



# EAA Chapter 24 Meeting Items

## 9 September 2021



Oshkosh 2021: Grumman F8F Bearcat. Designed in WWII, deployed in 1946



# Agenda



- Call to Order – Introduce Newcomers/Visitors
- Minutes of last meeting – update/approve

## Old / Continuing business:

- Young Eagles :
  - Pancake breakfasts are Sep 25, and Oct 23 Note: there are five Saturdays in October, and we use the 4<sup>th</sup> one
  - Guthrie Open House fly-in and YE on 18 Sep
    - Potential to fly over 100 kids! We need 7 to 8 aircraft and your help!
  - Choctaw JROTC has asked to fly 45 cadets on 25 Sep, or half on 25 Sep and remainder on 23 Oct
    - POC: Col Kevin Jones
- New Business: Fly OK State Legislators on orientation flights on Thursday 7 Oct, 1000, at Guthrie



# Old Business



## EAA Ray Aviation Scholarship winners

- Lawson Laslo – Complete and working on Instrument rating.
- Antonin Boutin – It's official now! Congratulations!

## Sundance Aviation Scholarships – updates

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



# KITFOX UPDATES

## Progress since last update

- RC aircraft project working in the same space often at the same time with some of the same people.
- Working on Turtledeck
- **Had a visitor last week take a look at the Kitfox with some interest in purchasing it.**
- **Working to put the cowling on to make it more “photogenic” for advertising.**

**Progress to date – 1,000+ hours**





# Financials

Report Created by KitLog Pro

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

## Expense Log Report

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

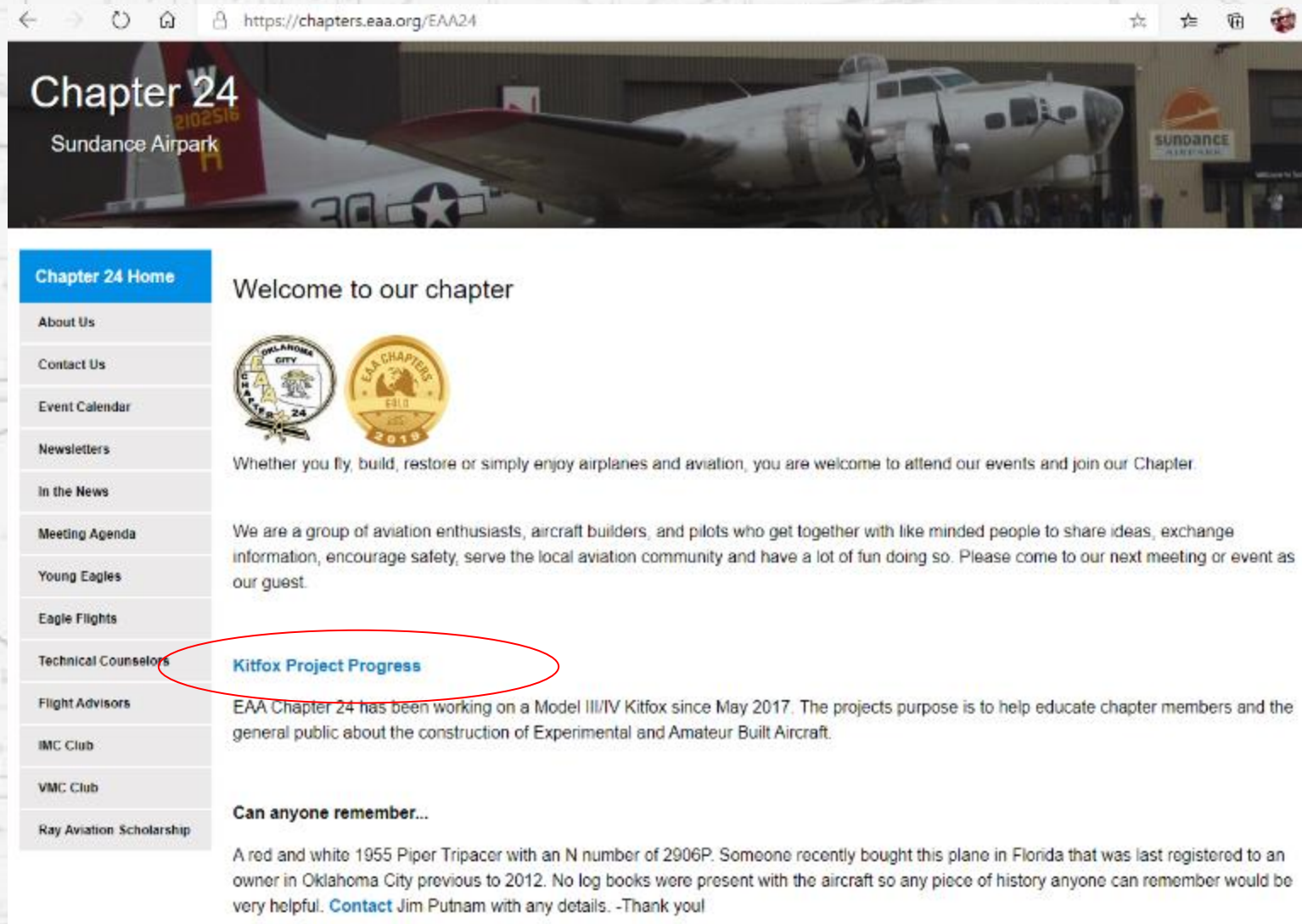
Date	Category	Vendor	Description	Cost	Shipping	Tax
6/01/2017	Miscellaneous	Kitfox	Manuals	100.00	0.00	0.00
7/12/2017	Tools	Harbor Freight	Basic hand tools	24.39	0.00	0.00
7/12/2017	Tools	Lowe's	alignment tools	30.10	0.00	2.50
8/19/2017	Electrical	Home Depot	Conduit for Nav Lights	7.48	0.00	0.61
8/19/2017	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

