

**EXPERIMENTAL AIRCRAFT ASSOCIATION
CHAPTER 1098
SHAWNEE, OKLAHOMA**

The Shawnee, OK, EAA Chapter 1098 is an official chapter of the EAA, Wittman Airfield, Oshkosh, Wisconsin 54903-3089. 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 January 1. Normally our meetings are held on the **Forth Saturday of the month at 2:30 PM at Twin Lakes Airport (2OK2) at a airport location announced each month.** Time, date and place is subject to change. Please check your newsletter for current meeting information.

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NEWSLETTER EDITOR		WEB EDITOR	
Dave Best 14100 Chandelle Dr. Newalla, OK, 74857 951-202-1400 (C) mailto:debest60@gmail.com		Dave Best 14100 Chandelle Dr. Newalla, OK, 74857 951-202-1400 (C) mailto:debest60@gmail.com	

Chapter Website: <https://chapters.eaa.org/ea1098>

Facebook: [EAA Chapter 1098](#)

Newsletter information: EAA Chapter 1098 publishes the newsletter once a month. Its purpose is to inform.

Members are encouraged to submit aviation- and member-related information and suggestions to the newsletter editor.

ATTENTION: Chapter Meeting time and location change

Due to Corona virus concerns and other considerations the Chapter 1098 meeting time and place have changed. Our regular meetings will now take place on the 4th Saturday of the month at 2:30 PM. Our meeting location has changed to the Twin Lakes airport (2OK2) at a airport location to be announced each month in the newsletter and on the chapter website at:

<https://chapters.eaa.org/ea1098>

Meeting Notice:

February meeting will be held on Saturday February 27th at 2:30 PM at:

First Southern Baptist Church 6400 S. Sooner Rd Oklahoma City, OK 73135

Please bring your masks and practice social distancing.

Quote of the month:

“Never fly anything that doesn't have the paint worn off the Rudder Pedals.”

- Harry Bill

Free From the FAA:

So how do you answer questions related to chart symbols? Last months VMC/IMC club question is a good example. FAA changes chart symbols on occasion and if you don't run into the change in a conversation with someone there is a source for the answers. FAA publishes a chart users guide. Free on their website. It is a more in depth document that expands upon the information on the chart legend. Remember chart legends?

Download the chart users guide here: [CHART USERS GUIDE](#)

Website of the Month:

everyspec.com is a collection of government and other specifications that provide a wealth of information applicable to the design and modification of experimental amateur built aircraft. Many of these are considered canceled because the documents were transferred to a different maintenance organization. But the information in the versions provided here generally doesn't change. Of specific interest is the information on wood construction and materials. The following list are must haves if you are designing anything that will fly.

AN hardware specs

MIL-HDBK-5, METALLIC MATERIALS AND ELEMENTS FOR AEROSPACE VEHICLE STRUCTURES (material properties for design)

ANC-5 STRENGTH OF METAL AIRCRAFT ELEMENTS (OLD ALLOY DESIGNATIONS)

ANC-18 AIRCRAFT DESIGN CRITERIA - DESIGN OF WOOD STRUCTURES

ANC-19 WOOD AIRCRAFT INSPECTION AND FABRICATION

MIL-STD-1472 HUMAN ENGINEERING, DESIGN CRITERIA FOR MILITARY SYSTEMS, EQUIPMENT, AND FACILITIES

MIL-F-8785 FLYING QUALITIES OF PILOTED AIRPLANES

MIL-STD-203 AIRCREW STATION CONTROLS AND DISPLAYS: LOCATION, ARRANGEMENT AND ACTUATION OF, FOR FIXED WING AIRCRAFT

Get these and more here:

EVERYSPEC

Calendar of Meetings and Events

From January meeting but obviously subject to change:

Feb 27th 2:30PM at The First Southern Baptist Church 6400S. Sooner Rd. Oklahoma City OK 73135. Regular meeting and tour of Flight Simulator given by Steve Russel. Location will be behind the main sanctuary.

Mar 27th 2:30PM Regular meeting at Gary and Karen Manning's hangar Twin Lakes Airport, 13801 Chandelle, Newalla, OK, 74857

Apr 24th 12:00PM Cookout followed by regular meeting at 2:30 PM at Greg and Dianne Chapman's House Twin Lakes Airport, 14300 Chandelle Dr., Newalla, OK, 74857

May 22nd 2:30PM Regular meeting at David and Lola Ames hangar Twin Lakes Airport, 14000 Chandelle, Newalla, OK, 74857. Topic Piper PA28 wing spar AD compliance

Jun 12th BBQ 4:00PM at Gary and Karen Manning's hangar Twin Lakes Airport, 13801 Chandelle, Newalla, OK, 74857

Jun 26th NO REGULAR MEETING

Jul 24th 2:30PM regular meeting at Gary and Karen Manning's hangar Twin Lakes Airport, 13801 Chandelle, Newalla, OK, 74857

Aug 28th Trip to Stafford Air Museum.

