



# Experimental Aircraft Association

Chapter 24 / Oklahoma City, OK

December 2022



## Upcoming Christmas Party Information

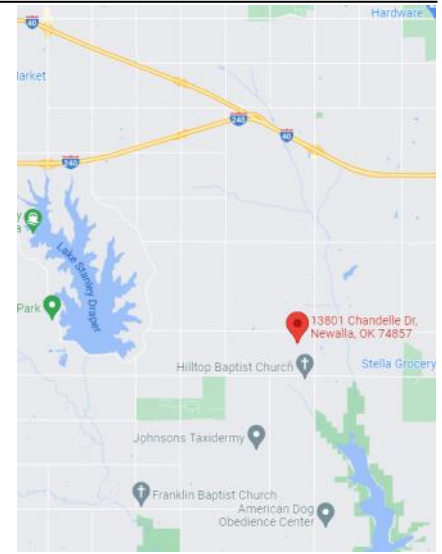
**When:** Saturday December 10<sup>th</sup>, Beginning at 4:30 PM

**Where:** Gary Manning Hangar, Twin Lakes Airport (2OK2)  
13801 Chandelle Dr, Newalla, OK 73957  
Phone: (405) 664-7356

Approximately 5 miles South of I-40 on Choctaw road to SE 134th St, then West 0.4 miles to Chandelle Dr.

Google Maps Link: <https://goo.gl/maps/7Vgpl9SCYDF6wKYy8>

Believe the dinner to be potluck. If there are questions about the food or other aspects of the get-together, please contact Jim (405-596-2076) or Gary.



## Previous Chapter Minutes

### November 11, 2022

Meeting was called to order at 19:00 by chapter Vice President Larry Eversmeyer.

Members in Attendance: 31

New Attendees: Dustin Tucker, Emmy Tucker, Ross Alack, Aaron Cardon, Blythe Cardon, Allsion Latham, Manu Contrerns.

### Young Eagles:

22 October- Sundance rally, canceled due to weather.

15 November- Positive tomorrow kids, 15+ to fly

17 December- Stem aviation students, 45+. Includes pancake breakfast.

### Kitfox:

The Kitfox has been sold for full asking price on 28th of September 2021. Go to 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.

The chapter has bought the Piper Tri Pacer for \$6,500 and is now located in the chapter hangar at sundance. Work will start up after finding A&Ps and after finalizing paperwork details.

## Previous Chapter Discussion Topics, Continued

**November 11th, 2022**

### **New Business:**

Chapter member Gabriel received the Ray Aviation Scholarship.

Sundance scholarships will halt 1 January 2023, recipients have till 31 December 2022 to use remaining funds.

11 November- Inside the sky documentary will be shown at Garry Mannings hangar.

Jerry Calvert presented experimental aircraft yearly condition inspections.

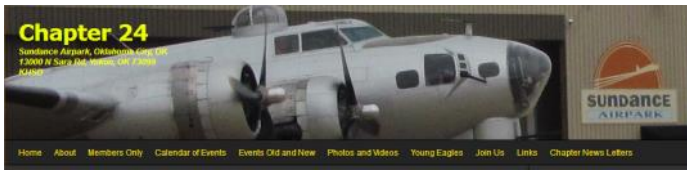
Meeting Adjourned at 20:30 by chapter Vice President Larry Eversmeyer.

Submitted by EAA Chapter 24 Secretary, Lawson Laslo.



## EAA Chapter 24 On-Line

Website: <https://chapters.eaa.org/EAA24>



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



Kitfox Build: [http://www.mykitlog.com/users/index.php?user=burgess\\_jay@&project=2653](http://www.mykitlog.com/users/index.php?user=burgess_jay@&project=2653)



## EAA Chapter 24 Kitfox

Interested in getting involved? Unfortunately your too late...Sorry! The project has been sold. The chapter has acquired a Piper Tripacer. Under consideration is working on it with Chapter 1612, which would mean the aircraft would be relocated to Tuttle.

