



Experimental Aircraft Association

Chapter 24

Oklahoma City, OK

March, 2016



Meeting location

The March 10th, 2016 meeting will be at Sundance Airport, beginning at 7:00 PM. The meeting is upstairs in the FBO building / main terminal. Arrive early to socialize with your fellow aviation enthusiasts.

Sundance Airport

1300 N Sara Rd, Yukon, OK 73099

Phone: (405) 373-3886

<http://sundanceairport.com/>

1.3 miles West of the Kilpatrick Turnpike on the Northwest Expressway, then 0.9 miles North on Sara Rd to airport entrance. Google Maps Link:

<http://goo.gl/maps/Q1dU9>



Previous Chapter Minutes

February 11th meeting notes

- Jim Putnam called the meeting to order at 7:00.
- Jim offered that Academy was selling LED lights that could be useful for flying for only \$2.
- EAA 24 was joined by two guests, Bill Pickle and Richard Payton. There were 26 people total in attendance.
- Chapter service awards were handed out.
- Chapter was advised that we are waiting on the IRS for our tax exempt status.
- It was reported that the chapter renewal was completed.
- There was discussion on upcoming Young Eagles events including 3/12 at Altus (4/16 rain date)
- Was a request for a solo Young Eagles flight for a 14 year old at Sundance on the coming Saturday.
- Was a reminder for the AOPA safety seminar on 2/16.
- The chapter has enough credit to send two kids to the EAA Air Academy. One is the grandson of Dennis Fox, the other is the son of Michael Blalock, who works at Tinker AFB. Mike's son is very enthusiastic and has flown Young Eagles twice
- Jim Putnam relayed his incident of having a main gear tire blow out on the takeoff roll. No harm was done. It was a safety reminder to check those tires!
- Bob Dickenson is volunteering to be our webpage editor.
- There was a lot of discussion over the new requirement for background checks for Young Eagles Pilots. The deadline is May 1st. A letter to EAA on Youth Protection concerns was mailed out after the meeting; signed by the presidents of chapters 24 and 1098.
- Annual Nav Challenge run by Jerry Calvert set for 9 April, rain date 23 April.
- An RV fly-in sponsored by Chapter 24 is tentatively planned for June 25th at Sundance. Awaiting airport management approval. POCs: Jerry Calvert, John Meyers, Dennis Fox.
- A canard fly in is in the works.

- The summer bar-b-que for chapters 1098 and 24 will be at Gary Manning's at Twin Lakes on June 11th starting at 4:00.
- A list was circulated on who would be interested in purchasing EAA 24 clothing items.
- The Discover Aviation Airshow is Memorial day weekend. The airport needs many volunteers.
- Chickasha airshow is Saturday June 18th. Possible they will have the Commemorative Air Force B17 The B17 may tour the area and make additional stops. Chapter support may be needed.

EAA CHAPTER 24 ON-LINE

EAA CHAPTER 24 WEBSITE



The chapter web site is up and running on Yahoo Groups. Appears to be running well and has received good reviews. The website is located at the following address:

<http://groups.yahoo.com/group/EAA-Chapter-24/>

Chapter 24 has a Facebook page. Come join and check it out at:

<https://www.facebook.com/#!/EAA24>



Thanks to Brian Strack for creating this page for all Chapter 24 members and guests.

YOUNG EAGLES



Upcoming Y/E Events will be discussed and finalized at each Chapter meeting

Notify Pat Cohenour and let him know if you are planning on attending and flying any of our scheduled Young Eagle activities. All of us and the Young Eagle kids will appreciate it.

YOUNG EAGLES WORKS

EAA says its Young Eagles program, which aims to introduce youngsters to general aviation, has been successful at inspiring those youngsters to become pilots. By checking FAA's pilot registry against its list of Young Eagles going back to 1992, EAA said it found that Young Eagles are 5.4 times more likely to become a pilot than those who never participated. "The numbers show that Young Eagles is making an impact on the pilot population that is unmatched by any other single program," said Former EAA Chairman Tom Poberezny. The EAA analysis also showed that 9 percent of those pilots are female, a gain of 50 percent compared to the overall figure of 6 percent of the pilot population.

