



Experimental Aircraft Association

Chapter 24

Oklahoma City, OK

April, 2017



Meeting location

The April 13th, 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

March 9th Notes

The meeting was called to order at 7:00 pm by Chapter President, Jim Putnam.

- 22 individuals signed the roster. There were no guests this meeting.
- Upcoming Young Eagles events was discussed.
- For the donated aircraft, the chapter has completed an inventory of what was donated, is working on getting a registration and is still working to determine a value.
- Also, a Great Lakes enthusiast in Alabama is interested in buying the airframe without the engine. Jim has sent him 19 photos by e-mail of the project and answered his questions. He will not give us a price, but we won't offer a price until we know what we have.
- Steve Schmidt is working the paperwork trail to get us a transfer of ownership/bill of sale to keep the FAA happy
- The chapter is considering a pancake breakfast fly in, perhaps the 3rd weekend in June.
- The Tinker AFB airshow is May 20/21. The chapter may put a few planes on display and have a booth at the event.
- Jim discussed the loss of the co-founder of Epic aircraft Daryl Ingalsbe of Spicer and Deb Solsrud of New London from a crash in IFR conditions at Spruce Creek Airport (7FL6), Port Orange, Volusia County, Florida.
- Jim also discussed the recent AOPA profile of Heather (Sterzik) Dirksen – former airport manager at Sundance
- Jim reminded the chapter of the AOPA fly in Sept 8-9 at KOUN and showed an agenda of events.
- Jim mentioned the upcoming chapter survey being conducted by EAA headquarters.
- Jerry Calvert suggested that we forego the annual navigation challenge and instead have a spot landing contest. Tentative date is 22 April. Entrants in the contest will donate \$25 and get fed with burgers at

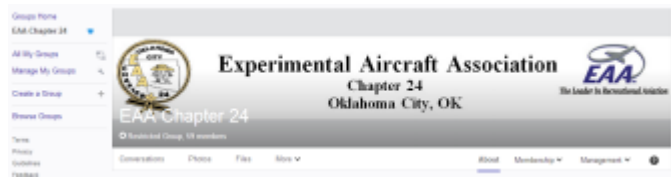
the end of the flying. We will have a sign-up sheet for those helping with the contest in the next meeting. Jerry is considering May for the navigation challenge.

- Dr. Bruce Wright, chapter member and FAA Education office briefed us on the new upcoming medical changes for Class III medicals. There are over 200K doctors who are not familiar with the FAA requirements for the new process. Talk to your doctor first to see if he would be comfortable signing off on the FAA checklist. Or, go back to your AME and explain you want a simplified physical under the new standards and questionnaire. If you have questions, Bruce's number is 204-9180.
- The chapter video was shown.
- Steve Schmidt mentioned that Sundance is interested in giving out a private pilot scholarship and we are on the selection committee. It looks to be about 7 hours of dual instruction. We need to set a criteria for the scholarship; for example, if a Young Eagle wants to be considered, did he/she finish the Sporty's Pilot shop sponsored ground school and get a certificate? There was a comment that you can obtain free database updates if you fly compassion flights. More information was needed.
- Larry Eversmeyer suggested a post-AirVenture trip to Canada or Alaska.

The meeting concluded at 8:30 pm.

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:

- Ace Camps, June 10th and June 24, (Saturdays) at Sundance

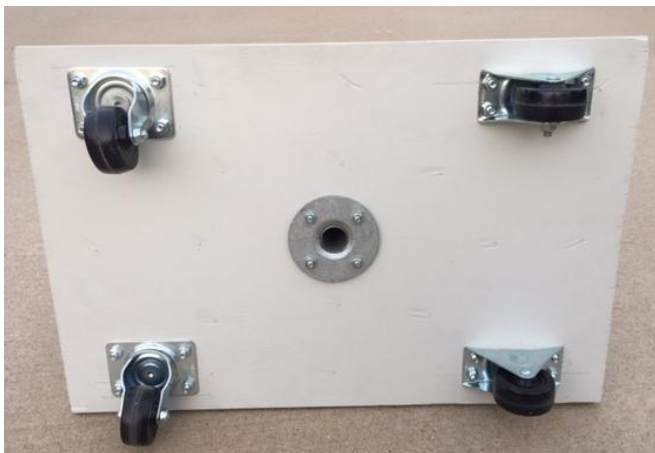
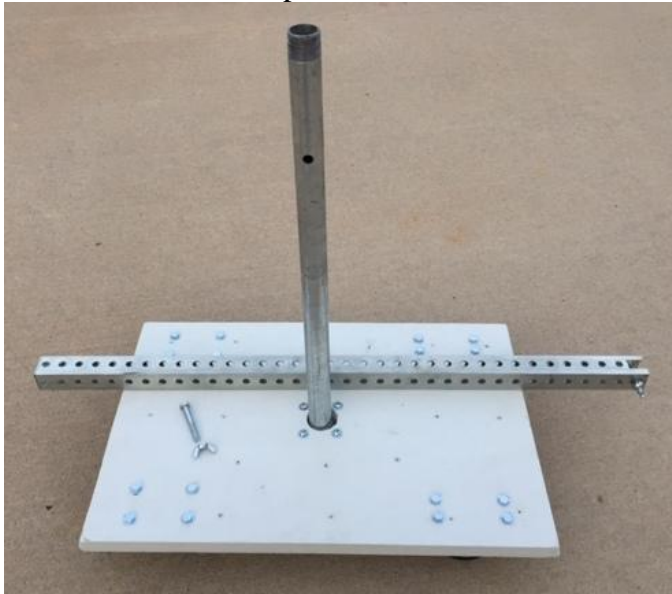
FROM OUR MEMBERS

