



# EAA Chapter 24 Meeting Items

## 8 July 2021



Trio of modified Red Chinese Nanchang CJ-5 trainers flown by the Aerostar Store Flight demonstration team at Oshkosh, 25 July 2011.



# Agenda



- Call to Order – Introduce Newcomers/Visitors
- Minutes of last meeting – No meeting in June due to Picnic

## Old / Continuing business:

- Young Eagles :
  - Pancake breakfasts are back on. Last one in June a success, but unable to fly due to weather.
  - Then plan on 4<sup>th</sup> Saturday of the month for, Aug, Sep, and Oct. Note: **none in July due to Oshkosh**
  - Choctaw JROTC has asked to fly 45 cadets on 25 Sep, or half on 25 Sep and remainder on 23 Oct
    - POCs: CMSgt Walt Kula, or Col Kevin Jones
  - Guthrie Open House fly-in and YE on 18 Sep



# ***Picnic Photos – Chapters 24, 1098 and 1612***



**Gary Manning's hanger at Twin Lakes Airport.  
Our thanks to Gary and his immediate supervisor, Kathy!**





Approximately 100 people attended!





# Old Business



## EAA Ray Aviation Scholarship winners

- Lawson Laslo – update
- Antonin Boutin – 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
- 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



**Progress to date – 1,000+ hours**







# Financials

Report Created by KitLog Pro

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

## Expense Log Report

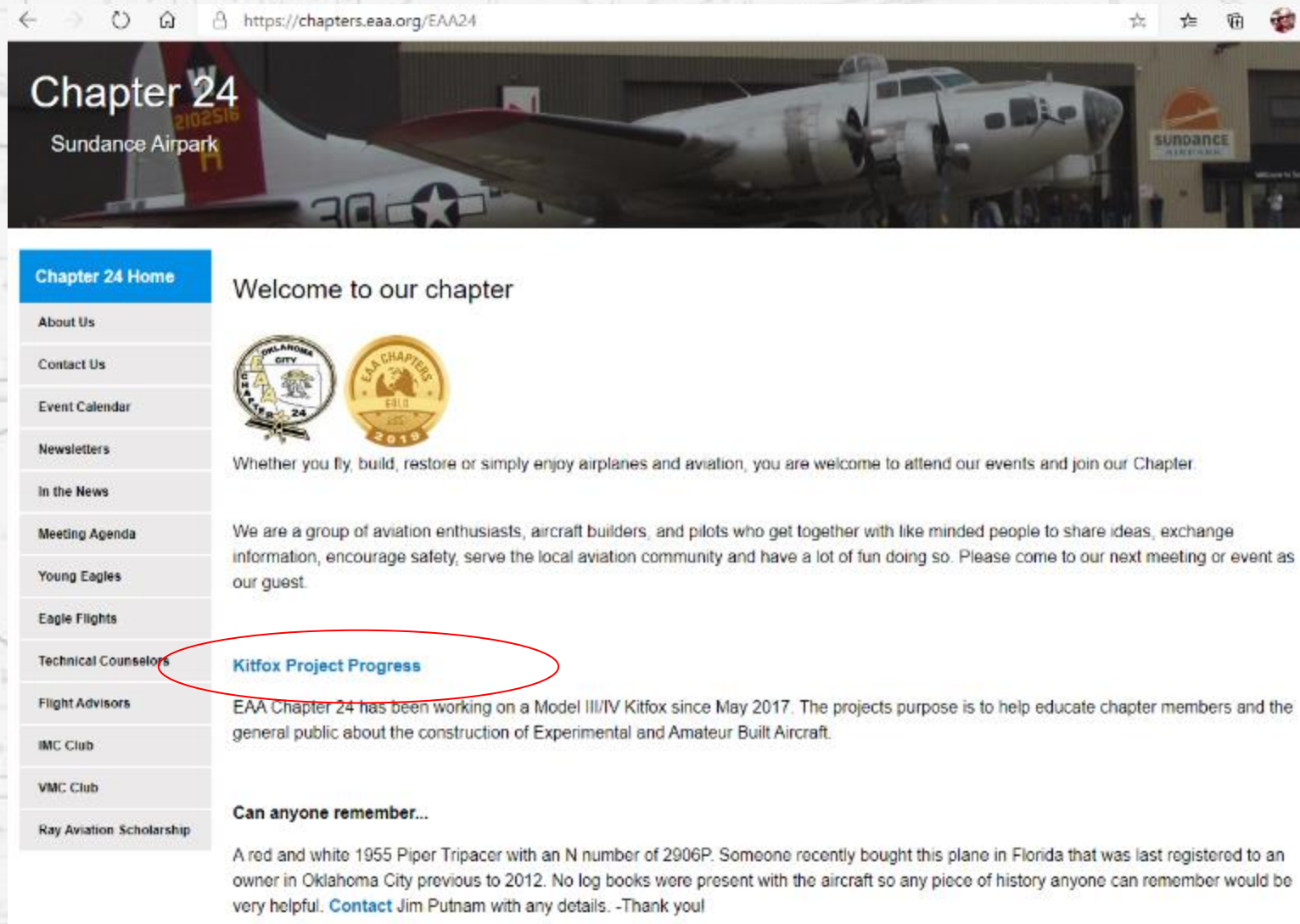
Owner Name:	Jay Burgess	Kit Manufacturer:	Kitfox
Owner Address:	6113 NE 107th St	Kit Model:	IV
Owner City/State/Zip:	Oklahoma City, OK 73151	Kit Serial Number:	925