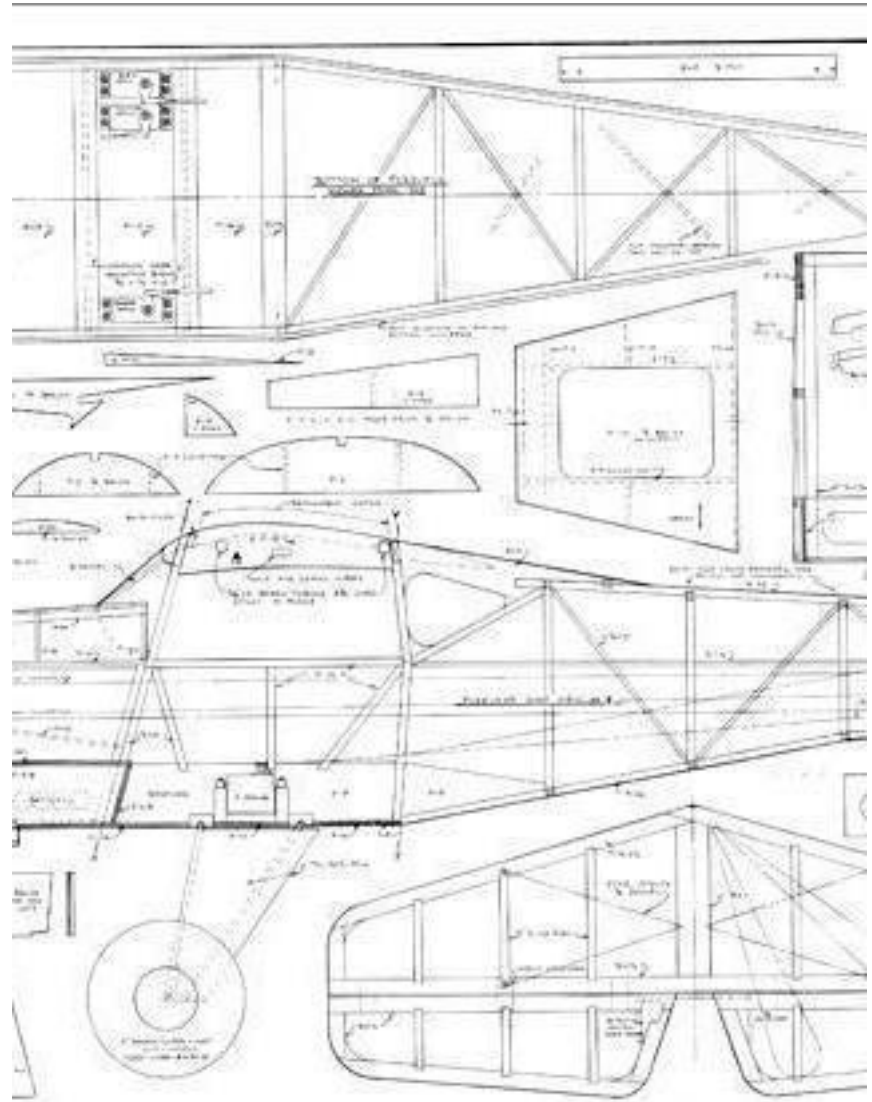
- Progress updates at <http://www.mykitlog.com/jayburgesskitfox>



