



# Experimental Aircraft Association

Chapter 24  
Oklahoma City, OK  
May, 2016



## Meeting location

The May 12<sup>th</sup>, 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

### April 14<sup>th</sup> meeting notes

- Notes from the April 14<sup>th</sup> meeting were unavailable at the time the newsletter was compiled.

## 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.*

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### 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.

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### Upcoming YE Events:

- Thursday, May 12<sup>th</sup>, CHK, 4:00 pm – 6:00 pm, possibly later; Tipton Children's Home, 25 kids
- Saturday, May 14<sup>th</sup>, AXS, 9:00 am – 12:00 pm, Altus AFJROTC, 40 – 50 kids
- Sat/Sun, May 28<sup>th</sup> & 29<sup>th</sup>, Sundance Airshow, uncertain when we will be active (see tentative attached schedule)
- Saturday, June 11<sup>th</sup>, HSD, 9:00 am – 11 am, ACE Camp #1 graduates
- Saturday, June 18<sup>th</sup>, CHK, 9:00 am - ?, CHK Open House

- Saturday, June 25<sup>th</sup>, HSD, 9:00 am -11:00 am, ACE Camp #2 graduates
- Guthrie Open House sometime in September
- Saturday, Oct 1<sup>st</sup>, SNL, 9:00 am – 12:00 pm, Choctaw HS AFJROTC, 40 – 50 kids

### Recent Young Eagles Events:

YE count for Saturday 4/23 at Sundance ( Putnam City AFJROTC):

Gale Braden.....3  
Pat Cohenour.....4  
Jim Putnam.....3  
Steve Schmitt.....3  
Ground Crew Gary Barentine, Joe Parker, and Rick Parker

## FROM OUR MEMBERS

Nothing this month.

## SAFETY

*FAA Safety Briefing* | Download at [1.usa.gov/SPANS](http://1.usa.gov/SPANS)

## Spatial Disorientation

NTSB accident data suggests that spatial disorientation may be a precursor to many general aviation accidents — particularly in night or limited visibility weather conditions. Instrument and VFR pilots are subject to spatial disorientation and optical illusions that may cause loss of aircraft control.

### What Is It?

Sight, supported by other senses, allows a pilot to maintain orientation while flying. However, when visibility is restricted (i.e., no visual reference to the horizon or surface detected) the body's supporting senses can conflict with what is seen. When this spatial disorientation occurs, sensory conflicts and optical illusions often make it difficult for a pilot to tell which way is up.

Contributing to these phenomena are the various types of sensory stimuli: visual, vestibular (organs of equilibrium located in the inner ear), and

proprioceptive (receptors located in the skin, muscles, tendons and joints). Changes in linear acceleration, angular acceleration, and gravity are detected by the vestibular system and the proprioceptive receptors, and then compared in the brain with visual information.

In a flight environment, these stimuli can vary in magnitude, direction, and frequency, resulting in a “sensory mismatch” that can produce illusions and lead to spatial disorientation.

Some of these illusions can lure pilots in to making poor decisions or improper control inputs. For example, **aerial perspective illusions** may make you increase or decrease the slope of your final approach. They are caused by runways with different widths, upsloping or downsloping runways, and upsloping or downsloping final approach terrain.

An **autokinetic illusion** gives you the impression that a stationary object is moving in front of the airplane’s path; it is caused by staring at a fixed single point of light (ground light or a star) in a totally dark and featureless background. This illusion can cause a misperception that such a light is on a collision course with your aircraft.

**False visual reference illusions** may cause you to orient your aircraft in relation to a false horizon; these illusions are caused by flying over a banked cloud, night flying over featureless terrain with ground lights that are indistinguishable from a dark sky with stars, or night flying over a featureless terrain with a clearly defined pattern of ground lights and a dark, starless sky.

### How to Prevent Spatial Disorientation

You, the pilot, should understand the elements contributing to spatial disorientation so as to prevent loss of aircraft control if these conditions are inadvertently encountered. The following steps should help prevent spatial disorientation:

- Before you fly with less than 3 miles visibility, obtain training and maintain proficiency with flying by instruments.
- At night, or with reduced visibility, use and rely on your flight instruments. Be sure to test your flight instruments before each flight as well during your preflight and taxi.

- Maintain night currency if you intend to fly at night. Include cross-country and local operations at different airports.
- Study and become familiar with unique geographical conditions in areas in which you plan to operate.
- Check weather forecasts before departure, en route, and at destination. Be alert for weather deterioration.
- Do not attempt VFR flight when there is the possibility of getting trapped in deteriorating weather.
- If you experience a visual illusion during flight (most pilots do at one time or another), have confidence in your instruments and ignore all conflicting signals your body gives you. Accidents usually happen as a result of a pilot’s indecision to rely on the instruments.
- If you are one of two pilots in an aircraft and you begin to experience a visual illusion, transfer control of the aircraft to the other pilot, since pilots seldom experience visual illusions at the same time.
- If you fly single-engine IFR frequently, consider the investment of an alternate vacuum system or electric standby attitude indicator.

