## **EAA TULSA CHAPTER 10**

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EAA O
TULSA
CHAPTER 10

NEXT MEETING
Monday Jan 21 7:30pm
CHAPTER HOME AT GUNDY'S

# EAA TULSA CHAPTER 10

# January 2002 NEWSLETTER

## Words From The President

Bhrent Waddell

With the New Year, it's appropriate to look back at last year's events and to look forward to the potential of the New Year. The devastating acts of September 11 and the subsequent war on terrorism brought 2001 to a disappointing end. For awhile the freedom to fly, as we have become accustomed was taken away and continued flight restrictions appeared to be a sure part of our future. Fortunately, most of the temporary flight restrictions have been removed and aside from an occasional F-16 sighting, general aviation and sport flying are resuming.

I said sport flying is resuming because on January 4, 2002 the Office of Management and Budget approved the sport pilot/light-sport aircraft rulemaking proposal. Now, the proposal can be published in the Federal Register as a notice of proposed rulemaking (NPRM) and the 90-day public comment period can follow. FAA officials confirmed that the proposal is unchanged from the proposals presented last year.

Very briefly, the major features of the aircraft sport pilots will be allowed to fly can have a maximum gross weight of 1,232 pounds and a 39knot stall speed in the landing configuration. Top speed will be limited to 87 knots (100 mph), or 115 knots (130 mph) if the pilot has obtained a one-time logbook endorsement. Unlike other pilot licenses a flight physical is not required. To get a sport pilot license, a person will only need a valid state drivers license. Other features of the sport pilot license and aircraft category are intended to help reduce the cost of obtaining a license and enjoying flying. Once the final regulations are published, more specific questions can be answered. Current information can be obtained on the web at www.eaa.org or www.sportpilot.org.

#### In search of air conditioning

After the Chapter began the quest to aircondition Chapter 10's hanger, a gift of one air conditioning unit was received. Since a second air-conditioning unit is needed and hasn't been donated, the Chapter will need to buy one this spring. To help raise the money for the new unit, a challenge has been issued by one of our members. If the membership can raise \$150, he will match it. With \$300 in hand for the new unit, the second unit can be purchased this spring. Plan on making a contribution to the air-conditioner fund when you see the donation jar at the meetings and pancake breakfasts. You be glad you did next July!

## Air Academy Scholarships

During the summer EAA conducts Air Academy camps in Oshkosh, WI. In the five-day camps, youth learn about aviation and aircraft building. The EAA Air Academy applications and camp dates have been received. At the next meeting, the Chapter will vote on sponsoring a young person this year. The cost will be from \$500 to \$650 for a youth age 12 to 15 years. In the past, the Chapter has used Young Eagle credits to pay part of the cost. Fewer credits were earned last year, so most, if not all, of the cost of a sponsorship will come from the Chapter's treasury.

# Treasurer's report - Memberships Due

By Craig Loomiller

Hello Boys and Girls! It's that time of year again. EAA Chapter 10 annual dues are now due. You can identify if you are current or not by looking at your mailing label. If there is a 01, X01, or Z01 above your name, guess what? If there is a 02, X02, or Z02, you are paid up. If you are an electronic reader, it's now time to renew. Last year, we ended up with 143 members in our chapter. Chapter membership is a heck of a deal for \$20. So don't be left out! If you have any questions about your membership, feel free to contact me.

#### National Memberships

I need to discuss another subject now. One of the requirements for Chapter 10 membership is that you have to a member of the EAA National organization also. The reason for this has to do with insurance coverage. We are insured by EAA for all of our gatherings we hold at our Chapter Hangar. The insurance policy states that all local members must also be members of the national organization in order for our Chapter to continue to maintain coverage.

We have National ID numbers from approximately 90% of our membership. I will contact members for which we don't have numbers to check on their national status. If you are not currently a member of EAA, we have applications available that will entitle Chapter 10 to a rebate for all new memberships turned in. In addition, all new members we sign up over the next couple of months will qualify Chapter 10 for additional recognition from the EAA for recruitment. Again, please contact me if you have any questions.

# Message From The Editor

by Bob Minich

A few months back, Lynn Coltharp stood up during a chapter meeting and mentioned he was interested in passing on the newsletter editor position to new blood, as he needed a break after several years on that job. In a helpful mood, I talked to him briefly after that meeting last fall and wouldn't you know it, he remembered the conversation a full month later. And now here I am.

#### Uses for your newsletter

Ultimately, this is your newsletter. I want to help make it the newsletter you want it to be. Let me know what it is you want to see here. At the last board meeting, we came up with a couple decent ideas. First, if you've got something you want to sell let me know and I'll be happy to place small ads in the newsletter to let other members know. We felt this was a useful service to offer as part your membership fees. Second, if you have or know of a business that would like to support the chapter with a paid advertisement, we're interested in running it. A small fee would help offset our printing and costs while we help support our community.

