



Experimental Aircraft Association

Chapter 24
Oklahoma City, OK
May, 2017



Meeting location

The May 11th, 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

April 13th Notes

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

- Total number of attendees is unknown. There was one guest, Mark Cooper. He just started a build.

Old business

- Young Eagles
 - Lawton Starbase will be rescheduled, was canceled due to IMC.
 - ACE Camps at Sundance June 10th and 24th starting at 9:00
 - ACE camps at Guthrie on July 8th starting at 9:00.
- The great lakes donation was discussed. Steve Schmidt is working the transfer paperwork with Dr. Harris. The OEM valued it at \$12,700. An offer of \$2k from a person in Alabama was declined. Need to check condition of the engine, may pull a jug. Jerry Calvert will advertise it on a Great Lakes forum and on Barnstormers.

New Business

- The spot landing contest is being planned for April 22nd. Help will be needed to put on the event. The pot will be split 60/40 between the winners and the chapter. Sundance got agreements from our hangar neighbors to use their hangars for extra space for the event.
- Looking at June to have a poker run.
- Nav challenge will be planned for August.
- The Tri-Motor visit is coming up 1st – 4th of June. We will need chapter support to make hosting the plane a success. Sundance is supporting with lower fuel costs and a pancake breakfast.
- The Tinker air show is coming up May 20-21. EAA 24 will have a few planes on display and have a canopy and booth to attract the public and new members. We will need volunteers to man the booth.

- The KitFox donation was discussed. The Rotax engine is an older one with AD's and needs to be assessed. This would be a good project for the chapter but we would need someone to take ownership and keep it moving forward.
- The chapter video was presented. It was an overview of NASA's Apollo program.
- It was mentioned a total eclipse is coming up. Does a group want to fly up to an idea viewing location?
- BasicMed is taking a normobaric chamber to Oshkosh. The BasicMed checklist is to be available by May. A few small details are still being debated before its release.
- Jim Putnam said a group is trying to set up an Aviation Explorers post in Oklahoma.
- Steve Schmidt mentioned EAA Chapter 24 shirts and caps are still available. \$23 and \$11 respectively.

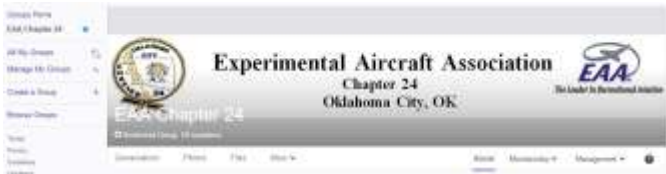
The meeting concluded at 8:30 pm.

EAA CHAPTER 24 ON-LINE

You can find EAA chapter 24 on-line in several places. Our primary website is now:
<http://www.24.eaachapter.org/>



We also had started a chapter website on Yahoo Groups. Please direct your browser to:
<http://groups.yahoo.com/group/EAA-Chapter-24/>



Chapter 24 also has a Facebook page. Come join and check it out at:
<https://www.facebook.com/#!/EAA24>



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 at 0900.
- Ace Camp, July 8th, Guthrie at 09090.

FROM OUR MEMBERS

BasicMed is Here!

By Bruce Wright, PhD, CAsP

The BasicMed rule became effective 1 May, 2017. However, if you want to fly under this new rule, you need to become familiar with the requirements. Specifically, a pilot flying under the BasicMed rule must:

- possess a valid driver's license;
- consent to a National Driver Register check;
- have held a medical certificate that was valid at any time after July 15, 2006;
- not have had the most recently held medical certificate revoked, suspended, or withdrawn;
- not have had the most recent application for airman medical certification completed and denied;
- have taken a BasicMed online medical education course within the past 24 calendar months;
- have completed a comprehensive medical examination with any state-licensed physician within the past 48 months;
- have been found eligible for special issuance of a medical certificate for certain specified mental health, neurological, or cardiovascular conditions, when applicable; and
- not fly for compensation or hire.

The FAA's BasicMed web page (<http://www.faa.gov/go/BasicMed>) has links to many of the resources you will need such as the complete BasicMed rule in 14 CFR Part 68, Comprehensive Medical Examination Checklist (CMEC), BasicMed online medical course, and a very comprehensive list of BasicMed FAQs. The FAA's Advisory Circular AC 68-1 describes alternative pilot physical and education requirements, and you will probably notice that the

CMEC (FAA 8700-2) is very similar to the current application for an airman medical certificate. In fact, many of the basic questions are the same! The major difference in the BasicMed process is that you are going over the questions with your personal physician instead of an AME.

