



Experimental Aircraft Association

Chapter 24 / Oklahoma City, OK

January 2023



Upcoming Meeting Information

When: January 12th, 2023, Beginning at 7:00 PM

Where: Sundance Airport (KHSD)

13000 N Sara Rd, Yukon, OK 73099

Phone: (405) 373-3886

<http://sundanceairport.com/>

The meeting room is on the 2nd floor of the main terminal. Arrive early to socialize with your fellow aviation enthusiasts.

Travel 1.3 miles West of the Kilpatrick Turnpike on the Northwest Expressway,

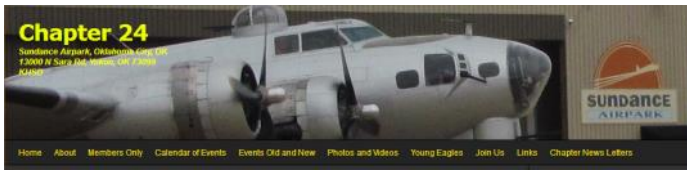


Previous Chapter Minutes

No minutes for December, was chapter holiday social at Gary Manning's hangar.

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



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 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

Repeat from December—Jim Putnam shared the FAA's PIREP Proof of Concept Study. See page 3.



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 January

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 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. If you have additional questions, please call us at 920-426-5912 or send an email to 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

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 trailer, and a propeller plane in flight.

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

Fuel Gauge Accuracy

Featuring Ryan Koch

Subscriber question:

"The fuel gauges in the airplane I rent don't accurately reflect how much fuel is available. They can show empty even though there's gas in the tank. I've been told that aircraft fuel gauges only need to be accurate when the tanks are empty. Is that true?" — Greg M.



Ryan:

"Common sense would suggest this isn't true, and, in fact, it isn't. FAR 91.205 says that *a fuel gauge indicating the quantity of fuel in each tank* is required equipment. If the tanks are half full, a gauge that reads empty is not doing its FAR 91.205 mandated job. So where did this idea come from?

The common misconception originates from the pre-2017 version of FAR 23 for aircraft certification. FAR 23.1337(b)(1) stated that *each fuel quantity indicator must be calibrated to read 'zero' during level flight when the quantity of fuel remaining in the tank is equal to the unusable fuel supply*. In other words, fuel gauges should be calibrated in terms of remaining usable fuel. But zero usable fuel isn't the only time

they're required to be accurate. This immediately followed FAR 23.1337(b), which stated that *there must be a means to indicate to the flightcrew members the quantity of usable fuel in each tank during flight*. An indicator that's only accurate when the tanks are empty doesn't satisfy that requirement. In 2017, FAR 23 was rewritten, eliminating that wording. The new FAR 23.2430 says that fuel systems must *provide the flightcrew with a means to determine the total usable fuel available*.

Then there's the common sense safety issue. You measured the amount of fuel on board before flight, calculated your fuel burn, and determined how long you could fly for, including the required fuel reserve. But what if you made a mistake in the measurement or the calculation? What if you forgot to secure a fuel cap and now you're venting fuel? What if the engine is burning more fuel than usual? Even if you have a fuel totalizer, it could be miscalibrated or it could have an incorrect starting fuel amount. Without working fuel gauges you might not know it—until the tanks are empty. At that point, the fact that the needles point to zero will be little consolation.

Too many general aviation accidents result from fuel mismanagement. With anything this safety-critical, you should have multiple means of cross-checking. Don't tolerate fuel gauges that don't tell you how much fuel you have."

The following article originally was published by IFR December 2021

First Come, First Served

Have you ever waited for a takeoff or approach, only to be told “You will be number two (or three),” even when you were there first? It happens. Here’s how.