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 white and red biplane in a hangar, with the text "Chapter 24 Sundance Airpark" overlaid. A left-hand navigation menu lists various page options, with "Kitfox Project Progress" highlighted and circled in red. The main content area includes a welcome message, two circular logos (one for Oklahoma City Chapter 24 and one for EAA Chapter 24), and a paragraph about the chapter's activities. Below this, there is a section titled "Can anyone remember..." with a paragraph of text and a "Contact" link.

**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
- Ray Aviation Scholarship

## Welcome to our chapter



Whether you fly, build, restore or simply enjoy airplanes and aviation, you are welcome to attend our events and join our Chapter.

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.

[Kitfox Project Progress](#)

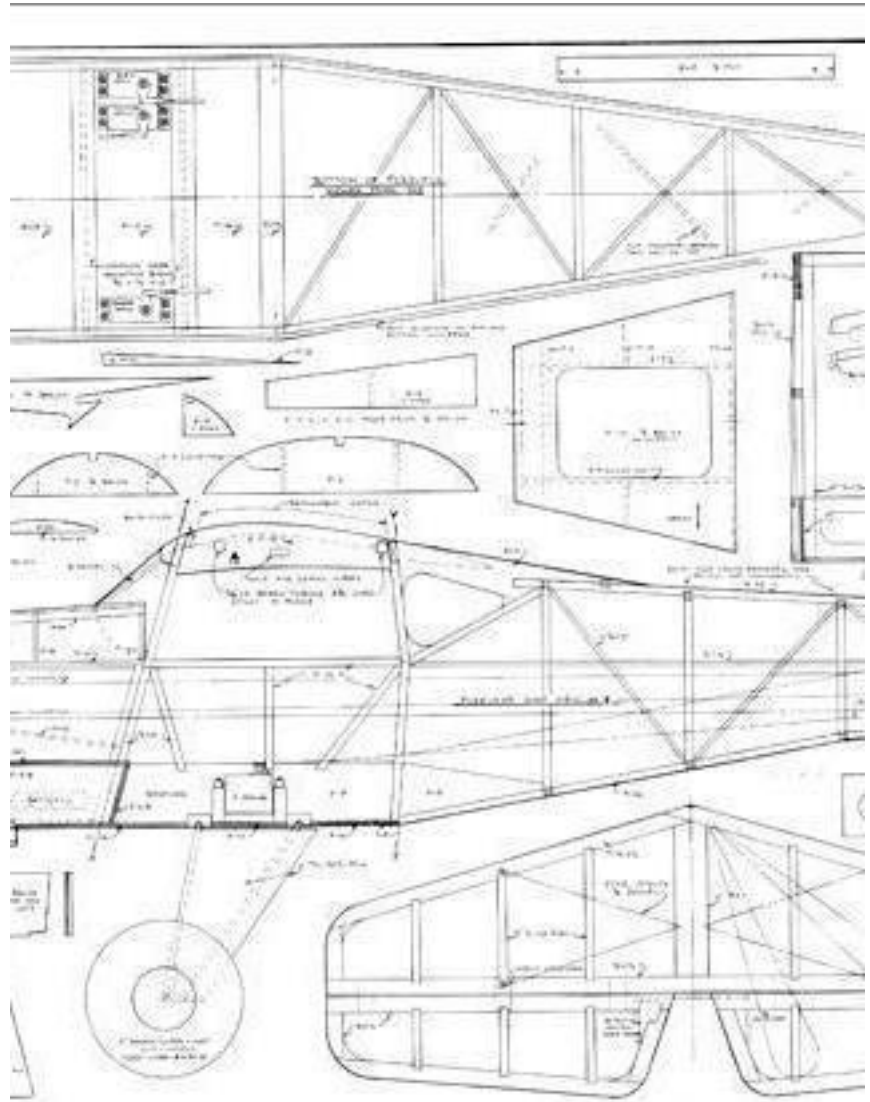
EAA Chapter 24 has been working on a Model III/IV Kitfox since May 2017. The projects purpose is to help educate chapter members and the general public about the construction of Experimental and Amateur Built Aircraft.