Airplane Tail Hold Down

By Chip Heinol

I recently found myself in need of a tail hold down. Rather than purchase a commercial version, I decided to make my own. I sized it to hold 50# bags of concrete as that was the heaviest thing I found at a cheap price. You also could use Olympic style weights placed over the pipe.

Here is what I came up with:



Materials:

- (2) Sheets of 1/2" plywood, 16"x 24"
- Wood Glue
- (~20) 1" drywall screws
- Latex paint
- 1" x 24" galvanized pipe
- Galvanized floor fitting for 1" pipe
- 1.5" x 36" square tubing
- (2) 2.5" rigid casters (175 lb rating) (Lowe's 166857)
- (2) 2.5" swivel casters (175 lb rating) (Lowe's 146886)
- (4) 1/4"-20 x 1.5" screws, washers and nuts
- (16) 5/16"-18 x 1.5" bolts, washers and nuts
- (2) 3/8"-16 x 2.5" bolts and wing nuts

Material cost was approximately \$75 not counting the plywood, wood glue, drywall screws and paint, all of which I had on hand.

Assembly was straightforward.

- 1) Glue and screw the two sheets of plywood together. If the screws poke through, grind down the sharp points. I used an angle grinder.
- 2) Drill a 1.75" hole in the middle to clear the lip on the pipe flange. A smaller hole may also work, check the flange you use.
- 3) Mark and drill holes to attach the pipe flange to the wooden base
- 4) Paint the plywood to help seal out moisture

5) Locate the casters, drill mounting holes and attach to the platform using the 5/16" bolts nuts and washers.

6) Drill a hole through the pipe and deburr. I used a 13/32" bit about 5" from the end of the pipe. This will allow me to trim the pipe if I need to adapt the hold down for a plane with a tail closer to the ground. Note: You may wish to fully screw the pipe into the flange so you can orient the cross hole in the pipe to line up with the platform how you prefer.

7) Attach the flange to the bottom of the platform using the 1/4"-20 screws, nuts and washers then if you haven't already done so, fully screw the pipe into the flange.

(8) Using a thin kerf disc on my 4" angle grinder, I cut a slot sized for the tail hold down point. I cut mine slightly more than 5/8" wide and 1" deep. For the bottom cut, I only ground part way into the metal then used pliers to break off the piece. File down any sharp edges.

(9) Shorten the square tube to fit your plane by trimming from the opposite end of the notch

(10) Use the 3/8" bolts and wing nuts to attach the square tubing to the pipe and the square tubing to your tail hold down. Note: the 2.5" bolt left some of the threads in shear. Given the low load relative to the ultimate strength of the bolt, this did not concern me. If this bothers you, use a longer shoulder bolt.

I tested it by hanging it from a tree in my yard using a come-a-long and loading the wooden platform with ~460 pounds. It seems to be quite solid, enough to handle the 350 to 400 pounds needed to restrain the tail of my plane when jacking.

This could also be used as a tail support. For that application I would consider placing wood under the center post so it transfers the load directly to the ground.

SAFETY

<https://www.aviationmedicine.com/wp-content/uploads/2014/02/Dry-and-High.pdf>

Dry and High

Dehydration causes an insidious degradation of pilot performance that must not be lightly regarded.

BY LINDA WERFELMAN

Excessive loss of water from the human body can lead to dehydration, marked by fatigue and a deterioration of mental and physical performance that can have serious consequences for pilots.

