



EAA CHAPTER 10

SINCE 1955



Board Member's Report

April 2019

Dues Reminder — If you have not paid your 2019 Chapter dues, they should be paid as soon as possible. You can bring them to the next meeting or mail them to the chapter. (See Page 7)

INSIDE THIS ISSUE

- 1 Asleep at the Wheel
- 2 Events
- 3 Emergency Locator Transmitters
- 5 Buy an Airplane Decision Tree
- 7 Officer Contacts / Membership Info

Asleep at the Wheel

On December 6, 1997, Dr Robert Frayser, from Hoisington, KS, was on his way to his first Aviation Medical Examiner (AME) Seminar, flying from Great Bend, KS (GBD), to Topeka, KS (FOE).

The relatively short 155nm flight was expected to take about 45 minutes at 5,500 feet in his Commanche 400, N8452P. Not that the flight was boring, but staring into the sun and with the autopilot engaged, Dr Frayser woke up disoriented and in some pain...up against some trees next to a hay field.

The doctor initially thought he was still flying, was having trouble staying alert and was attempting to go through his landing checklist. He then realized he (or at least the airplane) had landed. With a fractured wrist, a pounding headache and minor bumps and bruises, he headed off for help and found a farmhouse a quarter mile away. He would soon find out that he was in Missouri, 45 minutes beyond his original destination.

At the hospital his near-fatal blood levels of carboxyhemoglobin, Carbon Monoxide (CO) poisoning, was treated with 100% oxygen. Had the doctor been exposed just a handful of minutes longer, the results would have been fatal.

CO gases are odorless, but often are accompanied by combustion gases that do have an odor. Analysis of toxicology samples from fatal US accidents between 1967 and 1993 found that 360 victims had been exposed to sufficient CO before or after the crash to impair their abilities. Mostly unreported, it is unknown how common non-fatal CO poisoning is in aviation although it is likely much more common than fatal occurrences.

Symptoms of CO poisoning range from light to severe headaches, increase in breathing rate, drowsiness, impaired judgement, shortness of breath, blurred vision, confusion and eventual unconsciousness. These symptoms can easily be confused with airsickness, altitude hypoxia, or fatigue. If the levels of CO poisoning are low enough, it can go undetected until that first long flight.

Aircraft symptoms to watch for as the pilot are the smell of exhaust and an unintended heat source heating the cabin. The heating system can also be preflighted, but some muffler cracks, for example, cannot be visually detected.

The doctor's aircraft was just out of annual and at the shop when he decided to take this trip.

UPCOMING EVENTS

Date	Time	Location	Event
Apr 12-14	9am-5pm	TUL	CAF Airpower History Tour at Tulsa Air & Space Museum
Apr 13	9am-1pm	SWO	OSU Flying Aggies Fly-in and Car Show
Apr 15	730pm	O38	EAA Ch 10 Member Meeting
Apr 20	7-10am	O38	EAA Ch 10 Fly-in Pancake Breakfast
Apr 26-28		MO32	Table Rock Airpark, MO, Golden Aerodrome Flying Circus
Apr 27	8am-5pm	RVS	Challenge Air Tulsa Area Fly Day, Riverside Tulsa Tech (Resched)
Apr 27	8-1030am	44M	Tenkiller Airpark, EAA Ch 1040 Wild Onion & Eggs Fly-In
Apr 27	9am-3pm	OUN	Pilots n Paws Fundraiser, Food Trucks, Dogs, Music, Raffle
May 11	7-11am	SUD	Stroud Municipal Sunrise Pancake Breakfast. Hangar grand opening
May 18		O38	International Learn to Fly Day, 3rd Sat in May
May 19		O38	EAA Ch 10 Annual Picnic, Sunday before 3rd Monday in May
May 25-26		H04	Vinita Annual Spring Fly-In
May 27	8am-12pm	WWR	Woodward Tri-State EAA Ch 1115 Memorial Day Fly-in
May31-Jun1		3JC	Junction City, KS National Biplane Fly-In, www.nationalbiplane-flyin.com
Jun 1-2	8am-5pm	TIK	Tinker AFB Star Spangled Salute Air Show
Jun 8		O38	International Young Eagles Day, 2nd Sat in June
Jun 21-22		K34	VAA Ch 16 Gardner, KS, Greater Kansas City Vintage Aircraft Fly-In
Jul 6-7		MKC	Kansas City Air Show, Charles B Wheeler Downtown Airport
Jul 22-28		OSH	EAA Airventure at Oshkosh
Aug 10	8am-1pm	OK37	Will Rogers/Wiley Post Fly-In
Aug 24	8am-130pm	OK93	Airman Acres, Wings Wheels and Wishes Fly-In
Sep 14	9am-2pm	GOK	Guthrie-Edmond Regional 7th Annual Community Day Fly-In
Sep 14		IDP	Southeast Kansas Fly-In