**Can anyone remember...**

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.

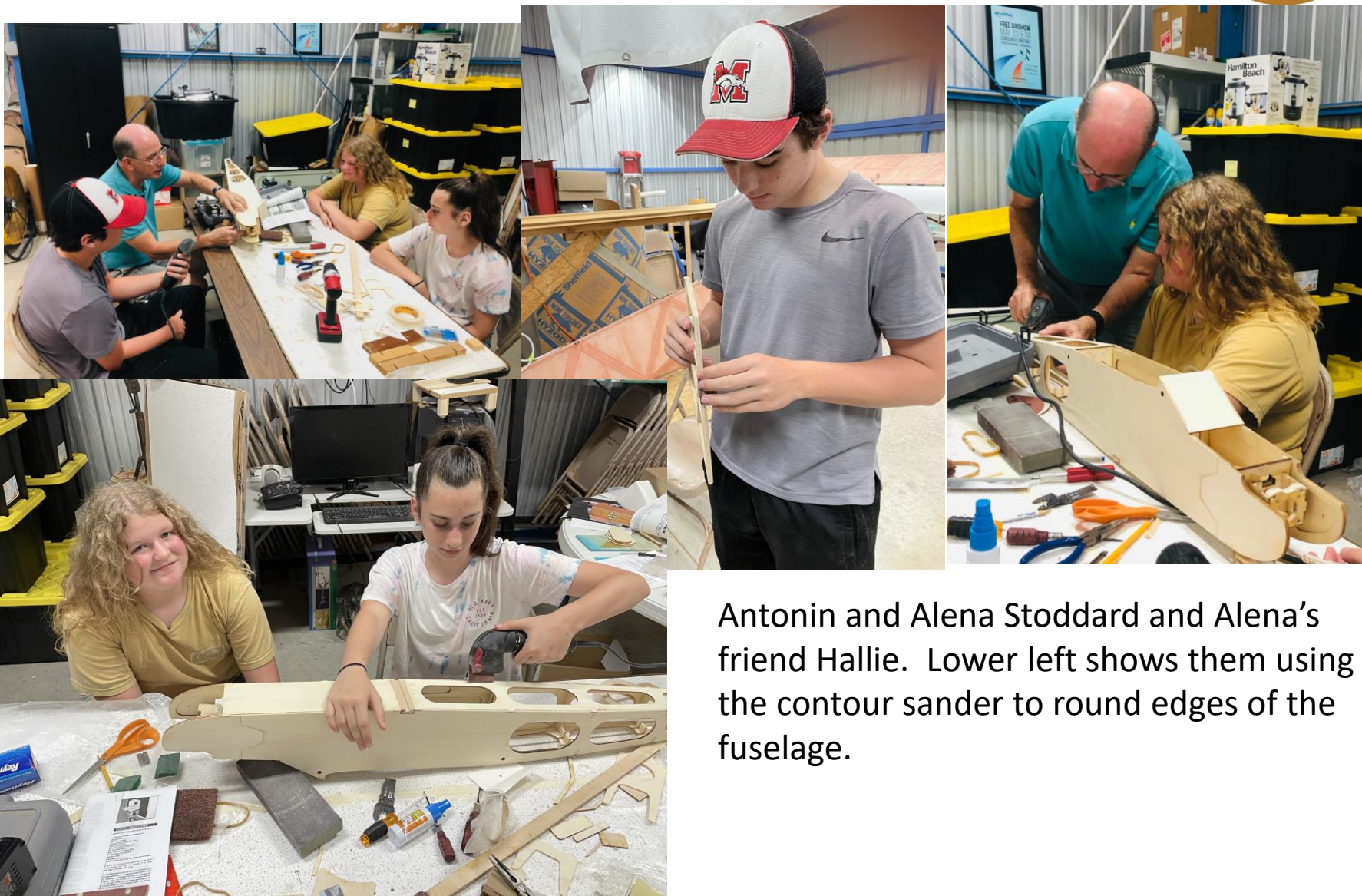
[Learn More >](#)





# Young Eagles Build and Fly

STATUS REPORT: Pat Cohenour



Antonin and Alena Stoddard and Alena's friend Hallie. Lower left shows them using the contour sander to round edges of the fuselage.



