

Oh 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. Chapter1098 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.

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Welcome to the June issue of EAA Chapter 1098 newsletter. Our next gathering is the summer BBQ, scheduled for 4:30pm, Saturday 22th June 2024, at Karen and Gary's hangar, Twin Lakes (2OK2) airport, Chandelle Dr, Newalla, OK. Everyone with an interest in aviation are welcome, please bring a side dish. Barbecue meats and drinks will be provided.

Members Corner

Ellis Harvey Weekly Gathering

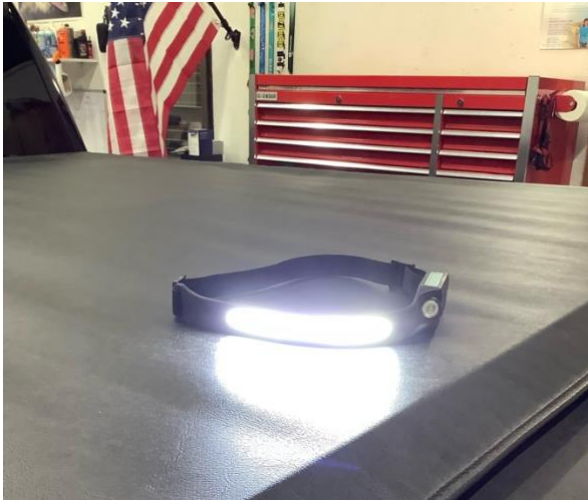
Last month we highlighted the weekly gathering hosted by Kyle at Twin Lakes airport (2OK2). This month we will showcase the weekly gathering held at Ellis Harvey airpark.



Dan at Ellis Harvey airpark showing members his new Baby Ace biplane fuselage and 7 cylinder radial engine. He hopes to have engine mounted to fuselage in upcoming weeks.

Annual Condition Inspection

We recently completed annual inspection on my Vans RV-9A aircraft. Here are some cool tools that significantly helped with removing inspection ports and completing the inspections.



Head light. These new head lights are excellent for preventing shadows or dark spots in your visual range. They give a wide sphere of bright white light making it far easier to spot issues.



Electric screwdriver. This RYOBI screwdriver has a maximum torque perfect for AN-3 screws and is very compact. It certainly makes removing and reinstalling all the inspection ports a lot easier than with a normal screwdriver. I prefer this to other electric screwdrivers due to its compact size and low maximum torque.

Some key things to look for when you complete your annual inspection:

Firewall forward flex hoses for oil and fuel. These parts sit in a harsh hot environment and if they do split can cause a fire. The recent aircraft incident at Wiley Post was attributed to a split flex oil hose. Vans Aircraft have also updated the specification for these flex hoses adding fire sleeve to both oil and fuel hoses, including those that go to the pressure transducers. The original ones just had fire sleeve on the fuel lines. They have a useful life of about 10 years and should be swapped out accordingly.



Old v New Fuel Flex Hose covered with Fire Sleeve. New Installation is more compact and looks much cleaner.



Engine Mounts: These parts sit in a harsh environment of heat and vibration along with absorbing thrust loads. The rubber components have a useful life of about 10 years and should also be inspected and swapped out on a regular basis. (Photo courtesy of Troy and Tracy Chaddon).

\$100 Hamburger Restaurants:

We understand North Grand Lake ‘The Landings’ restaurant is now open for dinner. Has anyone been since reopening? If so, please put a comment on our EAA1098 Facebook page. Happy flying.

Upcoming Events

Current Events Scheduled for EAA Chapter 1098

Date	Event
8 th June	Young Eagles Day at Shawnee airport, KSNL
22 nd June	Monthly Gathering- Tri-Chapter Summer B-B-Q 4:30pm at Karen and Gary hangar, Twin Lakes Airpark
27 th July	Monthly Gathering – FAA headquarters tour Will Rogers World Airport
24 th August	Monthly Gathering - Thunderbirds Crew Chief Robert to arrange.
28 th September	Monthly Gathering- Aviation Weather Bill McWhirter

26 th October	Monthly Gathering- RV-7 Build Alan Bumbaugh
14 th December	Monthly Gathering- Tri-Chapter Christmas Party 4:30pm at Karen and Gary Hangar, Twin Lakes Airpark

Fly Out Events We Can Support (Looking for Volunteers)

Date	Event
1 st June	Chickasha Open Day / Young Eagle Flights
5 th June	Safety meeting at Shawnee 6pm Gordon Cooper Aviation Tech Center
8 th June	Young Eagles Day at Shawnee airport, KSNL
9 th August	Guthrie Airport Flight Camp with Sooner Flight Academy / Young Eagle Flights
31 st August	EAA Chapter 88 fly in Jabara (KAAO) KS
7 th September	Guthrie Open House / Young Eagle Flights
28 th September	El Reno Open Day / Young Eagle Flights
22 nd September	Girls In Aviation Will Rogers World Airport
September	Fly the Caucus
24 th October	EAA Oshkosh Leadership Training
December	Women In Aviation Will Rogers World Airport

The 8 June is Young Eagle Rally event is now loaded on www.youneaglesday.org

Please can you take the time to register if you are able to support us as a pilot or ground crew. We appreciate your help in this event. If you have questions, please contact Stuart Yeo at 740-398-5301.

VMC and IMC Section

VMC Question:

Question: Is it illegal to make a midfield crosswind pattern entry at an uncontrolled airport?

IMC Question:

Question: What causes the somatogravic illusion, and under what conditions is it more likely to occur?

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 and IMC Answer

VMC Answer:

Answer: It is not *illegal* to make a midfield crosswind pattern entry at an uncontrolled airport. This is referred to as the Alternate Midfield Entry, as illustrated in Figure 14-3 of FAA-H-8083-25C. However, the FAA *preferred* pattern entry is made on a 45-degree angle to the downwind leg at

midfield and at pattern altitude. Any number of circumstances (e.g., a practice or actual IFR approach, simulated emergency for training, arrival direction, terrain, traffic, etc.) might require an alternative pattern entry.

FAA-H-8083-25C also states, "it is vital to announce your intentions, and remember to scan outside. Before joining the downwind leg, adjust your course or speed to blend into the traffic. Adjust power on the downwind leg, or sooner, to fit into the flow of traffic. Avoid flying too fast or too slow. Speeds recommended by the airplane manufacturer should be used. They will generally fall between 70 to 80 knots for fixed-gear singles and 80 to 90 knots for high-performance retractable."

References:

FAA-H-8083-25C, Pilot's Handbook of Aeronautical Knowledge
AC 90-66C, Non-Towered Airport Flight Operations

IMC Answer:

Answer: Somatogravic illusions occur when we experience a linear acceleration, which causes a disturbance in the vestibular system. An acceleration in level flight (or takeoff) creates the illusion of pitching upward, and is more likely to occur when we have limited or poor visual references. A pilot departing an airport in darkness or IMC may lower the nose in response to this illusion, creating a risk of collision with terrain or obstacles. Reliance on instruments (e.g., the attitude indicator) can help counter the illusion.

Reference: <https://www.faa.gov/pilots/safety/pilotsafetybrochures/media/SpatialD.pdf>