



# EAA Chapter 24 Meeting Items

15 April 2021





# Agenda



- Call to Order – Introduce Newcomers/Visitors
- Minutes of last meeting – No meeting in February

## Old / Continuing business:

- Young Eagles : No Pancake Breakfasts planned yet for 2021
  - Pancake breakfasts are now allowed. First one to be on 22 May, along with YE flights
  - We start Young Eagle flights in April, the 4<sup>th</sup> Saturday, 24 Apr 21
  - Then plan on 4<sup>th</sup> Saturday of the month for May, June, none in July, Aug, Sep, and Oct
- Our YE credits for 2020 were only \$140, but we were covid limited.



# *Old Business*



## EAA Ray Aviation Scholarship winner

- Lawson Laslo – latest update

## Sundance Aviation Scholarships – updates

- Victoria Stevens
- Bill Pickle
- Nicholas Rutledge
- Jeff Drebes
- Caleb Veal
- Dominic Goode
- Foster Becquet
- Seth Johnson
- Ryland Flurry
- Aden Fox

We have applied for another EAA Ray Scholarship and are working another 10 Sundance Scholarships in 2021

# KITFOX UPDATES

Progress since last update – Underway as of April 7<sup>th</sup>!

- RC aircraft project working in the same space often at the same time with some of the same people.



- Working to install windshield, and windows on doors
- Working on Flaperon/ control rigging

**Progress to date – 1,000+ hours**







# Financials

Report Created by KitLog Pro

Printed: 8/12/2020 4:28:17PM

## Expense Log Report

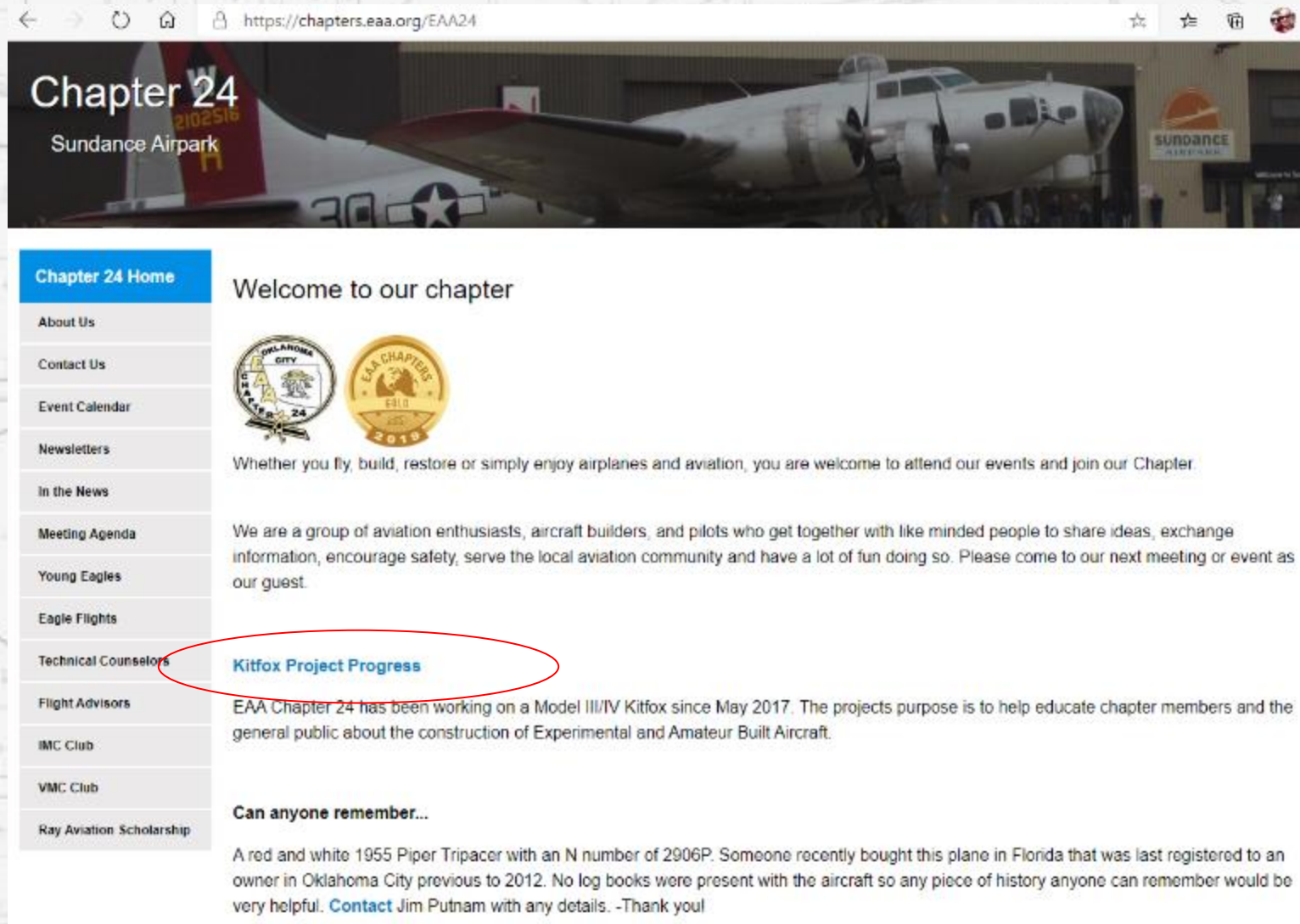
<b>Owner Name:</b>	Jay Burgess	<b>Kit Manufacturer:</b>	Kitfox
<b>Owner Address:</b>	6113 NE 107th St	<b>Kit Model:</b>	IV
<b>Owner City/State/Zip:</b>	Oklahoma City, OK 73151	<b>Kit Serial Number:</b>	925

