



Experimental Aircraft Association

Chapter 24 / Oklahoma City, OK

February 2020



Upcoming Meeting Information

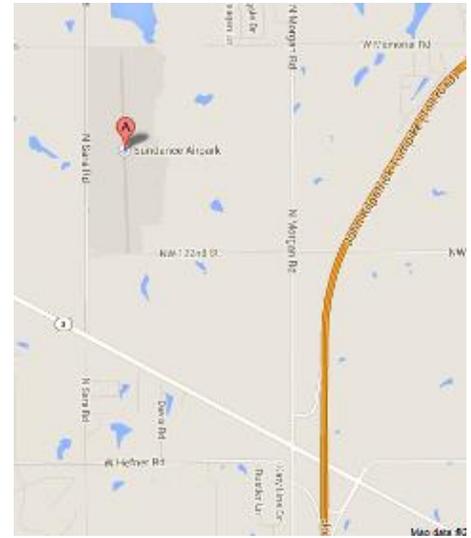
When: February 13th, 2020, Beginning at 7:00 PM

Where: Sundance Airport (KHSD)
13000 N Sara Rd, Yukon, OK 73099
Phone: (405) 373-3886
<http://sundanceairport.com/>

The meeting room is on the 2nd floor of the main terminal. Arrive early to socialize with your fellow aviation enthusiasts.

Travel 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

January 9, 2020

Meeting was called to order at 7:03 pm by Chapter President, Jim Putnam

Members in attendance: 26
New attendees: 2, (Antonin Stoddard, Ray Stoddard)

Young Eagles:

Young Eagles flights will resume March 28.

• Kitfox:

Go to the EAA Chapter 24 website and click on the “**Kitfox Project Progress Info**” for current financial expenditures, pictures, who worked, and updates on the [Kitfox project](#). Eric gave an update. There were work evenings twice in December and once in January, so far. The wings are complete. Work is being done to fit the seat so as to not interfere with the flight controls.

• **Fly-out:** No fly-outs are scheduled at this time.

Old Business:

• An applicant for the Ray Aviation Scholarship was interviewed just prior to the chapter meeting.

Previous Chapter Minutes, Continued

January 9, 2020



New Business:

- Jim Putnam and Steve Schmitt are planning to attend an EAA leadership boot camp in Arlington, TX in February. Dan Burdette is planning to attend an EAA leadership boot camp in Kansas City, MO in March.
- Monthly IMC/VMC questions were presented by Dan Burdette.
- Jerry Calvert is no longer able to continue his membership in Chapter 24. Therefore, we are looking for a volunteer to fill the chapter 24 vice president position.
- Volunteers are needed to set up and work the monthly EAA Chapter 24 pancake breakfasts at HSD.
- Information on the RC model airplane program needs to be developed and distributed in a format that will attract young aviation enthusiasts. Nick Brewer, Mark Welch, and Pat Cohenour are working this program.
- Monthly EAA video from headquarters.
- Jim P had a short presentation on the Flying Flea aircraft
- Members are reminded to check the expiration date on their individual EAA child protection training.
- A discussion item for next month's meeting is a dues increase to \$20 annually for EAA Chapter 24 membership.

The next meeting is February 13, 2020

(Meetings are 2ND Thursday of the month, 7:00pm, Sundance airport)

Meeting adjourned at 8:15pm

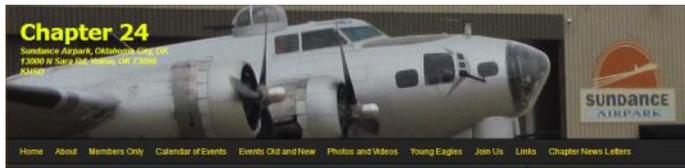
Submitted by Dan Burdette

A few Chapter FYI's:

- 1) Reminder—please pay your 2020 chapter dues. Contact Steve Schmitt
- 2) Expect will need help with the upcoming pancake breakfast. Please consider volunteering.
- 3) Possible B-17 tour stop in OKC. Tentative dates are November 12-15, 2020

EAA Chapter 24 On-Line

Website: <http://www.24.eaachapter.org/>



Yahoo Groups: ~~<http://groups.yahoo.com/group/EAA-Chapter-24/>~~



The chapter will most likely discontinue the Yahoo group.

