Experimental Aircraft Association

Chapter 24
Oklahoma City, OK
March, 2017

Meeting location

The March 9th, 2017 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 9th Notes

Meeting was called to order at 7:04 pm by Chapter President, Jim Putnam.

There were 31 in attendance.
New attendees: Bryce Reid. Bryce has a Pietenpol aircraft.

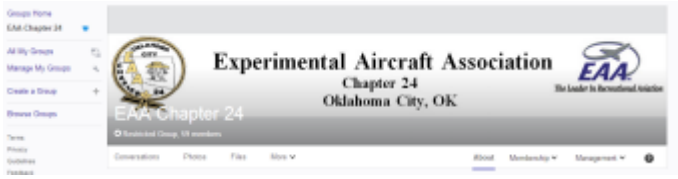
New Business:

- There will be a Young Eagles event at KHSD on March 11, 9-11am.
- Tinker AFB is having an open house May 20-21. Jim P is coordinating to see if the EAA Chapter(s) can fly in one or more aircraft for display.
- EAA Chapter 455 (Enid, OK) is sponsoring discounted transponder checks on February 14 and 15. Contact Ken Hollrah for information 580-242-6627.
- EAA Oshkosh will have six Air Adventure camping sites available for each EAA chapter.
- The Great Lakes/parts donation was accepted by Chapter 24. The donated parts were moved from Ellis Airport to the EAA Chapter 24 hangar at KHSD on Jan 28. Thanks to all those who participated. Steve S is creating an inventory of the donated parts. The next step is to find someone to appraise the donation for value. The aircraft registration is needed for the airframe and an airframe logbook has to be originated. The original aircraft logbooks were lost in a fire.
- A field trip for the attending members was made to the KHSD Chapter 24 hangar to see the Great Lakes/parts donation.
- Jim P asked each attending member their opinion as to what should be done with the Great Lakes/parts donation. This included multiple informal discussions as individual opinions were made. A decision should be made after the donation is appraised for value. The issue is tabled until a value can be determined.
- An EAA headquarters video was viewed to end the meeting.

Meeting adjourned 8:15pm
Submitted by Dan Burdette

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:

- KHSD on March 11, 9-11 AM.

FROM OUR MEMBERS

Nothing this month

SAFETY

http://www.pilotworkshop.com/tips/atc_declaring_emergency.htm

Pilot's Tip of the Week
Reasons for Declaring an Emergency
Featuring John Krug - view profile

Bob:

"Let's talk a little about what defines an aircraft emergency and some of the reasons for actually declaring one."

John:

"Well, Bob, let's look at the textbook answer first and then we'll talk about how that applies to the real world. An emergency can either be a distress or an urgency condition. Basically, it's **any time that you are in doubt as to the safe outcome of the flight**. As the pilot in command, you're the one who is responsible for the safe outcome and you have the authority under the FARs to declare an emergency.

The differences between a distress and urgency condition are that distress is obviously that, distress. The engine has quit, the airplane is on fire, and we have to do something right now. Those are the pretty easy ones to make the decision on. You're going to do what you have to do to complete the flight safely. The really gray ones are the urgency ones. That's what we'd like to talk about here.

What constitutes an urgency condition? Is it that feeling in the seat of your pants that something is not right with the airplane? Is it a warning light? Are you a little low on fuel? Are you unsure of your position? Is the weather getting lower than you would like to see it? Those are all urgency situations. What can you do about it? Well, again, the first thing to do is to fess up and talk to ATC. ATC can be a great resource. They can't fly the airplane for you, but they can definitely help you with some of the tools that you might need to manage the safe outcome of that flight."

Bob:

"You talked about that feeling. All of us have had that feeling in an airplane, but few of us have acted upon it. Getting the air traffic controller the information sooner rather than later, is obviously key to getting the outcome that we desire."

John:

"Absolutely! The sooner that you can communicate the information, the sooner that ATC can mobilize whatever resources are necessary to assist you. If you start running into some weather that's significantly lower than you're comfortable with, this is the time to communicate and say, *Approach. Ceilings are getting too low here. I'm going to need some help finding another airport*. As pilots, we always run into that ego situation where we don't want to self confess. I would rather self confess and say - *Hey, I need some help here* - than to have it progress to the point beyond where ATC can do anything to help you out."

Bob:

"In virtually every situation that you described, **delay only exacerbates the situation.** You have less fuel, you have more ice, or you're more lost than you were when you started. Getting help early rather than later is really the key to achieving what you want, which is resolution of the problem."

