



Experimental Aircraft Association

Chapter 24

Oklahoma City, OK

April, 2016



Meeting location

The April 14th, 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

March 10th meeting notes

- Jim Putnam called the meeting to order at 7:00.
- Name badges were handed out and the names of those who need badge was collected.
- Jim introduced our media secretary, Jennifer Kalkman.
- Jordan Knutson discussed the need for volunteers at the Sundance air show.
- Upcoming Young Eagles events were discussed.
- The EAA 24 NAV Challenge was discussed. Jerry Calvert will need help putting on the event.
- The new Young Eagles protection program was discussed.
- The purchase of chapter logoed clothing was discussed.
- The chapter video was presented and the meeting adjourned shortly after.

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 - April 16th, 8:00 – 11:00 AM

Young Eagles News:

YE success story

From Ed Laverdure, the commander of the Altus AFJROTC:

Remember Dayna Brown from last year's group? We found out last night that she was selected for the residential summer internship program at the Joint Science and Technology Institute at the Defense Threat Reduction Agency. The program is operated by Oak Ridge National Labs.

Reminder to get your backgrounds checks completed if you wish to continue to fly Young Eagles. From EAA:

Dear Young Eagles Volunteers,

Thank you to the thousands of volunteers who have already completed the EAA Youth Protection training in order to continue your support for the Young Eagles program. We sincerely appreciate your dedication and response. With your passion and commitment, we are fast approaching a huge milestone – flying our 2 MILLIONTH Young Eagle since 1992!

As a reminder, if you haven't yet completed EAA's online training and background check, please do so by May 1, 2016. That will ensure that you can continue to participate in EAA youth programs. Thanks to your input, there are some updates within the program. Find out more at the [Youth Protection Webpage](#).

Thank you for being part of EAA!

EAA Young Eagles Team

FROM OUR MEMBERS

Larry Eversmeyers's Lancair Legacy N72LE won Grand Champion Homebuilt at Sun-n-Fun!



Grand Champion Homebuilt is a 2015 Lancair Legacy N72LE by Larry Eversmeyer, Oklahoma City, OK

Jim Putnam attended the Norman National Weather Center briefing on March 26th and offered the following notes:

NTSB accident brief

- 2012 Weather related accidents -1406, 24% were weather related
- of those 38% adverse wind, carb ice 14%
- Most fatal is low ceilings and visibility
- 41% of weather related accidents the pilot did not obtain or receive an adequate weather briefing

National Weather Service Briefing

- 6 regions, 120 offices
- WFO - warning and forecast office, with about 25 people, 15 meteorologists
- 56 counties in Oklahoma and Texas, manned 24/7
- Prediction and observation of big events, man up in severe weather
- Lots of text productions, warnings, cautions civil alerts
- http://forecast.weather.gov/product_types.php
- Forecasts/warnings
 - specialty is severe weather warnings
 - aviation forecasts
 - 7 day forecasts
- Aviation forecasts

- Wind direction error 30+ degrees with 12 Kt+, regardless of runway configuration
- models are poor at predicting low ceilings and visibilities 12 hours out
- models put most thunderstorms at 0300-0900Z if they occur, but capping inversions could prevent any storms but if they do occur they'll probably be strong
- WS - wind shear which is not caused by thunderstorms or microbursts
- Virga caused 50 KT wind gust in Slapout, OK, 30 nmi NW of KGAG

• <http://www.aviationweather.gov>

• mobile.weather.gov

• Facebook - low detail and not very good, Twitter, better fidelity and discussion

• cheryl.sharpe@noaa.gov

Mesonet briefing

- weather and climate network covering the State of Oklahoma, planned 86-91, commissioned 94
- atmospheric measurements every 5 minutes, 77 counties, 120 sites
- focus is for real-time weather, large amount for farmers/ranches, crop advisories, also use for grades for K-12 classrooms and then public safety offices and fire managers
- iPhone and android app for free
- 120 stations, 3300 sensors, 250 linked computers, 700K observations daily, can store data for 30 days
- 2-way communications, linked through local repeaters and law enforcement offices
- 5 minute observations: air temp, humidity, rainfall, barometric pressure, solar radiation, soil temp and humidity, wind direction and speed and gusts (taken at 10 meters and 2 meters for agricultural use), rain
- now looking at wet bulb temperature, pavement temperature, snow depth

