

**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 Gordon Cooper Tech Aviation Campus 2600 N Airport Dr, Shawnee, OK 74804, Shawnee Airport (KSNL)**. Time, date and place are subject to change. Please check your newsletter for current meeting information.

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Chapter Website: <https://chapters.eaa.org/eaal098>

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.

Our regular meetings take place on the 4th Saturday of the month at 2:30 PM. Our regular meetings are held at the Gordon Cooper Tech Aviation Campus at Shawnee airport (KSNL) with alternate locations to be announced each month in the newsletter and on the chapter website at:

<https://chapters.eaa.org/eaal098>

Special Meeting Notice:

April 23, 1:00 PM
Lunch served followed by regular meeting
At Greg and Dianne Chapman's home
Twin Lakes Airport,
14300 Chandelle, Newalla, OK, 74857
Meats and Drinks provided
Attendees please bring a side dish or dessert to share.

Quote of the month:

“You've never been lost until you've been lost at Mach 3.”

- Paul F. Crickmore,

Ford Tri-motor at Sundance

The Ford Tri-motor is a 1930's vintage aircraft, it was built from 1925 to 1933. It was designed to be operated with a pilot, co-pilot, stewardess and up to 9 passengers. The aircraft has a length of 50ft and wingspan of 78ft. The externals of the aircraft are striking with the corrugated aluminum construction, control cables running along the exterior of the fuselage and the large rectangular picture windows. The wood interior harps back to the glory days of travel.

The original Con Ops of the aircraft was to fly passengers during daylight hours with the plane landing at sunset and passengers continuing their journey by rail for the night time hours. The aircraft that we got to fly at Sundance was registration N9645 and painted with Transcontinental Air Transport insignia. The TAT business model was to start your journey with a deluxe Pullman train from New York. Passengers then met a Tri-motor in Columbus, Ohio, that would begin a hop across the continent ending at Waynoka, Oklahoma, where another train would take the passengers to Clovis, New Mexico. The final leg of the journey would be on a Tri-motor, ending up at the Grand Central Air Terminal in Glendale, a few miles northeast of Los Angeles. (Details from Wikipedia).

There are currently 18 Ford Tri-motors still flying from the 200 aircraft that were originally built. The aircraft is powered by 420 hp Pratt & Whitney Wasp radials. The noise from these engines is very enjoyable especially when the three are idling together. The initial power as the throttles are opened and the aircraft begins its run along the runway is striking and more significant than one would expect from an aircraft of this vintage.

The aircraft impresses you with its sheer size and presence. One can only imagine how folks in the 1930s would have responded to see it in those early days of flying. Definitely the 747 of its day.

It is still fantastic to watch the Tri-motor take to the skies, cruising around at approximately 90mph with an apparent zero dihedral and lack of flaps.

The history of the Ford Tri-motor and it's striking resemblance to the Fokker Tri-motor and similar Junkers aircraft of the day is a great research topic. Apparently Ford did infringe several of the competitor's ideas.

The Tri-motor arrived at Sundance on Wednesday 13 April and was meant to be flown for introductory flights from Thursday through Sunday. Low cloud cover and high winds unfortunately did hamper flight operations and reduced the number of flights we could achieve.

The event was well supported by members of all 3 Oklahoma EAA chapters making all the chores east to perform, including giving the aircraft a 'blue water' wash down on Sunday morning.

The attached photographs were taken by Don Olandese and I thank him for sharing them with us.

By Stuart Yeo



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

[TWIN LAKES AIRPORT ON FACEBOOK](#)



Photo By Dianne Chapman

MONTGOMERY-GIBBS EXEC (MYF)(KMYF) 6 N UTC-8(-7DT) N32°48.94' W117°08.37'

LOS ANGELES

427 B TPA—See Remarks NOTAM FILE MYF

L-4H

RWY 10L-28R: H4598X150 (ASPH-RFSC) S-12 PCN 48 F/C/Y/T

IAP, AD

MIRL 0.3% up E

RWY 10L: PAPI(P4L)—GA 3.4° TCH 45'.

RWY 28R: MALSR. PAPI(P4R)—GA 3.0° TCH 41'. Thld dspcd 1199'.

Rgt tfc.

RWY 10R-28L: H3401X60 (ASPH-RFSC) S-12 PCN 44 F/C/Y/T

RWY 10R: Rgt tfc.

