



8 Sep 2022

# EAA Chapter 24 Meeting Items



The Homebuilt parking area at Oshkosh Air Venture on 25 July 2022



# Agenda



- Call to Order – Introduce Newcomers/Visitors

## Old / Continuing business:

- Young Eagles :
  - Pancake breakfasts/Young Eagle events for 2022 are: Sep 24, and Oct 22
- El Reno open house and airshow, 10 Sep, 0830-1200
- Guthrie annual open house and YE day, Sat 17 Sep, 100+ kids
- Oct 22<sup>nd</sup> will also be the Choctaw H.S. JROTC cadets so we will have 40 or more cadets flying that day.
- Discussion item: Young Eagle gas reimbursement fund



# Old Business



## EAA Ray Aviation Scholarship winners – Status updates

- Lawson Laslo – Private Pilot (1 Feb 21) Instrument rating status?
- Antonin Stoddard – Soloed! (19 Sep 21)

## Sundance Aviation Scholarships – updates

- Victoria Stevens – Private Pilot! (12 May 21)
- Bill Pickle – alleged solo? (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)



# *Old Business*



## 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.



# Young Eagles Build and Fly



## Introducing the YOUNG EAGLES **BUILD & FLY** PROGRAM



## STATUS REPORT:

Pat Cohenour

- First flight successful!
- Model even useable for another flight!
- Thanks to all who helped build it and flew it

## 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 >](#)



# Old Business



## Chapter Aircraft project – We now own an airplane to restore!

1961 Piper Colt, registered as N4758Z, but has been sitting over 20 years so it will need a full restoration. It's down in our hanger now. **Discussion and decision needed** on it being a joint project with Chapter 1612 (meets at Goldsby airport). Would need to move project to Tuttle airport hanger.

Specs: Lycoming O-235-C of 115 HP, two seat, useful load of 710 lbs, climb at 500 fpm, cruise at 110 mph, stall at 47 mph, cruise on 6 gallons per hour.





# Restoration Project



- Will require inspection of all components including fuselage tubing, wing struts, and then recovering of the aircraft.
- Engine will need a tear down, inspection, and replacement of any needed parts.
- Good news! All parts are still with the aircraft, so no hunting for hard-to-find parts (at least not yet).

