



# EAA Chapter 24 Meeting Items

## 12 November 2020



North American B-25H Mitchell at Oshkosh 22 July 2019



# Agenda



- Call to Order – Introduce Newcomers/Visitors
- Minutes of last meeting – October 2020

## Old / Continuing business:

- Young Eagles : Last YE flights for the year were on 24 Oct
- 24 Oct totals: Pat Cohenour -3, Chip Heinol -3, and Jerry Calvert -2, Total of 8. Ground crew of Steve Schmidt and Darrell Stamper
- Next Pancake Breakfast & YE event is Saturday 27 March 2021
  - Plan on 4<sup>th</sup> Saturday of the month for April, May, June, none in July, Aug, Sep, and Oct
- New Secretary needed. Our current one shall not return until the Covid 19 virus is gone. Volunteers?



# *Old Business*



## Sundance Aviation Scholarships

- Victoria Stevens updates? Latest progress?
- Update from Steve on latest candidate awards (if appropriate)

# 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 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

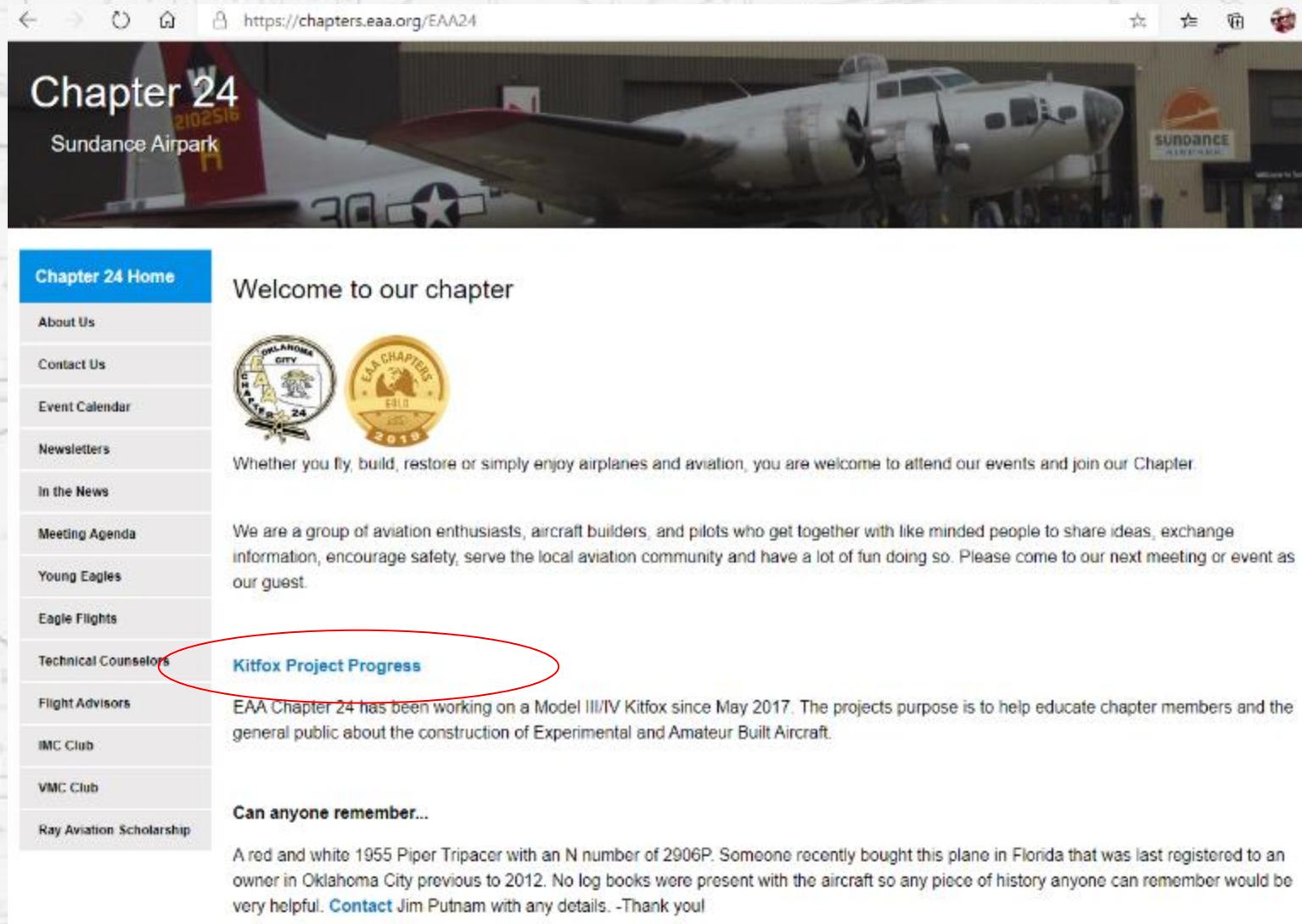
Owner Name:	Jay Burgess	Kit Manufacturer:	Kitfox
Owner Address:	6113 NE 107th St	Kit Model:	IV
Owner City/State/Zip:	Oklahoma City, OK 73151	Kit Serial Number:	925