Sep 25th TBD

Oct 23rd TBD

Nov 27th TBD

Dec TBD

Twin Lakes Airport information:

[2OK2 TWIN LAKES on AIRNAV.com](https://www.airnav.com/airport/2OK2)

[TWIN LAKES AIRPORT ON FACEBOOK](#)



AA5 Series Aircraft Alert

Anyone owning or flying an AA5 series aircraft should closely inspect the elevator trim mechanism, especially where it attaches to the elevator.

From Grumman Gang mailing list:

The bearing bracket that attaches to the outer stabilizer rib broke a large chunk of the rib off. There appears to be a small piece of the rib still attached to the spar. A single one time impact occurrence would need to be hough and cause massive damage to the elevator. The elevator and plastic tip are largely undamaged except for possibly some at the inboard end near the tailcone, which shows some damage. We need to see the elevator looking toward the outside to see if the bracket is still attached to the torque tube and if the broken piece of rib is still attached to it.

I think the failure may be a fatigue failure (pure speculation) that started at one of the nut plate holes and propagated from there until the chunk of rib broke away. Also it is possible that the elevator bound up against the tailcone when the outboard end dropped down and prevented the opposite side elevator from raising to control the aircraft pitch. The two elevators are joined with a bolt. This type of fatigue crack could (likely) go unnoticed until it had propagated clear aft to the spar as it's hidden by the bracket.

As a side note (the details are a little different) Van's Aircraft issued a service bulletin about two years or more ago on the RV-12 stabilator. It essentially was issued due to a crack that started at a nutplate that was hidden under the stabilator attach bracket (somewhat similar to the AA-5). Significant changes were made to beef up the attachment and distribute the loads better, even though it was only one flight school plane with about 1000 hrs TT from what I heard.

From Pilot's of America board:

Hey everyone - this airplane was on our line at JYO in Leesburg, VA. During flight, it seems like the left elevator failed somehow. During the elevator oscillations, the trim tab rod was sheared off the empennage. It was an incredible job by the CFI (ex-Air Force T38 instructor and KC-135 pilot) to keep the plane in the air and get it back to the airport. Once he started to roll the throttle out on landing, the nose pitched straight down due to the elevator flapping in the wind.

Thanks,

Joe Christian

AA5 Very Hard Landing

<https://youtu.be/pFSI0rVosBg>

VMC CLUB

Please review and be prepared to discuss at the meeting. Thanks John Myers!

The question:

You are about to take off in a Piper Super Cub on runway 18/36, which is 10,000' long with no obstacles or wind shadows of any kind. There is no Unicom and no traffic. The wind is from 270 @ the max velocity you might safely attempt takeoff. Would you use runway 18 or 36, or is there no difference? Why?

Is there any difference if you are in a Cessna 172?

The above question was submitted by Bill Mitchell from EAA 43, Denver, CO

Bill Mitchell holds ATP ASMEL, CFI ASMEL, INSTRUMENT & GLIDER pilot certificates. He has been interested in aviation and cars as far back as he can remember. After soloing in 1951, the day he turned seventeen, he joined the Naval Air Reserve at Buckley Naval Air Station. Shortly after turning eighteen, Bill joined the regular NAVY.

After his NAVY service, he instructed at Stapleton, Columbine, Longmont, and Jeffco airports specializing in tailwheel and aerobatic instruction. In 1967 Bill began flying for supplemental airlines, such as Zantop Air Lines, then Universal Air Lines, and finally Ortnier airlines. He was hauling freight in the USA with some worldwide travel for a while. Then he went back to test flying and specialized instruction in experimental and restored aircraft in Colorado, where he resides.

In 1992 Bill received the Simons Wave Memorial award for going over 40,000 feet in a Glider. At the 2008 Airventure convention in Oshkosh, WI, he was awarded the Spirit of Flight Test Pilot of the Year award, and in 2011 he was inducted into the Colorado Aviation Historical Society Hall of Fame.

Since 2012 Bill is a Lifetime Member in EAA Chapter 43 in Broomfield / Erie, Colorado, and he is deeply involved in the EAA/IMC Club activities there. Now, he is helping EAA by creating the "Question of the month" exercises for EAA/IMC and VMC Club activities.

