

EXPERIMENTAL AIRCRAFT ASSOCIATION

CHAPTER 1098

SHAWNEE, OKLAHOMA

The Shawnee, OK, EAA Chapter 1098 is an official chapter of the EAA, Wittman Airfield, Oshkosh, Wisconsin 54903. Phone 414-426-4800. Chapter 1098 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 EAA. Chapter dues are \$20.00 per year, payable on 01 January. Normally our meetings are held on the fourth Saturday of the month at 2:30pm at Gordon Cooper Tech Aviation Campus, 2600N Airport Dr, Shawnee, OK 74804, Shawnee Airport (KSNL). Time, date and place are subject to change. Please check newsletter for latest meeting information.

EAA CHAPTER 1098 OFFICERS AND DIRECTORS

PRESIDENT		VICE-PRESIDENT	
Gary Manning 405-664-7356		Stuart Yeo 740-398-5301	
TREASURER		SECRETARY	
Greg Chapman 405-830-2377		Diane Chapman 405-830-2377	
TECH COUNSELORS		DIRECTORS	
Gary Manning 405-793-1090	John Myers 256-484-2367	Kyle Rausch	John Myers 256-484-2367
Larry Hinton 405-439-3704	Gale Braden 405-517-5665	Robert Henson	Doug Lomheim
FLIGHT ADVISOR		YOUNG EAGLES COORDINATOR	
Larry Eversmeyer 405-209-3081 CFI, Heli, Tailwheel	Dan Burdette 405-245-5500 CFI, Tailwheel	Pat Cohenour 405-495-1612	
NEWSLETTER EDITOR		WEB EDITOR	
Stuart Yeo		Tracy Chaddon	

Welcome to the December issue of EAA Chapter 1098 newsletter. Isn't it amazing how another year has flown by. I swear the older I get, the faster time passes ! Our next meeting is scheduled for 27 January 2023. I hope you have a great Christmas and are looking forward to celebrating the New Year. The newly elected EAA Chapter 1098 leadership team met at Karen and Gary Manning Hangar on 16 December 2023 and have pulled together a preliminary agenda for 2024. If we have identified you as a presenter, please let me know if you are able to support. Likewise, if you aren't, please let me know as soon as possible so we can make an alternative arrangement.

I want to start this newsletter by personally thanking everyone for making this chapter the great success it is. In reflection, we attended multiple events supporting Girls In Aviation, Women In Aviation, Fly The Caucus (Oklahoma Governors), Young Eagles, Eagles and many other great events. I especially want to highlight our President, Gary Manning. He was recently awarded the Citation of Appreciation from the State of Oklahoma. Congratulations Gary, well deserved for all you have done for Aviation in Oklahoma over the years.