Upcoming YE Events:

Altus March 12th (rain date April 16th)

Recent Young Eagles events:

Here are the number for the Jan 29th event:

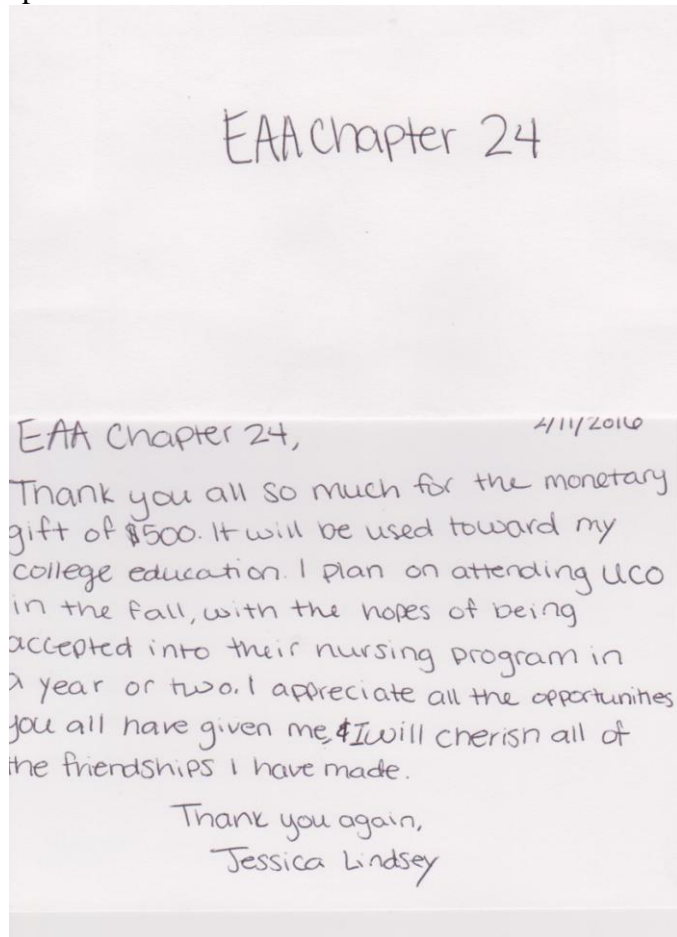
Patrick Cohenour.....4
 Gale Braden.....4
 Jim Putnam.....2
 Steve Schmitt.....2

Ground crew:

Larry Hinton, Gary Barentine, Gary Manning, and Clint Hager

FROM OUR MEMBERS

Jessica Lindsey sends her thanks for the gift we presented her.



SAFETY

This month's safety message deals with paint removers.

By Alex Putnam

Di-Clo No-Go?: The Importance of Reading the Label

Paints, glazes, and coatings are designed to protect surfaces, so intentionally removing old coatings has always been a laborious process. Labor-intensive, yes, but it shouldn't be dangerous. Yet at least fourteen people have died since 2000 from the use of methylene chloride, a.k.a. dichloromethane, (DCM) or Di-Clo. Di-Clo is popular because of its effectiveness—the clear solvent's chemistry allows it to dissolve nearly anything organic. Against paint, it rapidly penetrates and causes the paint film to swell, causing it to crack, buckle, or flake off. The problem is that Di-Clo is noxious, heavier than

air, toxic, and highly flammable...Di-Clo is the nuclear bomb of paint strippers—sure it works on everything, but the fallout (no pun intended) leaves something to be desired.

The fatalities occurred in stripping and refinishing bathtubs, which magnifies the problem: a small, hard-to-ventilate room plus a basin to hold the heavy vapors is a nasty combination. Assuming it doesn't suffocate you, Di-Clo can cause headaches, dizziness, nausea, respiratory irritation, and chemical burns to the skin, as well as long-term effects. Even better, when your body tries to filter out DCM from your blood, it produces carbon monoxide as a by-product. "Basic" paint strippers are typically 60-99% DCM with methanol and other solvents; "aircraft-grade" extra-strength stripper is nearly pure Di-Clo with a dash of methanol and/or xylene. Is it illegal to use Di-Clo? No. Di-Clo can be used safely, but it takes special precautions. There's an entire OSHA standard (1910.1052) for dealing with the risks of methylene chloride, but the best place to start is by looking