Center Weather Service Unit (CWSU) - FORT WORTH Air Route Traffic Control Center

- Tom Amis, meteorologist in Charge, NWS, CWSU, FW ARTC
- Aviation decision support 21 air regional air traffic control centers
- specialized forecast support
- convective activity
- operationally significant ceilings/visibility
- cloud tops and layers
- wind temps, surface and aloft

- wind shear
- ops sig pressure changes
- volcanic ash
- space weather - ozone impact in polar regions (can cause medical conditions in some pax with ozone within the cabin)
- solar flares can cause severe ionization, northern lights and ozone generation
- Ft. Worth ARTC -6500 IFR aircraft per day, with another 500-800 VFR a/c
- Continuous review of weather and how it affects departures and arrivals into the ARTC
- impacts, below 15K feet, cannot get 10 NM final, can't get to final, PIREPS of wind shear and microbursts, radar with same
- if they have to change airport direction, it takes 30 minutes to switch direction from north to south or back
- After the storms, diversion recovery at DFW, very busy, 114 a/c per hour, lasts 2-3 hours, late in the evening pilot crews time out.
- Negative impacts, additional TS moving through, wind shift driving runway changes.
- cost to airlines: \$25K per aircraft, \$5K for regional jet
- Large convective events, 60-80 divers, \$2M, medium convective events 40-50 divers, \$1.2, small convective event, 5 divers \$125K
- fuel costs \$100 per minute, costs fuel to carry fuel, 7lbs to carry 100 lbs, so airlines carry less fuel, and hold only for a few minutes, so divert a lot earlier

Lockheed Martin Flight Service, Dale Walker, Operations Supervisor, Ft. Worth Hub

- FAR 91.103 - each pilot prior to flight shall become familiar with all available information for that flight. Info must include:
- weather reports and forecasts, fuel requirements, etc.
- Flight services, 1-800-weather brief, pilot web portal, LM is accountable to FAA
- Foreflight gets the same briefing sources as flight service.
- www.1800wxbrief.com
- POC: dale.j.walker@lmco.com 817-541-3431

NEXRAD: Overview of the WSR-88Ds and Applications to Aviation

- Don Burgess, retired from the National Severe Storms Lab
- NEXRAD (next generation radar) started with surplus Air Force DEW line radars

from Canada, and prototypes started from 1971, 1980, 1983-87, final 92-96

- Now have 12 radars, with 6 test units
- Scan modes - convective detection, scan every 4 to 4.5 minutes, clear air detection every 10 minutes. Sensitive to see clear air convection caused by temperature, wind-blown debris, and humidity changes
- Dual polarization upgrade 07-13, basic data products from 3 to 7 allows to characterize target sizes (rain size, hail size etc.)
- service life extension 2014-2018, extends service life out to 2032
- Working new algorithms to show mixes of rain and hail, freezing/melting altitude, snow, tornado debris, and graupel (frozen rain drops) which is typical in high altitude thunderstorms. When graupel melts, you get big raindrops.
- Public access radar through National Weather Service website

SAFETY

From the April 2016 edition of IFR Magazine

A Kinder, Gentler FAA?

Administrator Huerta is saying a lot of the right things to lead the FAA to become cooperative, not combative. If the troops get the message, there's hope on the horizon.

By Fred Simonds

The national news seldom trains its eye on the FAA. So it was unusual when FAA Administrator Michael Huerta made the news with a speech he gave to the Flight Safety Foundation last October. His speech centered on a newly effective "Compliance Philosophy" which could represent a sea change for better relations between pilots and the FAA.

Among the many things he said was that the aviation environment has reached a level of complexity where just applying rules no longer improves safety, because improving safety is an endless evolution. Put another way, static rules do not suffice in a dynamic environment.

Example: Airline passengers in the U.S. take safety for granted. Fatal accidents in commercial aviation were one per 3.1 million flights in 2015. This did not just happen. It resulted from the FAA and the airlines working together to “identify hazards, assess the risks from those hazards, and put measures in place to mitigate those risks.” This ongoing effort has paid off handsomely and might work for general aviation.