# ***New Business***



## Other Aviation events in the local area

- Friday 9 July 21 (tomorrow):
  - New runway dedication at Ponca City at 1000 hours
  - Sponsored by the OK Aeronautics Commission
  - VIPs include U.S. Senator Jim Inhofe
- Saturday 10 July 21
  - Sandridge Airpark, (OK94), SE of Collinsville, OK, CTAF 122.9, “Back to the Burgers” fly-in. Burgers at noon
- 23-25 July 21
  - Cushing OK, Fly-in Fair 9-3 Fri and Sat, noon-3 Sun
- 14 August 21
  - 99’s sponsor the Okie Derby Navigation challenge at Sundance airport
  - Will Rogers Fly-in at Claremore, Dog-Iron Ranch (OK15)



# *New Business*



We Need Volunteers for the Pancake Breakfast and Young Eagles Flights on 28 August

POCs:

- Breakfast: Stephen Schmidt
- Young Eagles: Pat Cohenour

We have lost our webpage editor! Victoria Stevens and family will be gone for the summer.

- This is not a very time-consuming process, but just a few minutes once a month.
- If you have a computer at your home, you are equipped to help our chapter!



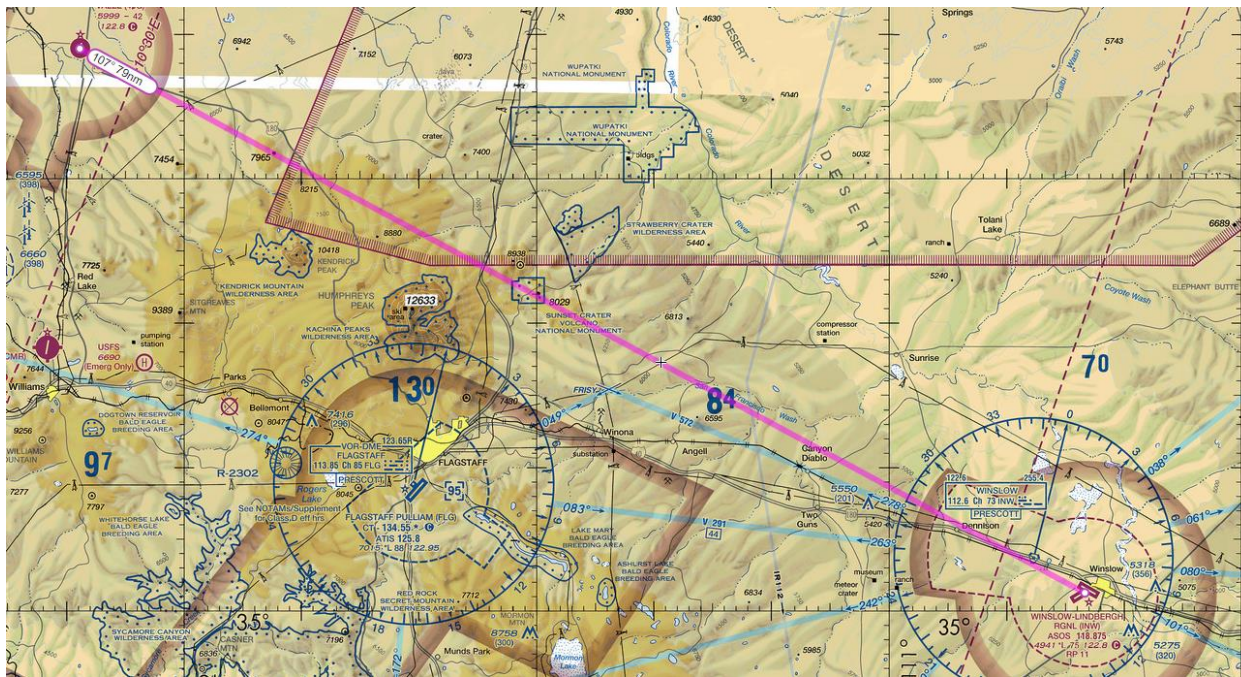
# EAA VMC Club



## July 2021, EAA VMC Club

You're traveling from Grand Valley (40G) to Winslow, Arizona (KINW), with a CAVU weather forecast for the entire flight. While enroute, something catches your eye and sparks your curiosity. Ahead you see a North/South runway that is directly on your flight path. You decide to land and check things out.