From Yahoo: Yahoo has made the decision to no longer allow content to be uploaded to the Yahoo Groups site. ... Beginning October 28, new content won't be able to be uploaded to the site, and all previously posted content on the site will be permanently removed after December 14. (2019)

Facebook: <https://www.facebook.com/#!/EAA24>



Young Eagles



Upcoming Y/E Events are discussed at each Chapter meeting. The Chapter has an on-going need for pilots and ground crew for our support of this program.

Please contact Pat Co-henour to be added to his contact list so he can coordinate chapter support for Young Eagles events. You do not need to be present at the chapter meeting to volunteer. Thank you!

Recent Young Eagles totals:

- None to report

Upcoming Young Eagles events:

- None to report

From Our Members



Monday, January 27, 2020 at Sundance Airport

Lawson and his instructor, Mary Catherine, after his solo flight. The flight was in a 1946 Ercoupe that Lawson helped restore. About 18 relatives, friends, EAA Chapter 24 members, and airport bums witnessed the solo flight. The flight was followed by a birthday/solo party at Lawson's hangar. We are all very proud of Lawson!

Safety

PILOT'S TIP OF THE WEEK How to Set Pitch Trim Correctly

Featuring [Bruce Williams](#)

Subscriber question:

"My instructors always told me to 'trim off the control pressures,' but no matter how much I try, I feel like I never get the airplane perfectly in trim. What am I doing wrong?"

— Joe P.



Bruce:

"Early in our flight training, most of us learned a simple mantra for using trim: Pitch ... Power ... Configuration ... Trim.

If you change pitch, power, or configuration, you affect airspeed (actually you affect AoA) and you need to adjust the elevator trim — eventually.

Unfortunately, we're often too quick to reach for the trim. If you trim before the airplane has settled at a new constant airspeed, you just need to trim again later. You end up making frequent, small adjustments and the airplane is never properly trimmed.

Here's a simple fix: When you change pitch, power, or configuration, wait at least five seconds before you touch the elevator trim. If it helps, verbally or silently count to five (or even ten), and only then reach for the trim.

The key to using trim correctly is remembering that elevator trim is a secondary flight control, adjusted to relieve control pressures after the airplane has stabilized. Unless the change is temporary, such as when you make a small pitch change to recapture cruise altitude after updating the altimeter setting. In that case, you quickly return to the previously trimmed steady state.

The five-second rule might not always apply. For example, suppose you have trimmed the airplane at or near idle power with full flaps on final approach. The trim is set far into the nose-up range. If you add full power for a go-around, you must push forward on the yoke or stick to keep the nose from rising abruptly.

In this situation, it's helpful to give the trim a quick nose-down swipe immediately after you add power to help manage the force required to hold the nose at the correct go-around attitude. You can fine-tune the trim after the airplane is climbing safely away from the runway and you have established the pitch attitude and configuration for a stable climb speed."

Flight Chops



If you haven't checked out the web site or YouTube channel, here is a good video to get you started. A CFI shares a technique for engine failure on take off.

Fatal Loss of Control plane crash? Every 4 days! Airliner differences + GA's 4 big Failures

<https://flightchops.com/2019/09/20/fatal-loss-of-control-plane-crash-every-4-days-airliner-differences-gas-4-big-failures/>

Top Ten Tips For Managing Risk

These aren't secrets, but if your preflight planning tells you some of the risks you're facing are too great, consider these tips to help mitigate them.

By Jeb Burnside - Published: January 27, 2020 Updated: January 31, 2020



Everyone talks about the weather but no one ever does anything about it.” (Stop me if you’ve heard that before.) The same could be said about managing the risk of general aviation. We—both this magazine and the industry as a whole—spend a lot of time preaching to pilots about the mechanics of understanding weather forecasts, determining if the aircraft is capable, and making honest evaluations of our own performance in considering how and when

to conduct a flight. But once we identify the need to mitigate a risk, we sometimes have little space left over to describe the tools we can use. Let’s try to fix that.

The typical general aviation pilot is exposed to three broad areas of risk: weather, aircraft suitability and pilot capability. When the proposed flight raises complications in these three basic areas, we should consider what we can do to bring the increased risk down to acceptable levels while still accomplishing the mission.