In addition to the FAA's web pages identified above, there are literally hundreds of additional online resources, and AOPA's Medical Resources page and EAA's BasicMed Resource Center are both excellent places to start. One thing that all of these resources have in common is the emphasis on the pilot's responsibility in assessing things that could negatively impact our health or impose a greater risk of incapacitation. The BasicMed online course will introduce concepts related to the pre-flight assessment of your health and medical issues. If nothing has changed in your health since your last medical certificate (issued after 15 July, 2006), you are probably good to go. However, as the online course stresses, you need to consider a few specific questions related to your health and medications before every flight:

- Have you developed any new major health issues since your last medical certificate was issued (diagnosis of personality disorder, psychosis, bipolar disorder, substance dependence, epilepsy, disturbance of consciousness, transient loss of nervous system function, cardiovascular event, cancer, stroke, changes in vision or cognitive ability)? If so, these will require a new special issuance.

If you are taking any medications (meds), whether they are over the counter (OTC), prescription (Rx), or herbal, there are several critical questions to consider:

- Could the meds make you drowsy or dizzy?
- Could the meds affect your blood or its ability to carry oxygen?
- Could the meds affect your thinking ability or cause you to become more easily disoriented?
- Could the meds alter your heart rate or cause an unsafe drop in blood pressure?
- Once you stop taking a particular med (e.g., after you get over a cold), have you allowed enough

time for the side effects of the med to dissipate?
There are some meds that take more than 48 hours to get out of your system.

- Are you taking any herbal remedies, and have you discussed those with your physician?
- If you are taking more than one med (for the purposes of this article, alcohol is simply another med), have you and your physician discussed how they interact with one another?
- Do your meds have any specific prohibitions (e.g., MAY CAUSE DROWSINESS, ALCOHOL MAY INTENSIFY THIS EFFECT; DO NOT TAKE WITH NITRATES)?

Stress affects your body and cognition, too. Whether you are dealing with time pressures at work, family issues, or even extremes of heat or cold, the stress of everyday life can impact your physical performance or cognition. Throw in exposure to toxic chemicals and fumes, sleep loss, or circadian rhythm disruption, and we can find ourselves in a situation where the body simply does not perform as expected. Falling asleep on the couch while watching TV is fairly benign, but falling asleep on final approach at less than 500' AGL (yes, NASA researchers documented it happening) is not.

Bottom line: The FAA isn't dictating what risk is acceptable, but we know that flying is terribly unforgiving of any incapacity or neglect. You, as the PIC, must decide how much risk you are willing to accept for yourselves and your passengers.

SAFETY

To go along with the discussions about BasicMed, here is a refresher on the IM SAFE checklist.

<https://www.thebalance.com/the-i-m-safe-checklist-282948>

The I'M SAFE Checklist
Pilot Risk Management: There's a Checklist for That!

By Sarina Houston
Updated August 03, 2016

As pilots, we love our checklists. So it's no surprise that there is a self-assessment checklist to assist pilots in determining their own physical and mental health before a flight.

The *I'M SAFE Checklist* is taught early in flight training and is used throughout a pilot's professional career to assess their overall readiness for flight when it comes to illness, medication, stress, alcohol, fatigue, and emotion.

I - Illness



Getty Images/Kathleen Finlay

The FAA requires most pilots to possess a valid medical certificate for flight, but the occasional medical exam every five years doesn't cover illness such as colds and flu. In the interest of safety, the FAA does regulate this topic loosely by stating that if a pilot has or develops a known medical condition that would prevent him from obtaining a medical certificate, he is prohibited from flying as a required crewmember (FAR 61.53).

In addition, FAR 91.3 states that the pilot in command is directly responsible for the operation of the flight. The pilot alone is responsible for ensuring his own health is up to par before taking the controls.

Colds, allergies, and other common illnesses can cause problems for pilots. From sinus pressure to general malaise, pilots can easily become more of a risk to the flight than an asset.

