



13 Oct 2022

EAA Chapter 24 Meeting Items



The Seaplane lagoon at Oshkosh Air Venture on 28 July 2022



Agenda



- Call to Order – Introduce Newcomers/Visitors

Old / Continuing business:

- Young Eagles : Latest results
- El Reno, 10 Sep, we flew 44 kids.
 - Chapter 24 flew 27: David Johnson -11, Stan Young - 9, David Wilson -7
 - Chapter 1098 flew 15: Larry Danko - 8, Gary Manning -3, Stewart Yeo – 4
 - Chapter 1612: Austin Wallace -2
- Guthrie, Sat 17 Sep, 69 kids flown
 - Chapter 24 flew 45: Pat Cohenour -9, Larry Eversmeyer – 6, Lee Holmes -12, David Johnson – 18
 - Chapter 1098 flew 10: Larry Danko – 8, Stewart Yeo -2
 - Chapter 1612: Stewart Stevens -14



Agenda



Old / Continuing business:

- Young Eagles : Latest results continued
- Pancake Breakfast 24 Sep, we flew 35 kids
 - Chapter 24 flew 31: David Johnsen -5, David Wilson -3, Stan Young -5, Jim Putnam -3, Lawson Laslo -3, Lee Holms-1, Antonin Stoddard -1, David Steed -4, Pat Cohenour -6
 - Chapter 1098 flew 4: Larry Danko -4
- Next Pancake breakfasts/Young Eagle event: Oct 22 Choctaw H.S. JROTC with 40 or more cadets flying that day.
- Young Eagle gas reimbursement fund passed last month's vote
 - YE pilots who turn in their AVGAS receipts will be reimbursed \$2 per gallon used.



Old Business



EAA Ray Aviation Scholarship winners – Status updates

- **Tucker Barbee** – Latest Scholarship
- **Lawson Laslo** – Private Pilot, Instrument rating check-ride passed
- **Antonin Stoddard** – Private Pilot, now a Young Eagle Pilot!

Sundance Aviation Scholarships – updates

- **Victoria Stevens** – Private Pilot! (12 May 21)
- **Bill Pickle** – soloed
- **Jeff Drebes** – Private Pilot! (16 Oct 21)
- **Foster Becquet** – Private Pilot! (25 Aug 21)
- **Seth Johnson** – Soloed! (13 May 21)
- **Hannah Fortnoy** – Soloed (28 Feb 22), on way to finish this summer
- **Craig Jackson** – Soloed! (16 Sep 21)



Old Business



Sundance Aviation Scholarships – updates

Emily Moore – Soloed! (27 Nov 21)

Michael Willman – Soloed! (9 Nov 21)

Robert Henson - Soloed! (5 Nov 21)

Summary:

- 20 Candidates so far
 - One enlisted in the Navy
 - One enlisted in the Army
 - 12 have Soloed!
 - Five are now Private Pilots.



Young Eagles Build and Fly



Introducing the YOUNG EAGLES **BUILD & FLY** PROGRAM



STATUS REPORT:

Pat Cohenour

- First flight successful!
- Model even useable for another flight!
- Thanks to all who helped build it and flew it
- Next flight day...?

What's Included

The program kit includes a SIG electric-powered eKadet LT-40 kit, all building materials, electronics, and accessories; a Horizon Hobby Vapor indoor RC model, and a copy of the RealFlight 8 RC flight simulator.



[Learn More >](#)



Old Business



Chapter Aircraft project – Now a joint project with Chapter 1612!

1961 Piper Colt, registered as N4758Z, but has been sitting over 20 years so it will need a full restoration. Would need to move **part** of the project to Thompson/Tuttle airport hanger.

Specs: Lycoming O-235-C of 115 HP, two seat, useful load of 710 lbs, climb at 500 fpm, cruise at 110 mph, stall at 47 mph, cruise on 6 gallons per hour.