Weather

To me, weather is the factor posing the greatest risk to safely and reliably operating a personal aircraft. To properly manage this risk, we first have to understand it, then evaluate the options we have. Weather is a “what you see is what you get” kind of thing—you can’t change it, but you usually can work your way around the worst of it.

1. Get a thorough preflight briefing.

There is no record of the pilot in this month’s Accident Probe installment on page 24 obtaining a formal weather briefing. The result was a classic VFR-into-IMC controlled flight into terrain (CFIT) accident.

There really is no excuse for not obtaining a thorough preflight weather briefing of some sort. You can call Flight Service on the way to the airport. You can pull up anything you want on your phone before takeoff. The tablet you use in flight probably has the capability to download a complete briefing, including graphics, and organizing the results for you.

“Thorough” is doing a lot of work here. What we need on a severe-clear daytime flight in search of a familiar \$100 hamburger will be a lot less than a wintertime night flight near the Great Lakes. So it shouldn’t come as a surprise that a preflight briefing’s detail level should be based on the briefing itself. That said, details about airports, available approaches and how the weather may impact operations are always important.

2. Timing is everything.

Another popular saying about weather is something along the lines of “If you don’t like this weather, just wait a bit and it will change.” This truism would seem to have been tailor-made for aviation since that’s pretty much exactly what happens: If you wait long enough, the weather will improve.

Often the weather is moving and—since you can’t do anything to change its trajectory—the smart thing to do is let it. If there’s a cold front approaching your departure airport, and you don’t want to fly through it, stay on the ground. It’ll soon pass overhead and you can launch into clearing conditions.

Afternoon thunderstorms and early-morning fog all move and evolve, but perhaps not on our desired schedule. Tough—change your schedule. Leave a day ahead, or later in the day. The point is to remain flexible in your scheduling to allow for poor weather. Plan things so you can wait a couple of hours for better conditions without impacting your mission.

3. Go around the problem.

Some weather conditions don’t move quickly, or they occupy a wide area. The low ceilings and visibility sometimes associated with a warm front come to mind, as does the wintertime inflight icing risk. But you have an airplane. Use it to fly around the problem areas.

This plan of action doesn’t work well, of course, if your departure or destination airports are socked in or covered with ice-laden clouds. But those conditions will change, eventually. Sometimes it’s worthwhile to get as close as you can to the weather problem and go the rest of the way the next morning.

I’ve often told a tale about a planned trip to Key West in the winter that didn’t happen due to widespread IFR conditions. I didn’t have an instrument rating at the time, but I also didn’t about it long enough to realize I could have gone around the conditions by abandoning a direct route. I would have had to stop for fuel anyway, but I was so focused on flying direct that it never occurred to me at the time I could go around the problem.

4. Change your altitude

A lot of weather problems can vary with altitude. Icing above 12,000 feet usually isn't an issue at, say, 8000, presuming terrain allows cruising that low. If it doesn't, find a route around the icing at an altitude that resolves both the icing and terrain issues. If you can't find one, wait.

A lot of weather and related risks can be mitigated by changing altitude. If there's a deck of clouds you don't want to fly in, there's likely an altitude that will keep you out of it. By the same token, the jaunt across Lake Michigan to get to Oshkosh from the east coast is a lot less risky at 10,000 feet than it is at 4000. Headwinds often can be at least partially mitigated by changing altitude, presuming terrain allows. In the same vein, turbulence generated by air moving over that same terrain can be minimized by climbing and perhaps accepting the headwind.

Aircraft

The old drag-racing sentiment—there's no replacement for displacement—also rings true in personal aviation. I'm a strong advocate of using as much airplane for the task as you can afford. As I've written (and been chastised for) in the past, my personal minimum for a traveling airplane on "real" cross-countries is 180 hp. In some areas of the U.S. and elsewhere, you can "get by" with less, but you also give up some flexibility and capability. And it takes too darn long. If the airplane isn't right for the mission, wishing and hoping it'll be okay won't make it better.

But there's more to choosing the weapons with which we do battle against the elements than just horsepower. What about avionics? Is the airplane's installed equipment up to the proposed task? You're not trying to make up for its equipment shortcomings by using portable devices, are you? Got current databases, right? Beyond avionics, what about filled TKS fluid tanks, or supplemental oxygen for climbing high and survival gear for the terrain and season? What about loading—will your at-gross 145-hp Skyhawk crap out at 8000 feet in the summertime with all its seats filled? (Hint: Probably.)

