gadgets, that have been discovered along the way of building and maintaining our aircraft that make our lives easier. Several things immediately came to my mind, and I'll bet most of you have interesting tidbits to share. This time of year is most challenging for programs because of the weather (as I gaze out at three foot snow drifts, which were five foot two days ago), but this should be easy to facilitate, and a lot of fun.

A report on my Sebring trip. The weather in Florida is highly overrated. We had a couple of very nice days. We had fog you could cut with a knife. We had rain. We had Gale force winds (and cold). It just lacked a little snow to feel just like home. On Sunday morning before heading home it was colder in Sebring than in Tulsa. The occasion was the Light Sport Expo. It was quite well attended and a lot of interested and interesting people attended. I didn't come home with any checks in my pocket, but I still feel we did some good. I ended up flying a big iron bird down to Miami on Wednesday. John Quinn picked me up and we traveled up to Sebring in his RV10. John Kurt was there and had the event pretty much under control. He had our display set up and was on a first name basis with the Expo Administration. It seemed like every second person at the expo knew John, mostly from his long participation at Sun N Fun I guess. The trip home was in Quinn's RV10, a beautiful day to fly until Arkansas. The night was spent in Hot Springs, with an uneventful trip home in the morning.

See you on the 21st.

John Nys

INSIDE THIS ISSUE

- 2 Upcoming Events / Board Report
- 3 Sebring Report / Calling All Members!
- 4 Sawdust and Sheet Metal
- 6 Classified Ads / Learn to Fly Day
- 7 Officer Contacts / Membership Info

UPCOMING EVENTS

- February 26 EAA Chapter 10 Pancake Breakfast – Gundy’s Airport – 7:00 – 9:30am
- February 26 OkieFlyers monthly Fly In – Claremore – 11am – 1pm
- March 5 Ponca City Breakfast – 7:00 – 10:00am

- Friday 8:00pm [Flying Wild Alaska](#) – Discovery Channel
- Sunday 8:30am [The Aviators](#) – PBS/OETA
- Check Schedule [Alaska Wing Men](#) – National Geographic (NatGeo) – Program time varies, episodes air this week Mon – Wed (2/14 – 2/16) at 7:00pm

BOARD REPORT BY MARK CHOUINARD

Last month I commented on the mild winter that we were experiencing... as of this writing there are several inches of snow on the ground and it’s still falling. Hopefully we will be thawing by the time you receive this newsletter. Due to the weather, some of us were unable to make it to the airport for the board meeting, so Mike Aichele invited us to his home so we could talk business. Thanks Mike!

Speaking of Mike, he will be attending the **EAA Chapter Leadership Course** in Oshkosh, February 18-20. If you have any questions or comments that you would like to pass along, contact Mike (info on pg. 7). He would like to know what is on the minds of members so that he might address these concerns during this course. I’m sure he’ll share his experience with us at the meeting.

We don’t really have a program scheduled for this month, so it was suggested that we have a **Gadget Night** where members can showcase the different devices or applications they might be using. This is not intended to be limited to navigation applications, rather we would like for members to share their experience with any devices, instruments or even tools they might like to share. Many of us don’t have (or even know) about some of the neat gizmos that are available... bring whatever you have and share it with the group! Hope to see you Monday night!

Bring your dues if you haven’t paid up for 2011!

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

U.S. SPORT AVIATION EXPO – SEBRING, FLORIDA – JANUARY 20-23

BY JOHN KURT

This was my first time to attend this event, which is focused on Light Sport Aircraft and anything related to it. The Expo is small compared to Sun-n-Fun or AirVenture but has over 150 exhibitors and planes from all over the world. There were plenty of demo rides going on right on the show field and it was all LSA, no airshow, no warbirds or military.

My choice of going to this event was made by John Nys. When I found out that he needed a “fast build” RV-12 trailered to Florida, it was my chance to go. John was one of the exhibitors and was kept quite busy at the four day event. The LSA market didn't explode like some thought it would, but it is doing better than some of the other segments of General Aviation. Vans Aircraft has sold over 500 RV-12 kits to date and there are over 75 currently flying. Flight Design has sold the most factory produced LSA aircraft and our Tulsa distributor, Airtime Aviation (Tom and Tommy Gutman) were at the show with their CTLS float plane, which drew a lot of interest and demo rides.

If you are in the market for an LSA, Sebring is the place to go!

CALLING ALL MEMBERS!