RWY 28L: REIL.

RWY 05-23: H3400X75 (ASPH-TRTD-RFSC) S-12 PCN 37 F/B/Y/T

0.3% up NE

RWY 05: Thld dspcd 390'.

SERVICE: S4 FUEL 100LL, JET A, A+ OX 1, 4 LGT When twr clsd
ACTIVATE PAPI Rwy 10L and 28R, MALSR Rwy 28R—CTAF, MIRL
Rwy 10L-28R opr continuously.

NOISE: For noise abatement regulations ctc the noise abatement office at
858-573-1436. Acft with high noise levels are requested to use Rwy
10L-28R. Extreme noise sensitive areas west and south of arpt. Noise
monitoring in effect. Maximum noise limit 0730-1430Z‡ 70 DB over
residential areas. Maximum noise limit 1430-0730Z‡ 88 DB.

AIRPORT REMARKS: Attended Mon-Sat 1500-0200Z‡. Be alert heavy acft
activity in the vicinity of Lake Murray and Mt Soledad. Pilots are urged to be vigilant for other acft in these areas and to
ctc the twr early enough for timely tfc advisories if proceeding east bound advise twr of destination arpt. Be alert to military
jet acft invof arpt and 4.7 NM NW of arpt bearing 312° invof Mission Bay VORTAC. Be alert birds on and in the vicinity
of arpt. Coyote activity on rws and twys. Practice low approaches are prohibited 0730-1430Z‡. Simulated engine
failures are prohibited over residential areas. No jet touch and go ops. Dep use Rwy 10L when tower not opr and wind
permitting. TPA—Rwy 10R-28L, 10L-28R and 05-23—multi-engine/turbo powered 2027(1600); Single eng
1427(1000). No acft over 20,000 lbs on Twy J rstd by FBO. Txl E non-std, acft with wingspan greater than 35.5 ft use
caution. Twy K rstd to wingspan no greater than 58'. Ldg fees for ops by PART 135 certified acft.



AIRPORT MANAGER: (858) 573-1430

WEATHER DATA SOURCES: ASOS 126.9 (858) 576-4337.

COMMUNICATIONS: CTAF 119.2 ATIS 126.9 858-277-3075 UNICOM 122.95

Ⓡ SOCAL APP CON 124.35

Ⓡ SOCAL DEP CON 119.6

TOWER 119.2 (All rws, except Rwy 28 btw 1800-0200Z‡) 125.7 (Rwy 28 btw 1800-0200Z‡) **GND CON** 118.225

CLEARANCE DELIVERY PHONE: For CD when ATCT clsd ctc SoCal Apch at 800-448-3724.

AIRSPACE: CLASS D svc 1400-0500Z‡; other times CLASS G.

VOR TEST FACILITY (VOT) 109.0

RADIO AIDS TO NAVIGATION: NOTAM FILE SAN.

MISSION BAY (H) (H) VORTACW 117.8 MZB Chan 125 N32°46.93' W117°13.53' 050° 4.8 NM to fld. 10/15E.

VOR portion unusable:

090°-100° byd 28 NM

100°-130° byd 17 NM

130°-190° byd 14 NM

190°-219° byd 20 NM

308°-350° byd 20 NM blo 8,000'

TACAN AZIMUTH unusable:

310°-350° byd 15 NM blo 6,000'

TACAN DME unusable:

310°-350° byd 20 NM blo 6,000'

TACAN AZIMUTH & DME unusable:

310°-350° byd 30 NM blo 10,000'

ILS/DME 111.95 I-MYF Chan 56(Y) Rwy 28R. Class IT. LOC/DME unmonitored when ATCT closed.

COMM/NAV/WEATHER REMARKS: Freq 125.7 also used for touch and go landings Rwy 10L-28R.

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HELIPAD H1: H48X48 (ASPH)

IMC CLUB

The question:

You are flying the LOC-07 approach to WST. You break out of the clouds at minimums 2.5 miles DME from I-RLS and can see the airport environment. The wind is 090 at 8 knots. Can you now begin a straight-in descent and landing? What else can tell you when to start your descent?