5. You can never have too much fuel.

Just as with getting a preflight briefing, I've always been one to maintain that there's simply no excuse for running out of fuel. Yes; headwinds happen, and FBOs sometimes close at inconvenient times. Deal with it. Ensuring there's adequate fuel is one of the responsibilities you accepted when you went for your private checkride. That responsibility doesn't change when you overfly the last fuel stop before your destination because it will take too long.

Safety, Contd.

You have a number of options: Land short of your destination if headwinds are stronger than forecast. Stop halfway, take a break to help fight fatigue and stretch your legs before tackling the last portion of the flight. Choose a different airplane, one with greater range or better fuel economy. Plan to have at least an hour's fuel remaining when you shut down at the destination. Stop en route if you start eating into that reserve.

6. Faster is better.

If 180 hp is the minimum for cross-countries, it's implied that more horsepower is better. The same is true when it comes to cruising speed. And not just because you arrive quicker.

Greater speed means you can accept a spirit-deadening headwind and complete relatively short trips without a fuel stop. It means you can cover a lot of territory—and see a lot of weather—in just three or four hours. Most important, it means you can fly around, outrun or outmaneuver more easily the kind of weather that would otherwise keep you on the ground or holed up short of your destination when flying a slower airplane. One rule of thumb often overlooked when choosing among piston-powered single-engine airplanes of the same basic configuration is that it can take the same amount of fuel to get from Point A to Point B no matter what you're flying. For example, I once flew my 285-hp Debonair along the same route and at the same time as a friend in his 180-hp Comanche. Our fuel burn was within three gallons of each other, but it took me only three hours versus his four. Greater speed offers obvious implications for minimizing fatigue, too.

7. Higher is better.

As a letter in this month's Unicom section highlights, flying cross-countries at relatively low altitudes in a single doesn't make much sense. Flying high in that same single affords you much more time to find a place to land or resolve the problem when an engine acts up. There's less traffic and you'll burn less fuel in cruise once you get there. If that's not enough, there are other reasons to get as high as you can.

One of them is for a smoother ride, in clearer, cooler air. In the summer, it might take a while to climb on top of the haze layer, but the benefits are worth it, especially since doing so allows you to more easily see the way cumulonimbus clouds are arranged and plan your route around them. At lower altitudes, haze and other reductions to visibility can mean stumbling into a situation you don't want and can't handle. Climbing to maximize a tailwind's benefits can also push you beyond poor weather more quickly than if you have to slog through it down low.

The only two downsides of using a higher cruising altitude is the possible need for supplemental oxygen and the greater amount of time it will take to get down in a hurry if you need to. Well...that and discovering how inadequate some cabin heating systems can be during the winter.

Pilot

After we mitigate the risks imposed by poor weather and resolve mechanical or equipment issues with the airplane, what's left falls into a big bucket labeled "pilot-related." That means you.

8. How are you feeling?

Launching on a four-hour flight after a full day at the office isn't the smartest thing I've done. Especially when getting eight hours and launching at zero-dark-thirty to make it on time to a distant appointment is an option. The truth is we often fly when we're less than 100 percent. The challenge is to ensure the 10 or 20 percent of human performance we might be lacking won't be needed on a given flight. That's hard to do on almost any flight but the simplest milk run.

9. Are your skills up to the task?

Tackling low IFR at your destination, busy terminal airspace, a complicated departure procedure or an inflight emergency without the necessary skills is a recipe for disaster. While we probably have learned how to do all that at one point or another, it's likely to have been a while since we practiced some of the skills needed to pull it all off. Yet we can be confronted with all that and more almost any day.

Get frequent training in these and other areas. Some might say a goal of such training would be to pass your check-ride on any given day, and that's a worthy objective. But the real goal is that the flight's outcome is never in doubt.

10. Imagination is the limit.

The last item on this list isn't as objective as the others. Instead, it's a challenge for you to think outside the box a lot of our training puts us in. The previous nine tips comprise options, whether in planning, choice of aircraft and equipment, or in how we prepare ourselves for the task.