- We meet on Wednesdays from about 6:00—9:00
- Email [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 J

## 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 Cohenour 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!

Nothing to report on Young Eagles

## From Our Members

Jim Putnam shared the FAA's PIREP Proof of Concept Study. See page 4.



### **Pilots Needed**

The FAA Civil Aerospace Medical Institute is currently conducting a Pilot Reports (PIREPs) proof-of-concept research study exploring the concepts of submitting and retrieving Pilot Reports (PIREPs) over VHF radio:

- On a dedicated frequency (122.0MHz), and
- Without having to talk to an ATC controller or Flight Service specialist.

The effort could pave the way toward an additional means to submit and retrieve PIREPs.

For the period of time between **November 4, 2022** and **April 30, 2023**; the FAA is looking for pilots who are flying within or overflying (e.g., in the flight levels) the areas with radius of ~ 50 nm from two airports:

**Will Rogers World Airport (KOKC) in Oklahoma, and**

**Nenana Municipal Airport (PANN) in Alaska.**

**Volunteers are needed. Participation will be compensated.**

The study is conducted on the FAA CAMI's Cloud-based Aviation Weather Human Factors Research Platform (CbTOPS) that is available as a web and a mobile application. Pilots who are willing to volunteer with this study may go to <https://cbtopsatacami.faa.gov/> or may use the QR code below:



### Status for the below as reported in August. No Change for December

---

#### EAA Ray Aviation Scholarship winners –Status updates

- Lawson Laslo –Private Pilot (1 Feb 21) Instrument rating status?
- Antonin Stoddard – Passed checkride 8/16!

#### Sundance Aviation Scholarships –updates

- Victoria Stevens –Private Pilot! (12 May 21)
- Bill Pickle –alleged solo? (True/false/rumor?)
- Nicholas Rutledge –Enlisted Army
- Jeff Drebes –Private Pilot! (16 Oct 21)
- Caleb Veal –Need status update
- Dominic Goode –funds expended
- Foster Becquet –Private Pilot! (25 Aug 21)
- Seth Johnson –Soloed! (13 May 21)
- Aden Fox –Enlisted Navy
- Hannah Fortnoy –Soloed (28 Feb 22), on way to finish this summer
- Craig Jackson –Soloed! (16 Sep 21)

#### 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!
- Three are now Private Pilots.



### EAA Chapter 24 has continued its Gold Status for 2020-2021!

---

Dear Chapter President,

Congratulations to your chapter in successfully reaching the GOLD level status recognition level for the combined 2020 and 2021 years. EAA is happy to present you with a chapter recognition banner to proudly display where your chapter meets. Your level also will be displayed online at [EAA.org/FindAChapter](http://EAA.org/FindAChapter) with a specially designed emblem. You are encouraged to use your emblem on your website, newsletter, and other promotional materials; your chapter emblem is attached in this email.

To review your chapters overall scoring, please see the attached spreadsheet document, and simply find your chapter.

This program was developed and measured in partnership with EAA's Chapter Advisory Council, and is based on 10 criteria that are consistently found in active and highly engaged chapters. Due to 2020 and 2021 being, challenging years for chapters to maintain a high level of engagement, these years have been combined into a single recognition period. This was done to help chapters have a longer period of time to engage in the 10 criteria. An additional 11th criteria point was included this year to help offset the unique challenges associated with limited social engagement, and to observe unique chapter approved activities. Each is worth a point, and there are three levels of recognition: bronze (7 out of 11), silver (8 out of 11), and gold (at least 9 out of 11).

1. Attends a chapter leadership training session
2. Growing or steady membership
3. Offers IMC or VMC Club programs
4. Participates in Young Eagle or Flying Start programs
5. Has EAA-approved Flight Advisor or Technical Counselor
6. Participates in EAA's Annual Chapter Member survey
7. Participates in Young Eagles Build and Fly, Young Eagles Workshops, Ray Aviation Scholarship program, or sends a youth to EAA's Air Academy
8. Requests an EAA ChapterBlast email
9. Hosts at least two public events each year
10. Owns/leases a facility
11. Extra credit activity, such as a chapter build project, youth build project, chapter scholarship, a chapter tool crib, IAC competition, etc.