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, Gundy's EAA 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
2nd Saturday	8am-12p	ROG	IDK? Café, Rogers Arkansas, Beaver Lake FBO, \$7 all you can eat
3rd Monday	730pm	O38	EAA Ch 10 Membership Meeting, Gundy's EAA Ch 10 Hangar
3rd Saturday	1-3pm	O38	GCUFO - UL Chapter 10 Meeting, Potluck Lunch
3rd Saturday	8am	4M1	Carroll County Near Eureka Springs, All you can eat for \$7
Sat after 3rd Monday	7-10am	O38	EAA Ch 10 Pancake Breakfast, Gundy's EAA Ch 10 Hangar
4th Saturday	8-10am	WDG	Enid Barnstormer's Fly-in breakfast, \$7, April thru Sep
Last Saturday	8-11am	PPF	Parson's KS Tri-city Breakfast Fly-in

Asleep at the Wheel (Continued from page 1)



The investigation found that the muffler had cracked, allowing CO gases into the cabin heating system and the aircraft was not equipped with a CO detector.

CO detectors are available in a couple of different forms. The most common and least expensive are the stick-on, colorimetric devices that change color in the presence of carbon monoxide (left). They are under \$15 and

typically are good for 12 months. Powered electronic detectors are more effective and reliable and come in portable (right) and panel-mount, and maintainable and disposable forms. These range in price from \$130 to \$1000.



In summary, a CO detector is cheap life insurance. Make sure its in your scan and be sure that your aircraft is properly inspected and maintained to avoid the most common heating system and firewall failures that can cause exposure.

Maurice Ingle

EMERGENCY LOCATOR TRANSMITTERS

After the 1972 loss of US Representative Hale Boggs and Nick Begich in Alaska where their aircraft crashed and was never found (the straw that broke the camels back), a new mandate was born. Title 14 CFR 91.207 covers the ELT requirements.

This capability saves lives not only in aviation, but land and maritime events. In the past 3 years there's been an average of 850 events annually, with an annual average of 2,330 lives saved due to ELT activations. Of these, aviation events average about 20% of the total events.

If you're serious about this capability and you're still using a TSO-C91 or C91a (121.5 MHz) device, you need to consider an upgrade to the TSO-C126 (406 MHz) device.

121.5 MHz ELTs were originally monitored by air traffic control and other aircraft. In 1982, a satellite-based monitoring system, COSPAS-SARSAT, was implemented as a better way to detect distress signals over this frequency. The TSO-C91 devices have less than a 12% activation rate in actual crashes and a 97% false-alarm rate. The newer TSO-C91a units have a 73% activation rate in actual crashes.

In 2009, primarily due to the high false-alarm rate and problems in the 121.5 MHz frequency band which inundates search and rescue efforts, COSPAS-SARSAT stopped the satellite-monitoring of 121.5 MHz in lieu of the more reliable and capable 406 MHz. 121.5 MHz is still VHF-monitored by some airports, ATC and pilots. The odds that these units will properly activate during a crash AND be detected in remote (and not-so-remote) areas are pretty slim.

The FCC and FAA both prohibit the manufacture, importation and sale of 121.5 MHz ELT devices. The rules do not prohibit the continued use of these devices, but again, their effectiveness when needed is extremely limited.

