



# EAA CHAPTER 10

SINCE 1955



March 2011

## PRESIDENT'S REPORT

Our program this month is the display and discussion of a RV 9A built by a past member of Chapter 10. The airplane was built by Michael Lewis of Terlton, Ok. For those of you who are not familiar with Terlton, it is west of Sand Springs about 20 miles and north of the expressway. He completed the aircraft and licensed it in December 2009. Cancer took his life a few months later. He never got to fly the aircraft. It is currently for sale, listed by Dan Howard Aircraft at Jones Riverside.

Spring is getting ready to sprung, or whatever it does. The snowdrifts are a fading memory. Sunshine and warmth, finally. Pushing the clocks ahead one hour tonight. I'm getting ready for the Sun N Fun trip. Very early this year, only two weeks away as I write this. In some ways I like it better than Oshkosh. It's a little smaller, way less distances to walk, and the weather is wonderful, especially after a miserable winter like this one. It is a long, long way to go. Over 900 Nautical miles in the erratic Spring flying weather. I've dodged a lot of weather in Arkansas and spent 24 hours south of Atlanta waiting for a huge storm to pass. It's worth all of that to me.

Fly safe, be safe  
See you Monday night  
John Nys

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## UPCOMING EVENTS

March 26	EAA Chapter 10 Pancake Breakfast – Gundy’s Airport – 7:00 – 9:30am
March 26	OkieFlyers monthly Fly In – Claremore – 11am – 1pm
April 2	Ponca City Breakfast – 7:00 – 10:00am
April 16	Wild Onion and Eggs Fly In – Tenkiller Lake Airpark (44M)
May 21	International Learn To Fly Day

**IF YOU KNOW OF EVENTS THAT SHOULD BE ON THE EVENT CALENDAR, PLEASE E-MAIL THEM TO ME!**

If you would like to be on the e-mail list for meeting and event reminders, or if you would like to receive the newsletter electronically, which is full color and delivered days before the print version... please send your e-mail address to:  
[eea.ch10@gmail.com](mailto:eea.ch10@gmail.com)

### BOARD REPORT BY MARK CHOUINARD

Hopefully this will be the last of the chilly board meetings for the year... I’m looking forward to spring! Mike Aichele recently attended the **EAA Chapter Leadership Course in Oshkosh**, where they discussed several ideas for reinvigorating the chapters and our events. He may be sharing some of those details with the group, so I’ll not go over all that we discussed. I will say that the chapter will be undergoing several worthwhile changes in the coming weeks and months. We are currently printing up business cards that we will be handing out at local events that include our meeting times, location, a map and contact information. Our web site will also be changing to a more modern and user friendly format. We may also start to break our meeting into segments (i.e. business, tech tips, gadgets, program, etc.). If anyone has any ideas on how we might better organize our meetings or events, let’s hear them!

We would also like to organize a couple of **workshops**... maybe welding, sheet metal work, riveting, etc. If there is a specific area that any of our members would be interested in learning about or teaching, please let us know. If there isn’t any interest for these things then it probably won’t happen. One area that that we ARE going to address more vigorously are our youth activities... primarily the **Young Eagles program**. Speaking of Young Eagles, we just received a letter from national stating that we earned 45 credits (a \$225 value for the chapter) for Young Eagle operations in 2010. Thanks to those that participated... *Claremore gang*.

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

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Are you working on a project, or have you completed a project that you would like to share with others? Perhaps you have a tech tip, or a product that you have used that you can share?

Without your participation, the newsletter will start to get pretty thin. As the flying season picks up, there ought to be more opportunities to tell stories... why not share your adventures with our readers?

Anyone who wants to contribute, please send your writings and photos to me at [hangar10@cox.net](mailto:hangar10@cox.net).

## WHAT THE HECK IS AN E-LSA?

LIGHT SPORT FLYING BY ED DOWNS

The subject of an aircraft certification, be it standard, special or experimental can make even the most geeky tax lawyer think they have fallen down the rabbit hole, especially when talking about Experimental aircraft. So let's keep this month's column about the real world of buying, selling and using an E-LSA airplane. The fact is, one is likely to come across a "for sale" ad featuring an E-LSA that can look inviting. The price may be quite attractive, but just what the heck is an E-LSA?

First, let's take a general look at any airplane that is certified as an "Experimental" airplane. Actually, there is no such thing as an "Experimental" airplane, even if the word "Experimental" is written on the side of the plane. Experimental certification always carries a second word (or two) which describes what sub-part of Experimental we are talking about, and there are numerous sub-parts. For example one might see a nifty little RV-12 (it meets the FAA definition of an LSA) from Van's aircraft sitting on the ramp with the word "Experimental" prominently displayed. This RV-12 may have been sold as a kit that meets the new FAA "51% rule" and was certified as Experimental-Amateur built. This means the builder of the plane can perform all of his/her own maintenance, make changes to the design, (including engine changes) conduct the annual condition inspection and pretty much fly when and where he/she wants. Sitting next to that RV-12 might be a weird looking war bird from some country whose name you cannot pronounce, made by a manufacturer best known for cranking out refrigerators that do not work. Our "war bird" will also have the word "Experimental" clearly displayed, but is certified as Experimental-Exhibition. This critter may have significant maintenance issues and require each and every flight to be approved by the FAA. Get the point? Not all Experimentals are treated equally.