• Advertised price: \$7,500, **price to EAA chapter 24: \$6,500**

**Chapter needs a project leader! Heck! We'll even take two!**

**Possibles: J.J. Johnson, Alex Jennings, Eric Muehlberg?**





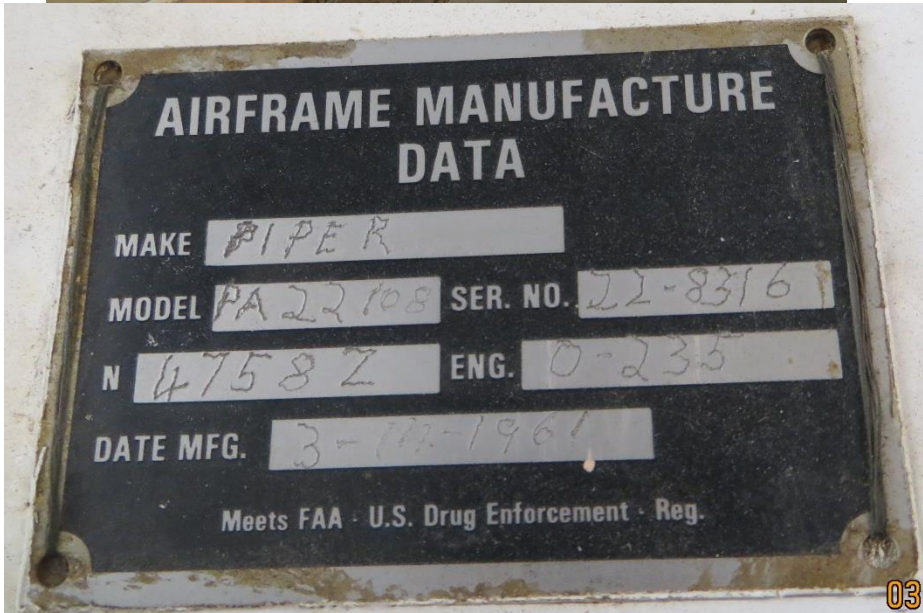
# Piper Colt Project Photos







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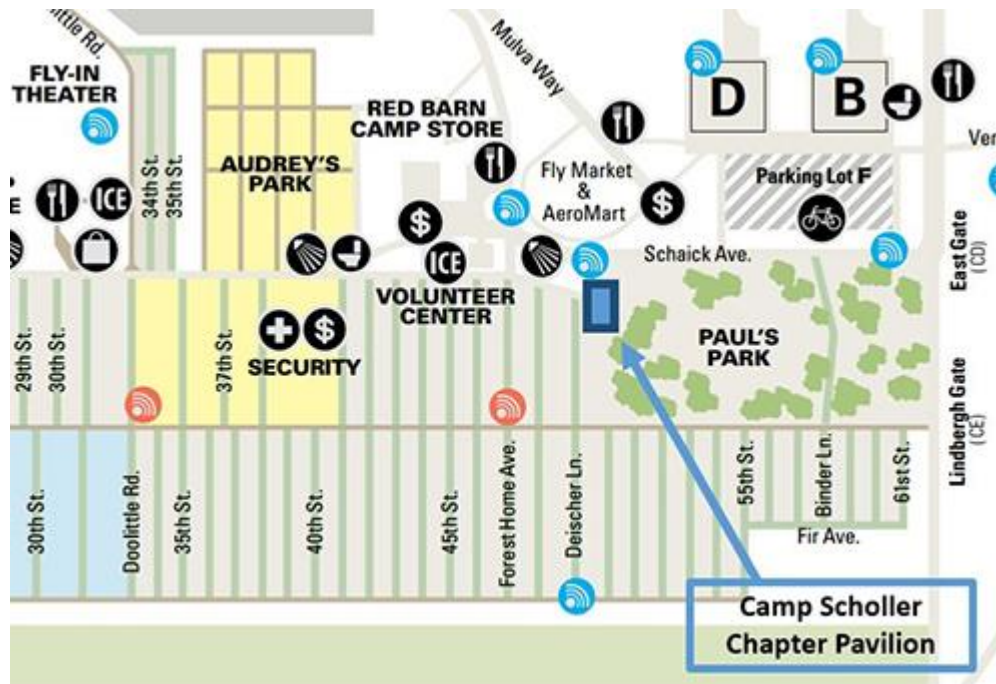


# Oshkosh by Gosh!



All three chapters went together to support the Oshkosh Pancake Breakfast on Tuesday the 26<sup>th</sup> of July at Camp Scholler Pavilion. Result: 660 breakfasts served, 90 dozen eggs cooked and eaten within two hours, over 1400 pancakes cooked, and gallons of coffee served! Gross income was \$5100 plus \$206 in tips. Still waiting for syrup and pancake wholesale costs to come in. The three chapters will split the profits when final profits number is known.

**WELL DONE – THANKS TO ALL!**





# More about Oshkosh

Data courtesy of Eric Muehlberg EAA National Chapters Rep



- 650,000 people attended over the 7 main days
- 3,200 homebuilt or show planes on display
- Jack Pelton shared with the German Secretary of transportation that we had at one point over 15,000 planes on the grounds, more private aircraft than there are licensed in Germany!
- FAA air traffic logged 18,684 aircraft movements during the 11-day NOTAM period for an average of 121 per hour!
- 55,000 vehicles were parked in the lots
- 40,000 people camped at Camp Scholler or in aircraft parking
  - 350 campsites were part of the EAA chapter camping program
- People came from 92 countries
- 803 exhibitors had displays and sales





# Van's RV-15 Prototype



45 hours of test time so far  
Including flight to Oshkosh.  
Goal was to test, and then  
Fly to Oshkosh safely. Still  
Lots more testing and  
Modifications to go before  
Kits will be ready for sale.  
Design targets: 145 Kts true  
Stall speed below 45 Kts.  
2 seats, manually operated  
Flaps with overhead lever,  
Flat cabin floor. Designed  
For STOL approaches at low  
Airspeeds, and be easy to  
Repair in back country strips

# EAA VMC Club





# VMC Question for September 2022



**Question:** In VFR cruise flight, you're flying a heading of 020 over sea-level terrain, using a 30-degree right wind correction angle to track to your destination. Would an altitude of 5,500 MSL be an appropriate altitude for this segment of your flight?