WESTERLY, RHODE ISLAND

AL-5249 (FAA)

21336

LOC/DME FRLS 108.9 Chan 26	APP CRS 068°	Rwy Idg TDZE Apt Elev 4010 76 81
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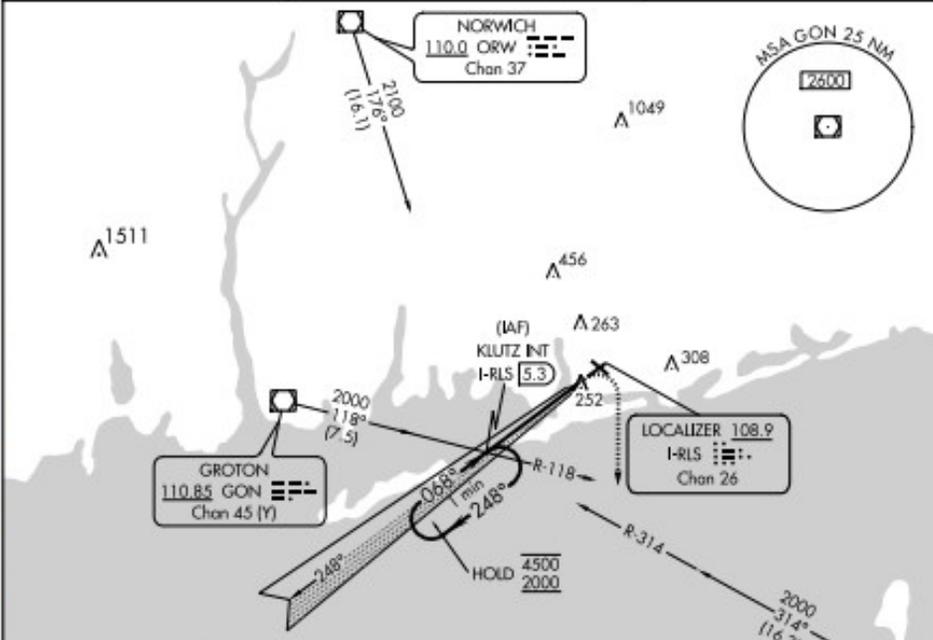
LOC RWY 7
WESTERLY STATE (WST)

NA Circling to Rwy 14 and 32 NA at night. Rwy 7 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply.

MALSF

MISSED APPROACH: Climbing right turn to 2000 on heading 180° and SEY R-314 to KLUTZ INT/I-RLS 5.3 DME and hold, continue climb-in-hold to 2000.

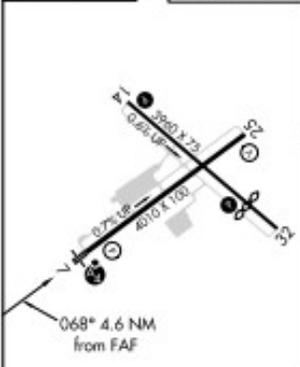
ASOS 132.375	PROVIDENCE APP CON * 119.45 319.2	UNICOM 123.0 (CTAF) 0
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NE-1, 24 FEB 2022 to 24 MAR 2022

NE-1, 24 FEB 2022 to 24 MAR 2022

ELEV 81	TDZE 76
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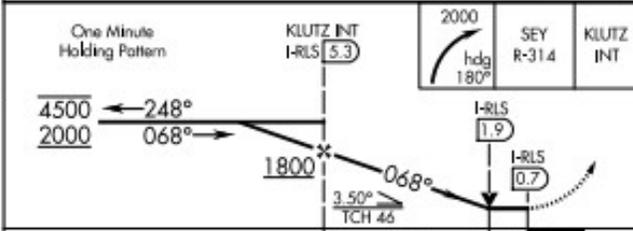


REL Rws 14, 25 and 32

MIRL Rws 7-25 and 14-32

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D
S-7	520-1	444 (500-1)	520-1 3/4	444 (500-1 3/4)
CIRCLING	580-1	499 (500-1)	720-2 639 (700-2)	760-2 1/4 679 (700-2 1/4)

WESTERLY, RHODE ISLAND
Amdt 7 02DEC21

41°21'N-71°48'W

WESTERLY STATE (WST)
LOC RWY 7

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.

David J. Perry Fly-In Pancake Breakfast

Saturday, April 16, 2022

David Jay Perry Airport (1K4) [AirNav.com](https://www.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.

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 the pay \$20.00 annual fee 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.