Let us now assume that our fictitious ramp has yet another RV-12 parked on it, again with the word "Experimental" emblazoned in plain view. But a closer look at the paperwork states that this RV-12 is certified as an Experimental-LSA (E-LSA). This is possible because the good folks at Van's built a single, ready to fly version of the RV-12 that met all of the ASTM Consensus Standards and was certified as an S-LSA. Having certified that single airplane as a S-LSA, Van's is now allowed to produce a kit version of the RV-12 that does NOT have to meet the "51% rule" of an amateur built aircraft, and may be delivered more than 51% complete. This E-LSA version of the RV-12 MUST be built exactly as the original S-LSA version (no modifications) and meet strict QA standards defined by the factory. The builder/owner may perform maintenance on the completed airplane, but may not conduct the annual condition inspection unless he/she has completed the FAA approved, 16 hour, training program. This E-LSA version of the RV-12 may not be used for commercial flight training (like in a flight school) but may be flown by the owner for recreational purposes (including personal flight instruction), with few restrictions. The good news about owning the E-LSA version of a certified S-LSA airplane is that you know it meets stringent certification standards and can be delivered almost ready-to-fly. Also, once certified as an E-LSA (remember, exactly like the original S-LSA) the E-LSA can be modified as the owner desires, just so long as those modifications do not take it out of the FAA definition of an LSA. Okay, that was not too confusing, so let's take the next step.

A news release from the EAA was issued in November, 2010, about a Letter of Deviation Authority (LODA) for commercial training operations of E-LSA aircraft. It addressed a version of the E-LSA certification process that is completely different than that just described. Remember, the creation of the LSA definition and certification process was, in part, an attempt to bring illegal, fat, two place ultra light training aircraft (no "N" numbers of any kind) under some form of certification and inspection process. Basically, when the Sport Pilot rule was passed in Autumn 2004, owners of these illegal, fat, two place ultra light training aircraft were told "the jig is up, you can't keep flying these illegal airplanes forever." But the FAA realized that these trainers were providing a commercial service and successfully training reasonable safe ultra light pilots. So, the FAA came up with a remarkably neat compromise. Basically, the FAA said, "You can keep flying these illegal ultra light ultra lights as commercial trainers for four years (2008), after which they become a lawn ornament, unless you certify them as an E-LSA, using a very simplified inspection process. If you go the E-LSA route, the PIC must be at least a Sport Pilot, and commercial training use may be extended until January 2010. After the January, 2010 date, these converted ultra lights may be flown recreationally only, no commercial flight training." Again, these E-LSAs can be maintained by the owner, but the annual condition inspection must be done by a certified mechanic or owner who has received a special 16 hour training course.

Actually, it was a fair deal. It was expected that by 2010, a bunch of former ultra light manufacturers would have brought their designs up to ASTM Consensus Standards and have them ready-to-fly for under \$40K. That did not happen. As it stands now, the two place ultra light trainers that were in use to commercially train the legitimate single place ultra light owner may no longer be used. New S-LSAs cost far too much for the ultra light schools to purchase and the safety of legitimate, single place ultra light flying is at serious risk. Owners of these E-LSA "ultra light trainers" have been asking the FAA to initiate a Letter of Deviation Authority (LODA) process that would allow reputable ultra light schools to seek an exemption to the rule that now forbids them from using their E-LSAs for commercial training. The fight is on and the EAA is carrying the banner on behalf of safety and common sense.

So there, in a nutshell, is the story of E-LSAs. Buyer beware! You stand a good chance of getting a nice airplane if looking to buy an E-LSA that is based upon an S-LSA like the RV-12. But, be sure to see if that E-LSA has been modified AFTER the E-LSA certification in a manner that might affect safety or operation. Remember that an ultra light design that was "grandfathered" into an E-LSA certification status may have met few, if any, design or manufacturing standards. Finally, keep in mind that simply having an "N" number on an airplane does not mean that it has met any particular certification standard. Obtaining an "N" number is simply a registration process that can be done on the web and has nothing to do with certification of the airplane.

Obviously, a reader who is considering getting into the experimental world of E-LSAs must take the time to learn the in-and-outs of how the rules work. Start your search for more information at [www.eaa.org](http://www.eaa.org). Be very careful when talking to your "local expert", e-mail list participant or blogger. Experimental certification is a shadowy, but wonderful world that can offer some great ownership deals. Just be sure you know what you are getting into!

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## CHAPTER 10 CLASSIFIEDS

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**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

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**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

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**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

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**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

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**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

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**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

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**INTERNATIONAL  
LEARN TO FLY DAY**

**MAY 21, 2011**



**INTERNATIONAL  
YOUNG EAGLES DAY**

**JUNE 11, 2011**

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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 _____	Aircraft Owned _____
Co-Pilot / Spouse _____	_____
Address _____	Projects / % Complete _____
City _____	_____
State / Zip _____	Bring this form to the next meeting or mail to:
e-mail address _____	EAA Chapter 10 Treasurer
Home Phone _____	P.O. Box 1985
Work Phone _____	Owasso, OK 74055
National Membership # _____	