By Elim Hawkins

N145RL I/BE58/T 364	5104 JEN 106/009 TTT 217/041	A1835	VFR			VFR Arrival
N15232 G/E145/L 848	5232 P1800 560	KTEB. KDAL	KTEB. KDAL	EDCT 1837		IFR Departure w/EDCT
N150M M020/T 777	3430 P1821 VFR	VFR	VFR			VFR Departure
N156 H/C560/L 305	5241 ADM 327/054 FAWNT	A1826	IFR			IFR Arrival

Most pilots have heard at some point that ATC separates aircraft on a first come, first served (FCFS) basis, but have experienced the opposite. Many of us pay for our aircraft by the hour, so it’s understandable to get impatient when you’re first up and Tower tells you there will be others ahead of you. Nearly every day when I’m working Tower I’ll hear, “Uhhh, Tower, N12345 *is still ready for departure*,” (when passed up) or even a

quick, “Tower, N12345 was first...” It’s not the pilot’s fault.

Operational Priority

Determining who gets to do what and when, while largely driven by FCFS also must be decided with the big picture in mind. The main reasons are actually lined out in the 7110.65, section 2-1-4 “Operational Priority.” As controllers, this is the very foundation on how we start to prioritize the mentality of FCFS. Some of the many factors that might “adjust” a pure FCFS schedule include: aircraft type or status (Medevac?), IFR or VFR, route, weather, flow, workload, etc.

Of course, there’s the ultimate priority: “An aircraft in distress has the right of way over all other air traffic” as outlined in §91.113(c). If at any time you experience distress, whether you declare an emergency or not, you become priority one as soon as ATC knows about it. There is no hard altitude, speed, direction, etc. Simply put, it’s “get on the ground the fastest and safest way you can.” An emergency is not considered normal air traffic, thus it gets priority.

So, if there’s no immediate danger of loss of life or property, logically the next priority would go to Medevac flights. Any flight that says they are Medevac gets a step up in any line, to a point. From a departure standpoint, they go directly to the front assuming they can reach the runway. On arrival, they would normally get direct to where the line into an airport starts; if there’s no traffic, it’s just direct to the field.

The other items in 2-1-4 pertain to “priority” of presidential aircraft, SAR (Search and Rescue) aircraft, interceptor operations and some obscure situations. In the Tower where I work, we don’t get a lot of these. Obviously if we see one coming in or moving around, we’ll give priority as required.

Priorities...

So, ATC's priority is FCFS, but with a lot of exceptions and interpretation. One point I try to make is that there is a much bigger picture that pilots often can't see. For one simple example, a ground delay program at a destination might require varying departure order well outside of FCFS—you certainly wouldn't want departures being held up with a guy at the head of the line who's waiting 30 minutes for his destination to open up.

Let's walk through some of the considerations that affect who goes and who waits. The first item: Is the aircraft arriving or departing? If one of each calls, who goes first? I'm looking at how far out the arrival is, how fast they are going, the type of aircraft departing, if they are IFR with a release time, etc.

If both aircraft are VFR, it's simply a matter of aircraft types and speeds. If I have a 172 coming in to land four miles out, and a PA28 ready to depart, there is not really any issue. I'd clear the PA28 for takeoff and then clear the 172 to land and let him know that traffic will be departing prior to his arrival. So where is my cutoff as to who goes first? In this scenario, probably about a two-mile final and I would hold the PA28 until the 172 lands.

