

EAA Chapter 1040

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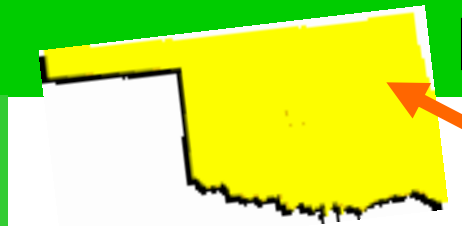
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**THE NEXT 1040
CHAPTER MEETING IS
JUNE 18 AT THE
TENKILLER AIRPORT
OFFICE AT 7:00 PM**



Chapter 1040 is located here in Oklahoma's "green country" where friendly aviation enthusiasts and fliers are always welcome

President's Column

While driving to Chicago to do another job I had time to think about what EAA is all about. I had to wonder what being in EAA is for members of chapter 1040 and pilots in general. What I finally came up with is that it represents basic American ingenuity. What I mean by that is that while we all enjoy flying certified aircraft we all think we can do it better. As an example is Jack Chapman refitting his pacer with a remote oil filter or Gary Burkette refitting his Bonanza with an electronic engine monitoring system. Their certified aircraft are good but they could make them better. To take that idea one step further would be Dennis building an RV because he could not find the performance he wanted in a certified aircraft.

I had the pleasure of spending some time this passed weekend with a gentleman named Scott DeGainer at Ottawa Executive airpark in Zeeland, Michigan. He has built his third highly modified BD-4. Each one is more refined than the one before. He really has the attitude that he can "do it better." He modified the wing panels from fiberglass to metal, redesigned the landing gear

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and gear mount box and changed many other structural parts. The plane is flying and now he is modifying the cowling to provide side vents and strakes that he hopes will lower the cooling drag.

You need to see it to truly appreciate the efforts he has made to improve the planes performance. I look forward to seeing him this fall when he plans to stop by here with his plane he calls "Speed Dreaming". Building a better aircraft is a learning process that can be carried as little or as far as our imagination can dream. We are fortunate that we live in America where we are allowed to build and fly experimental planes. To be an EAAer is to be a dreamer. To be an EAAer is to be a doer. So let's get out those prints that you bought and stuck in the closet. Let's get out the red pencils and mark up our changes and "build baby build".

Until next month, Craig

June Meeting Presentation

Doctor Bill Agent (our chapter secretary) has asked fellow doctor Homer Ellis, who is a Senior AME, to come to our meeting to give a talk about things medical that pilots should be aware of. At the May meeting Bill

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mentioned he would be willing to arrange a presentation, so Woody, our VP in charge of presentations, is going to take advantage of this opportunity for us to get some free medical advice from a highly qualified doctor. This is one of those presentations that are a must see event.....don't miss it!

Foster's Propeller Service

I recently took the Hartzell constant speed prop off my RV-4 to Foster's Propeller Service for a long overdue inspection and to get the bottom of the AD question about that propeller. When I arrived, Jerry Foster took one look at the prop hub and to my great relief said; "this looks like a newer hub and with that serial number without the A suffix I am sure there's no AD on this one". When I say it was a big relief I am talking about \$3,000 worth of relief because folks who have props that fall under the AD should replace that \$3,000 hub.

Jerry called me when the prop was done, so I jumped into the pickup and headed back to his shop. They loaded my like new prop in the pickup, complete with new bearings, seals and paint job. Jerry gave back the prop log with his repair shop number, official compliance text and reminded me that he gives a two year warranty on his work. Awhile after I gave Jerry my check, I was tying the prop down in the back of my pickup, when Jerry's mom came out to tell me I wrote the check for too much! With a smile, she told me I would have to send her another one for \$200 less. Jerry's mom is the CFO and I learned that she looks at the details closely. Nice lady.

Jerry's father started the business, therefore, as a youngster Jerry was doing chores in his dad's shop, so he grew up with propellers. Today Jerry and a team of loyal highly experienced techni-

icians enjoy working together in a relaxed atmosphere where you quickly sense they do things right and have been doing it that way for a long time. This is why they have plenty of props coming in for service, from as far away as Europe, without advertising.



