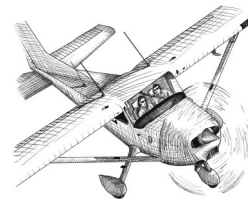




EAA CHAPTER



Board Member's Report

August 2020

Mark Chouinard, Chapter President —

Fellow EAA 10 Members,

I hope you are all doing well during this unusual time. As some of you may know, back in May we decided to have our Pancake breakfast and attempt to resume regular monthly gatherings. However, due to the reported uptick in Coronavirus cases the board reversed that decision and has decided to cancel group events until further notice. I understand that the

membership is split on these decisions, and it is my hope that we will be able to pick back up soon. I am aware that other chapters are conducting activities, but I'm not clear if this is recommended or allowed under the directives of EAA HQ. Even if EAA does allow large gatherings, many here locally prefer an abundance of caution out of respect for those who are at greater risk.

As a concession to all members who are in good standing, we have decided to extend everyone's 2020 dues through 2021. Of course, our organization runs on revenue from dues and donations from other functions, and while we still do have some annual and monthly expenses we haven't needed to fund other events that we would normally schedule. We hope this decision meets with everyone's approval and will allow us to continue uninterrupted in the near future.

For those interested in getting out to fly and seeing our friends, have a look at the events section and plan to come to some of the events that are still on the schedule. The Will Rogers/Wiley Post fly in, Green Country Aviators picnic and Wings Wheels and Wishes are right around the corner to name a few. There is no better social distancing than to get out and fly way above any potentially contaminated airspace. I hope you are all getting an opportunity to fly, build, or at least talk about our sport. Hope to see you all soon.

Blue Skies and calm winds!

Mark Chouinard
EAA Ch 10 President

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Fly-Outs

I've known about the Kansas Aviation Museum for a long time and heard about Doc's (Boeing B-29) new hangar, so, with a good friend who's conveniently located in Wichita, we decided to check them out. There's not enough paper here to tell all about each, and I don't want to ruin your adventure to go see them for yourself, so here are a few tidbits...

Located in its brand new hangar at Eisenhower National Airport (ICT), Doc is a short 10 minute walk from Yingling Aviation's FBO. Little did I know, Doc lived a very short flying life and spent over twice as long getting restored to its beautiful condition today. With the \$10 admission price, you get a nice guided tour around the aircraft and a trip up to the cockpit for an additional \$5. Short of the gun turrets being removed and a couple of "minor" avionics upgrades, the ship is close to its original state. There are also static displays up and

UPCOMING EVENTS

Date	Time	Where	Event (Check Google or Facebook for info)
Aug 15	730a-130p	OK37	Will Rogers / Wiley Post Fly-In, Dog Iron Ranch
Aug 21-23		CUH	Cushing Fly-In Swap Meet
Aug 22	6pm	OK93	Green Country Aviators Hamburger/Hotdog Fly-In
Aug 22	9a-1p	RQO	1st Annual El Reno Fly-In, Food Trucks, Displays, \$2.95/gal
Aug 29	8a-4p	OK93	Wings, Wheels & Wishes Fly-In, Car and Bike Show
Sep 2-7		IA27	AAA/APM Invitational Fly-In, Antique Airfield, Blakesburg, IA
Sep 12	11am	1OK	Fairmont Fly-In Festival, Eat @ 12, Bring side or dessert
Sep 10-13		51AR	Byrd's 2020 ArkanSTOL Backwoods Challenge, arkanstol.com
Sep 26	6-9p	RVS	Tulsa Air & Space Museum Aviator Ball. Dinner, Swing Dancing
Sep 26	9a-2p	OUN	14th Annual Aviation Festival
Oct 16-18		MKO	1st Annual Bombers, Blues & BBQ Fly-In
Oct 23-25		7TA7	35th Annual Flying M Ranch Fly-In & Campout, reklawflyin.org
Oct 24	1p-3p	1K1	Stearman Field Bar & Grill Pumpkin Drop, Evening Live Music

Some events continue to be cancelled. Please contact the event owner for the latest information.

GENERAL AVIATION - RECURRING MONTHLY EVENTS			
Date	Time	Location	Event (Always Call Ahead)
Every Sat.	8-10am	2K9	Haskell Coffee & Donuts
1st Monday	530pm	O38	EAA Ch 10 Business Meeting, Ch 10 Hangar
1st Saturday	7-10am	PNC	Ponca City Breakfast Fly-in, \$8, \$4 kids
1st Saturday	1130am	PVJ	Pauls Valley Lunch, OK Antique Aircraft Association
1st Saturday	730-11am	ASG	Springdale, AR, Albatross Bar & Grill, \$6.99 plate w/ free pancakes
2nd Saturday	7-11am	1K1	Stearman Field Bar & Grill \$5 Benefit Pancake Feed, regular menu
3rd Monday	730pm	O38	EAA Ch 10 Membership Meeting, Ch 10 Hangar
3rd Saturday	1-3pm	O38	GCUFO - UL Chapter 10 Meeting, Potluck Lunch
3rd Saturday	11am	4M1	Carroll County (near Eureka Springs), Lunch in the winter months
3rd Saturday	8-10am	WDG	Enid Barnstormers' Fly-in breakfast buffet, \$7
Sat after 3rd Monday	7-10am	O38	EAA Ch 10 Pancake Breakfast, Ch 10 Hangar
Last Saturday	8-11am	PPF	Parson's KS Tri-city Breakfast Fly-in