From the March/April FAA Safety Briefing Magazine

Mitigating Mid-airs
By TOM HOFFMANN
How ADS-B Can Help You "See and Avoid"

We all know the strengths and weaknesses of our aircraft, including the inevitability that what might be a clear advantage for one can be a complete detriment for another. Nowhere is this distinction more evident than in maintaining visual separation from other aircraft, aka, see-and-avoid. The near polar opposite blind spots found on many high and low wing GA aircraft have all too often been a leading cause in mid-air or near mid-air collisions. Although Cessna and Piper owners may vehemently argue why each of their respective models offers superior collision avoidance, it really boils down to pilot know-how more than having any kind of built-in design advantage.

Pilots actually have several techniques and tools at their disposal during flight to avoid a mid-air, such as communication, clearing procedures, and visual scanning techniques. But any pilot knows that these techniques all have limitations and that even the most skilled and diligent pilot is still susceptible to an unseen aircraft encounter. That's where technology can help, particularly Automatic Dependent Surveillance-Broadcast (ADS-B) technology, which is rapidly improving situational awareness for GA operators. With ADS-B, each aircraft broadcasts its own GPS position along with other information including heading, ground track, groundspeed, and altitude (ADS-B Out). With its counterpart system installed (ADS-B In), pilots have the ability to receive and process those data signals and present a visual display of that traffic to the pilot.

Realizing the great potential technology like ADS-B has to help enhance the visual depiction of traffic, the National Transportation Safety Board (NTSB) last November issued a Safety Alert titled "Prevent Midair Collisions: Don't Depend on Vision Alone,"

available at www.ntsb.gov/safety/safety-alerts/Documents/SA_058.pdf. The Alert highlights some of the recent mid-air collision accidents the agency has investigated and which it believes that cockpit traffic display technology, like ADS-B (In), could have helped to prevent the accident. The Alert also advises pilots to become familiar with any new equipment they use for collision avoidance and fully understand its limitations. "High-density traffic around airports can make interpreting a traffic display challenging due to display clutter, false traffic alerts, and system limitations," the report states.

Examples of ADS-B's life-saving potential are not hard to find. One noteworthy account involved *AOPA Pilot* magazine editor-in-chief Tom Haines, whose close call in a *Bonanza* was detailed in an informational video and flyer produced by the FAA's NextGen office. Haines was on an instrument proficiency flight with an instructor when an approaching Cessna 172 triggered an attention-grabbing ADS-B conflict alert — "traffic, 12 o'clock." The Cessna, which was headed straight for them, was immediately seen and avoided thanks to the warning.

While ADS-B technology can be a game-changer when it comes to improving situational awareness, pilots also need to be wary of spending too much time focused on displays rather than their outside environment. FAA Advisory Circular (AC) 90-48D warns pilots about maintaining this sort of vigilance. The AC states that traffic information equipment does not relieve a pilot of the responsibility to see and avoid other aircraft, and that managing distractions caused by the use of technology in the cockpit is critical to the safety of the flight.

In addition, the NTSB Safety Alert also reminds us that "unless your system is also capable of providing resolution advisories, visual acquisition of and separation from traffic is your primary means of collision avoidance (when weather conditions allow)." So to make sure your technology is complemented by the proper biology, be sure to review AC 90-48D for tips on how to flex those Mark Ones and keep your visual acuity in tip top shape.

Learn More
FAA Advisory Circular 90-48D, *Pilot's Role in Collision Avoidance*
http://go.usa.gov/x96NU
NextGen for General Aviation flyer – July 2016
http://go.usa.gov/x96NE
How to Avoid a Mid-Air Collision, FAA Safety Team publication
www.faasafety.gov/gslac/ALC/libview_normal.aspx?id=6851
FAA Video: ADS-B and General Aviation
https://youtu.be/saEdkbq0ZT8

OPPORTUNITIES

Nothing this month.

MISCELLANEOUS

Reminder: EAA Chapter 24 annual dues are now payable – thank you for getting your payment in.

http://www.avweb.com/news/savvyaviator/savvy_aviator_44_making_metal_195044-1.html

The Savvy Aviator #44: Making Metal

By Mike Busch , Columnist | May 10, 2007

Recently, I heard from an aircraft owner who had just discovered something worrisome during an owner-assisted annual:

Mike, I attended your Savvy Owner Seminar in Denver last year, and have had an "interesting" development with my Cessna TR182. It has a turbocharged, Lycoming O-540 engine with about 1500 hours. The engine runs strong. I have two years of oil analysis data with the same lab. I have changed the oil about every 50 hours over the last two years.