You check your chart and cannot identify the landing strip. As such, you have no CTAF or AWOS frequencies to monitor, and you do not see a windsock. You look



carefully and do not see any signs of surface winds; no dust, bodies of water, not even a field of grass to reference! None of the clues you're used to seeing to interpret which direction the wind

is blowing. How else might you check for the surface wind? Should you be trying to land there?

## The answer:

- Setting aside the fact that this airport may have been closed for a while and the surface is unsuitable for landing, or it may be a private strip you are not allowed to use. Or the fact that you will not monitor any potential other traffic, there are various ways you can assess the wind situation.
- The first and most important is to know what the prevailing winds in the area are being forecast. When the wind direction changes slightly close to the ground, the overall trend will remain the same.
- While flying at pattern altitude (not in the pattern, of course), you could identify a point on the ground with reference to the airplane (the wingtip, for example), then bank and hold a standard rate turn for a 360° circle. After completing the whole circle, you will note which direction the spot has drifted in relation to the plane's reference point, and that should give you a good idea of which direction the wind is blowing and how strong.
- Also, while on final, if you notice that your ground speed is unusually fast, go around and land on the opposite runway

All those possibilities exemplify the need for precise piloting skills and closely monitoring how the plane is behaving & reacting when flying in the traffic pattern.



# *Kit Fox Discussion*

## *From Jay Burgess*



### **The Good!**

- We continue to attract new interest in the project. I have had 5 different people contact me in June/July looking to get involved or at least see what we are doing. At last count we have had over 40 people work on this in the last 4 years!
- We have anywhere from 5-10 folks come out every time we work on the project. About 2/3 are “regulars” and about 1/3 are either new to the project or haven’t been coming regularly.
- We are getting several high school and college age kids involved. They all have different stories/paths that brought them out – but they have a thirst for all things aviation in common.
- We haven’t spent any money in over a year and don’t have plans to spend any more in the near future.
- We are steadily building back the momentum that we lost to COVID.
- It’s still a heck of a lot of fun!



# *Kit Fox Discussion*



## **The less-Good**

- As we have been talking about for the last several months – we are coming to a logical stopping point for this particular kit. While it has been a FANTASTIC teaching tool to date – many of the projects that remain aren't conducive to the skillsets of the folks that we have participating.
- While I am still confident that we could eventually finish this airplane, it probably isn't the right airplane for any of us to fly after completion.
- I'm getting a little strapped for time. While I enjoy going to the hangar and can keep it up until at least the winter – I'm not sure I will be able to keep at it for much longer than that.