The Compliance Philosophy

Having worked so well for the airlines, the FAA expanded the concept of working together to improve safety into something called the Compliance Philosophy. Its focus is simple: Find problems in the National Airspace System (NAS) before they cause an incident or accident. Use the right tools to fix them. Monitor afterward to make sure the fix remains.

Refreshingly, and implicit in its title, the Compliance Philosophy acknowledges the reality that most of us voluntarily comply with the rules. The inevitable bad eggs cause the FAA to shift to enforcement. While no one gets a free pass, enforcement results only if offenders resist compliance. Yes, resistance is futile.

Compliance Philosophy recognizes that even the best operators make honest mistakes. But, that is no free pass. When this happens, the first effort is to use training or documented improvements to bring the matter into compliance. This positive and productive approach has made U.S. airlines the safest transportation mode in history. Now it's GA's turn.

That said, many GA pilots deeply distrust the FAA, an attitude which in my view the FAA brought upon itself. Over the years, the once-cordial relationship between pilots and the FAA deteriorated into an FAA-versus-us mentality. This unfortunate course of events is due to the belief that the FAA's preference is for the stick of enforcement rather than the carrot of compliance. Senator Dan Inouye's Pilot's Bill of Rights exists for that reason.

Administrator Huerta acknowledges this issue, saying that, “the Compliance Philosophy requires both the FAA and the aviation community to evolve

in how we do business and how we interact with one another.” Given what we stand to gain in safety terms, I heartily agree with that statement.

Even so, trust, once broken, is hard to rebuild. The FAA's tradition of—sometimes mindlessly relentless—enforcement needs to change. We are asked to make some operational changes, too, which are sensible and not at all onerous. More on that shortly.

Implementation

According to Administrator Huerta, all FAA employees are being trained to apply the Compliance Philosophy, not just in the abstract, but in “How do I implement it in the work I do?” For instance, instead of using arbitrary dates to conduct inspections, inspection intervals are now being adjusted based on applicable data.

Perhaps most important, the FAA stresses that employees apply critical thinking. For example, inspectors are now required to use their skills to identify risks and then use appropriate tools to permanently fix the problems.

What is asked of us as GA pilots? Administrator Huerta does not address this specifically, but he says that compliance “means going above and beyond,” such as developing and implementing risk controls appropriate to our individual operational environments. This would include setting personal minimums, applying IMSAFE, PAVE and other guidelines. He asks us to think about outcomes and performance, hazard identification and mitigating those hazards before flight. It's all about accountability which looks forward, versus blame which focuses on punishment after the fact.

Compliance, he says, is the most important factor in safety. Rapid return to compliance, mitigating risk and ensuring positive, permanent change all benefit the aviation community. That, he says, is what the Compliance Philosophy is all about.

New Priorities

John Duncan heads the Flight Standards Service. In his view as well most people want to be compliant. Pilots don't set out to break rules. Failures to

comply are almost always unintentional, and can be the result of lack of training or knowledge, inadequate skills or procedures that don't work right.

Echoing his boss' sentiments, the correct response to unintended errors is accountability, which means taking responsibility and looking forward, not fixing blame.

Mr. Duncan believes that the greatest safety risk in the NAS is not a specific event or outcome. He believes it necessary to look at the operator's or pilot's willingness and ability to comply with safety standards. The biggest risk is the operator or pilot being unwilling or unable to comply with the rules.

An unwilling pilot is one who knowingly breaks rules or takes inappropriate risks. The term also covers an uncooperative pilot who won't help fix the problem. Conversely, a pilot who makes a mistake and reports it through the Aviation Safety Reporting System is regarded as having a "constructive attitude," which can make the difference between being penalized or not, and if penalized, determining whether the penalty is large or small.

An unable pilot is one "who fundamentally lacks the skills or qualifications needed to comply with the rules." As aviation sins go, this might be the worst. Who would want to share the air with such a pilot?

At sum, if you are willing and able to comply, and you cooperate in getting back into compliance, such as attending remedial training, then you stand the best chance of avoiding an enforcement action. The FAA reserves enforcement for the unwilling or unable. Enforcement's purpose is to rehabilitate and bring the guilty party (pilots, operators, mechanics, etc.) back into compliance such that they become willing and able to meet standards. For those beyond redemption, stronger enforcement means kicking that person out of the NAS, as in a certificate revocation.