Date	Category	Vendor	Description	Cost	Shipping	Tax
6/01/2017	Miscellaneous	Kitfox	Manuals	100.00	0.00	0.00
7/12/2017	Tools	Harbor Freight	Basic hand tools	24.39	0.00	0.00
7/12/2017	Tools	Lowe's	alignment tools	30.10	0.00	2.50
8/19/2017	Electrical	Home Depot	Conduit for Nav Lights	7.48	0.00	0.61
8/19/2017	Shop Supplies	Lowe's	MEK and sanding supplies	37.44	0.00	3.14
8/21/2017	Shop Supplies	Aircraft Spruce	Initial Covering and Adhesives	553.16	34.87	0.00
9/07/2017	Shop Supplies		AN Hardware	2.80	0.00	0.24
9/25/2017	Control System	Kitfox	Alum Tubing and Fuel Placard	69.99	12.00	0.00
12/07/2017	Shop Supplies		AN Hardware	7.90	0.00	0.67
4/17/2018	Control System	Kitfox	wingtip aluminum strips	90.10	22.70	0.00
7/28/2018	Miscellaneous	Lowe's	Misc Hardware	35.90	0.00	0.00
8/29/2018	Wings		Wood and nut plates	35.06	0.00	0.00
10/29/2018	Fuel System	Aircraft Spruce	Fuel fittings	31.91	3.69	0.00
1/05/2019	Empennage	Aircraft Spruce	Tailwheel	244.34	12.16	0.00
2/13/2019	Fuel System	Lowe's	Acetone for fuel tanks	29.30	0.00	2.60
3/13/2019	Fuel System		Gas to slosh tanks	9.57	0.00	0.41
9/06/2019	Shop Supplies	Aircraft Spruce	Gallon of Poly Brush	107.18	13.43	0.00
3/19/2020	Empennage	Aircraft Spruce	Hardare for elevator/rudder	13.81	0.00	0.00
<b>Total Expenses:</b>				<b>1,430.43</b>	<b>98.85</b>	<b>10.17</b>