Pilots with health problems, including intestinal viruses or food poisoning, and pilots of small airplanes and helicopters without air conditioning and/or with large, heat-intensifying windshields — especially those operating on hot days — may be most susceptible to the ill effects of dehydration. However, pilots of air carrier aircraft are not immune.

For example, the first officer of a Boeing 737-700 said, in a report submitted to the U.S. National Aeronautics and Space Administration (NASA) Aviation Safety Reporting System (ASRS), that she had become ill in July 2004 during a flight from Nashville, Tennessee, U.S.¹

In her report, the first officer said that the night before the flight, she had been sick with nausea, vomiting and diarrhea, which she assumed to be associated with food poisoning, but that she felt "physically fit to fly" when she reported for duty. During cruise, she experienced repeated bouts of nausea and complied with the captain's eventual instructions to leave the cockpit to rest in the cabin while he diverted the airplane to an en route airport for landing. Emergency medical services personnel met the airplane, examined the first officer and determined that her nausea was not a sign of serious illness and her lingering weakness was caused by dehydration.

Dehydration occurs when water consumption is inadequate or when the human body loses an excessive amount of water — through heavy perspiration, exposure to hot weather, fever, vomiting or diarrhea, use of diuretics to increase urine excretion, and some diseases. The low humidity in pressurized air carrier aircraft also is a contributing factor. In addition, alcoholic beverages — such as those consumed a day before a flight — and caffeine have diuretic effects.

Water accounts for about two-thirds of body

weight and is an essential component of the human body, needed for replicating cells, moving nutrients and waste products, and regulating body temperature. The kidneys excrete between 1.0 pt (0.5 L) and several gallons (1.0 gal equals 3.8 L) daily — a typical amount is 3.0 to 4.0 pt (1.4 to 1.9 L); in addition, varying amounts of water are lost to perspiration.

To stay healthy, an individual must consume enough water to offset these losses. For years, typical recommendations have called for drinking 2.0 qt (1.9 L) of water daily, although some medical specialists question the rationale for that recommendation (see “Recommendations for Preventing Dehydration”).

An editorial in the April 2008 *Journal of the American Society of Nephrology* said that the origin of the recommendation is unknown but that different studies have made a variety of claims about the supposed benefits of drinking water, ranging from improving kidney function and aiding weight loss to preventing headache.²

“There is no clear evidence of benefit from drinking increased amounts of water,” the editorial said. “We concede there is also no clear evidence of lack of benefit. In fact, there is simply a lack of evidence in general.”

Nevertheless, aeromedical specialists say that failing to drink an adequate amount of water can result in an increased susceptibility to fatigue.

For example, the U.S. National Transportation Safety Board (NTSB) discussed dehydration and fatigue in its final report on the crash of a Bell 206B during a sightseeing flight on the Hawaiian island of Kauai on Sept. 24, 2004. The pilot and all four passengers were killed in the crash, which also destroyed the helicopter. The NTSB report said that the operator’s schedule included no breaks for pilots, who typically ate lunch in their helicopters and remained at the controls for up to eight hours, and that the staging area had no restroom facilities.³

“The lack of scheduled breaks, the short turnaround times between flights and the unavailability of private restroom facilities probably discouraged consumption of food and liquids

during the workday because there was little opportunity to go to the bathroom,” the report said. “This increased the risk of dehydration and other physiological problems, which could have degraded performance.”

As a result of its investigation, the NTSB issued nine safety recommendations, including two involving development and enforcement of operational practices to provide for rest breaks for the pilots of sightseeing helicopters.

Quay Snyder, president and CEO of Virtual Flight Surgeons, an aeromedical consulting group, said that dehydration is “a definite contributing factor” not only to fatigue but also to the formation of kidney stones — stonelike masses that form in the urinary tract and can cause severe pain. Medical specialists attribute their formation to a concentration of mineral salts in the urine or to the absence from the urine of substances that inhibit formation of the stones.

Although smaller kidney stones may be asymptomatic, larger ones can cause abdominal pain, nausea and vomiting, fever and blood in the urine. Recurrent kidney stones can result in loss of medical certification.

Formation of kidney stones generally can be prevented simply by drinking enough water, Snyder said.

He said that some flight crewmembers might have intentionally reduced their fluid intake since the terrorist attacks of Sept. 11, 2001 — and the subsequent adoption of an elaborate set of requirements for pilots who leave the flight deck, even for a visit to a lavatory.