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>

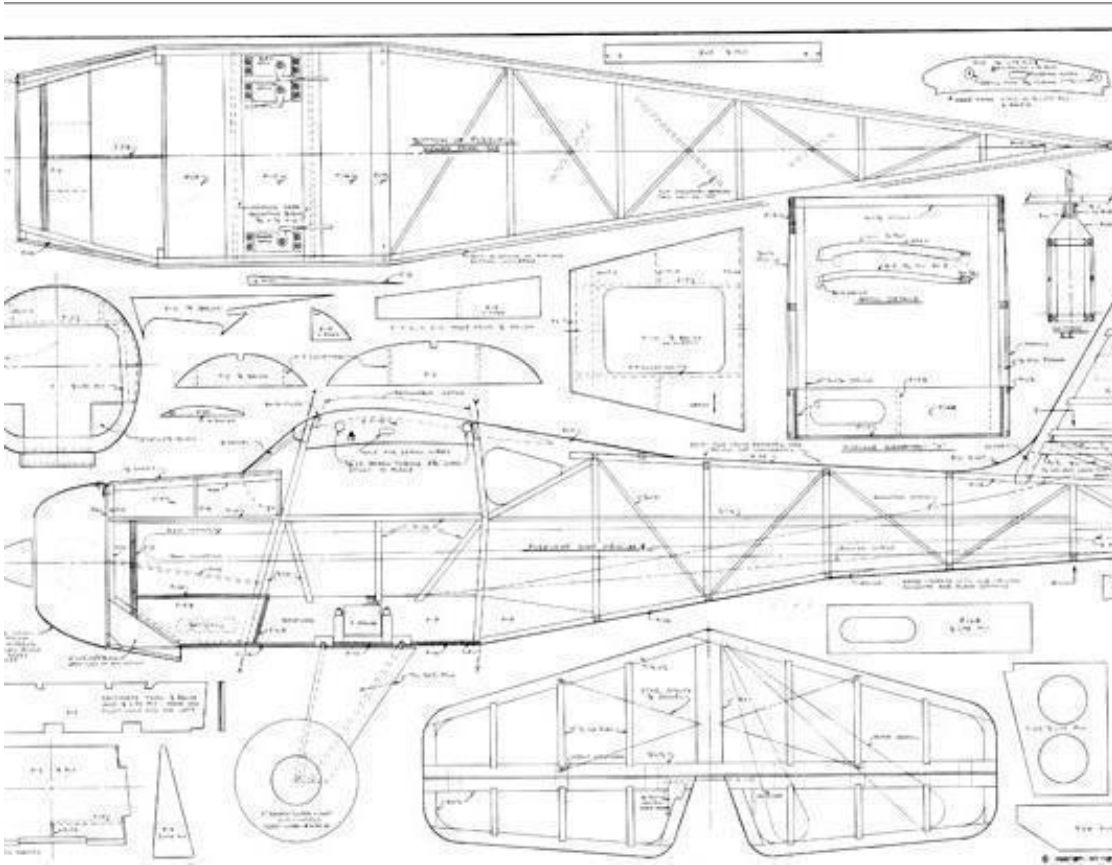
**Grand total \$1,430.43**

# Website Updates and Pictures

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



The screenshot shows a web browser window displaying the website for EAA Chapter 24, Sundance Airpark. 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." This is followed by 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. The final section is titled "Can anyone remember..." and contains a paragraph: "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

- OKLAHOMA PILOTS ASSOCIATION FLY OUT FOR OCTOBER
  - Hobart OK (HBR) Saturday 14, wheels down at 1100 hours
  - Lunch at a local eatery, then tour of the Gen. Tommy Franks museum
- Fairview, world's oldest free fly-in cancelled for 2020
- EAA Chapter 88, at Col Jabara airport, Wichita, KS (KAAO) has a fly-in breakfast, 8-11 AM. Call 316-202-8859 for details or e-mail [eea88online@gmail.com](mailto:eea88online@gmail.com); [www.eaa88.org](http://www.eaa88.org)
- Nov 21, Saturday, David J. Perry fly-in pancake breakfast, 8-10 AM, rain or shine, fly or drive to Goldsby (1K4) 405-439-3704

EAA  
IMC and VMC Club





**The question:** On the low-level IFR chart below, what is the meaning of the letters "MTA" above Pomona (POM) VOR? How does it affect our flight over this fix?



## **The answer:**

MTA means the **Minimum Turning Altitude** - Minimum turning altitude (MTA) is a charted altitude providing vertical and lateral obstruction clearance based on turn criteria over specific fixes, NAVAIDs, waypoints, and on charted route segments.

When a VHF airway or route terminates at a NAVAID or fix, the primary area extends beyond that termination point.

When a change of course on VHF airways and routes is necessary, the enroute obstacle clearance turning area extends the primary and secondary obstacle clearance areas to accommodate the aircraft's turn radius.

Since turns at or after fix passage may exceed airway and route boundaries, pilots are expected to adhere to airway and route protected airspace by leading turns early before a fix.