Restoration Project



- Will require inspection of all components including fuselage tubing, wing struts, and then recovering of the aircraft.
- Engine will need a tear down, inspection, and replacement of any needed parts.
- Good news! All parts are still with the aircraft, so no hunting for hard-to-find parts (at least not yet).
- Advertised price: \$7,500, **price to EAA chapter 24: \$6,500**

Chapter needs a project leaders: Eric Muehlberg, Jay Burgess, Alex Jennings



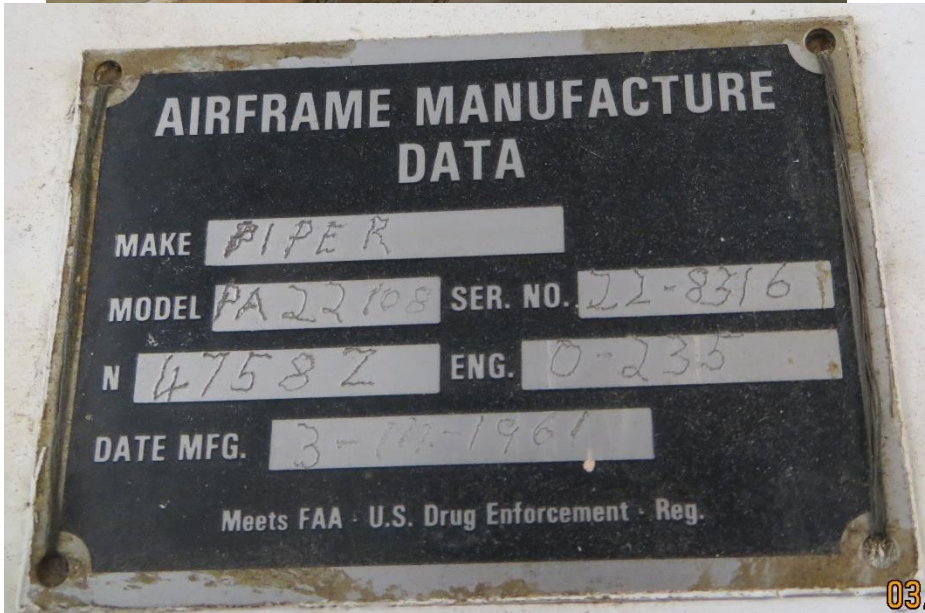


Piper Colt Project Photos





Piper Colt Project Photos



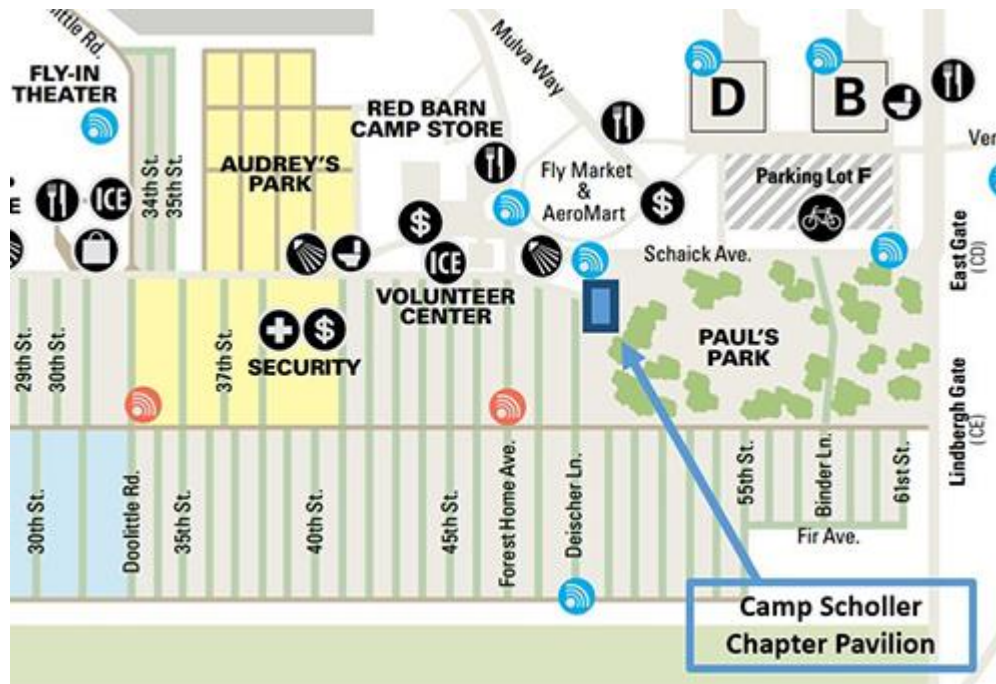


Oshkosh by Gosh!



