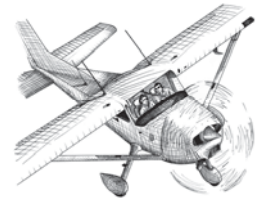




EAA CHAPTER 10

SINCE 1955



Board Member's Report

March 2020

Mike Aichele, Chapter Secretary / Membership Chairman's Comments —

Our current membership roster sits at 117 members with 39.32% of those having paid their 2020 dues. If you haven't paid your dues, I encourage you to do that. If you are unsure if you have paid or not, then get call me or check with one of the officers of the Chapter.

What's More Valuable to our Organization's Existence - Membership Recruitment? or Membership Retention?

This is an interesting question just like the question about which came first the Chicken or the Egg, but there is a seems to be a definite answer to the question.

While **Recruitment of Membership** is extremely important, it is not always the best answer.

Retention of Membership is normally the best answer, but..... Get retention right and you should have built the basis for recruitment. High retention rates are the signal that you have happy and satisfied members.

An Organization can have happy and satisfied members, but if they are not helping in recruiting new members the membership becomes old and stale. (Not saying you are.) The question becomes - Who's gonna run the Organization? After years of enjoyment those still happy and satisfied (retained) members become complacent and holding an officer's position is not in their wheelhouse anymore - no management and the Organization dies with a bucketful of happy and satisfied members.

So does an Organization die, from lack of Retention of Membership or from lack of Recruitment? It's the same old question, which came first the Chicken or the Egg?

It takes both **Retention of Membership** and **Recruitment of Membership** for an Organization to survive in the long run. How can you help with retention and recruitment?

Some Reasons to Join a Chapter:

- Meet like-minded people and make new friends
- Find a source of good advice (there are a lot of good sources in our Chapter)
- Find someone to assist you in your project (just ask someone for help)
- Have some fun
- Learn new skills
- Refocus. Be Active. Feel Better.

Dues of \$25.00 are due on January 1st of each year and your Chapter is looking forward to your continued support. You can bring your dues to the monthly meeting or mail them to me at the address below. If you have any questions, please give me a call - I'm in (cont'd on page 3)

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UPCOMING EVENTS

Date	Time	Where	Event (Use google or facebook to get more details)
Mar 12-15		GLE	LonestarSTOL.com Competition & Fly-In, Gainesville TX
Mar 16	730pm	O38	EAA Ch 10 Member Meeting, Ch 10 Hangar
Mar 20-22	9a-5p	CUH	Cushing Fly-In Fair and Swap Meet
Mar 21	7-10am	O38	EAA Ch 10 Pancake Breakfast, Ch 10 Hangar
Mar31-Apr5		LAL	Sun n Fun Aerospace Expo
Apr 10-12		WDG	Cockpit-Fest 2020, Displays, Clay Page concert Saturday, Food
Apr 14	530pm	OKC	AeroOklahoma 2020, Oklahoma History Center
Apr 18	9am	RVS	Challenge Air Tulsa 2020 Fly Day (volunteer pilots needed)
Apr24-26		MO32	Table Rock Airpark, Golden Aerodrome Flying Circus
Apr 25	8-10am	44M	Tenkiller Airpark, Wild Onion & Eggs Fly-In, Camping
May 2		TUL	Tulsa Air & Space Museum Aviator Ball. Dinner, Swing Dancing
May 7-10		51AR	Byrd's Backcountry Fly-In
May 16	TBD	O38	EAA International Learn to Fly Day
May 17	TBD	O38	EAA Ch 10 Annual Picnic
Jun 6-7		3JC	National Biplane Fly-In / Kansas Aviation Expo, Junction City
Jun 13	TBD	TBD	EAA International Young Eagles Day
Jun 20	12p-12a	1K1	Stearman Field Bar & Grill Fly-In and Live Music
Jul 20-26		OSH	Oshkosh EAA Airventure
Aug 15	730a-130p	OK37	Will Rogers / Wiley Post Fly-In, Dog Iron Ranch
Sep 2-7		IA27	AAA/APM Invitational Fly-In, Antique Airfield, Blakesburg, IA
Sep 5-6		IXD	Kansas City Airshow
Sep 26	9a-2p	OUN	14th Annual Aviation Festival

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 Barnstormer's 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

Board Member's Report (cont'd)

the back of the newsletter. Remember you must be an active member of the National Experimental Aircraft Association before you can be a member of the EAA Chapter 10.