“It’s a bad idea for health reasons,” Snyder said, noting “at least a perception” that more pilots have been calling his office about kidney stones in recent years than in the period before September 2001. “But it’s perhaps a convenient idea for the flight crew.”

Snyder and other aeromedical specialists recommend that pilots drink fluids — but not caffeinated fluids — “on a regular basis” throughout their flights. Although some specify a precise amount of liquid that should be consumed, Snyder does not. Instead, he says that it should be enough to keep their urine clear and light in color. Sometimes the amount may be less than 2 qt; other times it may be more.

“I believe in what I’m saying,” Snyder said. “As a glider pilot, I consume 170 to 200 oz [5 to 6 L].”

Similar quantities are not necessary for air carrier pilots, who do not operate in the hot, sunny environments typical of gliders, he said.

Similar advice comes from Rogers V. Shaw III, team coordinator of the Airman Education Program of the U.S. Federal Aviation Administration Civil Aerospace Medical Institute Aerospace Medical Education Division, who said that a primary consideration is for pilots to continually be aware of their physical condition.⁴

“Most folks will become thirsty with a 1.5-quart [1.4-liter] deficit, or a loss of 2 percent of total body weight,” Shaw said. “This level of dehydration triggers the thirst mechanism. The problem, though, is that the thirst mechanism arrives too late and is turned off too easily. A small amount of fluid in the mouth will turn this mechanism off, and the replacement of needed body fluid [will be] delayed.”

Medical authorities say that symptoms accumulate as the body continues to lose water (Table 1). After a deficit of about 3.0 qt (2.8 L), symptoms may include fatigue, nausea and emotional instability.

Table 1 - Symptoms of Dehydration

Amount of Water Lost	Symptoms
1.5 L (1.6 qt)	Thirst
3.0 L (3.2 qt)	Sluggishness, fatigue, nausea, emotional instability
4.0 L (4.2 qt)	Clumsiness, headache, elevated body temperature, elevated pulse, elevated respiratory rate
5.0 L (5.3 qt)	Dizziness, slurred speech, weakness, confusion
6.0 L (6.3 qt)	Delirium, swollen tongue, circulatory problems, decreased blood volume, kidney failure
9.0 L (9.5 qt)	Inability to swallow, painful urination, cracked skin
12.0 L (12.7 qt)	Imminent death

Source: Maidment, Graeme. “Chapter 15: Thermal Physiology.” In *Aviation Medicine*, Third Edition, edited by Ernsting, John; Nicholson, Anthony N.; Rainford, David J. Oxford, England: Butterworth Heinemann, 1999.

Transport Canada (TC) calls this “a very dangerous level for pilots, as this is where your faculties start to become affected, but you may

not be aware of the deteriorated performance.” One TC publication described experiments involving U.S. Army helicopter pilots and said that the pilots’ self-reporting of problems related to dehydration was inaccurate, even at the early stages of dehydration, and pilots who felt no adverse effects had “clear, objective difficulty with cognitive tests.”⁵

A 4.0-qt (3.8-L) deficit can result in clumsiness, headache and elevated temperature. After loss of a little more than 12.7 qt (12.0 L), death is imminent.⁶

Water vs. Sports Drinks

Under normal circumstances, medical authorities suggest that water is usually the best drink for a pilot to consume, although there is a place for rehydration drinks, including so-called sports drinks, that have been formulated not only to replenish lost fluids but also to restore the proper concentration of electrolytes — dissolved minerals such as sodium and potassium — in the blood. The electrolytes are electrically charged molecules that are key to many essential bodily functions.

“I don’t believe there is any harm in sports drinks, et cetera, as long as individuals don’t drink excessive quantities, but they are of little additional benefit for a pilot who has a normal, balanced diet,” said Dr. Anthony Evans, chief of the International Civil Aviation Organization Aviation Medicine Section.

Rehydration drinks may be required if pilots undergo significant or prolonged heat stress, he said.

Heat-Related Illnesses

In some situations, such as prolonged exposure to very hot temperatures in a cockpit that is not air conditioned, dehydration can progress to a heat-related illness, such as heat cramps — characterized by muscle cramps, profuse sweating, fatigue and thirst.^{7,8} Treatment typically includes drinking a sports drink or other fluid containing electrolytes and moving to a cooler spot.

Without such treatment, heat cramps can develop into heat exhaustion, with symptoms

including headache, dizziness, nausea and dark urine. Without treatment — again, drinking a fluid containing electrolytes and moving to a cooler spot — the result can be heatstroke, a life-threatening condition in which the body temperature climbs to 104 degrees F (40 degrees C) or higher. Heatstroke can lead to shock or organ damage.