Note: this illustration shows a heading of 015 degrees magnetic.



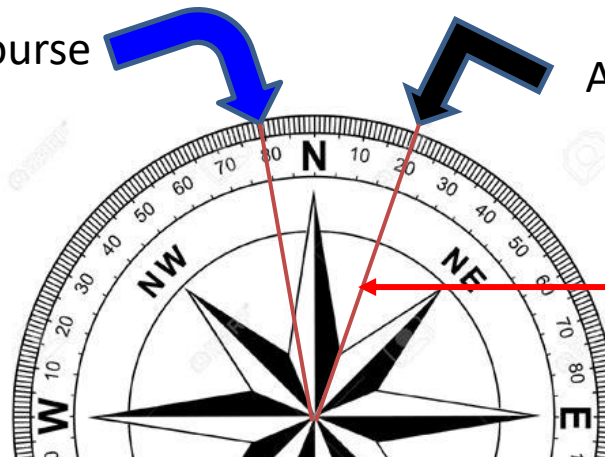
# VMC Answer

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**Answer:** No. VFR flight altitudes are based on magnetic course, not magnetic heading, and the magnetic course in this case is 350 degrees (020 minus 30 degrees). Therefore, an even numbered thousand plus 500 feet would be appropriate (e.g. 6,500 MSL). This applies to flight altitudes of more than 3,000 feet above ground level. (Ref: FAR 91.159)

Actual aircraft course  
Of 350 degrees

Aircraft heading of 020 degrees



30-degree right wind correction



# IMC CLUB QUESTION



**Question:** An instrument rated pilot is on a VFR night flight, but nearing the destination (a Class D airport), the conditions are worsening. It would be difficult to get an IFR clearance at this point, so he is considering a Special VFR clearance to land at the Class D airport. What requirements must be met for the pilot to receive a Special VFR Clearance?







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**Answer:** A Special VFR Clearance is an ATC authorization for an aircraft flying under VFR to operate in weather that is less than the basic VFR minima (1,000-foot ceiling and 3 miles visibility). Three basic requirements apply for a pilot to receive a Special VFR clearance (Ref. FAR 91.157).

1. The pilot must request a Special VFR clearance; it cannot be assigned without an explicit request. For landing at a controlled (e.g., Class D) airport, the request should be made to the tower controller or Approach Control. For a Special VFR clearance to land at an uncontrolled airport, it can be requested through an FSS.
2. The visibility must be at least 1 mile and the pilot must remain clear of clouds.
3. The Special VFR clearance can be approved only in daytime conditions unless the pilot is instrument rated and the aircraft IFR equipped.



# 99s OKIE DERBY on 20 August



The Oklahoma Chapter of 99s want to thank everyone for the wonderful day of celebrating aviation yesterday at the 2022 Okie Derby.

- Sponsors included: Sundance airport, U.S. Fleet Tracking, Blue Skies Flight Training, Calvin Taft Electronics, Crabtree Aircraft, D&B engines, Janis Love & Dan Burdette, Oklahoma Aeronautics Commission, Oklahoma Pilots Association, Southern Wings aircraft Sales, and 19 others
- Awards given for the first eight places, plus Best Time Estimate, Best Fuel Estimate, Best EAA (Russ Roslewski), Best School, Amelia Class and Best First Time Racer





# Chapter Video(s)





***Airshow coming to Tinker AFB!***



# SAVE THE DATE

## JULY 1-2, 2023

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



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.



# *“Last Minute, or I Forgot”*



Father and Son Bruno and Salvo Sanna flew their RV-7 into Oshkosh on a 12-day journey from **Toulouse, France**! Yes, it did have an extra fuel tank.

From Toulouse they stopped at England, Scotland, Iceland, Greenland, Canada, Michigan and then Oshkosh, Wisconsin. They flew with two other aircraft, but one needed maintenance in Canada.