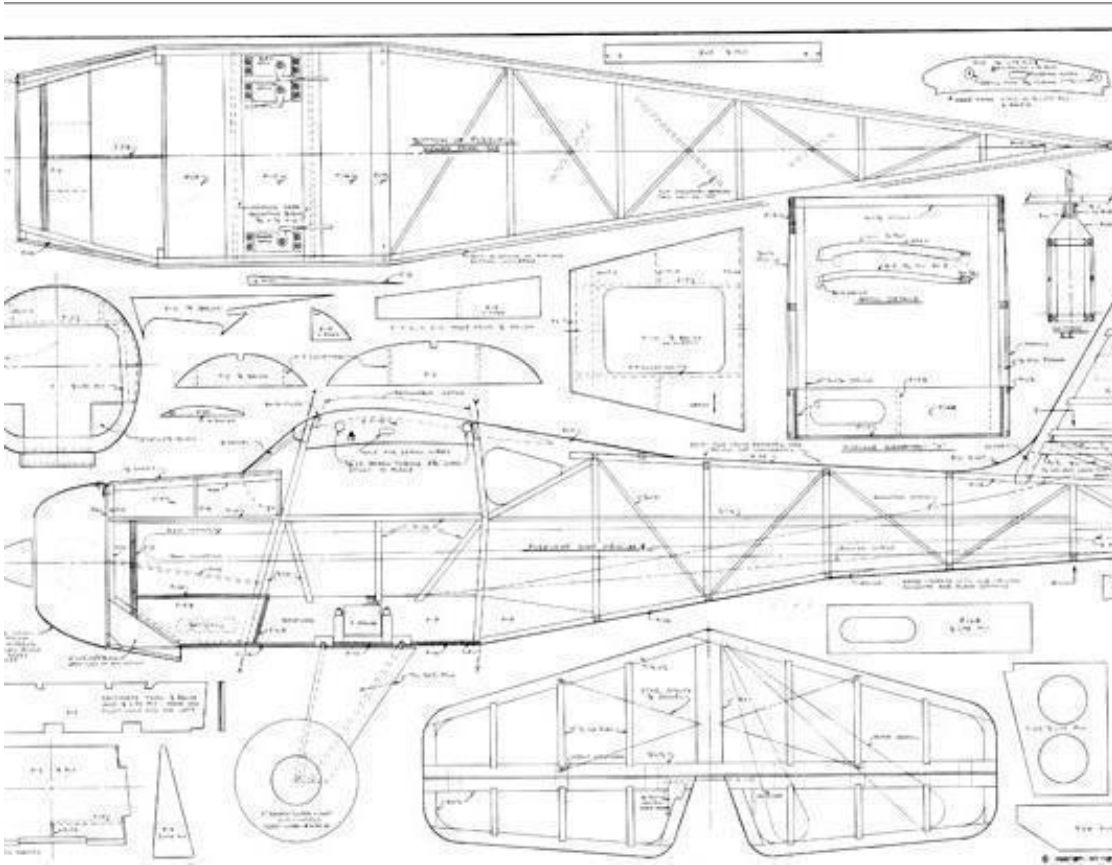
**Grand total \$1,430.43**

# Website Updates and Pictures

- Progress updates at <http://www.mykitlog.com/jayburgesskitfox>



The screenshot shows a web browser displaying the EAA Chapter 24 website. The browser's address bar shows the URL <https://chapters.eaa.org/EAA24>. The main header features a large image of a white and red biplane with the text "Chapter 24 Sundance Airpark" overlaid. Below the header is a navigation menu on the left with the following items: "Chapter 24 Home", "About Us", "Contact Us", "Event Calendar", "Newsletters", "In the News", "Meeting Agenda", "Young Eagles", "Eagle Flights", "Technical Counselors", "Flight Advisors", "IMC Club", "VMC Club", and "Ray Aviation Scholarship". The "Technical Counselors" item is circled in red. The main content area has a heading "Welcome to our chapter" and two circular logos: one for "OKLAHOMA CITY CHAPTER 24" and another for "EAA CHAPTERS 2018". Below the logos is a paragraph: "Whether you fly, build, restore or simply enjoy airplanes and aviation, you are welcome to attend our events and join our Chapter." Further down, there is a section titled "Can anyone remember..." with a paragraph of text: "A red and white 1955 Piper Tripacer with an N number of 2906P. Someone recently bought this plane in Florida that was last registered to an owner in Oklahoma City previous to 2012. No log books were present with the aircraft so any piece of history anyone can remember would be very helpful. [Contact](#) Jim Putnam with any details. -Thank you!"



Want to Get  
involved?