To learn more about this program, how scores are calculated, and how to improve your chapter's recognition score, please visit [EAA.org/ChapterRecognition](http://EAA.org/ChapterRecognition). If you have additional questions, please call us at 920-426-5912 or send an email to [chapters@eaa.org](mailto:chapters@eaa.org).

Tailwinds,

John Egan, Sr. Manager, EAA Chapters

Future planning:



**SAVE THE DATE**  
**JULY 1-2, 2023**

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

**TINKER**  
\*\*\*  
**AIR SHOW**  
\*\*\*  
TINKER AIR FORCE BASE

The poster features three small images at the bottom: a formation of four fighter jets, a yellow biplane on a truck, and a propeller plane flying over water.

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.

## Safety

### PILOT'S TIP OF THE WEEK Leaving Preheat On All The Time

Featuring Jeff VanWest

#### Subscriber question:

"Our Wisconsin-based club keeps our airplane engine heater plugged in all winter when it's not flying. Someone who just joined says this is a bad idea and we should only preheat before each flight. What's best?" — Scott L.



Jeff:

"There's some debate about whether it's OK to leave the engine plugged in all the time.

Continental Motors warns against it, citing corrosion issues. The thinking is that warmer air in the engine compartment could hold more moisture, which would condense when-

ever the engine cools. This could happen if the ambient (outside) air temperature dropped quickly and the heater couldn't keep up.

Tanis (one of the big players in aircraft engine heaters) says that its preheat systems can be left plugged in all the time, as long as the ambient temperature remains below 100°F. Because all the vulnerable metal parts will stay well above the dewpoint, condensation is impossible. In fact, Tanis advises against cycling the engine compartment warm and cold regularly if you can avoid it because the temperature could transition through the dewpoint in the process.

For what it's worth, the clubs and groups I've been associated with here in Maine are all in the 'plug it in all the time' category. None of us have had corrosion issues. Your mileage may vary.

I will say that if you plug it in all the time, it's best to combine that with a cowl blanket or other method to keep the temperature in the engine compartment higher as a hedge against condensation. If you go with the 'plug it in before flight' system, remember it can take a good preheat system two hours to raise the engine temperature 50°F. Preheat isn't just about warming the oil so it's easier to start. You must warm the actual metal of the engine to reduce the serious wear-and-tear of a cold start."



The following article originally was published by Flying in July 2002

---

### The Hazard of Oz

A 337 breaks up and rains down from 27,000 feet. Amazingly, the right seat passenger lives to tell how it happened.

By: Peter Garrison



Bottled oxygen is fed into a mask in order to create a little island of air that is abnormally rich in oxygen around the user's nose and mouth. [Shutterstock, not the subject airplane]

If you've ever been troubled by doubts about the plausibility of Dorothy's being carried off in her house by a tornado and then dumped back on the ground, house and all, without injury to herself or Toto, an accident that took place a few years ago should persuade you that it really could have happened.

## Safety, Contd.

A Cessna 337D Skymaster, an unpressurized, turbocharged twin modified with a floor-mounted camera in the cabin, departed its home base in order to do some aerial photography. The 3,100-hour private pilot and his assistant were aboard. After shooting three locations, they landed at another airport. There the pilot filed an IFR flight plan and “set up” the portable oxygen system, which had been charged that morning, for the next flight. This time, they would be climbing to 25,000 feet.

They took off at a quarter to two. As they climbed through 10,000 feet, the pilot told his assistant to put her oxygen mask on. He did the same. The assistant tried to turn on the oxygen but wasn't sure how, and the pilot reached back to open the valve. The assistant knew the oxygen was now on, because she could feel cool air flowing into the mask and the flow indicator ring in the oxygen line changed from red to green.