Jerry Foster of Foster's Propeller Service

Bartlesville Biplane Fly-In

Friday, the first day of the show, turned out to be a perfect flying day, so Rick and I flew the RV-7A to Bartlesville. This was to be the last of these shows in Bartlesville. When we asked why there are no plans to continue having these very popular shows the guys working the ticket booth told us the weather at recent shows hasn't been good, and it is becoming difficult to get enough biplanes to put on a good show. They said the reasons for the difficulty in getting biplanes is that the owners tend to be older folks who are not as keen to travel as they used to be, and the cost of bringing these airplanes to the show has increased to the point where more and more of them are staying home. However; for this last show there was a good turnout. I guess there were about 40 biplanes, most of which were beautifully restored and well cared for Stearmans and Wacos. Rick found a Rose Parakeet based in Wisconsin that he once flew, and when he talked to the owner the man got out his log

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book, and sure enough, found Rick's name in the pilot's column when the airplane only had 65 hours on it. Rick ran across a highly modified Stearman, in photo below, which was also flown down from Wisconsin by a friend of Rick's.



I was delighted to run into Ken Dannenberg from Chapter 211 in Grand Haven, Michigan who flew down in his Cougar. Ken is one of those guys who not only knows how to make airplane parts out of a wide variety of materials, but is also a master craftsman. It must be in his genes because son Paul is also one of those rare master craftsmen. Both are Oshkosh champion award winners.

One of the most unique airplanes at the show was a Great Lakes with a Russian M-14 engine. I wonder if Gary Burkett knows anything about this airplane? Unfortunately, I failed to get a photo.



One of many beautifully maintained Stearmans



This beautiful new Waco came from Traverse City, Michigan. I think Mary Ann and I took a ride in this airplane a few years ago. The front cockpit has side-by-side seating.



It was a shame that there were no Pitts Model 12 airplanes at Bartlesville. I took the photo of this "Titanium" model 12 at Sun-N-Fun. This one has one of Barrett's trick M-14 engines in it.

Progress On New Grand Lake Airport

I recently stopped at the South Grand Lake airport (1K8) to see if anything changed since I was there in 2007. I was surprised to find a paved ramp; self serve credit card pumps for Jet-A and 100LL, and three hangars under construction. The paved runway 36/18 is 5220 x 60. There are some tie down eye bolts near the south end of the runway, but you need to bring your own tie ropes. Unicom is 122.9. The airport is located one

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mile north of Ketchum on a road with light traffic, so its an easy walk or ride a bike from the airport to town. The airport web site has more information:
www.southgrandlakeairport.com.

Project Police Report

Woody recently discovered the Lycoming 0-435 in his beloved L5 was making metal. A close inspection of the oil screens (no oil filter) reviled small aluminum shavings, so the engine was pronounced un-airworthy.

Rick and Woody are seen removing the engine in preparation for Woody to take it to Wiscon-



sin for a teardown inspection. Hopefully, the engine can be repaired in time for Oshkosh and without spending too many dollars. If you've never heard of a Lycoming O-435 its because there were not that many built. In fact, the O-435 was only installed on one airplane model, the L5.

Next month I hope to have a project police report on Crag Westedt's newly revived Kitfox. Craig recently flew it for the first time since moving down to Oklahoma from Michigan. I got a few photos of his take-offs and landings, but he left town before giving me the story of the airplane.



Craig Westedt's Kitfox at 44M

Editors Comments

I am impressed with the way EAA has begun publishing Sport Aviation on line. The first issue became available this month. The user interface seems very well done. If you have not seen it yet, I suggest you get on line and take a look. EAA is following a growing trend in the publishing of periodicals on line. The M.I.T news magazine, *Technical Review*, has been on line for a few years, but for the last couple of years they have also published it in MP3 format for downloading audio to your iPOD. This makes it possible to listen to someone read the magazine; but what's really interesting about the MIT magazine is that they made their own text to speech conversion software called Audiodizer. Over the last year this software has steadily gotten better. I find the computer voices, which switch between male and female, are very easy to listen to. The Economist is also published on line as text and audio, but their audio files are created by human readers. The number of magazines and papers distributed in paper will steadily shrink as more people look to the internet and E-book readers for their information.

Dennis