- We meet on Wednesdays from about 6:00 – 9:00 give or take .
- Anywhere from 6-16 people at any given work session.
- We have had **30+** people work on the project at one point or another and we would like to get even more involved!
- Email me at [burgess\\_jay@msn.com](mailto:burgess_jay@msn.com) to get added to our email group
- Or text Jay at 405-819-6397.
- If you have unused supplies that you can donate please do so!! Thanks 😊





# Young Eagles Build and Fly



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



## STATUS REPORT: members

- Nick Brewer?
- Mark Welch?
- Pat Cohenour

### 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 >](#)





# *New Business*

Other Aviation events in the local area



- Saturday 17 Apr 21:
  - EAA Chapter 1612 Pancake Breakfast, 8-10 AM at Goldsby, David Perry airport. POC: Larry: 405-439-3704
  - Enid Barnstormer's breakfast 0730-1000, Cost is \$8, POC: Keston Cook at 580-234-5476
  - Haskell, OK (2K9), Coffee and Donuts 8-10 AM
- Friday & Saturday 23-24 April
  - Guymon, OK (KGUY), Planes over the plains fly-in ([Airnav.com](http://Airnav.com))

# EAA VMC Club





## April 2021, EAA/IMC and VMC Club

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### The question:

When receiving any clearance from the Air Traffic Control (ATC) IFR or VFR, what part do you have to read back? What part should you read back? Does any regulation govern it?



**The AIM in 4-4-7 b states:**

*“ATC Clearance/Instruction Read-back.*

*Pilots of airborne aircraft **should read back those parts of ATC clearances and instructions containing altitude assignments, vectors, or runway assignments** as a means of mutual verification. The read-back of the “numbers” serves as a double check between pilots and controllers and reduces the kinds of communications errors that occur when a number is either “misheard” or is incorrect.”*

**The Air Traffic controller’s manual says in 2-4-3:**

*“2-4-3. PILOT ACKNOWLEDGMENT/READ BACK*

*a. When issuing clearances or instructions, **ensure acknowledgment by the pilot.***

*NOTE - Pilots may acknowledge clearances, instructions, or other information by using “Wilco,” “Roger,” “Affirmative,” or other words or remarks.*

*REFERENCE - AIM, Para 4-2-3, Contact Procedures.*

*b. If altitude, heading, or other items are read back by the pilot, ensure the read-back is correct. If incorrect or incomplete, make corrections as appropriate.”*

*“If you understand what needs to be communicated, then the focus on memorizing becomes unnecessary. (...) Ninety-seven percent of the knowledge required to communicate on the radio comes from knowing what information we are trying to relay. Why it is essential to share this information and how we should transmit this data. The other three percent comes from knowing how to be efficient with the actual words used in the transmission to minimize airtime. Of course, we still have the source (you or your student) and the receiver (ATC). But understanding the information that others will be expecting from us will make it easier to communicate. We share one particular frequency with many other pilots, whether it is on an air traffic control (ATC) frequency, Common Traffic Advisory Frequency (CTAF), or universal communications station (UNICOM). Time is not limitless, so it is crucial to communicate the information in the least amount of time to ensure proper aircraft separation.*

*When a pilot understands an air traffic controller’s job, their understanding of radio communication becomes clear. Once you know what information needs to be relayed, it can be done in more than one format. It is wise to maintain a professional manner when transmitting information because it reduces the chances of ambiguity or obscurity and the need for repetition. However, there are many variations from students to experienced pilots, which could be refined to improve communications and decrease airtime.”*





# EAA Sister Chapter News



- Shannon Huges of 1612 just finished restoring an Evans VP-1 Volksplane. Engine is a VW 1600 CC 4-cylinder boxer type, air-cooled with magnetos installed For ignition.
- Designed in 1966, by aeronautical engineer Bill Evans, it's an all wood, strutt braced design made for easy construction. Designed to be simple to build and safe to fly, performance and appearance were secondary considerations. Wings and tail are fabric covered. Load factor id 6.6 positive "Gs." Original cost in 1968 was \$3000 to build. 6000 plan sets have been sold
- This one was built in 1985. Bought it used in Utah. Reskinned the wings, painted it and now it's ready to fly.
- Wingspan: 24', Length 18', height 5'1.5", empty wt. 440 lbs, max T/O wt. 750 lbs, engine is VW 40 HP, cruise at 75 mph, stall at 40 mph, NE speed 120 mph, rate of climb is 400 ft/min