Some proposed flights simply can't be accomplished on the day or time chosen, with the airplane you have and the condition in which you find yourself. It's the wise pilot who accepts this reality and lives to fly another day. That same wisdom also tells us that some flexibility and compromise, along with a little imagination (and plenty of fuel!) might allow us to complete the mission anyway, no matter what the aviation gods throw at us.

Jeb Burnside is Aviation Safety Magazine's editor-in-chief. He's an airline transport pilot who owns a Beechcraft Debonair, plus the expensive half of an Aeronca 7CCM Champ.

Opportunities

The following list of upcoming events for April is courtesy of Tom Auerbach, Ponca City Aviation Booster Club Newsletter Editor. Always verify the event info when making your plans!

Saturday, February 15, 2020

Enid OK Woodring (KWDG) Monthly Fly-In – 3rd Saturday Jan thru Oct
Breakfast at Barnstormers Restaurant 7:30-10:00AM Buffet
Flyer with details available on request.

February 15 - Berryville, AR - Carroll County Airport (4M1) -CAJUN CUISINE will be the fair in February at 4M1! Chicken and Sausage Gumbo for you turf lovers, AND Shrimp Gumbo for the rest of us, with French bread to sop it all up with. \$10.00 suggested donation. Rain or shine, 11:00am - 2:00pm.
870-423-8393. Menu subject to alterations.

February 15- Pine Bluff, AR - Grider Field Airport (KPBF) fly-in breakfast 3rd Saturday of every month. Our specialty is eggs anyway you want them, from fried to eggs Benedict. You should try our omelets. Come enjoy your breakfast in our WWII style Officers Club. A \$7.00 donation gets you all you can eat. Contact: Gerald @ 870-377-2728 or email: gwloyd@hotmail.com

February 22 - North Little Rock, AR - NLR Airport (KORK) Unicom / CTAF 123.075: EAA chapter 165 Super Breakfast by donation on the 4th Saturday every month. Starts at 8:00 and goes until 10:00. We strive to make it a Super Breakfast by having all the usual things you expect plus whatever extras we can dig up like blueberry pancakes, French toast, hash browns, fresh fruit, omelets and eggs cooked to order all for an \$8 contribution - kids half price. Our cooks love to surprise you with something they thought up. Come hungry and leave overloaded. There is usually RV formation flying by Bulldog Flight right after breakfast, ride along or fly with them. Contact Marvin Homsley 419 360-7414 or email: marvin@buckeye-access.com

February 29 - Jonesboro, AR – Classic Airstrip (23AR) 9:00 AM EAA 437 Classic Pilot Association now sponsoring our \$5.00 breakfast at 8 am the last Sat of every month. Flyers or non flyers welcome. Contact Gary Hillis 870 514 4191.

February 29 – Paragould, AR – Kirk Field (KPGR). Safety Seminary with WINGS credit available. Topic is VFR Flight into IMC. Meeting in the FBO at 8 AM with light breakfast before seminar. Fly in or drive in. Register at FAASafety.gov or use the following link: https://www.faasafety.gov/SPANS/event_publicregistration.aspx?eid=98642&type=1. For more information contact Robert Alleman, 870-476-4949.

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/>

Light Sport Trainer



QUICKSILVER GT500

LIGHT SPORT TRAINER

Serial # 0031 with JABIRU 2200

Four (4) Stroke ENGINE

Serial# 546-22J

Tail# N 2540J

Airframe time 1099.9

Engine time 490.0 (half way)

**Basic Flight Instruments, EIS
Engine Monitor, BR-Ameri-King
ELT AK 450 Altimeter, ASI,
Additional ASI backseat,**

Electric Flaps

Tandem Seating, 15 gal tank

**Warp Drive Carbon Fiber Prop
BR-5 Ballistic Recover System**

**Buyer responsible for condition
inspection.**

**Always hangered, No damage
history, Great Condition.**

\$13,500

Elizabeth Kondor – Guthrie, OK

405-301-2783

(Posted Oct 19)

Classified

Wanted

Bill Gras, a EAA member, living in Lexington, Ok. I am a private pilot on single engine land and glider. What I am looking for is a CFI pilot that can check me out in a Challenger II LSA airplane. Any help there with a owner of a Challenger II or a CFI in a Challenger? Thank you blygee@gmail.com

(Posted Jul '19)

Tony Plant sales@southernwingsaircraft.com is assisting in the sale of two planes in Ponca City owned by a long-time pilot who passed away.