# *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.



# Chapter Video(s)





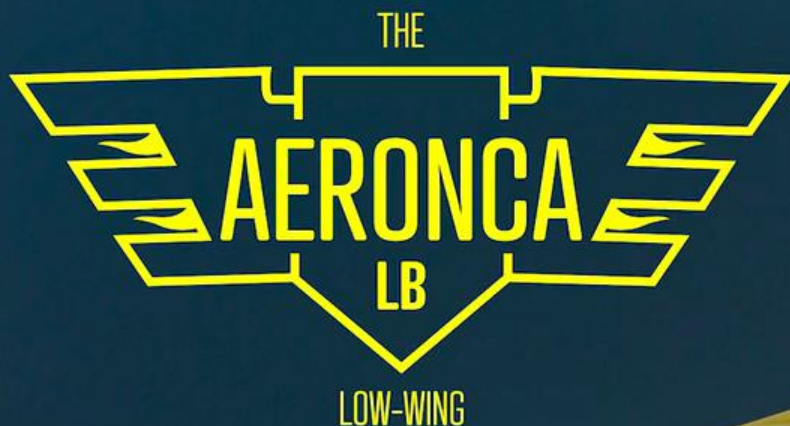
# WWII Training Gliders







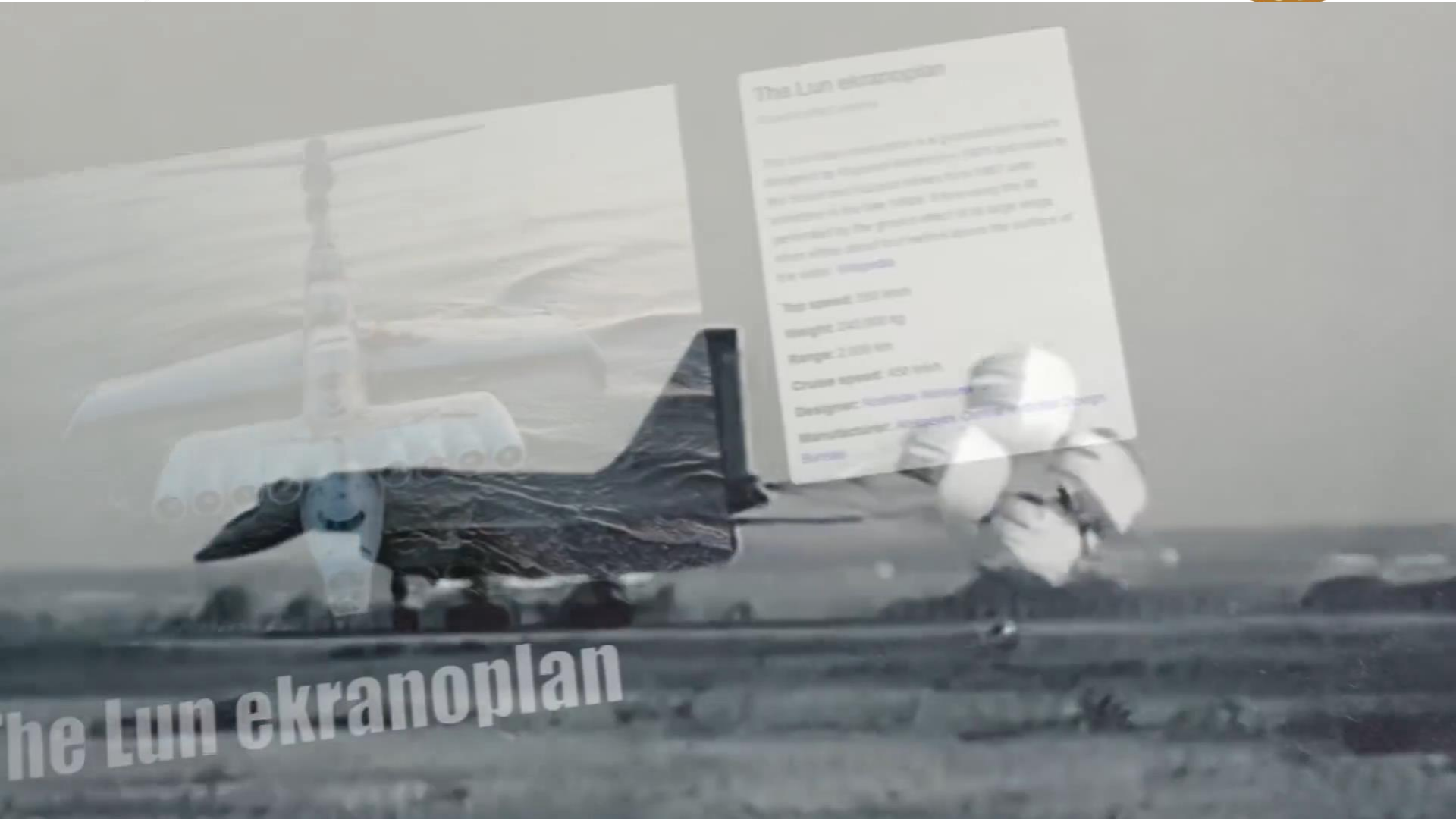
# Aeronca LB Low-Wing



*EAA*  
**SportAviation**



# Aviation(?) History





# Caspian Sea Monster the KM



Developed from 1964-66, it was a wing in ground effect “Ekronoplan” designed for the Soviet Navy, but test flown by the Air Force.

- It had a 123-foot wingspan
- length of 302 feet and a
- maximum weight of 600 tons.
- It was designed to fly at an altitude of 16 to 33 feet.
- Cruise speed was 267 mph, max speed of 311 mph, max tested was 404 mph
- Powered by 8 Dobrynin VD-7 turbojets of 28,670 lbs thrust each
- It carried six anti-ship “mosquito” missiles
- Designed to fly under the radar, its missile guidance radar was in the tail
- Two 23mm cannon turrets, one forward under the missile tubes and one in the tail
- The original prototype was tested on the Caspian sea for 15 years before it crashed due to pilot error and sank a week later. It was deemed too heavy to salvage.



# ***“Last Minute, or I Forgot” Who is going to Oshkosh?***