Fly-Outs (cont'd)

downstairs. It's definitely a must see. It's only 1 of 2 still flying (Fifi is the other) of the original 1,644 originally built. Go to <https://www.b29doc.com/> to get a feel the place.

The Kansas Aviation Museum is 12 miles east of ICT at McConnell AFB, so a courtesy car or Uber will get you there quickly. The museum building was formerly the Wichita Municipal Airport terminal and tower from 1935 to 1954, after which the Air Force decided it needed the airport and it became McConnell AFB. The museum houses three floors of exhibits, a control tower and the outdoor ramp. This place is chock full of aircraft, related exhibits and information. Check them out at <https://kansasaviationmuseum.org/>.

Maurice Ingle

Mark Chouinard's Pietenpol

This report has been a very long time in the making. Many of you have been following my progress over the years and have been present for some of my build updates during our chapter meetings. I haven't offered much detail in the last couple of years because there wasn't much to tell other than, "I'm still working on it when I can." My project could have been completed in late 2018 or 2019, but as some of you know I was immersed in a home building project that took a front seat.

With our move completed in February and Coronavirus forcing many of us to work from home the following month we were getting settled in with nowhere to go, so I focused my spare time on getting my paperwork in order and finishing up a few details on the airplane. Fellow member, tech counselor and DAR, David Snell has followed my project from the beginning and granted my airworthiness certificate on June 6. A long time coming as I worked on this project for over 11 years. I know that some wondered if I would ever complete it, but I learned as I went along that some tasks would take longer than expected as I learned new skills, and of course life got in the way on occasion.

I decided some time ago that I wouldn't be the first to fly my airplane. Not that I had any doubt in my craftsmanship, but there are others far more qualified to deal with characteristics that might be unfamiliar to me. My friend and fellow Pietenpol builder, Kevin Purtee of Tyler, TX (EAA Chapter 1475) volunteered to test fly my airplane and we worked towards the big day for several months. Kevin is an Army veteran and former AH-64 helicopter pilot with over 450 hours on his Corvair powered Pietenpol. In my opinion, there is no one more qualified as Kevin. His experience would allow him to see, feel and hear things that I might overlook during the excitement and nerves that would surely accompany that initial flight.

With weather and work schedules finally in alignment, the first flight took place at Gundy's airport in the early AM hours of July 2 with only a few friends in attendance for ground support. After one last inspection, Kevin taxied out to the runway and rolled the throttle in. Power came up smooth and NX762R broke ground in a few hundred feet. Kevin climbed up over the field and did several laps. Everything looked and sounded good, but we couldn't be sure what he was seeing way up there. At one point he reduced power and started a descent towards the approach end of the field. Once on short final he rolled the power back in and climbed again, giving us all a thumbs up as he went by. What a relief! He appeared to have things well in hand and was apparently comfortable with the performance thus far. Another lap or two and Kevin brought it in for a nice landing. Kevin congratulated me on the quality of my work, commenting that it flew as good as it looked. He asked me to pull all the panels and cowl for a thorough inspection, then added, "If it all looks good, I'll fly it home for you." Wow! I wasn't expecting that he would fly it twice for me, but I was thrilled at the idea of having it home and looked forward to using the 230x2600' runway at Airman for my first flight. So thankful to Kevin and his wife, Shelley, for their support and for taking time out of their schedule to help me see the project through to completion. Kevin and Shelley are both Army

Mark Chouinard's Pietenpol (cont'd)

veterans and have been long time ambassadors in the Pietenpol community and have also been directly involved with William Wynne and the FlyCorvair movement for many years. I am proud to know them and call them my friends.

At the time I had not completed my tailwheel endorsement training, however I was doing a little flying with friends. Scheduling conflicts and weather have kept me from going up with my tailwheel instructor and neighbor, Kevin Connor of Hatz Biplane-Radio Flyer fame. I've always heard that Kevin was a great stick and rudder guy, and that if he signed me off that I could be confident that I was prepared. Kevin and I went up for a few more flights in his Cub when he looked back at me and said, "Mark, there's not much I can do for you. You ready to fly that thing?" I was, so I hopped in the Piet

to warm her up. Once everything looked good I taxied back and rolled the throttle in. It may not sound like much, but the 100HP Corvair yanks that thing right off the ground. The most surprising attribute was the need for left rudder as the Corvair turns counterclockwise. I actually allowed it to pull me off the centerline quite a bit, but up we went! It was a bit stressful during the roll and initial climb, but once up at pattern altitude it was very relaxing.