at the (material) safety data sheet, the SDS. A glance through the sheet reveals that DCM soaks through most "rubber" gloves, so special laminate gloves are required. It's such a good solvent that cartridge respirators aren't much help either; if forced ventilation isn't enough, employees would need an air-supplying respirator. Safer alternatives, however, do exist: diluted or gelled mixtures, other organic solvents such as N-methyl pyrrolidone (NMP), methanol, toluene, or MEK; soy ester or citrus-oil based products; or benzyl alcohol bases. Alternatives will typically lack the wide spectrum effectiveness

and will likely be safer but not inherently safe; they may still be a respiratory hazard and/or flammable. Or avoid using chemicals and use heat or sanding, though those can carry risks of fire or spreading lead paint. Whenever possible, match the chemical to the job. We all grumble about "one size fits all" consumer products, so why do it with chemicals? There's no free lunch, but reading through the SDS and evaluating the risks, benefits, and drawbacks of any chemical ahead of time, you can find what works best for you and your company...and keep your employees safe.

Source: Old House Journal, June 2001 & NIOSH

OPPORTUNITIES

The Discover Aviation Airshow at Sundance Airport is Memorial day weekend. (May 28th & 29th) The airport will be needing many volunteers. <http://sundanceairshow.com/> for more information.

MISCELLANEOUS

The EAA sponsored web site is up and running. This web page is open to all that want to view it. It currently includes a Young Eagle calendar and some pictures.

<http://www.24.eaachapter.org/>

NOTE: If you signed up for an article of clothing at the last meeting, please bring your checkbook to pay for the item at the March meeting – thank you.

Given the concerns over the new background checks for EAA events involving minors, Gary Manning and Jim Putnam sent the following letter to EAA.

11 February 2016

Mr. Brett Hahn
Manager, Chapters
EAA Aviation Center
3000 Poberezny Rd.
P.O. Box 3086
Oshkosh, WI 54903-3086

Dear Mr. Hahn,

Our two chapters often work together on Young Eagles events and have decided to share our concerns with you about the new Young Eagles Youth protection training. As a new program, it is bound to have some adjustments needed to get it into final form. Let us share with you some of the concerns our members have brought up, and brought up rather earnestly.

1. In paragraph 4.d. it mentions that due to the nature of two seat aircraft the two adult policy should take particular care that the youth and parents are aware of the situation. Does this imply that two trained adults must be on board all four seat aircraft? If so, a majority of our pilots will no longer be willing to fly Young Eagles. This needs to be clarified.
2. At some of our rallies we fly over 80 youth, but never have that many in a waiting area. We plan on having two adults in the registration and log book award area at all times. Will this comply with the policy?

3. Record keeping seems to have increased. Will we have to keep every parental release form and generate a log of every youth for every Young Eagle flight? Please clarify this for us.
4. What put a lot of our members off was the wording of the background check. We understand why it is necessary to preclude criminals and sexual offenders from having contact with young people. We have great concern that the company you hired to do the checks is digging well beyond criminal record checks and into our personal and credit history which apparently has nothing to do with the purpose of the background check. Many feel that this is exceeding the need and purpose and so they shall not comply with the background check.
5. Despite reassurances from the EAA, many members expressed concern that their personal information and social security numbers may be compromised by any computer breach or hacking by an outside party. It happened to the Federal Office of Personnel Management where millions of people had their personal information compromised. Both of the undersigned had this happen to them.

The attitude within the two chapters now is wait and see how our Young Eagles operations go between now and 1 May 2016. We feel that we are all ready in compliance with most of the new policy. However unless the issues above are addressed, we may lose the majority of our pilots for this valuable program. And, this is the one program that brings most of our chapter members on a regular basis.

Feel free to contact Jim Putnam at 405-596-2076 on this issue. We look forward to hearing from you on these issues.

Respectfully,

James T. Putnam
Colonel, US Air Force (Ret.)
President, Chapter 24

Gary Manning
President, Chapter 1098

Update from EAA on the youth protection policy.