All three chapters went together to support the Oshkosh Pancake Breakfast on Tuesday the 26th of July at Camp Scholler Pavilion. Result: 660 breakfasts served, 90 dozen eggs and over 1400 pancakes cooked, and gallons of coffee served! Net income was \$3815.11. The three chapters will split the profits 3 ways. **Our 1/3 share is \$1271.70.** Not bad for four hours work!

WELL DONE – THANKS TO ALL!





Oshkosh by Gosh!



Mike Patey, creator of Drako (crashed at Reno last year) has a new Search and Rescue plane, Scrappy, which has a Lycoming 750 HP engine, carries two external electric motorcycles.



Oshkosh by Gosh!





Time to Think about Winter Activities



- Restoring Piper Colt and getting underway in two locations – Thompson (Tuttle) and Sundance airports.
- Visits to projects underway – time to take a count of who is now building...a what?
- Sort, “treasure” and/or dispose of large collection of EAA and AOPA magazines and aircraft manuals in chapter Hanger
 - Some are collections of homebuilt magazines going back 20-30 years.
 - Need someone in charge to sort, box, index and dispose as needed
- Fly dates for our R/C model aircraft and get more youth involved
- Other ideas? Fly-outs? Museum Visits? Youth activities?

EAA VMC Club





VMC Question for October 2022



Question: An aircraft has a max gross weight of 3,000 pounds and a published maneuvering speed of 100 knots. What would the approximate maneuvering speed be if the aircraft is loaded to a gross weight of 2,700 pounds?





VMC Answer



Question: An aircraft has a max gross weight of 3,000 pounds and a published maneuvering speed of 100 knots. What would the approximate maneuvering speed be if the aircraft is loaded to a gross weight of 2,700 pounds?

Answer: The percentage change in speed is approximately half the percent change in weight. Since the weight has decreased by 10 percent, maneuvering speed will decrease by approximately 5 percent. In this case, maneuvering speed will be approximately 95 knots (95 percent of 100 knots).



IMC CLUB QUESTION



Question: When making a compass turn (partial panel procedure) to a northwestern heading, should we overshoot or undershoot the compass indication for the roll-out?





IMC CLUB QUESTION



Question: When making a compass turn (partial panel procedure) to a northwestern heading, should we overshoot or undershoot the compass indication for the roll-out?

Answer: The correct answer when flying in the northern hemisphere is to undershoot. The mnemonic to remember is UNOS, for Undershoot North, Overshoot South. The amount to undershoot (or overshoot) depends on our latitude and bank angle. When making standard rate turns, the general rule for an undershoot is to lead the rollout by the current latitude in degrees plus half the bank angle. A little more fine tuning can be made depending on the particular heading being turned to. The full correction is needed when turning to a heading of north, and no latitude correction is needed when turning to a heading of east or west. Also, the latitude correction is reduced by half when using a half-standard rate turn. After rolling wings level and checking our compass heading after a compass turn, we might use timed turns to fine tune our heading.

When turning to a southerly heading, we start our roll-out when past the desired heading by the current latitude plus half the bank angle. Again, cut the latitude correction in half for half-standard rate turns. The latitude correction again is greatest when turning to south, and zero when turning to an east or west heading. After rolling wings level, we can check our heading and fine tune using timed turns.



Chapter Video(s)





Chapter Video(s)





“Last Minute, or I Forgot”





Airshow coming to Tinker AFB!



SAVE THE DATE

JULY 1-2, 2023

**Contact: Chris Moler,
Community Partnerships
(405) 517-5106 or
chris@staarsolutions.com**



Last time we had three aircraft on display. We need to think about doing That again with a strong emphasis on Young Eagles and hand-outs.