The 406 MHz ELTs boast an 83% activation rate, registered unique transmissions to the satellites allowing immediate identification of the owner and contact info, GPS position internal or



EAA CHAPTER 10 FLY-IN & PANCAKE BREAKFAST

April 20, 2019

Saturday after 3rd Monday

7:00-10:00am

Gundy's (O38)

Joel Howard or Grant Garlington

918-645-2635 or 918-346-2432

oklahomajoel@yahoo.com

Facebook.com/EAA chapter 10



Invite a Friend



Emergency Locator Transmitters (cont'd from page 3)

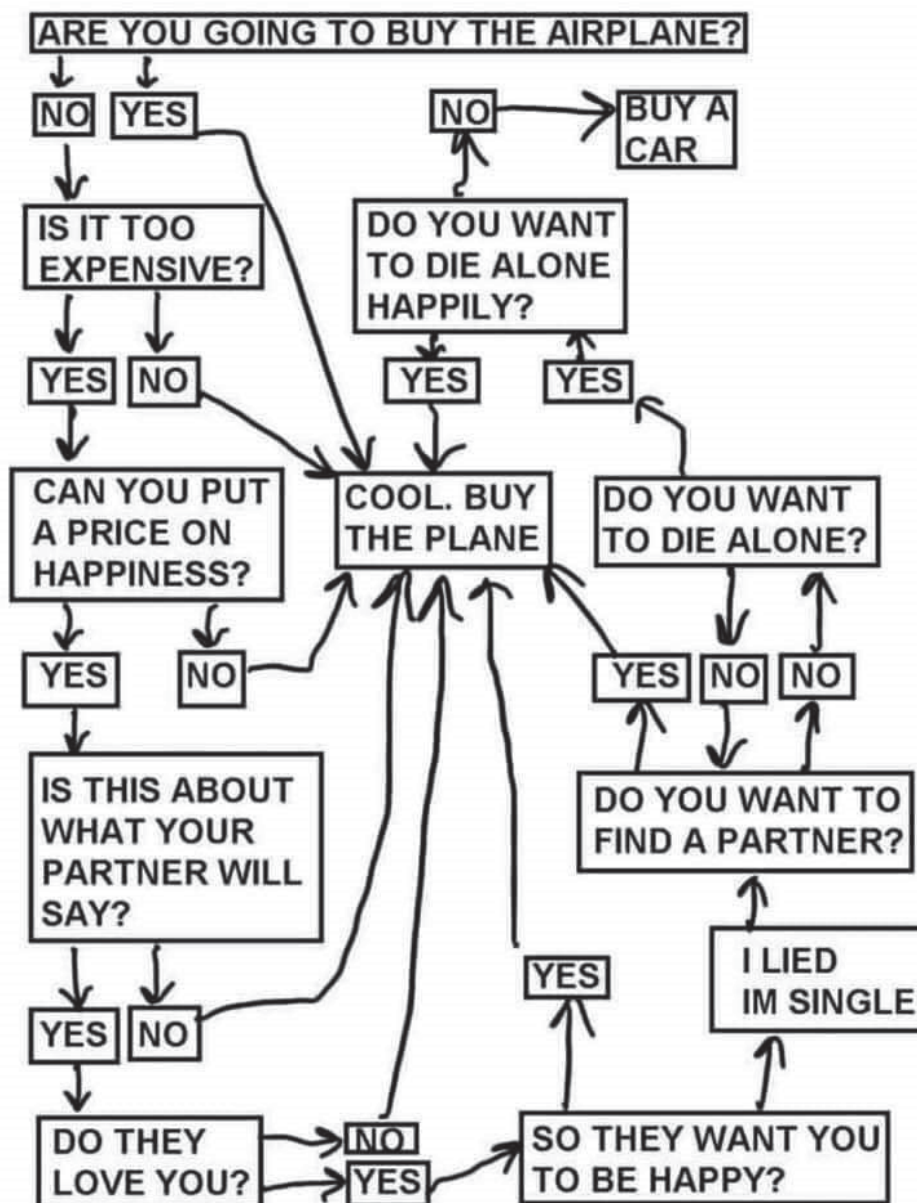
remote integration (optional) for much better location resolution, remote activation switch (optional) capability and portable options (optional). The 406 MHz units also are required to transmit 121.5 MHz for search and rescue fine tuning of your location when they're in your general area.