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 vintage airplane with the text "Chapter 24 Sundance Airpark". 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: "OKLAHOMA CITY CHAPTER 24" and "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 is another paragraph: "We are a group of aviation enthusiasts, aircraft builders, and pilots who get together with like minded people to share ideas, exchange information, encourage safety, serve the local aviation community and have a lot of fun doing so. Please come to our next meeting or event as our guest." Below this is a link for "Kitfox Project Progress" which is circled in red. At the bottom of the main content area is a section titled "Can anyone remember..." with a paragraph: "A red and white 1955 Piper Tripacrer 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 6-10 people at any given work session.
- We have had **40+** 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 >](#)





# *Kit Fox Discussion*



## **The proposal**

- Thanks to You-Tube, Kitfox airplanes are quite popular right now. Talking with Eric, I think we might be able to get a good price for ours, and I think that the work we have done so far has added value to what we have.
- I'd like for the executives in the chapter to meet/discuss the pros/cons and process for selling the plane.
- I think that what we have done in the last 4 years has added a really nice "niche" to our chapter and I'd like to see us use any funds we get from selling the Kitfox to purchase another project that is closer to completion and more suitable for the young inexperienced pilots and aspiring pilots that we have working on it now.
- If selling the Kitfox and reinvesting is something that the Chapter is interested in – I'd like to start investigating and working up the details for a flying club that is associated with the Chapter.



# *New Business*



- Status of the KitFox project
  - Executive committee met at the hanger on 15 July
  - Members present: Jay Burgess, Larry Eversmeyer, Steve Schmidt, Jim Putnam, Mark Johnson
  - Discussion of pros and cons of the project as discussed in last month's meeting
  - Consensus was to sell the project as it is now
    - Jay Burgess and Eric Muehlberg to research sale
  - Search for another project that will allow chapter members hands on experience
    - Potentially restoring an older aircraft
    - Building a new kit aircraft (may be more expensive)
  - Overall goal is to keep a project going with goal of having a viable aircraft to fly when project completed





# *New Business*



We Need Volunteers for the Pancake Breakfast and Young Eagles Flights on 25 September

POCs:

- Breakfast: Stephen Schmidt
- Young Eagles: Pat Cohenour

We have a new webpage editor! If you have something for Chris Call, e-mail him at [robertcall@gmail.com](mailto:robertcall@gmail.com)

Thanks for stepping up Chris!

# EAA VMC Club







# VMC Question



The question:

Why is there a significant and visible difference between the magnetic variation (as depicted by the dashed line) for the airport and the VOR located at the same airport? For example, should not 360 radial point to the magnetic (compass) north?







# VMC Answer



## The answer:

When a navaid is first constructed, the antenna is physically oriented to True North. Then a potentiometer adjustment is made to slave the navaid with Magnetic North. This action matches the isogonic line making it agree with a magnetic compass. Initially, these two values are the same, but the earth's magnetic variation changes at differing rates depending upon location and time.