# Restoration Possibility



## From Southern Wings Aircraft, Tony Plant:

Jim, could you let the EAA members know about another plane I'm helping sell. It is a **1550 mini-max** located in a barn in Norman. Very nice shape and the wings are removed. The owner passed away and left the plane to his step-daughter. It is in the barn of the former owner and they are foreclosing on the house very soon. She would like to get the plane out of there before they foreclose. **She wants \$2500**. I looked it over and feel it is well worth that. I think if you put the wings back on it would fly **but it hasn't flown in years**. I looked at the log book and **it ends in 2007**. She feels she has another log book but don't count on it. If anyone is interested have them call or e-mail me. [\(405\) 789-7402](tel:4057897402) I'm just helping her since she doesn't know what to do.





# Restoration Possibility





# Restoration Possibility



1550 mini-max:

Mini-MAX models are all predominantly constructed from wood truss with [plywood](#) gussets and covered with doped [aircraft fabric](#). The construction time to complete a Mini-MAX varies depending on the model chosen. Many models feature open cockpits equipped with windshields. The wing and [horizontal stabilizer](#) are both strut-braced: the wing is braced to the landing gear and the tail is braced from the horizontal tail surface to the fin. All models have [conventional landing gear](#), with [wheel pants](#) as an option. Since the wing is braced to the mainwheels and the mainwheels are connected by a rigid axle, the **pneumatic tires provide the only suspension.**

The 1550 is a single seat, open cockpit, mid-wing aircraft with the 50 hp [Volkswagen air-cooled engine](#) and 26.5 ft (8.1 m) wingspan. First flight 1993, still in production. Manufacturer claimed construction time 325-400 hours. 250 completed and flown by 2011

Empty wt 400 lbs, gross wt. 700 lbs, 10 gals fuel, max speed 80 mph, cruise 75 mph, stall 36 mph, never exceed 110 mph 1200 fpm climb rate!





# *Restoration Possibility*



1550 mini-max: range is only 144 statue miles. Hmm....







# *But Wait, There's More!*



Hummel H-5 with Larry Eversmeyer at Oshkosh in 2019.







# *But Wait, There's More!*



Larry Eversmeyer's building experience:

- Thorp T-18 N50LE (is that because it took 18 years to build?)



Lancair Legacy,  
a super hot-rod  
In the sky. Jet-like  
high speed let-  
downs became  
needed. 13 years  
to build.



# *But Wait, There's More!*

Van's RV-14.



Build time of 14 months! (with a little help).  
This is the third time Larry won a building award for his aircraft at the EAA AirVenture!





# *But Wait, There's More!*



Hummel H-5



The H5 features a cantilever [low-wing](#), a single-seat enclosed cockpit under a [bubble canopy](#), fixed [conventional landing gear](#), or optionally [tricycle landing gear](#), and a single engine in [tractor configuration](#). The cockpit is 24.5 in wide.

The aircraft is made from sheet [aluminum](#). Its 22.5 ft span wing employs a Harry Ribblett GA30-618 [airfoil](#) and has an area of 100 sq ft. The aircraft's engine standard include the 60 to 85 hp [Volkswagen air-cooled engine four-stroke](#). Construction time from the supplied kit is estimated as 420 hours. Kit price is about \$19K with engine about \$2.7K



# *But Wait, There's More!*



## Hummel H-5



Hummel aircraft started in Bryan, Ohio in 1983. Successive designs got heavier and wider for larger pilots up to the H-5 model in 2011. Wingspan 22.5', length, 17', empty wt. 457 lbs., gross wt. 850 lbs., fuel capacity 20 gal., cruise speed 120 mph, stall speed 46 mph, never exceed 150 mph, range 500 miles, g limits +/- 3.8 g's, rate of climb 1200 fpm. Luggage area - room for one sandwich! As of 2011, 12 had been built. 265 Hummels of all types have been built as of 2011. Kitplanes said: "Overall, the H5 is a very comfortable and easy airplane to fly with harmonious controls, good low-speed performance, excellent stall characteristics, and a reasonable top speed for an airplane powered by a VW conversion. It holds no surprises for the careful pilot and that makes it what I call an honest airplane."