During the annual earlier this month, I found fine, whisker-like, ferrous-metal particles in the oil filter. There was just enough to cover the end of a quarter-inch magnetic pick-up. I showed this to my mechanic, who did not think it was significant.

I just received my oil analysis report, and it shows a doubling of iron from 39.2 to 94.2 parts per million. The lab recommends that I resample in 15 to 20 hours.

I have a few questions for you:

- *What is the threshold of concern? Is this just normal wear in an engine with this time?*
- *Should I follow the lab's advice and monitor the wear trend? At what point do I take additional action? What if the next lab report shows another doubling of iron, and/or the quantity of metal in the oil filter increases?*
- *Is it a time to pull a jug and look around?*
- *At what point do I overhaul the engine?*

Great questions!

Let me start by saying that this owner was wise to ask for a second opinion at this point. That's always a smart move any time you have a question or concern about the advice you're getting, particularly if safety or big bucks are at stake.

My principal worry about this Lycoming engine is that it might have one or more cam lobes or lifters that are starting to spall (see photo at right). If that's true, then it won't be long before the engine will need to be torn down for cam and lifter replacement.

Published TBO is 2000 hours for this engine. If a teardown becomes necessary at 75% of TBO, the owner would most likely elect to do a major overhaul or exchange the engine for a factory rebuilt.

But is it time for the owner to panic and ground the irplane or pull the engine? No, not yet.

Current Guidance

Lycoming has issued a number of service bulletins offering guidance on how to respond to metal found during an oil filter inspection, and its recommendations have been revised several times. The latest guidance appears in Lycoming Service Instruction 1492C dated July 14, 2000, which has the unlikely title of "Piston Pin Plug Wear Inspection" but actually discusses the much broader subject of oil-filter inspection. Here's what SI-1492C has to say on the subject:

Three stages in the destruction of a lifter (a.k.a., tappet). Stage #1 (note the series of parallel scratches) might show up as elevated iron in oil analysis and a small amount of ferrous metal in the oil filter. It could take as little as 50 to 100 hours to progress to stage #3, which would then warrant an engine teardown. Stage #2 is on its way to stage #3, but already is unairworthy. (Click here for larger version -- 92 KB.)

Evidence of metal contamination found in the filter element or screen requires further examination to determine the cause. Below is a list of recommended actions based on the appearance and approximate quantity of particles.

a. *5 or fewer small (1/16 inch diameter or less) pieces of metal -- place aircraft back in service and check oil filter or screen at next scheduled oil change/oil filter replacement.*
b. *10 to 20 small (1/16 inch diameter or less) pieces of shiny flake-like, nonmagnetic, or 10 or fewer short hair-like pieces of magnetic material -- place engine back in service and again check oil filter or screen in 25 hours.*
c. *20 to 40 small pieces as in step b. -- place the aircraft back in service and check oil filter or screen at the next 10 hours.*

d. *As in step b., but larger amount, such as 45-60 small pieces -- change filter or clean screen, drain oil, and refill. Run engine on ground for 20-30 minutes. Inspect filter/screen. If clean, fly aircraft for 1 to 2 hours and again inspect filter/screen. If clean, inspect filter/screen after 10 hours of flight time.*

***NOTE:** In items e. through j. below, the engine should be removed from service until the source of the metal is determined and corrective maintenance has been accomplished.*

e. *Pieces of metal ranging in size of broken lead pencil point or greater. Remove suction (sump) screen to check for pieces of metal that may have fallen into the sump. In any event, ground aircraft and conduct investigation. A mixture of magnetic and nonmagnetic material in this case often times means valve or ring and piston failure. Removing bottom spark plugs usually reveals the offending cylinder.*
f. *Nonmagnetic plating averaging approximately 1/16 inch in diameter; may have copperish tint. Quantity found -- 1/4 teaspoonful or more; ground aircraft and investigate.*
g. *Same as in step b. but may be slightly larger in size and minus copperish tint. On direct drive engines, propeller action may be impaired. Ground aircraft and investigate.*
h. *Nonmagnetic metal brass or copperish colored. Resembles coarse sand in consistency. Quantity of 1/4 teaspoonful or more -- ground aircraft and investigate.*
i. *Anytime metal is found in the amount of 1/2 teaspoonful or more, it is justification for engine removal.*
j. *If any single or several pieces of magnetic or nonmagnetic metal larger than previously mentioned are found, ground aircraft.*

Incidentally, to the best of my knowledge, TCM has never published specific guidance on this subject, but Lycoming's advice strikes me as a pretty sensible approach for any piston aircraft engine, regardless of make or model.