The turn area provides obstacle clearance for both turn anticipation (turning before the fix) and flyover protection (turning after crossing the fix).

Turning fixes requiring a higher MTA are charted with a flag and accompanying text describing the MTA restriction.

# EAA / VMC Club

**The question:** If the AWOS at your destination airport reports IFR conditions when you can see it is VFR, can you legally land at that airport?

AWOS is reporting:

```
KXXX XXXXXXZ AUTO 06005KT 1/2SM BKN023 BKN065  
17/16 A3010 RMK AO2 RAE05 CIG017V023 P0000
```

But you can see that the conditions around the airport are VMC.

## **The answer:**

The answer is dependent on a lot of factors. The first question that should be asked by somebody from your group is: *In what airspace is my airport located?* Let's explore Class G first.

CFR Part 91.155 covers the weather minimums for VFR flight in various types of airspace, and here is what they say about Class G Airspace:



a) Except as provided in paragraph (b) of this section and §91.157, no person may operate an aircraft under VFR when the flight visibility is less, or at a distance from clouds that is less, than that prescribed for the corresponding altitude and class of airspace in the following table:

Class G Airspace:

Flight Visibility

Day, 1 statute mile, clear of clouds

*(b) Class G Airspace. Notwithstanding the provisions of paragraph (a) of this section, the following operations may be conducted in Class G airspace below 1,200 feet above the surface:*

*(2) Airplane, powered parachute, or weight-shift-control aircraft. If the visibility is less than three statute miles but not less than one statute mile during night hours and you are operating in an airport traffic pattern within 1/2 mile of the runway, you may operate an airplane, powered parachute, or weight-shift-control aircraft clear of clouds.*

The Class G airspace below 1,200' AGL minimum for Day is 1-mile **flight visibility**, clear of clouds.