# EAA Monthly Video





# Aviation History







# Affordable Warbird



# Valiant

# Genealogy



 SportAviation





# The Sound of Freedom!



HONOR

IN THE

AIR

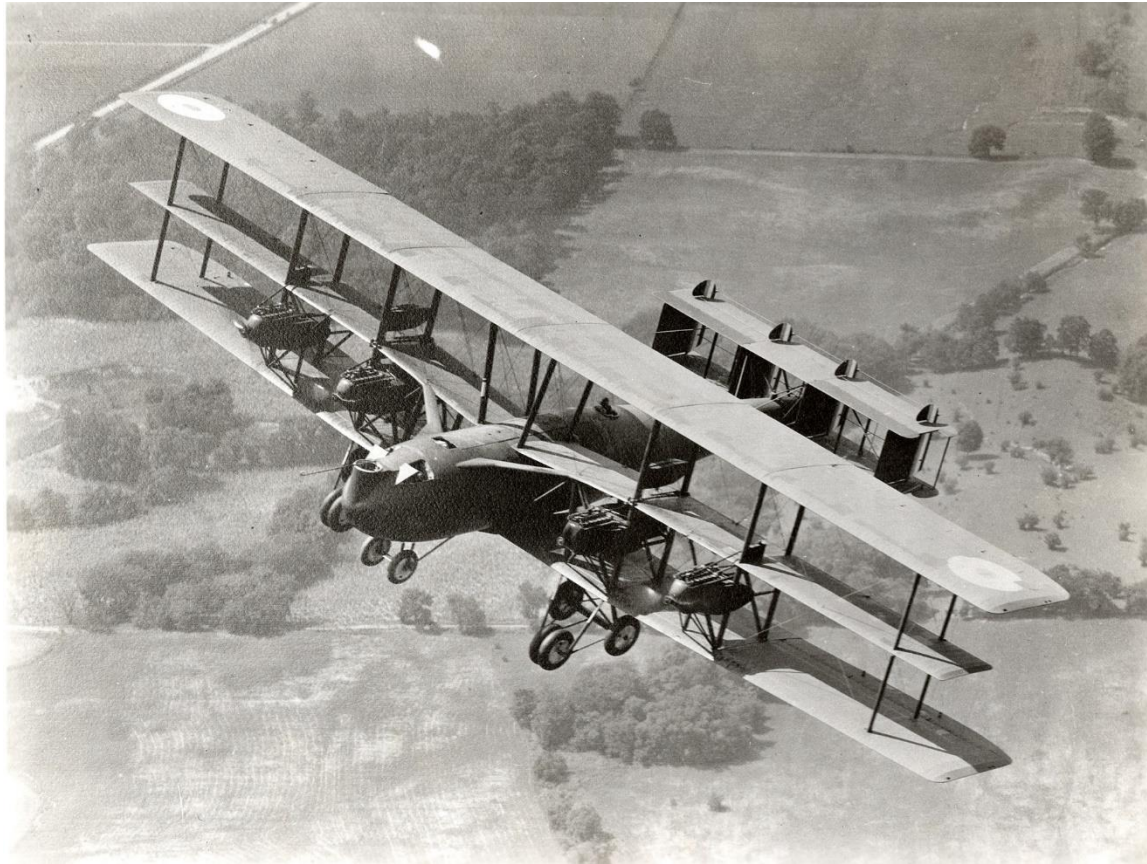
WARBIRDS 







# Last Minute "I Forgot"



Wittman-Lewis XNBL-1 Barling Bomber. Only one was built in 1923 to be a long-range heavy bomber, capable of carrying a 5000 lb. bomb load. It had six 420 hp Liberty V-8 engines, 4 in tractor, and 2 in pusher configuration. Armed with 7 .30 caliber Lewis machine guns in 5 stations. First bomber with a bomb bay and bomb bay doors. Overweight, underpowered and with huge amount of drag, it was unable to climb over the Appalachian mountains for a display in Washington, D.C. Largest aircraft in the Army until the XB-15 in 1935.