By being knowledgeable, relying on experience, and trusting your instruments, you will be contributing to keeping the skies safe for everyone.

### Resources

#### FAA Spatial Disorientation Videos

<http://go.usa.gov/SAAH>

#### FAA TV: Vestibular Illusions Pt 1

[www.faa.gov/tv/?mediaId=462](http://www.faa.gov/tv/?mediaId=462)

#### FAA TV: Vestibular Illusions Pt 2

[www.faa.gov/tv/?mediaId=463](http://www.faa.gov/tv/?mediaId=463)

#### FAA Pilot Safety Brochure: Spatial Disorientation - Visual Illusions

<http://go.usa.gov/SAUw>

#### FAA Advisory Circular 60-4A, Pilot’s Spatial Disorientation

<http://go.usa.gov/SAJh>

## OPPORTUNITIES

The Discover Aviation Airshow at Sundance Airport is Memorial day weekend. (May 28<sup>th</sup> & 29<sup>th</sup>) 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/>

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From Charlie Becker, Director of chapters

### **EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners**

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!



From AOPA

[http://www.aopa.org/news-and-media/all-news/2016/april/19/senate-passes-faa-reauthorization?WT.mc\\_id=160422epilot=WT.mc\\_sect%3dtts](http://www.aopa.org/news-and-media/all-news/2016/april/19/senate-passes-faa-reauthorization?WT.mc_id=160422epilot=WT.mc_sect%3dtts)

## **Senate passes FAA reauthorization** **Legislation includes medical reforms** April 19, 2016

The Senate has passed FAA reauthorization legislation, including third class medical reform, on a 95-to-3 vote with strong bipartisan support. The measure would authorize FAA programs until Sept. 30, 2017. Final passage on April 19 followed a procedural vote the previous day.

“This is a solid bill for general aviation,” said AOPA President Mark Baker. “The third class medical reform language goes far beyond the AOPA-EAA 2012 petition and means that hundreds of thousands of pilots will never need another FAA medical exam. Getting these reforms is vital to the entire general aviation community. Add to that the fact that there are no user fees for general aviation in this bill and there are provisions to continue research into unleaded fuels and increase grants for improvements to GA airports, and it’s all good news for GA.”

Baker went on to note that the FAA reauthorization bill marks the second time in five months that the Senate has passed bipartisan third class medical reform.

“There are now several bills in the House of Representatives that will get third class medical reform across the finish line thanks to the leadership of our members and Senators John Thune, Jim Inhofe, Joe Manchin, John Boozman, and Bill Nelson,” Baker said.

Under the Senate bill passed April 19, most pilots who have had a regular or special issuance third class medical certificate within 10 years of enactment will never need to see an aviation medical examiner again. Pilots would need to see a personal physician every four years, make note of the visit in their logbook, and keep a form signed by

the doctor in their logbook following the examination.

Additionally, should a pilot develop certain specific cardiac, mental health, or neurological conditions, they will only have to get an FAA special issuance medical once.

“I am pleased that the Pilot’s Bill of Rights 2 was included in the Federal Aviation Administration Reauthorization Act that passed the Senate,” said Inhofe, who sponsored the Pilot’s Bill of Rights 2 legislation. “I am grateful for the strong and consistent voice of AOPA members who shared why third class medical reform is necessary. I want to thank Mark Baker, the president of AOPA, and his team for their leadership and support from the beginning. I look forward to continuing to work with AOPA and the whole general aviation community to see the Pilot’s Bill of Rights 2 be enacted into law.”

[Compared to the earlier third class medical petition](#), the legislation would give pilots greater latitude, allowing them to fly aircraft up to 6,000 pounds and carrying up to five passengers at altitudes below 18,000 feet and speeds up to 250 knots.

Unlike an earlier House bill, the Senate FAA reauthorization legislation does not include user fees for GA, nor does it privatize air traffic control.

The FAA is currently operating under an extension through July. With the Senate bill now passed, the House will have to move swiftly to consider the Senate measure or adopt its own bill in order for FAA reauthorization to become law ahead of the July deadline.

**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/>

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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](mailto: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

President	Jim Putnam	Class I Director	405-359-9692	<a href="mailto:Jim.putnam@sbcglobal.net">Jim.putnam@sbcglobal.net</a>
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Secretary	*Vacant*			
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Flight Advisor	Larry Eversmeyer		405-261-0270	<a href="mailto:larry.eversmeyer@gmail.com">larry.eversmeyer@gmail.com</a>

### 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](mailto: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.