Experimental Aircraft Association

Chapter 24
Oklahoma City, OK
June, 2017

Meeting location

The June 8th, 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

May 11th Notes

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

There were 28 in attendance.
New attendees:
Joe Harris. Joe is a member of the Oklahoma Aeronautics Commission.
Bill Rickner. Bill is a member of EAA Chapter 1098.

•Bruce Wright informed the group that the FAA Safety Briefing magazine will devote the entire July/August issue to Basic Med information. It was noted that two Chapter 24 members are now flying under the Basic Med provisions.

Old Business:
• Young Eagles will be flown at the Chickasha Airport open house
• Ace Camps, June 10th and June 24th , (Saturdays) at Sundance
• Saturday, July 8th , 0900 at Guthrie airport, Ace Camp kids
• Great Lakes Biplane Aircraft donation status:
Steve Schmidt is still working transfer paperwork with Dr. Harris.
Chapter 24 still does not have the court order allowing clear title sale of this aircraft and parts.
Valuation received from Great Lakes Aircraft – w/o engine, two are worth $12,700.
A $6000 offer for the engine was received from Joe Harris.
A $7000 offer for the engine was received from Bill Rickner.
The offer from Joe Harris was rejected.
The offer from Bill Rickner was accepted by motion from the floor.

•Kit Fox donation status:

It was determined that the Rotax engine will cost more to bring up to date than a new engine would cost.

Four chapter members wanted to take on and volunteered to work on the Kit Fox project. They are Jay Burgess, James Geery, Terry Joy, and John Marr.

It was agreed that the volunteers would work on the project at least two days a month and also would provide monthly updates to the chapter. There was no discussion about how funding the project would be done.

• Chapter 24 Spot Landing contest – Jerry Calvert was thanked for the success of this event.
• The Tinker AFB open house is May 20-21. Jim Harris will display his RV7, Chuck Harris will display his Mooney Mite, and Larry Hinton will bring the Kit Fox project. A volunteer signup list to man the displays was passed around.

New Business:

• Jerry Calvert suggested that the chapter acquire a refrigerator/freezer for the hangar. Storage is needed for burgers and dogs and other items needed for events at the hangar. No action taken at this time.
• There was discussion about coordinating chapter events. A motion from the floor was approved to form an event committee. Jerry Calvert will chair the committee.
• EAA Ford Trimotor is coming on June 1-4 (Thursday – Sunday)

Volunteers are needed to sign up for half day shifts for Friday, Saturday and Sunday, about 4 people per shift are needed. A sign-up sheet was passed around.

• Oshkosh AirVenture is July 24-30
• AOPA fly in at Norman, OK is September 8-9. Workshops are available.
• An EAA headquarters video was viewed to end the meeting.

Meeting adjourned 9:00pm
Submitted by Dan Burdette

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 0900.

FROM OUR MEMBERS

From Steve Muehlberg

KITFOX PROJECT PROGRESS FOR MAY 2017

The Kitfox project team has met three times over the last month with a total 39 man hours expended on the project. Work has included inventory of the kit components, building 2 workbenches, organization of hangar work area, removed wings, engine and tail group from fuselage.
The team has divided into two working groups (wing and fuselage) to speed the construction process and give everyone a quality hands on experience.

Team members are currently Jay Burgess, John Marr, James Geery, Bruce Wright, Terry Joy, Doug Garlan, and Eric Muehlberg.


ROTAX
ROTAX

SAFETY

From the December 2012 edition of Aviation Safety – No author listed.

Pilot-Related

Most accidents involve some kind of pilot error; usually stemming from lack of skill or making poor decisions. The remedies are obvious.

We all want to fly safely, but it doesn't work out that way sometimes. The accident record is filled with instances in which a pilot or two failed to fully implement that desire. Although pilots always are finding new ways to bend airplanes, that's not the norm. Instead, too many accidents are repeats of pilots' past poor performances: Sadly, we keep doing the same things, but expect different results.

So, what are some of the things we keep doing to find ourselves in the NTSB database? Once we identify what they are, what can we do to precent ourselves from repeating them? Using the most recent *Joesph T. Nall Report* from the AOPA Air Safety Institute (ASI), which looks at accidents during 2010 as well as how they stacked up historically, let's find out.

OVERVIEW

Poor piloting skills, of course, aren't the only reason aircraft become involved in accidents. Mechanical failures or maintenance problems also contribute, but their fair share of all non-commercial accidents in 2010 involved only 15 percent of the total, and 10.3 percent of fatals. Unmown causes, defined as "accidents for reasons such as pilot incapacitation, and those for which a specific cause has not been determined," tallied "only" 11.1 percent of the 2010 totals, but 20.6 percent of fatals.

But pulling out of the data mechanicals and unknowns leaves us with a whopping 73.9 percent of all 2010 GA accidents resulting from some form of pilot error. Fatal accidents attributed to pilot-related causes tallied 69.2 percent for the year.