As the Skymaster climbed through 20,000 feet, the pilot remarked on the altitude and asked the assistant how she was doing and whether she felt OK. She said she did. Then, however, she became aware that she was starting to feel dizzy and was having trouble focusing. She felt as though she were cross-eyed. She said to the pilot that she was feeling dizzy, but he didn't respond. He must be talking to the tower, she thought. She closed her eyes and noticed that this made her feel better.

Air traffic control had cleared the flight to maintain FL 250. Controllers, unable to communicate with the pilot, observed the airplane climbing through that altitude, eventually reaching 27,700 feet. It then descended to 26,000 feet before radar contact was lost.

Shortly afterward, the airplane rained down in pieces over an area of several square miles. Both tail booms, together with the empennage, outboard left wing and the right door, had separated from the cabin, which fluttered down with its two occupants. It came to rest 30 feet above the ground in a hickory tree. The pilot was dead, not from the impact but from lack of oxygen. His assistant, however, was merely unconscious. Perhaps profiting from the divine protection allegedly accorded to some who collide with doors, stairs and lampposts while in states of impaired consciousness, she sustained only cuts and bruises in the crash.

The weather at the time of the accident was good, and there was no indication of any mechanical malfunction. Investigators tested the gas in the FBO's oxygen bottle from which the portable unit had been filled, and found it to be not pure oxygen but, instead, simply compressed air. It appeared that, because of some misunderstanding between the FBO and his oxygen supplier, the FBO had been regularly receiving, and dispensing, compressed air in the belief that it was aviator's breathing oxygen.

## Safety, Contd.

A bottle of compressed air is useful at sea level (for breathing in toxic environments, for example) and under water, but it is of no use at all at high altitude, because once the air emerges from the bottle it is at ambient pressure and is no different, for breathing purposes, from the ambient air.

What counts for maintaining the required level of oxygen in the blood is the so-called “partial pressure” of the oxygen in the air being breathed. The word “partial” refers not only to some fraction of the ambient pressure, but also to the fraction of the gas being breathed that is oxygen. Atmospheric air consists mostly of nitrogen, a gas having no role in human metabolism. Only 21 percent of it is oxygen. (It’s interesting to note, by the way, that most of the “working gas” driving reciprocating and turbine engines consists not of products of combustion, but rather of inert nitrogen.) The body’s uptake of oxygen is proportionate to both the ambient pressure and the fraction of the breathed gas that is oxygen; in fact, it is proportionate to their product.

The whole point of feeding bottled oxygen into a mask is to create around the user’s nose and mouth a little island of air that is abnormally rich in oxygen, and thus to preserve a more or less constant partial pressure at the same time as the atmospheric pressure is decreasing. An atmosphere containing 42 percent oxygen, or double the normal concentration, breathed at a pressure altitude of 18,000 feet, is equivalent, for the body’s purposes, to a sea level atmosphere, because at 18,000 feet atmospheric pressure is half what it is at sea level.

Of course, sea level partial pressure is not required to sustain life or even thought. Most people operate at altitudes of 5,000 to 7,000 feet without experiencing any of the uncomfortable symptoms, including headache, nausea and vertigo, referred to as “altitude sickness.” Individuals differ, some tolerating altitude better than others, but many pilots routinely cruise at 10,000 feet, where the pressure is 70 percent of the sea level value, without using oxygen and without displaying any hypoxic symptoms, and FAR 91.211 requires oxygen use (after 30 minutes) only at 12,500 feet (where the pressure is about 62 percent of the sea level value) and above. The regulations, by the way, make no distinction between smokers and non-smokers, although it is well established that smokers are more prone to hypoxia.

## Safety, Contd.

That different people are differently affected by hypoxia is grimly evident in the fact that the pilot-photographer died (according to the autopsy) from lack of oxygen while at altitude, while his assistant merely slept. Charts of physiological effects of altitude are widely available but do not agree with one another, some speaking merely of “time of useful consciousness” at altitudes near 30,000 feet, others of imminent death. Everest, 29,000 feet high, has been climbed a number of times without oxygen. Climbers, of course, adapt to high altitudes, spending weeks camped at 18,000 feet before finally assaulting the peak. But the mere fact that some people die in a few minutes at 29,000 feet while others trudge up a mountain shows the extreme variability of human types, physical conditions and reactions to hypoxia, and also seems to suggest that the same person may react differently to it at different times.