BY MARK CHOUINARD

As a relatively new member and one that is still working towards completing my flying machine, I would like to request the assistance of our membership in providing newsletter-worthy material. Last year I attempted to start a series called “Who's Who of Chapter 10”... based on the comments I received, many readers enjoyed those writings. While I did enjoy visiting with those that were nice enough to sit with me, the pursuit of these articles required more effort than I was able to sustain... it is difficult to summarize another person's life, or even just their involvement in aviation or the EAA into a one page article.

I've asked several people what the newsletter should be about and the most common request was that it be about local issues, events and projects. I agree, but being one person who normally has my head down working on my own project, and who is unfamiliar with what may be going on with our group (project wise), I don't really know where to look or who to ask. Several others have asked the same question... who is building out there, anyone? If so, we would like to know about it, even if you aren't near completion. Reports on what others are building, regardless of what phase of the project they are on would make for interesting reading. If you aren't working on a project, maybe you just got a new (or different) set of wings, we would like to know what it is and why or where you found it. As for legislative issues or other noteworthy tidbits, I'll still try to reprint important items that others may not be aware of, but I'm being told that the readers would like to know more about what is going on locally, with our members, so let's hear it!

I've called on others to assist with material from time to time... Lynn, Brent, John Forister and others have contributed with write-ups from events they have attended. In the coming months I would like to request that more of our members offer writings and photos of their experience at these events. It has been suggested that I assign a roving reporter, someone who contributes a regular column about the goings on in our community. I would appreciate a volunteer or two... if none step forward I'll probably be speaking to a couple of you that frequent the fly-ins and that like to write. As for contributing, ANYONE can contribute to the newsletter... tech tips, reviews on equipment or tools, or even your thoughts on a great day of flying. Maybe someone has a completed project that wasn't showcased in years past, or perhaps there is an aircraft that was discussed in one of our programs... how is it flying? Do you have any information on flight characteristics, modifications, or other experiences that you would like to share? Perhaps your writing may help others to choose their next project! Whether it is a short piece or a multi-part series I'll make room for it somewhere in these pages. I am just the editor... this is YOUR newsletter, so send me any stories or write-ups that you think others might like to read about.

Again, as one who is currently working on a project, I don't have the opportunity to make many of the events that I hear some speaking of. Not only that, I'm not even aware of many of the events that occur throughout the year. Any information pertaining to upcoming events would be greatly appreciated. My contact info is on the back page, please keep me informed so I can pass the information along to our members.

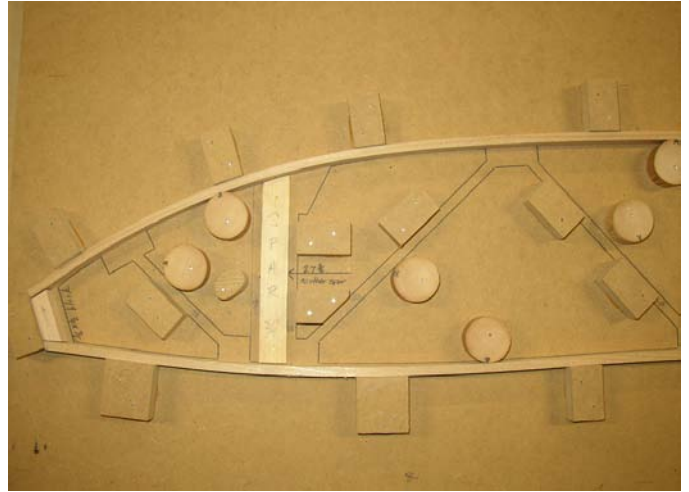
SAWDUST AND SHEET METAL

BY MARK CHOUINARD

Since I made the suggestion, I'll start the ball rolling by sharing my project and building experiences thus far.

I began work on my project, a Pietenpol Air Camper, in March 2009. There are various configurations to choose from in this design... I chose to build the long wood fuselage, a 3-piece wing, split landing gear and it will be powered by a 1966 Corvair engine, which should produce 100HP.