The sidebar on the opposite page *(not included in this newsletter)* includes some charts, courtesy of AOPA ASI and adapted from their most recent *Nall Report*, which summarizes the data. We'll look closely at one chart, the kinds of pilot-related accidents we go into in 2010. The other chart depicts the 10-year trend, which is improving, especially when it comes to non-fatal accidents. But, of course, it's not improving quickly enough to bring pilot-related accidents down and in-line with, say, mechanicals. (Maybe we'll eventually get there but we probably won't, especially as older, maintenance-intensive aircraft are retired and replaced by more-reliable versions)

Keeping on the types of pilot-related accidents, let's look at a few ways we can improve things.

FUEL MANAGEMENT

We've long maintained something approaching a morbid curiosity about how often fuel starvation or exhausting figures prominently in accident causes. Since pilots are trained from Hour One to visually check quantities and ensure adequate reserves, we confess to being genuinely mystified at it all.

Of course, we have to distinguish between starvation-fuel in present aboard the aircraft but can't be delivered to the engine(s) for some reason- and exhaustion, where the aircraft simple runs out of gas. Since the mechanical category of accident causes would seem to encompass some sort of systems failure preventing fuel from flowing, we're pretty much left with two choices when it comes to figuring out why a pilot got involved in a fuel starvation accident. One, either the pilot failed to switch tanks for some reason, or, two, the pilot mismanaged the aircraft's fuel systems.

We freely will admit that distraction or boredom on a long flight resulted in our failure to switch tanks in a timely fashion. We'll also admit to not knowing every random detail about the fuel systems of the aircraft we fly. All that is balances out, however, by the knowledge the engine(s) have to have fuel to run and it's our responsibility as pilots to ensure they get it in sufficient quantity to keep the fires burning and props turning.

We also know that headwinds, weather deviations and other operational concerns can force us into consuming more fuel than we'd planned. Over the years, we've been confronted with such challenges on many occasions. Our solution? Land and get some gas.

Yes, it takes some time and lengthens the trip. Yes, we might be a bit later than we promised. But at least will get there, and we can apologize and/or explain in-person. Coming up short may mean we'll never arrive. This is an obvious arena where poor decision-making skills come into play: What made the pilot think he was immune to what might happen if he tried flying on fumes?

WEATHER

I recently attended a family reunion held near the site of a tragic accident resulting in the deaths of all members of an affluent family aboard a single-engine turboprop. Although I didn't know I'd be grilled on the tragedy, I knew enough about the facts and the weather in the area that day to know how to answer questions. My basic answer? "They flew into a thunderstorm. What did they think was going to happen?"

Weather observation, forecasting and dissemination have improved greatly over the years. Thanks to the microprocessor and enhanced communication capabilities, we literally can obtain near-real time radar imagery in our cockpits for the relatively minimal cost of investing in an appropriate receiver. And even before we launch, we can avail ourselves or reams of alphanumeric and graphical data depicting current conditions and what's likely to happen-or not happen-along our route of flight and at our destination.

With all that data available both in the cockpit and during our preflight preparations, there really shouldn't be an excuse for getting into a weather-related accident. So, we're seemingly left with three choices: Either pilots don't understand the weather data and the choices presented, pilots don't think anything bad will happen to them or pilots think they and their aircraft can handle anything Mother Nature throws their way.

Any lack of weather understanding is easily remedied: References to help pilots interpret graphics or decode abbreviations are widely available, either in the pilot lounge itself or online. The problem in understanding weather-related accidents then is more complex, involving combinations of factors. Just as when considering fuel-related accidents, weather-related accidents easily can involve poor decisions. At the same time, however, we have to introduce another problem: poor skills.

Maybe some pilots aren't the hot sticks they think they are. Maybe their aircraft let them down when, say, the wings came off in a thunderstorm. Ultimately, though, we feel pilots simply don't think any weather-related bad things will happen to them. After all, they've flown through this kind of stuff before, plus the Airbus ahead of them isn't complaining, right?

Ultimately, and as the chart in the sidebar on the opposite page highlights (*not included in this newsletter)* the vast majority of weather-related accidents involves continuing VFR into IMC. This type of accident has been a long-time bugaboo within general aviation, and there are very few really good ideas what to do about it except education on the hazards, training for what to do (a 180-degree turn) and making it easy to obtain and use the instrument rating.

This type of accident primarily is related to decision-making, although skills levels certainly can come into play.

LOW-LEVEL MANEUVERING

It's fun to fly close to the ground or other objects and watch things whiz by at what would be felonious speeds in an auto. It's even more fun to pull up into steep climb, experience some G, wow the passengers and make believe your Bob Hoover. There's only one problem with any of this: It's a great way to get into an accident.

The two principal ways to get into trouble during low-level maneuvering are stalling and hitting something. Other ways involve flying into a box canyon and lacking enough performance to climb out, plus what we'd call impromptu aerobatics, especially in an airplane not built for it.

Maneuvering close to other things is fun, no doubt about it. But-and with the exception of a runway or cloud-most pilots simply aren't accustomed to flying close to anything. At typical speeds and even in good lighting, lack of accurate depth perception-how close things are-easily can lure an unsuspecting pilot too close to an obstacle. In poor lighting or

restricted visibility, flying into things like low towers, guy wires and the like is relatively easy.