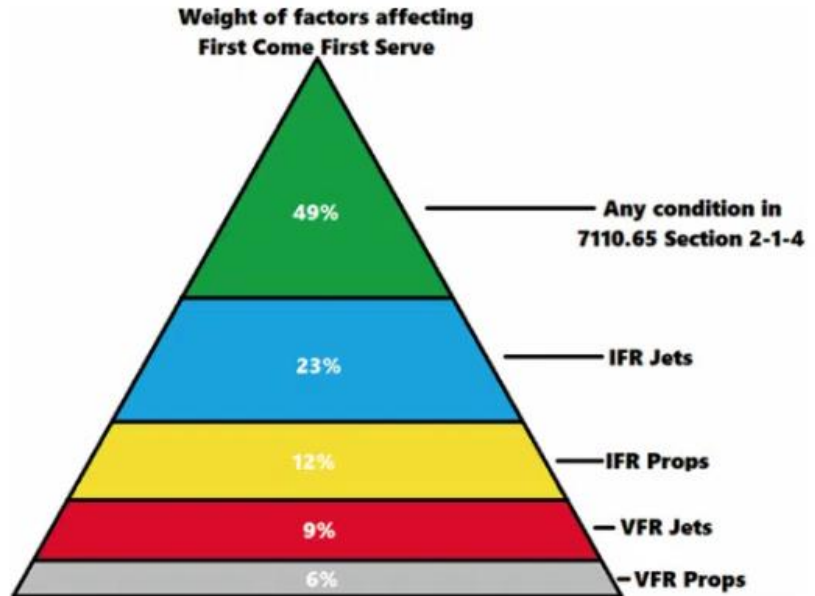
So, all other things notwithstanding, the only way the arrival has me holding the departure is if any of the conditions we talked about before, now apply. If a G7 is on final vs. a Cherokee that wants to depart, all I determine is if there is enough space based on the speed of the G7. If they are going 180 knots (ground speed) and on a four-mile final, I could clear the PA28 for immediate and tell 'em to "move it!" If the G7 is on two-mile final, regardless of speed that Cherokee is holding short.

If the departure is part of any ground-delay program and it's time for him to depart, I as the Tower controller have to do everything in my power to get him out at the specified time. That might not look like FCFS to other pilots, but that ground-delay program might have already had the departing aircraft ready a long time ago. If I can't get them out within the established window, I risk delaying the aircraft hours—again. Luckily, those "expect departure clearance times" (EDCT) have five minutes of slop. An EDCT probably wouldn't affect the departure if it was only one arrival I was concerned with. Add two or three more arrivals, then I really have to hit—or make—holes in the arrival stream.

So, let's change the scenario up to another common FCFS problem—departures only. Let's say I have an IFR G7, IFR C560 with EDCT, IFR T210, and 2 VFR 182's. They all taxi to the end in that order and call ready one right after the other (Yes, this happens—enough that I wonder if the pilots plan it!). I'm looking at the EDCT time before anything else, even though they called second. If it's within five minutes of the EDCT time, that C560 is going first and I won't even try to get anyone else out. The second I try to get any other departure out, I run the risk of something happening or taking too long and missing my window. The order would be the IFR C560 with EDCT, G7, T210, then 182s unless I can squeeze 'em out in between.

Safety, Contd.

If I had time on the EDCT, the G7 would be first, then T210, then 182s and C560 as appropriate. See how that little detail changes my entire flow? Also, my flow would be based on whatever Approach Control gives me, or doesn't give me. If there is any training in progress on the other side of the shout line, my releases could take a while, so if I have no releases or other reason to hold my VFR 182s, they go first despite calling last. On a normal day, the T210 will be the last airplane to go unless the G7 had to wait for a departure gate to open or weather to move.



Scenarios are endless, but you see that a tiny detail could mean the difference between you going first because you called first, or going second or even last because of reasons beyond your control, or even mine.

The Last Shall Be First...

Appearing to be forgotten happens when you are the first to taxi out but the last to leave. As we've discussed, there are many different factors that throw the sequence off, but the controller continuously has to play "What If" and get all aircraft moving as efficiently as possible. I like to think of First Come, First Served to be just like the aircraft it serves: lots of moving parts that vary output based on conditions. Regardless of the sequence you're assigned, rest assured that the controller knows you're waiting and he or she is doing everything safely and efficiently possible to get you on your way. Fly safe.

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!

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 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>

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 or email: casandjohnsmith@gmail.com

HAPPY NEW YEAR !!!!!

Hope everyone had a Merry Christmas and a Happy New Year. We are ready to kick the New Year off with an OAAA meeting on Jan 7th, 2023. It will be the usual noon meeting at PVJ and will be serving burgers and hotdogs with all the trimmings to go along. We are excited for a blessed new year and some fun events throughout the year. Hope to see many of you there on Saturday.

Thanks, Johnene Smith

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.