Earlier this month I mentioned that we would be using EAA member feedback to make any necessary clarifications and improvements to the Youth Protection Policy introduced in January. Thanks to your input, we have done that.

The overarching purpose of the policy remains the same – to protect young people who are involved in EAA's youth programs and protect our volunteers who dedicate time, energy, and their own funds to these programs. Within that, we've split the policy's elements into [three distinct areas](#): Young Eagles flights and activities, youth education programs such as aircraft building projects, and youth activities at EAA AirVenture Oshkosh.

Within the [Young Eagles segment](#), you'll note the following changes, thanks to the input of members and volunteers:

- Removing what many thought was an overly burdensome photography policy. There are now simple guidelines to work with parents when taking photos.
- No requirement to provide a Social Security Number when completing the background check (it is optional).
- Simplified requirements for ground volunteers at Young Eagles rallies, to requiring only two-deep leadership that has completed the training and background checks.
- Elimination of the staff-to-youth ratio for Young Eagles rallies.
- Clarification on topics such as supervision in an aircraft, individual Young Eagles flights, and record keeping.

I urge you to also review the [brief guidance sheet](#) regarding the Youth Protection Policy and Young Eagles activities. It will help answer questions that you may receive, although it's important to know and understand the entire policy as it relates to Young Eagles. We'll have similar background sheets coming for other chapter youth activities and for AirVenture youth activities. For the latest updates, go to www.EAA.org/youthprotection.

Again, thanks for your input. We are all passionate and dedicated when it comes to EAA's youth programs, which is why they've been so successful. It makes us excited about the positive impact we can have on the future of aviation.

Thanks again for being part of EAA!

Jack Pelton, EAA CEO/Chairman

Five Secrets of Cost-Effective Maintenance

February 17th, 2016 by Mike Busch

<http://blog.aopa.org/opinionleaders/2016/02/17/five-secrets-of-cost-effective-maintenance/>

Rule 1. Choose the right shop

Rule 2. Insist on a written estimate

Rule 3. If it ain't broke, don't let 'em fix it

Rule 4. Don't fix it until you're sure what's wrong

Rule 5. Don't overkill the problem

Please visit the link above for the full article.

CLASSIFIED

On-line resources for buying and selling aircraft:

<http://www.biddingace.com/>

<http://www.trade-a-plane.com/>

<http://www.barnstormers.com/>

<http://www.aso.com/>

<http://www.globalplanesearch.com/>

For Sale - 1999 Pietenpol Air Camper

\$14,500, N151SM, Built by Marvin Grout

TTAF: 41 hr, Max GW: 1160, Useful Load: 452

1965 110 HP Corvair, Engine: 50 hr SMOH

Warp Drive prop, Hangared at KRVS

Equipment:

Ameriking AK-450ELT, Collins TD950

Transponder & AKC Encoder, Engine EGT,

Releasable Tow Hook, VHF Antenna

Contact Daniel Hall

(580) 278-1690

daniel.c.hall@okstate.edu



For Sale - Quicksilver MX1 (constructed in the 1990's) Rotax 447, 40 HP, Original fabric, new flying wires, new nose



Instrument pod with altimeter/airspeed instruments, and Rotax engine instruments. Airframe rebuilt in 2007. Total time Engine/A/F: 105 hours. Make me an offer. (405)381-4680

For Sale - BRS 900 chute with brackets, lanyards, pull cable etc. Needs repack & rocket \$500.00 (save at least \$1,500 over price of new one). Air Classic CX2 pathfinder flight computer \$50.00. (405) 449-3610

MONO-FLY/LSA • \$14,000 • OFFERED FOR SALE OR TRADE • Rotax 503 with electric start and oil injection. Strobes and landing lights. 14hrTT on airframe and engine. Plane cruises around 70mph with 2-3gph gas burn. Take off is quick. Flies best with 200lb. pilot or less. Inst. panel contains MGL ultra stratomaster and MGL gps. Three blade adjustable Ivo prop. Always hangered. Bought new SLSA. If you want some fun, this plane is it. Performance at a inexpensive price. [Built on Mono-fly frame.] Will trade for nice boat. • Contact John M. Stratton, Owner - located Okla City, OK USA • Telephone: 405-208-3711