Although the assistant, who survived to describe her sensations, had noticed that she was feeling strange as the airplane climbed through 20,000 feet, the pilot evidently succumbed without suspecting anything. The belief that you are breathing oxygen would tend to dispel any doubts, but one of the effects of hypoxia (as is also the case with alcohol) is a happy, confident feeling that undermines whatever concerns a pilot might normally experience when feeling dizzy or having blurred vision or blue fingernails, and makes him cheerfully forgiving of his own mistakes. It's a fair bet, since aviators' breathing oxygen is expensive and not available everywhere, charging onboard systems is time-consuming, and most airplanes that are capable of climbing to oxygen altitudes (which is to say, most airplanes) don't even have oxygen systems, that many pilots have flirted with hypoxia and continue doing so without even being aware of it. Normally, cruising flight places so few demands on a pilot's physical and intellectual skills that we are able to perform adequately even when chronically, if mildly, hypoxic.

A pilot needn't rely on guesswork to know his oxygen state. Pulse oximeters, which report the amount of oxygen in the blood in terms of a percentage of its total carrying capacity, are available at fairly low cost. One very small but perfectly accurate unit can be had for under \$400; check [www.aeromedix.com](http://www.aeromedix.com), or call 888/362-7123. Use is simple: you stick a finger into the device and wait a few seconds for a reading to appear, along with your pulse rate (a less useful datum), on the display. Normal oxygen saturation is above 95 percent; a reading below 90 percent should be cause for concern if you're doing anything more demanding than washing your dog.

## Safety, Contd.

Considering the cost of aviators' breathing oxygen (which comes in green bottles so labeled, not yellow ones from which the Skymaster's system was charged), an oximeter will eventually pay for itself in oxygen saved. Having no way to judge how much oxygen is enough, pilots and passengers who use oxygen almost invariably use more than they need. A pulse oximeter is a perfect method of regulating consumption and extending the range of an oxygen bottle.

Incidentally, it is not clear that there is any longer a difference between aviators' breathing oxygen, medical oxygen and welding oxygen. Aviators' oxygen supposedly contains less moisture, which could become an issue in systems plumbed through unheated parts of an airplane, where moisture might freeze, blocking flow. That may have been the case decades ago. But modern oxygen distillation systems yield pure, dry oxygen for all purposes; in fact, in hospitals the oxygen is re-moisturized (by passing it through a sort of bong) on the way to the cannula to avoid dehydrating the patient's mucous membranes.

Hypoxia is a nebulous threat. It may be a factor in many more pilot errors than we know, but to place it unequivocally in a chain of accident causation is usually difficult. In this case, however, its role was obvious, and extreme: it actually killed the pilot.

One aspect of this accident that is worth noting, though it has nothing to do with oxygen, is that the unpiloted airplane broke apart in flight. Presumably, this happened because it picked up sufficient speed in a spiral dive for some part to flutter. It is customary, when an airplane breaks apart in flight, especially after a VFR pilot has flown into a cloud, to attribute the breakup to some pilot action, such as a desperate pull-out that overstresses the wings. This accident demonstrates that no pilot action is needed; left to its own devices, an airplane may go into a spiral dive and eventually break up all by itself.

*This article is based solely on the National Transportation Safety Board's report of the accident and is intended to bring the issues raised to the attention of our readers. It is not intended to judge or to reach any definitive conclusions about the ability or capacity of any person, living or dead, or any aircraft or accessory.*

## Opportunities

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

### **Sunday, December 11, 2022**

ALVA, OKLAHOMA - DONUTS AND COFFEE - Every Sunday 8am – 10am

Alva Regional Airport (AVK) CTAF: 122.8

No Cost. Donations appreciated.