My Bonanza has the Ameri-King AK-450 (TSO-C91a) installed. Even worse, it has an AD against it as Ameri-King was found to have poor quality standards in their manufacturing process. It has been testing fine, but a good 406 MHz replacement is on my OSH shopping list this year.

COSPAS-SARSAT is an international satellite-based search and rescue system established by the US, Russia, Canada and France. COSPAS is a Russian acronym for COsmicheskaya Sisteyama Avariynich Sudov which means Space System for Search of Distress Vessels. Don't ask me to remember that! SARSAT stands for Search and Rescue Satellite-Aided Technology.

Maurice Ingle

Buy an Airplane Decision Tree



MEMBERS CLASSIFIED PAGE (Wanted, For Sale or Service)

Got something for sale or a service you can provide to other Chapter 10 Members? Give me a call or shoot me a note and I'll put it in the newsletter. Maurice Ingle

Aircraft for Sale

Lycoming 160 HP O-320-D3G - Removed from 1977 Piper Warrior.; Overhauled and Certified; 1,200 total time since new (TTSN); No mags or harnesses. Asking \$16,000.00
 Call Marvin Story, Gardner, KS (913) 284-9554 Cell; (913) 788-5435

Services Offered

Hangar Doors
 By
Bennett Machine Works LLC
 Owasso Oklahoma
 Hydraulic Operation - Built On Site
 Barry Bennett 918 636-4570
 bennettmachineworks@cox.net



Welding
 Sheetmetal
 Engine Major

Woodworking
 Dope & Fabric
 Accessories

Chuck's Air Repair, LLC
 Catering to Antique and Home Built Aircraft

Annuals 100 hrs 337's
 Mobil Van Fully Equipped
 Machine Shop Available

Charles Stephenson A&P - I.A.
 17313 E. 109th St. N., Owasso, OK 74055
 (918) 272-3507 Cell (918) 407-7365



Longtime EAA Ch 10 member, Edgar Hellyer, has been an A&P Mechanic with Inspection Authority (IA) for over forty years without an FAA inquiry or violation. He is now planning to retire his IA effective March 31, 2019. He will continue to offer a \$400 annual inspection of certified aircraft until that date. 918-834-7215

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 (Update 1/23/2019); Electronics installations are moving forward and should be testing this week, followed by licensing and flying off the hours.
- Jim Calderwood—Tailwind

<p>PRESIDENT Joel Howard 13667 N 97 E Ave Collinsville, OK 74021 (918) 645-2635 oklahomajoe@yahoo.com</p> <p>VICE - PRESIDENT Grant Garlington 5131 S Birmingham Pl Tulsa, OK 74105 (918) 361-0385 GrantG110@cox.net</p> <p>SECRETARY Mark Chouinard 9002 N 165th E Ave Owasso, OK 74055 918-280-2872 hangar10@cox.net</p> <p>TREASURER Bhrent Waddell 13444 N155th E Ave Collinsville, OK 74021 918-706-5055 bjwaddell2@yahoo.com</p> <p>NEWSLETTER EDITOR Maurice Ingle 2205 SW Wolf Run Dr Claremore, OK 74019 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 10.eaachapter.org</p>		

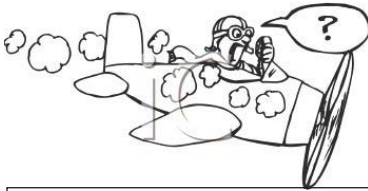
EAA CHAPTER 10 MEMBERSHIP APPLICATION / RENEWAL FORM
DUES ARE \$25.00 PER YEAR - JANUARY 1st to DECEMBER 31st

Name _____	Aircraft Owned _____
Co-Pilot / Spouse _____	_____
Address _____	_____
City _____	Projects / % Complete _____
State / Zip _____	_____
e-mail address _____	_____
Home Phone _____	Bring this form to the next meeting or mail to:
Work Phone _____	EAA Chapter 10 Treasurer
National Membership # _____	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: April 15 @ 7:30pm

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
December	Christmas Party



Printed by  **AUTOMATED MAIL SERVICE**
 6915 E 38th Street
 Tulsa, OK 74145
 Phone: (918) 664.2507