For Sale – TruTrak Digiflight II-VSGV. Control Head, Roll Servo, Pitch Servo, Wire Harness Kit. “New Old Stock” never installed. \$1,750.00 OBO. Steve Waltner. 316-648-1413. swaltner@mac.com. Benton, Kansas. (listed 10/ 2015)

I have RV-7(A) wings I removed from a plane I purchased for the engine and instruments. The wings are quick build and are completely finished including control surfaces, however never painted. The wings have capacitive fuel sending units and the Aircraft Extras low fuel warning system. I have removed the fuel access plate to check for SB on the fuel pickup tubes so those covers will need to be reinstalled.

I am located just north of Dallas, TX. I have Pictures I can send if you would like to see them.

I am asking \$7,000 for the wings which is about price of the unbuilt parts kit.

My email address is deiland77 (at) eranch (dot) us.

KITFOX II '98 – \$28,500 – Accepting Offers



1998 KITFOX II complete with Customized Trailer

These planes make flying affordable... Only need a Sport's License to fly. No Medical needed. Wings can easily fold making it great to pull in parades or taking to your local EAA events.

Kids love it! Detailed Builders Manual with step-by-step photos of the building process.
 VFR instruments Engine Monitoring Equipment
 Bombardier Rotax 582LL 2 stroke engine
 KLX 135A Radio Low airframe and engine time with a total of 150 hours total time Located in Gilmer, TX USA.
 Contact: Aneita Henry, 903-424-3917

Fun Places to Fly Within 100 Miles of Oklahoma City

Annie Okie's Runway Cafe - Bethany, OK (8 miles)

Right under the control tower. There is a great view of the runway. Good food! Monster cinnamon rolls. Oven-baked omelets. Daily lunch specials. Monday through Saturday 7am-3pm. Sunday 8am-3pm.

Echo Canyon Resort - Sulphur, OK (13 miles)



The brochure accurately describes this wonderful place as a beautiful resort specializing in romantic luxury lodging and fine dining. It is located on 30 acres in the Arbuckle Mountains, and is owned and beautifully managed by Joe and Carol Vanhorn, two of the finest folks you will ever meet. I have spent a weekend in this wonderful property, and I highly recommend Echo Canyon Resort. I have also flown to the resort to enjoy Carol's wonderful breakfast. If you call ahead, Carol or Joe will have you picked up at the airport by one of their friendly staff. Give them a call.

Ozzies Diner - Norman, OK (13 miles)

On airport home-style diner with airport view. All you can eat breakfast! Come hungry.

Libby's Cafe - Goldsby, OK (19 miles)

A great little country cafe with a big menu. Relatively inexpensive but good food. Live music on weekends, usually in the evening. Just a short walk across the interstate overpass from the airport...you can see the sign for Libbys, just look west. Libbys will usually come pick you up if you need a ride. Hours: TUESDAY through THURSDAY, 6AM to 12AM, FRIDAY and



SATURDAY, 7AM to 2AM, SUNDAY, 9AM to 3PM. CAFE CLOSED MONDAY. Map: <http://www.libbyscafe.com/images/map2.jpg>

Oklahoma Antique Airplane Association Fly In - Pauls Valley, OK (49 miles)



The Oklahoma Antique Airplane Association has a monthly meeting/fly in at or club house on the northwest corner of the PVJ field, once a month on the first Saturday. Come join in on the fun! You don't have to fly an antique in, we have cars, motorcycles, and every kind of airplane old and new. We eat about 11:30 to 12:00 and have burgers hot dogs and in the winter chili and Cajun food.

Thomas P. Stafford Airport - Weatherford, OK (63 miles)

Weatherford's airport hosts the outstanding Thomas P. Stafford Museum, memorializing the NASA space program and General Stafford's contributions including the Apollo-Soyuz program. Weatherford is a thriving college town that can easily be explored with one of the airport's courtesy cars. Fuel is relatively inexpensive too. One of our favorite stops!