Derrick Courson -Manager

(580) 327-2898 – Airport

(580) 748-2709 – Cell

2875 College Blvd.

Alva, OK. 73717

Website <http://alvaok.org/ara.htm>

<https://www.facebook.com/alvaregionalairport>

### **Saturday, December 17, 2022**

Haskell OK: Coffee & Donuts

Haskell Airport (2K9) [AirNav.com](http://AirNav.com) CTAF: 122.9

EVERY SATURDAY - 8:00 am - 10:00 am - Rain or shine, fly or drive, aviation enthusiasts will be there no matter what the weather is doing.

### **Saturday, December 17, 2022**

David J. Perry Fly-In Pancake Breakfast

David Jay Perry Airport (1K4) [AirNav.com](http://AirNav.com)

RAIN OR SHINE (Fly or Drive) TIME 8:00 am - 10:00 am

Questions? Call Larry: 405-439-3704

Pancake breakfast on Third Saturday (continuing event) at David J. Perry Airport, Goldsby, Oklahoma.

**December 17 - Pine Bluff, AR** - \*\*\* Cancelled for December \*\*\* 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 \$8.00 donation gets you all you can eat. Contact: Sara Works (870-543-9933) email: [works\\_sara@yahoo.com](mailto:works_sara@yahoo.com)

## Opportunities, Contd.

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

### **Sunday, December 18, 2022**

ALVA, OKLAHOMA - DONUTS AND COFFEE - Every Sunday 8am – 10am

Alva Regional Airport (AVK) CTAF: 122.8

No Cost. Donations appreciated.

Derrick Courson -Manager

(580) 327-2898 – Airport

(580) 748-2709 – Cell

2875 College Blvd.

Alva, OK. 73717

Website <http://alvaok.org/ara.htm>

<https://www.facebook.com/alvaregionalairport>

### **Saturday, December 24, 2022**

Haskell OK: Coffee & Donuts

Haskell Airport (2K9) [AirNav.com](http://AirNav.com) CTAF: 122.9

EVERY SATURDAY - 8:00 am - 10:00 am - Rain or shine, fly or drive, aviation enthusiasts will be there no matter what the weather is doing.

December 24 - North Little Rock, AR – CANCELLED - North Little Rock Municipal Airport (KORK) EAA Chapter 165 4th Saturday Breakfast.

North Little Rock 4th Saturday breakfast is cancelled for December 24. It will resume on January 28.

### **Sunday, December 25, 2022**

ALVA, OKLAHOMA - DONUTS AND COFFEE - Every Sunday 8am – 10am

Alva Regional Airport (AVK) CTAF: 122.8

No Cost. Donations appreciated.

Derrick Courson -Manager

(580) 327-2898 – Airport

(580) 748-2709 – Cell

2875 College Blvd.

Alva, OK. 73717

Website <http://alvaok.org/ara.htm>

<https://www.facebook.com/alvaregionalairport>

## Opportunities, Contd.

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

### **Saturday, December 31, 2022**

Haskell OK: Coffee & Donuts

Haskell Airport (2K9) [AirNav.com](http://AirNav.com) CTAF: 122.9

EVERY SATURDAY - 8:00 am - 10:00 am - Rain or shine, fly or drive, aviation enthusiasts will be there no matter what the weather is doing.

### **Sunday, January 1, 2023**

ALVA, OKLAHOMA - DONUTS AND COFFEE - Every Sunday 8am – 10am

Alva Regional Airport (AVK) CTAF: 122.8

No Cost. Donations appreciated.

Derrick Courson -Manager

(580) 327-2898 – Airport

(580) 748-2709 – Cell

2875 College Blvd.

Alva, OK. 73717

Website <http://alvaok.org/ara.htm>

<https://www.facebook.com/alvaregionalairport>

### **Saturday, January 7, 2023**

Ponca City Aviation Booster Club Fly-In/Drive-In Breakfast – 7-10AM

Ponca City OK Regional Airport (KPNC)

Fantastic food; very well attended long running event. For a suggested \$8.00 donation (and well worth it) you can have pancakes, scrambled eggs, bacon, sausage, potatoes, biscuits & gravy, orange juice, coffee, and fruit. Sponsored by the Ponca City Aviation Foundation on the first Saturday of every month rain or shine. Contact Bruce Eberle 580-761-5884

email: [ou444@yahoo.com](mailto:ou444@yahoo.com) Breakfast is served from 7:00 to 10:00 a.m. The requested donation is \$8 adults, \$4 children under 12. The menu includes pancakes, scrambled eggs, bacon, sausage, potatoes, biscuits & gravy, orange juice, coffee, and fruit. Cold soda pop and bottled water are available at \$1.00 each.