On the recommendation of other builders, I decided to start construction on the three piece wing... more specifically, the wing ribs. As anyone who has constructed wing ribs knows, the part count is extremely high. 32 ribs are required for the full wing assembly... in those rib assemblies are more than 400 diagonals and uprights, over 1100 plywood gussets and ~3000 1/4" nails. Sounds like fun, right? Actually, it gave me something familiar to work on for many weeks while I studied other aspects of the construction. Once I got going I was able to knock out a rib in 90 minutes, but since I didn't work on them every day it took me a couple of months to complete all of them. Each one required specific attention to make sure they were all of equal dimensions. Once they were completed I constructed a vertical wing jig that would support both spars and then I checked it with a water level to ensure things were square and parallel. With everything aligned I was able to slide on the ribs... now it was starting to look like a wing! I fabricated the leading edge by ripping two 14' handrails on my table saw and the trailing edge was made of simple trim molding, cut to fit. For the wing tip bows I cut a bending jig to match the general shape of the wing chord then laminated four pieces of 1/4" x 1-1/8" lattice to make an approximate 1"x 1" wing tip bow once the excess was removed. Some choose not to install wing tip bows... I think the wing looks better with them and I'm happy with the results. A few metal fasteners were required, as were drag/anti drag cables, so I got to try my hand at making and installing these items. With all the hardware in place I was able to cut away my ailerons and install hinges. I chose to use full length piano hinges to double as gap seals, which were straightforward to install and turned out nice. The wings took a little over a year to complete, and the center section is about 50% done, which is where I'll leave it until I decide how I want it.



Laying out parts on the wing rib jig.



Ribs on the spars... on the wing jig.



A completed wing with the aileron removed.



All cleaned up and ready for assembly.



All framed up!



Empennage completed and hinges in place.

During the time I was working on my wing, I was also searching for an engine, which I finally found in a 1966 Corvair Monza. The guy wouldn't part with the engine, which wasn't running, so I had to purchase the whole car for \$400. Once the engine was pulled I sold the body for \$150. Upon disassembly and inspection I found that it had a fractured crankshaft. Jack Nelson offered me a spare that he had (for a song) and I was back on my way. So far I've got my crankshaft reworked and nitride treatment completed by Moldex Crankshaft in Redford, MI and my heads have been completely reconditioned by Falcon Machine of Fitchburg, WI. I'm currently in the process of sending my case, crank, cam, cylinders and accessory cover to Roy Szarafinski in Osseo, MI for the addition of a 5th bearing and reconditioning of the rods, cylinders, etc. It ought to be a smooth and robust little six when completed.

The materials for my wood assemblies were purchased from Aircraft Spruce and Specialty as a wood package. Not counting the cap strip required for the wing ribs or any of the plywood, it included the remainder of the wood I needed for the wing, tail and fuselage. Once the wings were completed and stored away I turned my attention to the empennage. This seemed like small potatoes compared to working around those large wing panels. One tool I decided to purchase at this time was a table router... I found a Craftsman model on Craigslist for \$100. Maybe the best \$100 I've spent on tools so far... it made short work of the leading and trailing edges, as well as the recesses required to install the 1/8" gussets. The tail feathers were challenging, but as the old saying goes... inch by inch, everything's a cinch!

After the empennage was complete I started on the fuselage. This was essentially like building two great big wing ribs and attaching them squarely, except this required the use of both of my 8' workbenches end to end (one big 16 footer). As you can see in the photo, I've got it all framed up and I was working on the turtle deck before it got too cold to mix glue. Now that winter has arrived, I've been trying to figure out my landing gear and I hope to be cutting metal for that assembly in the coming weeks. So far it's been a huge learning experience, and lots of fun to boot. I've not set a timeline for completion, rather I'm just enjoying the project and the company that it brings. If you would like to know more about my project you can visit my weblog at www.mykitlog.com/k5yac.

CHAPTER 10 CLASSIFIEDS

1966 Cessna 150F: 5800 TTAF, 15 SMOH, new paint and interior, new windsheild, new encoder King 170B w/glideslope, Narco AT-50 w/mode C. Asking \$22,750 - call Jim at 918-948-3420

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

Quickie Q200 Project: \$6000 – Includes disassembled zero-time O200 engine.
Go to: <http://home.swbell.net/blsh948/Q200/Q200.htm> for details and pictures.
Ron Cross 918-838-7992 blsh948@swbell.net

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

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

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

START MAKING PLANS FOR INTERNATIONAL LEARN TO FLY DAY – MAY 21 EAA.ORG

Last May, EAA members, chapters, and other aviation groups and enthusiasts introduced the wonder of flight to more than 40,000 people at 450 local events during the first International Learn to Fly Day. Mark your calendars and start making plans for the second annual event, set for Saturday, May 21, 2011.

The goal of this effort is to involve the entire aviation community and bring aviators together with those who have the dream of flight to show and encourage them to take that next step toward becoming a pilot. EAA and numerous other aviation organizations and businesses are again joining together to organize introductory flights, seminars, open houses at airports and flight schools, and other activities... read about last year's inaugural event [here](#). Individual members

can also get involved simply by taking a friend or relative up for a flight, or, as more and more events appear on the website, search for an event in their area.

We'll have much more to come as we approach May 21, so stay tuned!