Treatment for heatstroke is more aggressive than treatment for less serious forms of heat-related illness and may include immersion in cold water or wrapping the victim in a cooling blanket and placing ice packs at the neck and other areas of the body. The goal is to quickly reduce the body temperature to normal in order to limit damage to the brain and other vital organs.

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notes

1. NASA ASRS. Report no. 624470. July 2004.
2. Negoianu, Dan; Goldfarb, Stanley. "Editorial: Just Add Water." Journal of the American Society of Nephrology Volume 19 (2008). <www.asn-online.org/press/pdf/2008-Media/Water%20Study.pdf>.
3. NTSB. Weather Encounter and Subsequent Collision Into Terrain, Bali Hai Helicopter Tours Inc. Bell 206B, N116849, Kalaheo, Hawaii. Sept. 24, 2004 . The NTSB said that the probable cause of the accident was "the pilot's decision to continue flight under visual flight rules into an area of turbulent, reduced-visibility weather conditions, which resulted in the pilot's spatial disorientation and loss of control of the helicopter." Among the contributing factors was "the operator's pilot-scheduling practices that likely had an adverse impact on pilot decision making and performance."
4. Shaw, Rogers V. III. Dehydration and the Pilot. <www.faa.gov/pilots/training/airman_education/topics_of_interest/dehydration/index.cfm>.
5. TC. "I Need a Drink." Aviation Safety Vortex , March 2002.
6. Maidment, Graeme. Chapter 15, "Thermal Physiology." In Aviation Medicine , Third Edition, edited by Ernsting, John; Nicholson, Anthony N.; Rainford, David J. Oxford, England: Butterworth Heinemann, 1999.
7. Shaw.
8. Mayo Clinic. Heatstroke. <www.mayoclinic.com/health/heat-stroke/DS01025/DSECTION=3>.

Recommendations for Preventing Dehydration

The following are recommendations for preventing dehydration and other heat-related problems:¹

- Drink about 2.0 qt (1.9 L) of water every 24 hours, although the exact amount varies widely. Drink before you become thirsty, and drink from a container that allows you to measure daily water consumption;
- Limit consumption of alcohol and caffeine. Both are diuretics, which increase the excretion of urine;
- Monitor work and recreational activities, and stop what you are doing if you feel light-headed or dizzy. Exercise can result in water loss that is difficult to overcome quickly;
- Be aware of your physical condition, especially if you have recently been ill; and,
- Remember that your body's adjustment to a major change in weather, such as the sudden onset of hot weather, can take one to two weeks.

— LW

Reference

1. Shaw, Rogers V. III. "Dehydration and the Pilot." The Federal Air Surgeon's Medical Bulletin(Spring 2000): 10.

OPPORTUNITIES

Nothing this month.

MISCELLANEOUS

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

OKC EAA Chapter 24

Spot Landing Contest & Lunch



April 22, 2017 (Saturday)

Sundance Airport (KHSD)

Registration: 9am.

Lunch: 12:30pm.

Cost(cash): \$25 (Contest & Lunch)

\$5 (Lunch only)

Join the Oklahoma City EAA Chapter 24 at the fund raiser **Spot Landing Contest and Lunch** at Sundance Airport. Pilots will make three landings on a section of the runway that has various point values to obtain their score. The top three pilots will split the prize money! (60% of entry goes to prize money and 40% to the EAA Chapter 24 fund raiser)

If you would like to attend the contest as a spectator, you can enjoy lunch for \$5. Come out and watch the pilots compete, socialize with your friends, and enjoy lunch!

For more information, email Jerry Calvert at rv6@att.net

Check out our *Great Lakes Trainer Biplane* and *Kit Fox* projects.

If it is too windy to fly, we will still do a \$5 lunch and socialize. If you drive in, park west of the FBO in the fenced grass area. (Park on pavement if ground is muddy.)

Thank You and see you there!

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, IFR 3/2019 \$37,995

Chip @ piperflyer76@hotmail.com 832-453-2892



Angle valve HIO-360A1A horizontal fuel injection oil sump and intake pipes for sale.

It was from a helicopter engine that was converted to an IO-360 A1A. It has the so called "Tuned" approximately equal length intake pipes. Will fit any of the angle valve IO-360 engines. The sump is part number LW-12754.

Contact Kelly Troyer 405-853-5226 or keltro@att.net EAA chapter 24 EAA lifetime 45356





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.