## I'll go first

When I volunteered, I had a sneaky suspicion that the hardest part of this job would be finding articles to put in the newsletter. You can help prove me wrong. Presumably we all joined the chapter because we share some interest in aviation. Don't hesitate to send me a paragraph or two (or more!) about what's been keeping you busy in the aviation world. I have enjoyed reports on everything from incredible trips to Alaska or Australia all the way to sentimental moments closer to home. If you are working on a project, let me know what difficulties

you've faced and/or overcome. With that, let me volunteer an moment of my own.

Although I spend too much time programming computers, I enjoy flying in my spare time. I find the time up there forces me to free my brain from the everyday cares and concerns and focus on the tasks of flying. Perhaps it's the concentration surround preflight, run-ups and takeoff. As soon as I'm airborne and out of the way of traffic, I can focus on the each moment as it happens.

This past fall, I was having an enjoyable flight to nowhere in particular out northwest of Tulsa. I had a flying buddy with me (he may be more addicted than myself, but he's also got the wife, kids, and house) and I was letting him practice his flying skills as we meandered around the evening sky. While I thought we'd be ought for just a couple of hours, imagine my surprise when I heard a controller on the radio asking another aircraft if he was aware of the Thunderstorm rolling in my home base, RVS. While I had the earlier forecast, the weather was *supposed* to be moving in from the northwest (that's why I went that direction in the first place) and, worse yet, wasn't supposed to moving all that quickly.

I decided that we might as well land somewhere not so near Tulsa and get another look what the weather was cooking up for the trip home. Upon landing at Bartlesville, I checked the computer radar and watched as the line between thunderstorm and clear skies meandered aimlessly all the way from OKC toward Joplin with the latest returns showing a cell sitting right atop southwest Tulsa. A call to the FSS and the FBO from which I rent confirmed the automated reports. The folks in McAlester said whatever was happening wasn't likely to make any big shifts. I decided we should tie the plane down and head into town for a quick dinner while the weather decided whether we would be spending the night away from home or flying back in skies cleansed by rain.

The helpful folks at the FBO set us up with a courtesy car and pointed us into town. We had a short but sweet Chinese food dinner to put some food in our bellies and add some minutes to the clock. When we got back, the automated radar data looked about the same as when we last checked. This time the line of cells wiggled slightly north here, slightly south there, with no signs it would head leave home base in

the immediate future. I called up the FBO where I rent and explained the situation (you'll get your plane back but it might not be tonight!) and arranged for a place to stay. Shortly after giving up for the night, the Weather Channel showed a distinct chunk of the nonstorm type over home base. I called my FBO and the FSS again to confirm the weather had moved southward (for now) and headed back out to the plane. A short while later we headed down the runway into a stiff breeze. (At the time, the only access to the runway was taxiing way down to one end on the taxiway and then down to the other end to get the wind out in front.) The flight home was smooth as silk with a nice tailwind. The clear air gave us a really good view of the large weather system boundary with occasional lightning off in the distance. A few minutes later and we were landing at RVS, blowing our scheduled return time by a couple hours but enjoying ourselves even more for the experience.

So, what have you been doing recently?

## WHO BRINGS SNACKS????

Below is a list of who brings snacks for each meeting. I am sure the A-C's will set the standard for the new year's snacks.

January	<u><b>A-C</b></u>
February	D-F
March	G-H
APRIL	I-L
June	$\mathbf{M}$
July	N-P
September	Q-S
October	T-V
November	$\mathbf{W}$

## **CALENDAR**

1<sup>st</sup> Monday Each month Board Meeting at the chapter hangar at Gundy's 7:00pm

2nd Monday each month Newsletter Folding at the hangar - Gundy's Airport 7:00pm

3rd Monday each month Chapter 10 EAA meeting at the hangar - Gundy's Airport

1st Saturday each month Ponca City Aviation Booster club Breakfast Fly-In.

1st Saturday after 3rd Monday - each month Pancake Breakfast - Gundy's Airport

Jan 21 – Chapter Meeting at Gundy's

WEB PAGE NEWSLETTER (note the URL) (mark as favorite place)

Our web page address is:

## http://www.geocities.com/eaa\_chap10

Mark will email a notice to each member who chooses to use the WEB version of the newsletter a note stating that the newsletter is ready and on line. Of course those who do not opt for the WEB version will continue to get a hard copy.

The chapter encourages everyone to opt for the WEB version rather than the hard copy.

Please send me an email to minich@ionet.net stating that you want to use the WEB version of the newsletter if you opt for it.

One advantage of the web page based newsletter is that we can finally have good quality color pictures of airplanes and activities.