To see the landscape roll by below and the sun beginning to set was very rewarding. 20 minutes aloft and I was ready to try an approach and landing, which all went well.

As of this writing, I have around 10 hours flying time with no issues to report. The airplane handles good in the air and on the ground. She flies straight ahead at cruise with no stick and only light pressure on the left rudder. Pulling the power results in a fairly steep descent, so I'm keeping pattern work close for now and still haven't gone up to practice stalls. Took her up to 2500' a few days ago and felt like I was miles in the air. I've told several people it's as close to being a kid and flying the proverbial cardboard box as one can get. Just amazing to look around at all the pieces that were once scattered on my workbench flying along in unison. A few days ago I peeked out at the windsock and noticed a slight crosswind. Thinking to myself, "eh, it's not too bad", so I drug her out for another flight. Lined up on the runway and rolled the throttle in, all was looking good until I got above the treetops. I immediately thought to myself... dear God, why did I take off in this! It really wasn't that bad, but this 715 pound airplane feels everything. I told my friend Kevin Purtee that it was like being a leaf on a breeze. He described it as a ping pong ball in the ocean. Ha! Still not real confident in windy conditions, but I'm getting the hang of it and it's a lot of fun so far.

A lot more could be told, from the building to testing to friendships and a lot of learning along the way. Way too many people to thank. Friends who have loaned me tools, taught me a skill, helped me to fabricate or let me work in a warm corner in the cold winter months. Lengthy articles could be written about the airframe, covering, painting, engine conversion and other aspects. Lots of EAA meetings, late night conversations, trips to Wisconsin and hangar flying sessions along the way. Now I am looking forward to local fly-ins and eventually taking my Pietenpol up to Oshkosh. I am also looking forward to presenting at a chapter meeting soon where I can address many of the technical elements more directly. For now, I'll just enjoy flying and hope that life can return to normal for all of us soon.

Mark Chouinard

Pietenpol Air Camper - NX762R



Event Flyers

A special moment of remembrance will be observed at 10:00 a.m.



SATURDAY, August 15
Events start at 7:30 a.m.

Celebrating aviation in the heartland! See vintage aircraft, World War I fighters, experimentals, bi-planes, and much more!



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MEMBERS CLASSIFIED PAGE (Wanted, For Sale or Service)

2005 Franklin Woodsy: One of a kind, 316 TTAF & E, high wing, wood structure, Subaru power, 3-blade ground adjustable prop, 28' wing span, 2-place side by side seats, 24 gal fuel in 2 wing tanks, 100mph cruise. \$15,000. Jim Franklin 918-485-3990

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HOMEBUILDER'S CORNER!

ARE YOU BUILDING SOMETHING THAT OTHER MEMBERS MIGHT LIKE TO KNOW ABOUT? LET ME KNOW.

Mike Aichele—Zenith 650B; Aeronca 7AC STC for 85HP engine change; I have collected on the parts for the STC and rebuild, except for new mags and carburetor. Engine is ready to be torn down for rebuild.

Mark Chouinard—Pietenpol Air Camper; 100% complete and flying. See attached story.

Joel Howard—CB-1 Hatz biplane repair hope it flies this spring. Rebuilding and updating an Acro Sport 2.

Gib McConnell—Glastar Sportsman can't seem to get started.

Mike Leone — RV10; Complete and flying!

Jim Calderwood—Tailwind

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EAA CHAPTER 10 MEMBERSHIP APPLICATION / RENEWAL FORM
DUES ARE \$25.00 PER YEAR - JANUARY 1st to DECEMBER 31st

Name _____ Co-Pilot / Spouse _____ Address _____ City _____ State / Zip _____ e-mail address _____ Home Phone _____ Work Phone _____ National Membership # _____	Newsletter Delivery Preference: E-mail or USPS Mail (circle one or both) Aircraft Owned _____
	Projects / % Complete _____
	Bring this form to the next meeting or mail to: EAA Chapter 10 Treasurer P.O. Box 1985 Owasso, OK 74055



EAA Chapter 10
P.O. Box 1985
Owasso, OK 74055

Visit us online at
www.10.eaachapter.org



Next Meeting - TBD

Who Brings Snacks?

Please bring a snack to the membership meeting during the month that corresponds to the first letter of your last name as listed below.

January	A-C
February	D-F
March	G-H
April	I - L
May	Annual Picnic
June	M
July	N-P
August	Watermelon Feed
September	Q-S
October	T-V
November	W-Z Pie Auction
December	Christmas Party



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