Per Tony they all need work to fly again and appear to have not flown for 10+ years. A Baby Ace (~\$6k) and a Superfly (~\$2,500). They appear to be in decent shape considering they have sat a long time. May be a lot of parts included. The owner's son has located the logs. You can contact the owners son, Donny Hector at 405-818-6843 and text is the best way to get hold of him. He lives in Edmond and his mom lives in Ponca so not easy to get any other pictures or specs. N2748A, NC81520, XN7178B

(Posted Jul 19)



Long EZ Project For Sale

From: (Allen) aabebay@evertek.net

I will no longer be able to get my pilot's license due to medical issues. The URL below will take you to my website that shows most of the components included in the sale. The price is \$3000, but I am open to partial or complete trades (looking for enclosed trailer or SCCA project car), open to all offers, the worst I can do is say no. I can store this project until spring if needed. Please email with any questions, or use the reply box on the website.

<https://longezforsale.godaddysites.com/>

(Posted Jan 20)

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

If your item sells, please notify us so we can remove it. Adds greater than 6 months old may be deleted.

Fun Places to Fly Within 100 Miles of KOKC

PLEASE VERIFY INFORMATION WHEN PLANNING TO ATTEND ANY OF THE LISTED EVENTS!

Annie Okie's Runway Cafe - Bethany, OK (KPWA, 9 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 (F30, 60 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. 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 (KOUN, 11 miles)

On airport home-style diner with airport view. All you can eat breakfast! Come hungry.

Libby's Cafe - Goldsby, OK (1K4, 16 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 (KPVJ, 45 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 (KOJA, 53 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 (KADM, 71 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.

Enrique's - Ponca City, OK (KPNC, 84 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 (KPNC 84 miles)

Ponca City Aviation Booster Club hosts a breakfast fly-in the first Saturday of each month. 7 to 10 AM. \$8.00 for adults and \$4.00 for children under 12. Pancakes, Scrambled Eggs, Sausage, Bacon, Potatoes, Biscuits & Gravy, Fruit, Orange Juice, and Coffee. Soda Pop or Bottled Water – \$1.00 extra. Proceeds are used for education and the promotion of aviation to young people of all ages.

Volunteer help provided by: Ponca City Aviation Booster Club, EAA Chapter 1046, Ponca City High School and others. Find them on Facebook: Ponca City, OK Monthly Fly-in/drive-in Breakfast

Contacts:

Bruce Eberle 580-761-5884 ou444@yahoo.com

Bert Blanton 580-762-3794 bert@cableone.net

Don Nuzman 580-767-0470 nuzumdl@poncacityok.gov

Updated April '18

Destinations Beyond 100 Miles of OKC

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

President	Jim Putnam	Class I Director	405-359-9692	Jim.putnam@sbcglobal.net
Vice-President	Jerry Calvert			rv6@att.net
Secretary	Dan Burdette		405-245-5500	danburvn020@yahoo.com
Treasurer	Steve Schmitt	Class III Director	405-831-4470	sgmaschm@yahoo.com
Past President	Herb Driskill		405-834-2124	hdriskill@aol.com
STAFF				
Young Eagles Coord.	Pat Cohenour	Class II Director	405-495-1612	patricktc@cox.net
Newsletter Editor	Chip Heinol			piperflyer76@hotmail.com
Membership Coordinator	Steve Schmitt		405-831-4470	sgmaschm@yahoo.com
Technical Counselor	Gale Braden	Class II Director	405-517-5665	galebraden@cox.net
Technical Counselor	Gary Manning	Class III Director	405-793-1090	manning54@atlinkwifi.com
Technical Counselor	Herb Driskill		405-834-2124	hdriskill@aol.com
Technical Counselor	Larry Hinton		405-794-0079	Ljhinton1@cox.net
Technical Counselor	John Myers		256-484-2367	N851JM@gmail.com
Technical Counselor	Dennis Fox		580-471-8332	dfox492000@yahoo.com
Technical Counselor	Stephen "Eric" Muehlberg		405-923-6749	smuehlberg@pldi.net
Flight Advisor	Larry Eversmeyer		405-261-0270	larry.eversmeyer@gmail.com
Flight Advisor	Dan Burdette		405-245-5500	danburvn020@yahoo.com

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.