Make checks payable to EAA Chapter 10.

Mail To: EAA Chapter 10
PO Box 1985
Owasso, OK 74055

ADS-B Out Airspace Enforcement

After hearing much speculation and being bounced around from one FAA office to the next, I was finally able to speak with AFS-400 although the gentleman I spoke with did not want to be quoted by name.

Long story short, the FAA is monitoring for compliance of the ADS-B Out rule in two ways. (1) They are monitoring the data being transmitted by your aircraft to ensure the performance requirements are being met, and (2) **they are combining traffic being captured by radar and ADS-B Out data to monitor for non-equipped aircraft flying in rule airspace.** So, the FAA is remotely watching for rule airspace violations and acting on those with letters to aircraft owners, but to what degree is not available.

The latter was the primary item I was following up on since our discussions in January.

The gentleman with the FAA's AFS-400 office wouldn't provide details like (1) How many rule airspace violations has the FAA acted upon, (2) What areas are they focusing on, or (3) What percentage of all traffic are they monitoring for compliance?

He did point me to their website where they show tracking of interesting performance issues with those that at least attempted to comply with the equipage part of the rule, but their equipment is missing data or is not connected to the appropriate WAAS GPS source, also known as nonperforming emitters (NPE).

Go to https://www.faa.gov/nextgen/equipadsb/installation/current_equipage_levels/. This data, as shown in the chart, essentially shows that about 7% of ADS-B Out installations are incorrect and/or not complete with the required WAAS GPS source (aka, NPE).

In summary, the FAA is remotely monitoring for non-equipped ADS-B Out aircraft flying into rule airspace. Don't

consider ATC as "the FAA" and assume that if they allow you into rule airspace (when you're not equipped) that you're ok. ATC is not part of compliance or enforcement. Hopefully we'll here more from the FAA on how they're dealing with rule airspace violations in the near future.

Maurice Ingle
EAA Ch 10 Newsletter Editor

US GA Fixed-Wing Equipage and Avionics Performance Data

Date	Equipped	Good Installs	NPE Aircraft
1-Oct-19	71,852	67,137	4,703
1-Nov-19	75,424	70,370	5,043
1-Dec-19	79,214	73,780	5,423
1-Jan-20	84,317	78,264	6,040
1-Feb-20	86,500	80,187	6,302
1-Mar-20	90,084	83,498	6,573

Data excludes Experimental & LSA aircraft

Sharing Aircraft Operating Expenses

Can a Private or Commercial Pilot operating their personal (non-business) aircraft who broadly advertises, known by the FAA as "holding out", on several Facebook pages that he travels to DFW from TUL on weekends share operating expenses with others interested in this route? Can the same pilot offer to drop a close friend off at Ardmore while enroute to DFW for expense sharing? A relative asks this pilot to take her to pick up a new car that she has bought in OKC. Can the pilot expect to share expenses for this flight? Can this pilot offer free rides (no expense sharing) to the broad public to a location of their choice?

The answer to all of the above is "No" according to 14CFR61.113(c) regarding expense sharing, as well as Parts 121 and 135.

Over the years the FAA has found the need to address various interpretations of this rule in the form of AC 120-12A, Private Carriage Versus Common Carriage of Persons or Property published in 1986, and a new AC, 61-142, Sharing Aircraft Operating Expenses in Accordance with 14 CFR § 61.113(c) published last month.

Most recently, the need to address interpretations arose from the advent of new communications technologies in the form of websites and apps. Yes, there are apps out there that, if used incorrectly, put the broad flying public in touch with pilots and vice versa for expense sharing. There are also many social media websites that provide potential to do the same.

To stem some of the confusion (or blatant disregard), AC 61-142 provides many examples of what is allowed and what is not. Here are some of them...

A friend asks a pilot to fly him to another city to pick up a new car he ordered and offers to share the expenses of the flight. The private pilot agrees, as he is not doing anything else and would enjoy the flight. As the passenger chose the destination and the private pilot does not have a purpose of his own to be in the other city at that time, this is an example of a situation where no common purpose exists. Therefore, expense sharing would not be allowed under Part 61.113(c).