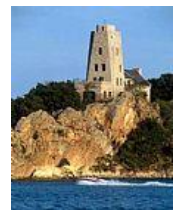
ADM Pancake Breakfast - Ardmore, OK (75 miles)



Fly-In Pancake Breakfast. Every second Saturday 08:00 to 10:00 in the Hanger directly behind the control tower. Sponsored by Lakeland Aviation. Free to all, donations are accepted. Come enjoy breakfast and great fellowship with old friends and make some new one! See you there.

Lake Murray State Park & Lodge - Overbrook, OK (75 miles)

Lake Murray State Park has an Air Strip right next to a beautiful golf course. Go into the golfing shop and call the Lake Murray Lodge and they will come pick you up. Great place to eat and spend the night.



Enrique's - Ponca City, OK (95 miles)



Enrique's is on the field in the terminal building. Great Mexican

food. There is a self service 24 hour pump for 100LL that takes CC. The Ponca City Aviation Booster Club holds a fly in breakfast there the first Saturday of each month.

Ponca City Aviation Boosters - Ponca City, OK
(95 miles)

Ponca City Aviation Booster Club hosts a breakfast flyin the first Saturday of each month. For \$7.00 for adults and \$3.00 for kids you have all you can eat pancakes, eggs, biscuits and gravy, smoked sausage, bacon, fruit, fruit juices and coffee. Chapter members report there were over 500 in attendance in February! The price was raised from \$5 to \$7 to offset rising food costs.

Note: There is ongoing construction on the airport ramp and around the Booster Clubhouse areas.

The main aircraft ramp is OPEN for parking this month. If the main ramp is full, you may be directed to other than normal parking areas.

The self-serve pump area is open for fueling (\$4.00/gal, 100LL).

“Lake Texoma Airport (F31) is open for traffic again.

Over 100 Miles from Oklahoma City

Pioneer Flight Museum, Kingsbury, TX
(~350 nm South)

<http://www.pioneerflightmuseum.org/>

Name: Old Kingsbury Aerodrome Airport

Identifier: 85TE

Elevation: 560

Location: N29° 38.038' W97° 48.685'

Runway: 14/32 Grass

Length: 2600 ft.

Caution: Towers on West side of field

Caution: Radio Controlled Model Aircraft Traffic

CHAPTER 24 CONTACTS

President	Jim Putnam	Class I Director	405-359-9692	Jim.putnam@sbcglobal.net
Vice-President	Brian Lindsey	Class I Director	405-315-4522	Flyinb2632@att.net
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Treasurer	Steve Schmitt	Class III Director	405-831-4470	sgmaschm@aol.com
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Technical Counselor	Larry Hinton		405-794-0079	Ljhinton1@cox.net
Technical Counselor	John Myers		405-793-7125	john@flyingmbranch.us
Technical Counselor – New!	Dennis Fox		580-471-8332	dfox492000@yahoo.com
Flight Advisor	Larry Eversmeyer		405-261-0270	larry.eversmeyer@gmail.com

Disclaimer:

The Oklahoma City, OK, EAA Chapter 24 is an official chapter of the Experimental Aircraft Association, Wittman Airfield, and Oshkosh, Wisconsin 54903-3086. Phone (414) 426-4800.

Chapter 24 was organized to promote aviation in the community, provide camaraderie, sharing of aeronautical knowledge and skills among those with interest in grassroots aviation and who share the objectives of the Experimental Aircraft Association.

Chapter membership is open to everyone, however our by-laws require that chapter members also be a member of the EAA national organization. Chapter dues are \$15.00 per year, payable on January 1.

Normally our meetings are held on the second Thursday of the month at 7:00 PM at Sundance Airport (KHSD) 1300N Sara Rd, Yukon, OK 73099. Time, date and place is subject to change. Please check your newsletter for current meeting information.

Newsletter Information: EAA Chapter 24 publishes the newsletter once a month. Its purpose is to inform. Members are encouraged to submit aviation and member related articles to the newsletter editor.

To submit articles, photos or other items for the newsletter as well as ideas, suggestions and corrections, contact: Chip Heinol at piperflyer76@hotmail.com

If you are receiving this newsletter and are not a Chapter 24 member but would like to become one, please call or write to Steve Schmitt and he will send you an application. If you are a current EAA National member then all the Chapter requires is your completed application and \$15.00. We could use you as a member but member or not you are still welcome at our meetings.