Many might think this kind of accident stems from under-developed skills, but accidents resulting from low-level maneuvering really are a judgement issue.

TAKEOFF/LANDING

Every flight begins with a takeoff and ends with a landing. By definition, then, we get to practice these operations at least once every time we fly. So why do pilots have such trouble with what are basic maneuvers? One answer is the ground usually isn't as close when we're not taking off or landing. The other answers involve peculiarities of each.

According to the AOPA ASI, most takeoff accidents in 2010 involved "losses of directional control during the takeoff roll, but the category also included pitch and roll excursions after lift-off." Other takeoff accidents resulted from settling back to the runway and stalling. Misconfiguring the airplane for the takeoff also was an underlying reason.

Landing accidents, like takeoffs, involve a high likelihood of losing directional control. Stalling-either while maneuvering to land or in the flare, too far above the runway-is another issue. Colliding with wildlife and landing long, off the end of the runway, round out the causes.

Takeoff and landing accidents primarily are skill-related, although there is a decision-making component-use a too-short runway, for example, or high-and-hot operations. As with so many other accidents, prevention involves practice, which also helps with decision making.

SKILL VS. DECISIONS

There are other way to look at the accident record. One way is succinctly put in the AOPA ASI *Report:* "Accidents caused by fuel mismanagement or adverse weather generally give reasonable warnings to the pilot. As such, they can be considered failures of flight planning or inflight decision-making. Takeoff and landing accidents in particular tend to happen very quickly, focusing attention on the pilot's airmanship (though decision-making that leads airmanship to be tested can usually be called into question)."

Essentially, then, there really are only two types of accidents: Those caused by a lack of skill and those resulting from poor decisions. The good news is they're both fixable.

If you think you're susceptible to an accident resulting from inadequate or missing skills, get some training. Go practice. Go fly, and build some hours, which will not only hone your skills but enhance your decision-making ability (After all, experience is little more than what is gained through poor decision-making.)

On the other hand, if you think you're more likely to be involved in an accident resulting from poor decision-making, what you will you do to overcome that problem? (We would suggest someone who frets about their ability to make decisions probably has no such problem.) Our suggestion is to learn from others: a mentor, your favorite flight instructor, researching and reading about what other pilots say and how they do things.

At the end of the day, it's up to us to obtain/maintain the skills appropriate to our flying and to make the right decisions, no matter our experience level. Choose wisely.

OPPORTUNITIES

Nothing this month.

MISCELLANEOUS

FAA adopts AD 2017-11-11 against NAvWorx

SUMMARY: We are adopting a new airworthiness directive (AD) for NavWorx, Inc. (NavWorx), Automatic Dependent Surveillance Broadcast (ADS-B) Universal Access Transceiver Units (unit). This AD requires removing, disabling, or modifying the ADS-B unit. This AD was prompted by a design change that results in the unit communicating unreliable position information. The actions in this AD are intended to address an unsafe condition on these products.

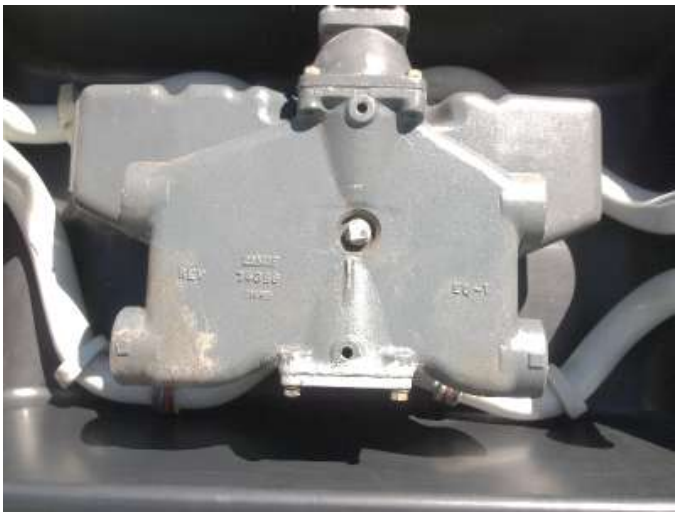
DATES: This AD is effective July 11, 2017. https://www.avweb.com/avwebflash/news/FAA-Releases-Final-NavWorx-AD-229109-1.html

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

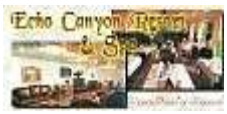


If you wish to list an item for sale, please contact the newsletter editor at piperflyer76@hotmail.com

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)

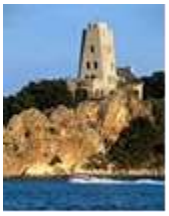
The Oklahoma Antique Airplane Association has a monthly meeting/fly in at or club house on the northwest corner of the PVJ field, once a month on the first Saturday. Come join in on the fun! You don't have to fly an antique in, we have cars, motorcycles, and every kind of airplane old and new. We eat 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

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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.