Filter Contents

Here's what 1/4 teaspoon of ferrous metal looks like on the tip of a mechanic's magnetic pickup tool. It will definitely get your attention. This is enough metal to warrant grounding the engine until the source of the metal is determined.

It seems pretty clear that the quantity of ferrous metal reported by the owner is small enough to be covered by paragraphs b. or c. of Lycoming SI-1492C. Ten or fewer short, hair-like pieces of magnetic material calls for flying and re-checking the oil filter in 25 hours. If more ferrous metal is found -- up to 40 short hair-like pieces -- then the re-check interval should be shortened to 10 hours.

Lycoming does not advise grounding the engine unless the filter contains large pieces of metal (the size of a broken lead pencil point or greater), or numerous small pieces totaling 1/4 to 1/2 teaspoonful or more. That's a *lot* of metal -- see the photo at right for what 1/4 teaspoonful of ferrous metal looks like.

Oil Analysis

What about the oil analysis report? Lycoming addresses this subject in SI-1492C as well.

For turbocharged engines (like the one in this owner's Cessna TR182), it says that the engine should be grounded for further investigation if iron exceeds 130 ppm or aluminum exceeds 40 ppm. For normally-aspirated engines, the corresponding thresholds are 100 ppm of iron and 30 ppm of aluminum.

Sample Number	Taken Processed	Oil Hours Oil Added	TSN TSO	Aluminum	Iron	Copper	Nickel	Chrome
843502	06/15/04	50		26	99.5	12.3	15	12
	06/21/04		1,201	***	***			
847203	07/29/04	50		21	56.8	13.0	7	9
	08/05/04	1	1,250	***				
850623	09/14/04	62		8	40.5	6.5	6	5
	09/20/04	2	1,312					
873263	07/18/05	50		17	53.7	9.1	8	8
	08/02/05		1,427	***				
879163	10/04/05	50		13	39.2	9.8	6	7
	10/14/05		1,479					
898196	06/30/06	50		17	94.2	14.3	8	9
	07/12/06	3	1,511		***			

The most recent oil-analysis report shows a substantial spike in iron. The same thing happened two years earlier and resolved itself. With luck, the same thing could happen again. But if the next oil sample reveals further deterioration, the owner may be looking at an early major overhaul. (Published TBO is 2000 hours.) (Click here for larger version -- 46 KB.)

Looking at the oil analysis report on the Cessna TR182 engine (shown at right), it's clear that neither of these thresholds have been reached yet. Notice also that this same engine had a similar iron spike two years ago, but recovered nicely. The moral of the story is that one high reading does not establish a trend.

This might be the start of a cam lobe and lifter coming apart, or it might be a transient anomaly that resolves itself. It won't take long to find out which it is, because cam and lifter destruction tends to proceed quite rapidly -- typically 50 to 100 hours from first symptoms to an obviously unairworthy engine.

If a cam lobe and lifter are coming apart, the next oil change will reveal sharply increased metal in the filter and higher iron in the oil analysis. If that happens, the owner will know with reasonable certainty that it's teardown time.

Is The Engine Safe To Fly?

Is it risky to fly this TR182 for another 25 or 50 hours? No, I don't think so. Although cam lobe destruction usually progresses fairly rapidly, it will not cause a catastrophic in-flight failure or do anything that would make the airplane fall out of the sky.

If the cam lobe deteriorates far enough, it could cause a small loss of power and perhaps a small increase in roughness. If the airplane has a digital engine monitor, the owner might notice a gradual decrease in EGT and CHT on one or two cylinders (because the intake valves are not opening quite as far as they should, so the cylinders can't "inhale" quite as well as they should.

If the next oil filter inspection and oil analysis indicate that things are getting worse, the owner can be fairly sure there's a cam problem, and he'd probably be wise to tear down the engine sooner rather than later.

But I certainly wouldn't panic and ground the airplane right now. The metal in the filter and the iron spike in the oil analysis could be a transient event that might resolve itself. It's happened before on this engine, and with a bit of luck it'll happen again.

See you next month.

CLASSIFIED

On-line resources for buying and selling aircraft:
http://www.trade-a-plane.com/
http://www.barnstormers.com/
http://www.aso.com/
http://www.globalplanesearch.com/

1976 PA-28-140 For Sale
3,625TT, 1,100 SMOH, 267 SPOH
Excellent maintenance, paint 7, interior 8
Full logs, speed mods, VG's, digital nav/coms, DME, VFR GPS, **S-TEC A/P**, hangered at PWA, Annual due 12/2017, $37,995
Chip @ piperflyer76@hotmail.com 832-453-2892

If you wish to 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.

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.