See also FaceBook Group – Ponca City Aviation Booster Club - <https://www.facebook.com/events/767669004385577>



## Opportunities, Contd.

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

### **Saturday, January 7, 2023**

Pauls Valley Hamburger Lunch Fly-In – Time: 11:30 am

Pauls Valley Municipal Airport (KPVJ) [AirNav.com](#) CTAF: 122.8

Oklahoma Antique Airplane Association

LETS KEEP EM FLYING!! - Johnene Smith

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. Kids are welcome and rides are available for anyone that shows up.

Questions? Call Shannon Sharp: [405-238-4035](tel:405-238-4035) or email: [casandjohnsmith@gmail.com](mailto:casandjohnsmith@gmail.com)

### **Saturday, January 7, 2023**

Haskell OK: Coffee & Donuts

Haskell Airport (2K9) [AirNav.com](#) CTAF: 122.9

EVERY SATURDAY - 8:00 am - 10:00 am - Rain or shine, fly or drive, aviation enthusiasts will be there no matter what the weather is doing.

### **Sunday, January 8, 2023**

ALVA, OKLAHOMA - DONUTS AND COFFEE - Every Sunday 8am – 10am

Alva Regional Airport (AVK) CTAF: 122.8

No Cost. Donations appreciated.

Derrick Courson -Manager

(580) 327-2898 – Airport

(580) 748-2709 – Cell

2875 College Blvd.

Alva, OK. 73717

Website <http://alvaok.org/ara.htm>

<https://www.facebook.com/alvaregionalairport>

## Opportunities, Contd.

Always verify the event info when making your plans!



# EAA Chapter 88's **PANCAKE BREAKFAST**

8am-11am / 2nd Saturday of Each Month

3612 N. Webb Rd., Wichita, KS 67226

[www.EAA88.org](http://www.EAA88.org) - [www.facebook.com/88EAA](http://www.facebook.com/88EAA)

Phyllis Blanton (316) 390-3241 / Christine Toevs (316) 435-2091

### PRICES

**\$7** for adults [13+]

**\$5** for children

### MENU

Biscuits & Gravy, Scrambled Eggs, Pancakes,  
Sausage Patties, Coffee, Fruit Juice

### ACTIVITIES

**FREE** Young Eagles Flights  
(9:00am-Noon, Weather Permitting. Ages 8-17.)



**FREE** Young Builders Projects  
Foam Plate Glider, Paper Helicopter, Coloring

Thank You to our Sponsors!



MIDWEST CORPORATE AVIATION



## 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/>

---

# TBIRD 1 KIT FOR SALE \$9,500.

Hangar find 2012 kit still in shipping boxes, zero time  
503 Rotax engine

Slip on coverings are bright  
green and still in the  
shipping box.

No guarantees: however, it  
appears all parts are intact  
to complete the kit. Tail  
wheel steering is standard.

Nose wheel kit available  
from the factory at extra  
cost.

Factory is in Berlin, Wisconsin  
and has been very  
responsive to my questions.  
(Kit cost is now \$15,500.)