A pilot plans to fly his plane to a wedding on Long Island. He is transporting passengers whose destination is also Long Island, but they are heading to a basketball game. As the pilot dictated the destination and both the passengers and the pilot have personal business on Long Island, a common purpose exists in these circumstances. (Therefore, expense sharing is allowed).

A company developed a web-based service through which pilots can offer their planned itineraries to passengers willing to share the pilots' expenses. The company facilitates connections between pilots and potential passengers. The potential passengers must be members of the web-based service. To become a member, one only needs to fill out an online registration form. The pilot dictates the origin, destination, and travel dates. A pilot may accept or reject a request to be a passenger for any or no reason. The company would facilitate the sharing of expenses between the pilot and the passengers on a pro rata basis. (This is considered "holding out" and, therefore, illegal).

A small neighborhood book club has set up a private Facebook group and only members of the club who are approved by the board are allowed to join and see posts. A member of the club posts that he or she is piloting a plane to the beach for the day and is asking if any other members would like to join and share expenses. Here the group is limited and defined, and the FAA would likely not consider this pilot to be holding out.

In summary, pilots can share aircraft operating expenses as long as the pilot and passengers share a common purpose in traveling to the destination (usually the pilot's need), and the pilot is not advertising to a broad audience (holding out) to gain expense-sharing passengers.

I'll post the referenced AC's on our Ch 10 website in the "Programs & Articles" section.

Maurice Ingle
EAA Ch 10 Newsletter Editor

EAA CHAPTER 10 FLY-IN & PANCAKE BREAKFAST

March 21, 2020

Saturday after 3rd Monday

7:00-10:00am

Gundy's (O38)



Mark Chouinard

918-280-2872

hangar10.mc@gmail.com

facebook.com/EAAchapter10



Young Eagles' Day is quickly approaching (June 13). Please visit <https://eaa.org/eaa/youth/free-ye-flights/ye-volunteers> to ensure you've completed the online training and basic background checks required to work with children under age 18. Contact our Young Eagles coordinator, Tom Egbert, if you have any questions.

MEMBERS CLASSIFIED PAGE (Wanted, For Sale or Service)

**2010 Aerotrek
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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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 (918) 272-3507 Cell (918) 407-7365

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; 90% completed with the last 10% taking 90% of the time. Hopefully will be in the air this summer. Picture update real soon.
- 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; Electronics installations are moving forward and should be testing this week, followed by licensing and flying off the hours. (See update in June 2019 Newsletter)
- Jim Calderwood—Tailwind

<p>PRESIDENT Mark Chouinard 918-280-2872 chouinard.ok93@gmail.com</p> <p>VICE - PRESIDENT John Nys 918-519-5846 jnys1943@gmail.com</p> <p>SECRETARY Mike Aichele 918-804-3105 mjikelee@gmail.com</p> <p>TREASURER Bhrent Waddell 918-706-5055 bjwaddell2@yahoo.com</p> <p>NEWSLETTER EDITOR Maurice Ingle 918-808-4309 flythatway@yahoo.com</p>	<p>FLIGHT ADVISORS Bart Dalton (DAR)</p>	918-361-8551	planenutts@gmail.com
	<p>TECHNICAL COUNSELORS Don Pearsall John Nys Bart Dalton (DAR) David Snell (DAR)</p>	918-272-5551 918-519-5846 918-361-8551 918-939-9986	dpowasso@gmail.com jnys1943@gmail.com planenutts@gmail.com d12c2av8@gmail.com
	<p>YOUNG EAGLE COORDINATOR Tom Egbert</p>	918-341-6377	2love2fly@att.net
	<p>WEB ADMINISTRATOR Maurice Ingle</p>	918-808-4309	flythatway@yahoo.com
	<p>EAA Chapter 10 P.O. Box 1985 Owasso, OK 74055 eaa.ch10@gmail.com https://chapters.eaa.org/ea10</p>		

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 _____

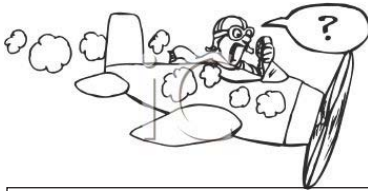
Projects / % Complete _____

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 - March 16

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	
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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