*Flight visibility is defined as: (...) the average forward horizontal distance, from the cockpit of an aircraft in flight, at which prominent unlighted objects may be seen and identified by day and prominent lighted objects may be seen and identified by night.*

Since you determine the flight visibility, not an AWOS, it seems like you should be able to fly to the traffic pattern and then operate *clear of clouds* under 91.155 (b)(2)

It is important to stress that this is my professional opinion, not a legal determination of any kind.  
(Radek Wyrzykowski – EAA IMC/VMC Club)



When it comes to any airport in class B, C, D, or E, the answer is a straight forward NO, as determined by the rest of CFR Part. 91.155 and quoted below.

AWOS, not the pilot, determine the ground visibility.

*(c) Except as provided in 91.157 of this part (SVFR clearances), no person may take off or land an aircraft, or enter the traffic pattern of an airport, under VFR, within the lateral boundaries of the surface areas of Class B, Class C, Class D, or Class E airspace designated for an airport -*



# EAA Webinars Coming Up

- **Cockpit Power Management**  
**Wednesday, November 18, at 7 p.m. CST**  
Presenter: Phil Lightstone
- **RANS S-21 Outbound, All Metal, All Purpose**  
**Tuesday, December 1, at 7 p.m. CST**  
Presenter: Randy Schlitter | *Homebuilders Webinar Series*
- **Good Eyes, Great Catch!**  
**Wednesday, December 2, at 7 p.m. CST**  
Presenter: Mike Busch | *Qualifies for FAA WINGS and AMT credit.*
- **Aerobatic Airplanes Made Affordable and Enjoyable**  
**Tuesday, December 8, at 7 p.m. CST**  
Presenters: Bruce Mamont and Renee Brilhante | *Qualifies for FAA WINGS credit.*
- **Hot Topics in Aviation Medical Certification**  
**Wednesday, December 9, at 7 p.m. CST**  
Presenters: Dr. Steve Leonard, Donald R. Andersen, Greg Reigel, and Patrick Floyd *Qualifies for FAA WINGS credit.*
- **Night Flight**  
**Wednesday, December 16, at 7 p.m. CST**  
Presenter: Larry Bothe | *Qualifies for FAA WINGS credit.*



# EAA Chapter Videos





# Military Aviation History



McDonnell F-101B Voodoo carrying  
Two Douglas AIR-2A Genie nuclear  
Rockets.



Northrop F-89H Scorpion  
With two Genies underwing



# Military Aviation History



Convair F-106 Delta Dart firing a Douglas AIR-2A Genie Nuclear Rocket





# Military Aviation History





# Military Aviation History





# *Last Minute "I Forgot"*



Curtiss XP-55 Ascender from 1943  
Powered by an Allison V-12 1275 HP engine  
Armed with 4 .50 caliber machine guns  
Slower than contemporary fighters and very unstable.  
Three built, two crashed.



# For Sale



## **1972 PIPER CHEROKEE PA28 140, Lycoming 0-320, 150 hp**

Airframe Total time 5247 hours, Time since engine overhaul 685 on 2000 hour cycle  
Metco wingtips, hatrack mod, new headliner, new carpets, new shoulder harnesses,  
door hold open, 4 seat intercom system, new TRIG radio, new ADSB out transmitter.  
Cruises at 118 mph at 10.5 gph. 50 gallons of gas will go longer than you can stand.  
4 seats, 900 lbs useful load. Flown to Oshkosh Air Venture, Nova Scotia, etc.  
AOPA VREF fair market value \$33,659



# *Old Business*