Saturday January 7

Springdale, AR (KASG) Free Ground school at Springdale first Saturday of every month upstairs in the conference room 9 AM until noon or whenever we finish CFII Gary O'Neal and NWA Flying Club. Note that the restaurant in the terminal is open now for breakfast before or lunch after

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, 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>

Saturday, January 14, 2023

Wichita EAA Chapter 88 - 2nd Saturday Breakfast

Monthly Breakfast 8 - 10 AM. Eggs, Pancakes, grilled Sausage, Coffee and Juice!!

Age 11+ \$7 - 4-10 \$5 - 3 under Free

Fly in to Colonel James Jabara Airport in Wichita KAAO

Saturday, January 14, 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.

Saturday, January 14, 2023

EAA 377 Noon Potluck – Hugoton KS

Sunday, January 15, 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.

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 21, 2023

David J. Perry Fly-In Pancake Breakfast

David Jay Perry Airport (1K4) 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.

Saturday, January 21, 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.

January 21 - Berryville, AR - Carroll County Airport (4M1) Third Saturday BREAKFAST EVENT!! 8:00 - 10:00
Attention! The time has changed: Farm fresh scrambled eggs, sausage patties & links, flapjacks, coffee, sweet tea, orange juice, and always a bunch-o-sweet treats made by the airport wives...\$10.00 suggested donation. All starting at 08:00. Contact: 870-423-8393 or 870-423-7854.

January 21 - Pine Bluff, AR - 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

Sunday, January 22, 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.

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!

January 28 - North Little Rock, AR - North Little Rock Municipal Airport (KORK) EAA Chapter 165 4th Saturday Breakfast. We start serving at 8:00 and go until 10:00. If it is cold or hot, the hangar is well heated and air conditioned. DIRECTIONS : The main entrance to NLR Airport is on Remount Road. We have OUR OWN ENTRANCE, Gate #20, which is located about a city block south of the main airport entrance still on Remount Road. Planes park in front of the hangar and cars in the parking lot behind the hangar. We are located right at the beginning of runway 5. Please come on out Arrive hungry, leave stuffed. Any questions - 419 360-7414

Always verify the event info when making your plans!

Ponca City

Fly-In/Drive-In Breakfast



Where: Ponca City Oklahoma Regional Airport (KPNC)

When: 1st Saturday of Month (7 to 10 AM) Rain or Shine

Open to the Public: Bring the family; children must be supervised.

Free Wi-Fi: fly-in-2g or fly-in-5g password: poncacity

Sponsored By: Ponca City Aviation Foundation; a 501(c)(3)

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.

See us on Facebook: Ponca City, OK Monthly Fly-in/drive-in Breakfast

Suggested Donation: Adults \$8, Children \$4

Menu: Pancakes, Scrambled Eggs, Sausage, Bacon, Potatoes, Biscuits & Gravy, Fruit, Orange Juice, and Coffee.
Soda Pop or Bottled Water – \$1.00 extra

Contacts:

Bruce Eberle 580-761-5884 ou444@yahoo.com

Bert Blanton 580-762-3794 blantonb610@gmail.com

Don Nuzum 580-767-0470 nuzumdl@poncacityok.gov



LUNCH AVAILABLE: Enrique's Mexican Restaurant (Sat 11-9) 580-762-5507 – Located in Airport Terminal

PONCA CITY REGIONAL AIRPORT (KPNC): ELEV 1008, RWY 17-35 7201'x150' – RIGHT TRAFFIC FOR RWY 17

FREQUENCIES: CTAF/UNICOM 123.0 // ASOS 134.075 (580-765-0049) // ILS/DME–RWY17 111.9 // LOM/NDB 515

FUEL: PHILLIPS 100LL 24-HR – Self Service // Truck JET-A & 100LL – CALL CTAF 123.0 or PHONE 580-767-0429

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 - 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

For more photo's, please contact me
at 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

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. Was told the restaurant closed over a year ago.~~

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:

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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

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

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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, please contact: the chapter—thanks!

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.