The Compliance Philosophy is not new; many inspectors have applied its principles for years. Many, but not all. You could get the mild-mannered Inspector Jekyll or the evil Inspector Hyde. Either

way, your flying fate rests in their hands. Within Flight Standards, the new philosophy officially clarifies FAA priorities: rapid compliance; elimination of safety risks and ensuring positive and permanent change. The Inspector Hydes within Flight Standards will need to change.

One thing that will be expected of us will be self-disclosure of errors, particularly through ASRS, which takes on added importance, especially since it carries the prospect of immunity. This essential part of the Compliance Philosophy makes it possible to find and fix problems before paint gets scraped. The word "compliance" means operating not just within the letter of the law, but within its spirit, too. Most of us are proud to do that.

Compliance

We all know something about Risk Management. It is embodied in the IMSAFE and PAVE checklists. A key, but less-known, element of Risk Management is an offshoot called Risk-Based Decision-Making (Yes, another acronym: RBDM). It falls squarely under the Compliance Philosophy because it is completely proactive. Unlike in-flight aeronautical decision making, RBDM is applied before flight. Part of its essence is memorialized in §91.103, Preflight Action. RBDM asks us to consider every known factor with the purpose of identifying and mitigating any hazard potentials.

The first question is whether to fly or not. The weather might be below your personal minimums, or the aircraft might not be up to the job. Our flight school forbids flight when the winds are 30 knots or greater. We recently canceled a flight because both prospective destinations were forecasting 30-knot winds, and we didn't see any fun in getting kicked around like leaves in the wind.

Both the PAVE and IMSAFE checklists fall inside RBDM. If you are eager and looking forward to the flight, fine. If hesitant or uncertain, that says something, too.

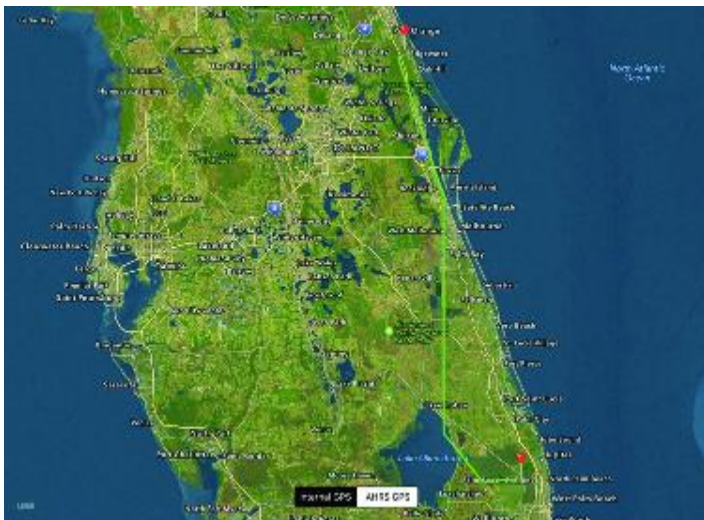
Recently our flight school decided to send a young instructor from Florida to Colorado to pick up a Cessna 172 and fly it back. When I heard of this, all kinds of red flags went up. A flat-lander like myself, the pilot would be departing a 5200-foot

field-elevation airport on the Front Range and flying east into lower elevations. I suggested he ask around the airport for any tips. He knew to lean for best power on departure. I gave him an Instrument Proficiency Check, but as is commonly misunderstood, an IPC is no quick-fix or assurance of real instrument proficiency.

We discussed the airplane; well, we tried to. He knew nothing about it. Was it a VFR-only airplane? Did it have a G1000 or a GPS? If it did, did he know how to use it and was the database current? Was its registration current? Altimeter/transponder check? ELT? How about proof of an annual inspection? AD compliance? He had no idea. He contacted the owner and eliminated a whole bunch of risk in one phone call.

I didn't realize it then, but we were practicing RBDM, putting ourselves in an unfamiliar place and trying to learn everything possible in order to mitigate as much risk as possible in advance. In doing so, he won a mental victory before ever setting foot in the airplane. The flight went well.

In another RBDM instance, my student planned an IFR cross-country, which if flown directly, would have taken us over a large body of water and beyond gliding distance of land. After we talked about that, he chose to fly a slightly longer route but with much less over-water exposure.