2024 Agenda



Chapter 1098 Schedule for 2024



January

Modern design practices – Stuart Yeo



February

Off Airport Landings - John Wise



March



Gami – Un-leaded fuel Ada - John Paul Townsend Visit A26 Doug Lomheim to arrange



April



Fire department presentation on Aircraft Fire Safety – Gary Manning to arrange



May



Fly out to Hutchinson Liberal Museum - Stuart Yeo to arrange



June

Tri Chapter BBQ – Gary Manning to arrange



July

FAA academy- hypoxia altitude chamber Survival skills – Tracy Chaddon to arrange



August

Thunderbirds crew chief – Robert Hanson to arrange



September

Weather - National weather service – Kyle Rausch to arrange



October

RV-7 Build - Alan Bumbaugh



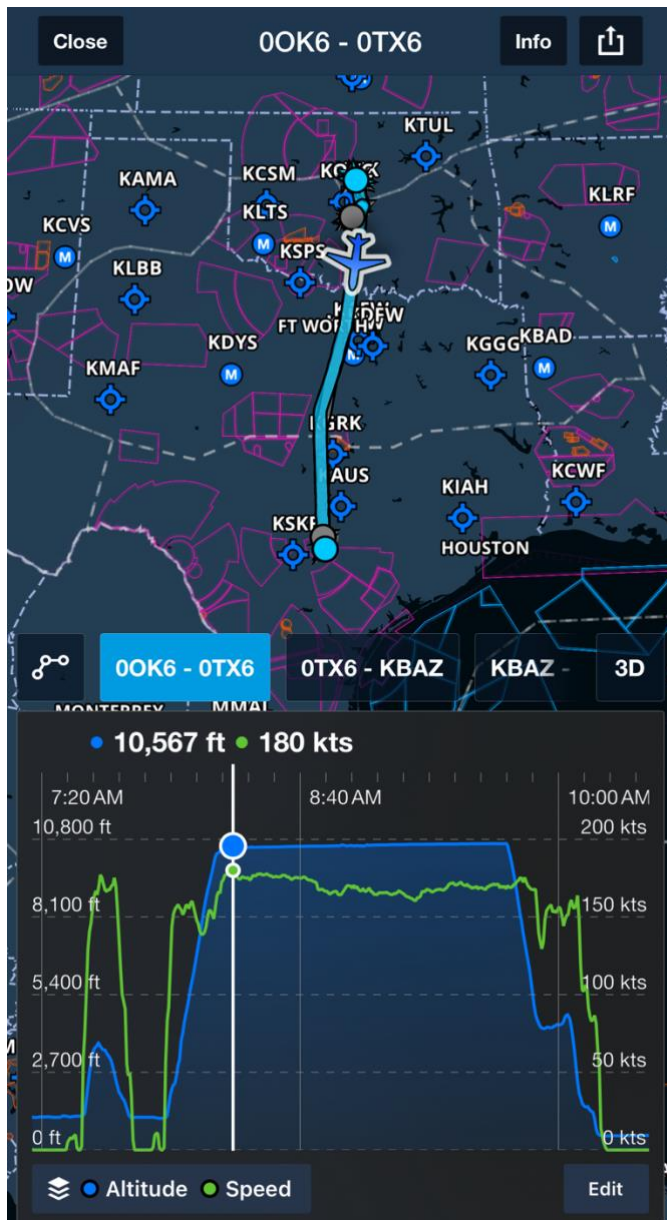
Nov and Dec – No Meeting (just Tri-Chapter Christmas Party)



Members Corner

18Dec23 Instrument Flight Training - Stuart and Don took a day trip flight to Elm Creek Airpark, near San Antonio, Texas. This 750 mile round trip flight was under the hood for Stuart with Don as safety pilot and is part of Stuart's journey to achieve Instrument Rating. The flight was very

smooth with some great tail winds on the way down, quartering winds on the way back slowed them down a little. Stuart has now passed his ground school exam with his oral and flight exam scheduled for 03 February 2024.



Upcoming Local Events

VMC and IMC Section

VMC Question:

Question: How do v_x and v_y change as an aircraft climbs to higher altitudes? What is the altitude at which v_x and v_y are the same?

IMC Question:

Question: You are flying an instrument approach to a runway where the crosswind component is 20 knots. This runway is preferred due to the instrument approach available and the current low ceiling conditions. The airplane you're flying has a published demonstrated crosswind capability of 17 knots. Is it legal to use this runway, or are you operating outside the limitations for the aircraft?

Safety Corner

Aero Educate – EAA now offer a free aerospace curriculum for school children, which compliments the Young Eagle events. If folks are interested in getting involved, there are approximately 87 schools in the Oklahoma area now offering some form of aerospace program. Please check out: www.aeroeducate.com

FAA Wings Safety Program – As part of a pilot's continuous learning journey, the FAA has a website full of great tips. The WINGS - Pilot Proficiency Program is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience.

You select (in your Airman Profile) the category and class of aircraft in which you wish to receive training and in which you wish to demonstrate your flight proficiency. Requirements for each aircraft category and class include specific subjects and flight maneuvers. To ensure you receive a well-rounded learning experience, only certain flight activities fulfill specific credit requirements. More information about how these subject areas are selected is available on your MY WINGS page.

The program encourages an on-going training program that provides you an opportunity to fly on a regular basis with an authorized flight instructor. The program is most effective if the training is accomplished regularly throughout the year, thus affording you the opportunity to fly in different seasons and in different flight conditions.

Please check out.: www.FAAsafety.gov

VMC Answer:

Answer: Pilots often use the published values for V_x and V_y , but for an aircraft with a normally aspirated engine, V_x *increases* approximately 1 percent per 1,000 feet of density altitude. V_y *decreases* approximately 1 percent per 1,000 feet of density altitude. The altitude at which V_x and V_y are equal is defined as the absolute ceiling. This is the altitude at which no excess power is available, and the aircraft is unable to climb.

IMC Answer:

Answer: Demonstrated crosswind capability is not a limitation of the airplane, so this is legal, but you might not be entirely off the hook. Should an accident occur during the landing, it might be argued that you exhibited careless and reckless operation.