I'm Bruce Luedeman with EAA Chapter 91 in Lee's Summit, Missouri. I have a hangar find 2012 TBird 1 kit, mostly un-assembled. Included is a zero-time Rotax 503 (50 hp) engine with a two bladed Warp drive prop; all in their original shipping boxes. Plus, exhaust and fuel system. No guarantee's but it appears everything is in place to complete this simple bolt together kit. This would make a great family assembly project. Parts and upgrades are available from the manufacturer in Berlin, Wisconsin. Web site is

[www.tbirdaircraft.com](http://www.tbirdaircraft.com)

For more photo's, please contact me  
at [bluedema@gmail.com](mailto:bluedema@gmail.com) or text/call me at 816-353-6826. You are welcome to stop by my address in Independence, MO and inspect the kit. Thanks! Bruce

Bruce Luedeman  
620 S. Main Street  
Independence, MO. 64050  
Text or Call Ph# 816-353-6826

Sample image of completed plane:



Posted October '22

---

If you wish to list an item for sale, please contact the  
newsletter editor at [piperflyer76@hotmail.com](mailto: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](mailto:ou444@yahoo.com)  
Bert Blanton 580-762-3794 [blantonb610@gmail.com](mailto:blantonb610@gmail.com)  
Don Nuzman 580-767-0470 [nuzumdl@poncacityok.gov](mailto: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

Google Map Link to places to fly:

[https://www.google.com/maps/@34.4210263,-95.4556638,892846m/data=!3m2!1e3!4b1!4m2!11m1!2s0z6wLdIm\\_xh8c\\_PZpwgAaTirmFKgCg](https://www.google.com/maps/@34.4210263,-95.4556638,892846m/data=!3m2!1e3!4b1!4m2!11m1!2s0z6wLdIm_xh8c_PZpwgAaTirmFKgCg)

## **Airport Cafes for Pilots**

**On-field (or super close) Cafes and Restaurants at airports mostly centered around Oklahoma, including Texas, Arkansas, Kansas and Missouri. Compliments of Maurice Ingle.**

## Chapter 24 Contacts

President	Jim Putnam	Class I Director	405-596-2076	<a href="mailto:Jim.putnam@sbcglobal.net">Jim.putnam@sbcglobal.net</a>
Vice-President	Larry Eversmeyer		405-261-0270	<a href="mailto:larry.eversmeyer@gmail.com">larry.eversmeyer@gmail.com</a>
Secretary	Lawson Laslo			<a href="mailto:laslo12704@gmail.com">laslo12704@gmail.com</a>
Treasurer	David Wilson			
Past President	Herb Driskill (RIP)			
<b>STAFF</b>				
Young Eagles Coord.	Pat Cohenour	Class II Director	405-495-1612	<a href="mailto:patricktc@cox.net">patricktc@cox.net</a>
Newsletter Editor	Chip Heinol			<a href="mailto:piperflyer76@hotmail.com">piperflyer76@hotmail.com</a>
Membership Coordinator	Steve Schmitt	Class III Director	405-831-4470	<a href="mailto:sgmaschm@yahoo.com">sgmaschm@yahoo.com</a>
Technical Counselor	Gale Braden	Class II Director	405-517-5665	<a href="mailto:galebraden@cox.net">galebraden@cox.net</a>
Technical Counselor	Gary Manning	Class III Director	405-793-1090	<a href="mailto:manning54@atlinkwifi.com">manning54@atlinkwifi.com</a>
Technical Counselor	Larry Hinton		405-794-0079	<a href="mailto:ljhinton1@cox.net">ljhinton1@cox.net</a>
Technical Counselor	John Myers		256-484-2367	<a href="mailto:N851JM@gmail.com">N851JM@gmail.com</a>
Technical Counselor	Dennis Fox		580-471-8332	<a href="mailto:dfox492000@yahoo.com">dfox492000@yahoo.com</a>
Technical Counselor	Stephen "Eric" Muehlberg		405-923-6749	<a href="mailto:smuehlberg@pldi.net">smuehlberg@pldi.net</a>
Flight Advisor	Larry Eversmeyer		405-261-0270	<a href="mailto:larry.eversmeyer@gmail.com">larry.eversmeyer@gmail.com</a>
Flight Advisor	Dan Burdette		405-245-5500	<a href="mailto:danburvn020@yahoo.com">danburvn020@yahoo.com</a>

**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](mailto: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.