Output from the GAARD app include this trip plot and an altitude graph (not shown)

Above and Beyond

Data collection is an essential component of the Compliance Philosophy, but ASRS reports alone are insufficient in volume and detail. Large amounts of detailed data are the only way to identify trends, subtle problems and especially problems in the making. From this realization emerges a new concept: Flight Data Monitoring. No, it's not Big Brother in aviation. Read on.

(Warning: Acronym storm ahead.) To accomplish the striking safety improvement in the airlines, government and industry established a database called the Aviation Safety Information Analysis and Sharing (ASIAS) program. ASIAS collects "big data" from the airlines, which allows a consensus-based approach to improving airline safety based on enormous volumes of data.

In 2011, the National General Aviation Flight Information Database, or NGAFID was created to serve GA. Its role is to "collect, archive, analyze and disseminate de-identified flight data to participants and aviation researchers" according to the FAA. The key word here is de-identified. This is not some sneaky way to monitor where or how you fly; it only collects generic flight data for safety research. The database is operated and maintained by the University of North Dakota. Their role includes making sure that collected flight data is accurate and protects the privacy and security of voluntary contributors. NGAFID and ASRS reports are identical with respect to anonymity and immunity from FAA enforcement.

To collect the data, MIT Research and Engineering (MITRE) built an app called GAARD (General Aviation Airborne Recording Device), compatible with both Android and iOS operating systems. GAARD lets users upload de-identified flight data consisting of 86 parameters to the NGAFID. More directly, GAARD permits us to visually review recorded flight-track data, and hopefully improve our flying. Uploaded data can even influence FAA airspace design and aircraft routing. Visit NGAFID.ORG for more info on GAARD.

The volume of data must grow large enough that effective safety mitigation becomes possible in the GA community. To do that, we must participate and

help build the database. The QR code on the left will take you to www.ngafid.org for information about the app and links for download. If we all kick in, we can hopefully achieve airline-level safety.

Fred Simonds just downloaded the GAARD application and can't wait to use it in Florida. See his web page at www.fredonflying.com.

OPPORTUNITIES

Alva Fly-in Breakfast

Saturday, April 16

7:30 am to 9:30am

Come out and relax after Tax Day and enjoy a good meal. Mother Nature may decide to rain so hop in your auto and get over here.

EAA 24 Navigation Challenge

Due to weather, the Navigation Challenge has been rescheduled for Sunday, April 24th.

See the flyer on the next page for details.

The Discover Aviation Airshow at Sundance Aiport is Memorial day weekend. (May 28th & 29th) The airport will be needing many volunteers.

<http://sundanceairshow.com/> for more information.

Navigation Challenge!

Sunday, April 24, 2016

Sundance Airport (KHSD)
EAA Hangar north of FBO

Minimum \$10 cash
entrance fee.

Giving away
100 gallons
of fuel!



Join us
for a fun event,
lunch, and awards!



 Chapter 24
Oklahoma City, Ok



We have added a modified **Poker Run** to the event! There is a minimum \$10 cash entrance fee per aircraft. This gives you one poker hand. Additional hands can be purchased by anyone in the aircraft for \$10 each. Cash prizes for 2 highest hands!!

Here's how the "Navigation Challenge" works.

Each aircraft will navigate the same provided route. (Use any navigation device you desire)

Estimate how long you think it will take you to fly the route.

During the flight, answer landmark questions on a questionnaire.

Land at a specified airport and draw your poker hand(s).

End the flight with a spot landing at Sundance. Easy & Fun!

**Lunch provided followed by Navigation Challenge Award Presentations
and Poker Run cash prizes**

Awards for 1st through 5th places and "Wrong Way Corrigan"!

Having a navigator to help with cockpit workload is the **safest** option.

If you don't bring a helper, we're sure someone would enjoy flying with you or you can fly solo. Route is about 100 nautical miles and takes approximately one hour.

Arrive: 8:00am - 9:00am

Briefing: 9:15am

Flights Start: 10:45am

Lunch: 12:30pm

You will need something to write with and a time piece such as a watch or phone.

Fly-in parking: Ground Marshall will direct aircraft to parking.

For information email Jerry Calvert at: rv6@att.net

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/>

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/>

Previous ads have been removed this month. If you wish to re-list an item for sale, please contact the newsletter editor at piperflyer76@hotmail.com

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

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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.