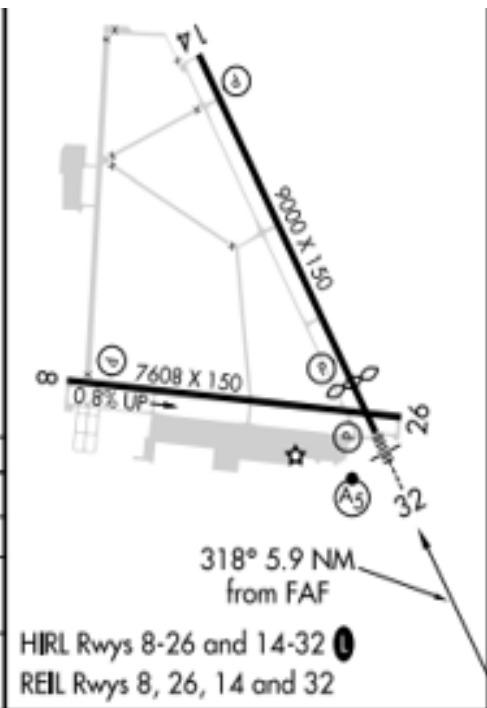
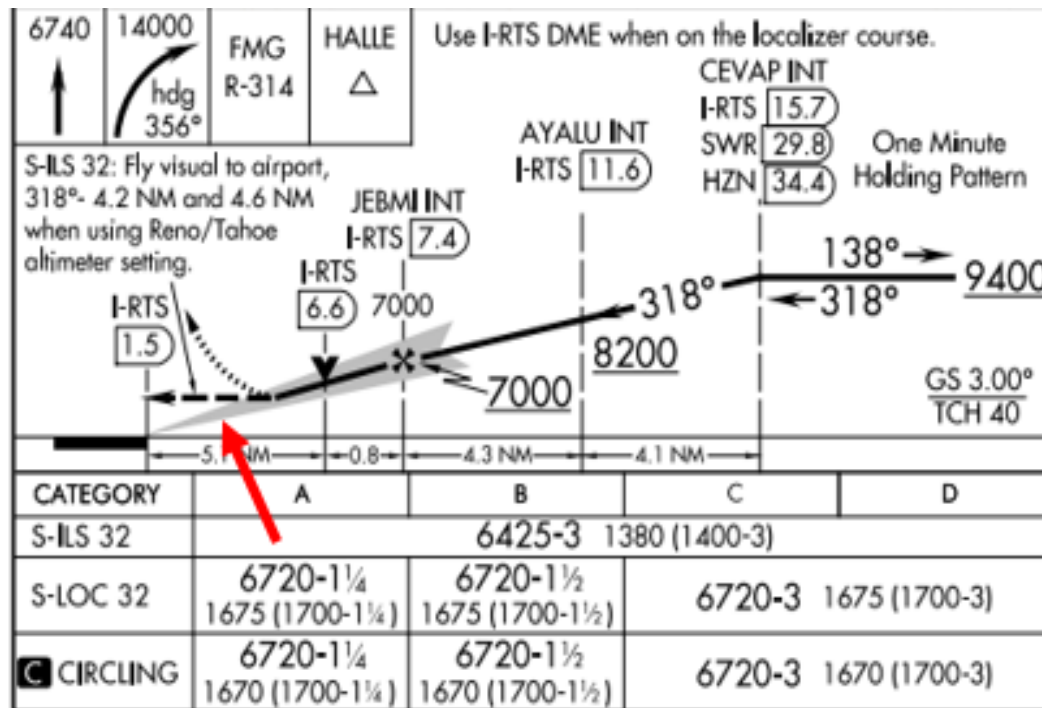
Navigational aids go into service and remain online 24 hours a day, 365 days a year. The FAA performs periodic maintenance; however, readjustments to match the isogonic value require a total shut down of the equipment, plus recertification and flight check verification. This process may begin when a navigational aid is out of tolerance by at least 6 degrees, but it does not have to be done immediately. As a result, not all VORs will have radials corresponding with the appropriate magnetic compass direction.



# IMC CLUB QUESTION



What is the small shaded arrowhead-shaped symbol pointing to the runway on the ILS 32 approach chart to Reno, NV (below)? If the visibility is 3 NM and you don't see the runway at your DA (6425), do you have to go missed?



RENO, NEVADA  
 Orig-B 27FEB20

39°40'N-119°53'W



## VMC CLUB ANSWER



The small shaded arrowhead-shaped symbol from the end of the VDA (Visual Descent Angle) to the runway indicates that the 34:1 Obstacle Clearance Surface (OCS) for the visual segment is clear of obstacles. The absence of the symbol would mean that the 34:1 OCS is not clear or a Visual Segment-Obstacles note is indicated on the chart.

A dashed line also depicts the “fly visual” segment from the DA to the threshold— if you fly to the S-ILS 32 minimums. But the visibility requirement is 3 miles. In other words, at the DA, if you have 3 miles visibility, you can continue flying toward the runway as long as you are clear of clouds. So, in this case, the distance to fly is about 4.5 NM, depending on your altimeter setting.

What if you need to go missed? The missed is technically not an option once you begin the Fly Visual segment. If you need to go around, you need to remain visual. If you end up in IMC, confess immediately and see what you can arrange with ATC. The ODP for the airport might be a handy reference to review before you attempt to do the Fly Visual approach.





# Chapter Video(s)





# The Yak 110 twin





# Why we are here tonight



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







# Larry'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.



# Next was the RV-14

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!





# *And the Latest Project*



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



# *A Homebuilt Design Continuously Improved*



## 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."





# ***“Last Minute, or I Forgot”***



Next month's meeting, [October 14](#) will be back at Sundance FBO