Before flying, pilots should think about recent or current illnesses that might affect flight. After the coughing and sneezing subside, a pilot might feel well enough to fly but could still have trouble performing the Valsalva maneuver, for example, which equalizes the pressure inside of his ears.

M - Medication



Image: Getty/Joe Raedle

With illness, it's mostly clear when a pilot should or shouldn't fly. But with illness comes medication, and all medications should be scrutinized by both the pilot and his or her doctor before taking it.

Many prescription and over-the-counter medications can be dangerous for a pilot to take before flying.

If medication is necessary, pilots should discuss the specific effects of the medication with an aviation medical examiner to determine if it causes mental or physical impairment that would interfere with the safety of flight. Then, pilots need to be aware of residual effects of both short-term and long-term use of medications. Even after the medication has

been stopped, the effects of it may remain in the body for some time.

So how long should you wait after taking medication to fly? Well, that depends on the drug itself, but the FAA recommends waiting until at least five dosage periods have passed. If the medication is taken once a day, for example, you'd wait five days before flying again.

S - Stress

There are at least three kinds of stress that pilots should be aware of: Physiological, environmental and psychological stress.

Physiological stress is stress in the physical sense. It comes from fatigue, strenuous exercise, being out of shape or changing time zones, to name a few.

Unhealthy eating habits, illness, and other physical ailments are included in this category, too.

Environmental stress comes from the immediate surroundings and includes things such as being too hot or too cold, inadequate oxygen levels or loud noises.

Psychological stress can be more difficult to identify. This category of stress includes anxiety, social and emotional factors and mental fatigue.

Psychological stress can occur for many reasons such as divorce, family problems, financial troubles or just a change in schedule.

A small level of stress can be a good thing, as it keeps pilots aware and on their toes. But stress can accumulate and affect performance. In addition, everyone handles stress differently. A source of anxiety for one person might be a fun challenge for another person. It's important for pilots to be able to

recognize and evaluate their own stressors so they can mitigate risk.

A - Alcohol



Getty Images/Yagi Studio

There's no doubt that alcohol and flying don't mix. Alcohol abuse affects the brain, eyes, ears, motor skills and judgment, all of which are necessary components to safe flight. Alcohol makes people dizzy and sleepy which decreases reaction time.

The rules surrounding the use of alcohol while flying are clear: FAR 91.17 prohibits the use of alcohol within the 8 hours before flying, while under the influence of alcohol, or with a blood alcohol content of .04% or greater. The FAA recommends that pilots wait at least 24 hours after drinking to get behind the controls.

A pilot should remember, though, that they can follow the "8 hours from bottle to throttle" rule and still *not* be fit to fly. Hangovers are dangerous in the cockpit, too, with effects similar to being drunk or ill: Nausea, vomiting, extreme fatigue, problems focusing, dizziness, etc.

F - Fatigue



airline pilot sleeping. Getty

Pilot fatigue is a difficult problem to address completely, as fatigue affects everyone differently. Some people can function well with little sleep; others don't perform well at all without at least ten hours of sleep per night. There's no medical way to address the sleep issue with pilots -- each pilot must be responsible for knowing his or her limitations. The effects of fatigue are cumulative, meaning that small sleep deprivations over time can be dangerous for pilots. Pilots should also take into account time changes, jet lag and day/night scheduling options when managing fatigue. Although there are FAA regulations and company policies for commercial pilots to help manage fatigue, the responsibility for safety lies with the pilot alone.

E - Emotion



Image: Getty/Westend61

For some people, emotions can get in the way of behaving in a safe, productive manner. Pilots should ask themselves if they are in an emotionally stable state of mind before departing. Emotions can be subdued and managed most of the time, but they can also resurface easily, especially when faced with a stressful situation.

Most of the time, this type of self-assessment is hard, but pilots need to try to maintain an objective view of themselves in order to assess their behavior and emotions in a safe way. For example, if a pilot notices that he is unusually angry or impatient while preparing for a flight, he may want to reconsider flying.

OPPORTUNITIES

Nothing this month.

MISCELLANEOUS

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

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





If you wish to list an item for sale, please contact the newsletter editor at piperflyer76@hotmail.com

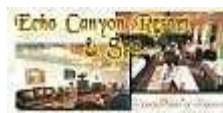
Fun Places to Fly Within 100 Miles of Oklahoma City

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

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.