If you have an idea for a Question of the Month, please email radek@eaa.org

Bonus (IMC Club) question:

Based on the first and last sentence in the note on the ILS RWY 5 approach chart to KEWB, may you or may you NOT fly the autopilot coupled approach to the DA of 270'?

NEW BEDFORD, MASSACHUSETTS AL-644 (FAA) 20086

LOC/DME I-EWB 109.7 Chan 34	APP CRS 054°	Rwy Idg 5400 TDZE 70 Apt Elev 79	ILS or LOC RWY 5 NEW BEDFORD RGNL (EWB)	
<p>AutoPilot coupled approach NA below 470. DME required. VDP NA with Taunton altimeter setting. When local altimeter setting not received, use Taunton altimeter setting and increase all DA 34 feet and all MDA 40 feet. Increase S-LOC 5 Cat C/D and Circling Cat C visibility 1/8 mile and Circling Cat D visibility 1/4 mile. Increase WIDON fix minimums Circling Cat C/D visibility 1/4 mile. For inop MALSR, increase WIDON fix minimums S-LOC 5 Cat C/D visibility 1/4 mile.</p> <p>#RVR 1800 authorized with use of FD or AP or HUD to DA.</p>			MALSR A5	MISSED APPROACH: Climb to 800 then climbing left turn to 2100 on heading 210° and on I-EWB localizer SW course R-234 to BONNI INT/I-EWB 11.4 DME and hold.
ATIS 126.85	PROVIDENCE APP CON 128.7	NEW BEDFORD TOWER* 118.1 (CTAF) 239.0	GND CON 121.9	UNICOM 122.95
IAF PROVIDENCE 115.6 PVD			A 872	

One Minute Holding Pattern	BONNI INT I-EWB 11.4	FROLY INT I-EWB 5.3	WIDON I-EWB 3	*I-EWB 1.9	I-EWB 1	BONNI I-EWB R-234	ELEV 79	TDZE 70
2100 ← 234°	← 054°	1500	1500	*720	hdg 210°	* LOC only	MIRL Rwy 14-32	HIRL Rwy 5-23
GS 3.00°	TCH 49	6 NM	2.3 NM	1.1 NM	1 NM		REIL Rwy 32	
CATEGORY	A	B	C	D				
S-ILS 5 #	270/24 200 (200-1/2)							
S-LOC 5	720/24	650 (700-1/2)	720-1 3/8	650 (700-1 3/8)				
CIRCLING	720-1	641 (700-1)	720-1 7/8	940-2 3/4				
	521 (600-1)	561 (600-1)	641 (700-1 3/4)	861 (900-2 3/4)				
WIDON FIX MINIMUMS								
S-LOC 5	420/24	350 (400-1/2)	420/30	350 (400-3/8)				
CIRCLING	600-1	640-1	720-1 3/4	940-2 3/4				
	521 (600-1)	561 (600-1)	641 (700-1 3/4)	861 (900-2 3/4)				
FAF to MAP 4.4 NM								
Knots	60	90	120	150	180			
Min:Sec	4:24	2:56	2:12	1:46	1:28			

CLASSIFIEDS

If you know of a classified that is outdated, or want to submit a new one, please notify the newsletter editor at the email above.



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Who We Are

Aircraft service for your light sport, experimental or ultralight. Come to STOL Creek Aviation for any of your maintenance needs. With the combination of having an A&P, IA and experimental build experience we can help you with almost any aircraft need you may have. Authorized Rotax Repair. 2 & 4 stroke heavy maintenance certified. 150 hour inspections, overhauls, engine and gearbox service.

Qualifications

- Certified A&P Mechanic
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- Rotax IRMT
- Private Pilot

What We Can Do For You

- Maintenance and Repairs
- Build Assist
- Pre-Buy Inspections
- Annual Inspections

Background

- A&P Mechanic, Jabara Airport
Wichita, KS
- Experimental Builds, Backcountry
Supercubs Douglas, WY



STOL Creek Aviation LLC • 14310 NW 70th St Whitewater, KS 67154
316-435-3837 • mike@stolcreek.com • www.stolcreek.com

NOTICE: If you are receiving the newsletter but are not a member of the chapter and would like to become a member, please contact our Treasurer, Greg Chapman, and he will provide you an application. If you are already a member of EAA National, all that is required is to fill out our application and pay \$20.00 and you are then a member of EAA Chapter 1098. If you are unable or do not want to join at this time, you are still welcome to attend our regular meetings.