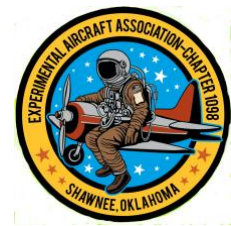


EXPERIMENTAL AIRCRAFT ASSOCIATION

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 gatherings 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.

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Welcome to the February issue of EAA Chapter 1098 newsletter.

Our next gathering will be 22nd February 2025, 2:30pm at the Gordon Cooper Aviation Technical Center, Shawnee, OK. Joey Skinner from Moore Norman Technology Center will be sharing his knowledge regarding aircraft painting. Everyone with an interest in aviation is welcome.

Members Corner

This month, we continue our discovery of members aircraft with the ever popular Vans Aircraft series of experimental airplanes.

Meet the RV Squadron!

Step onto any EAA chapter ramp, and chances are you'll find a lineup of Van's RV aircraft gleaming in the sun. Whether they're polished to a mirror finish or wearing a well-earned coat of bug splatter from a morning flight, these aircraft are a testament to the passion, skill, and sometimes, stubborn determination of their builders and pilots.

This month, we take a lighthearted look at our own local "RV Squadron," a diverse fleet. Each aircraft has a story, and each pilot has a unique relationship with their flying creation.



The Speed Demon – RV-8, RV-8A (John Myers, Greg Chapman)

Ask any RV-8 owner what they love about their airplane, and you'll get the same answer: "It just *goes!*" The RV-8 is the sports car of the group, often seen disappearing into the horizon while its bubble canopy pilot grins ear to ear.

Formation flights? No problem. Aerobatics? Absolutely. Fuel burn? Let's just say smiles per gallon are high.

The Touring Machine – RV-9 & RV-9A (Stuart Yeo, Don Olandese, Doug Lomheim)

The RV-9 series is the long-legged cruiser of the family, designed for efficiency over speed. Owners of the -9 and -9A (tricycle gear version) swear by their low stall speed, gentle handling, and cross-country comfort. "It's like flying a comfy recliner," says one proud owner. "If your recliner could cruise at 150 knots."

The Classic – RV-3 (John Myers, Doug Lomheim)

Flying an RV-3 is like having an exclusive membership to a very small and dedicated club. It's a single-seater, built purely for the joy of flying. If you see an RV-3 at a fly-in, consider yourself lucky—it means the owner managed to tear themselves away from the sheer thrill of solo flight long enough to stop and chat.



The All-Rounder – RV-6 & RV-6A (Kyle Rausch, Greg Chapman)

The RV-6 series was Van's first real breakout success, and it still holds a special place in the hearts of many homebuilders. It's sporty, aerobatic, and has enough range to make weekend trips a breeze. Whether on tailwheel or tricycle gear, these aircraft are proof that sometimes, you really *can* have it all.

The Fighter Pilot's Daydream – RV-4 (John Myers)

Slide into the tandem cockpit of an RV-4, and you can't help but feel like you should be taxiing onto the deck of an aircraft carrier instead of a sleepy grass strip. Agile, light, and responsive, the RV-4 is a favorite for pilots who like to feel *one* with their airplane. A word of caution: if you give an RV-4 pilot a chance, they'll talk your ear off about how they "really wanted a P-51, but this is close enough."

The Trusty Steed – RV-7A (Doug Lomheim, Alan Bumbaugh)

For pilots who want a mix of speed, range, and everyday practicality, the RV-7A is a strong contender. It's a little more refined than the earlier RV-6, a little sportier than the RV-9, and has just enough firepower to keep up with an RV-8 on a good day. If you need an airplane that can handle an aerobatic routine on Saturday and a weekend getaway on Sunday, the RV-7A is your ticket.

Join the Squadron!

The beauty of Van's aircraft is that they reflect the personalities of their builders and owners. Some are show planes, some are workhorses, and some are lovingly called "projects in perpetual improvement." But one thing is certain—RV pilots are never short on stories, and they always have a spare seat for anyone who wants to experience the magic.

So next time you're at the hangar, take a moment to admire the RV lineup. Each one is a flying testament to craftsmanship, adventure, and the joy of building something truly special. And if you hear the distinctive hum of an RV overhead, look up and wave—it's probably one of us, heading off on another great journey.

Keep 'em flying, and keep 'em fun!

Upcoming Events

Current Events Scheduled for EAA Chapter 1098

Date	2025 Monthly Gathering
March	An FAA Build Inspection – What to expect. Kyle to organize (James Wirt) Ryan DeYoung
April	Aircraft Fire Safety or video. Higher And Faster (Tom Stafford) Gary to organize
May	General Aviation Flying with a Mazda Wankel Rotary Engine. Doug to present.
14Jun	Tri-Chapter Summer B-B-Q 4:30pm at Karen and Gary hangar, Twin Lakes Airpark
July	Modifying for electronic ignition Robert Henson
August	Aircraft Insurance - Things to know as we age. Stuart to arrange.
September	Introduction to Instrument Flying for General Aviation. Kyle to present
October	Composites and G5 install Troy Chaddon
06 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
April	Visit to NOAA weather facility in Norman, OK
May	Fly out to Hutchinson, Kansas to visit Cosmosphere Museum.
June 28-29	Tinker Air show.
July 21-27	Oshkosh AirVenture

August	Fly out to Tulsa Air and Space Museum
August	Fly out to Weatherford, Stafford to visit Museum.
September	Breakfast at Westheimer Airport (KOUN).
October	
November	

Young Eagle events (Looking for Volunteers)

Date	Event
08Mar	Prague
12Apr	Shawnee Prague
17May	Shawnee (Eagle) OBU and VoTech
14Jun	Shawnee
13Sep	Prague
11Oct	Seminole

VMC and IMC Section

VMC Question:

Question: You're on a VFR cross country flight in your VFR-equipped 1977 Cessna 172, flying by pilotage at about 3,000 AGL, on your way home with a friend. You're returning later than planned, and your friend asks if he can use his cell phone to call his wife to say he'll be late. Since you're flying VFR and not even using any onboard electronic navigation, is it legally permissible to let your friend make the call?

IMC Question:

Question: You're flying a Piper Archer (PA-28-181) on a night IFR flight. Your weather briefing for the flight did not indicate the potential for icing, however, during the flight you begin to notice an accumulation of rime icing on the temperature probe. What actions should you take? Should you declare an emergency?

Safety Corner

There are always questions about Basic Med:

- Aircraft requirements
- What do I need to fly under BasicMed?
- Who can fly under BasicMed?
- Medical conditions that require special issuance before operating under BasicMed

There are several resources that can answer most BasicMed questions and increase your knowledge of BasicMed:

Here are a few:

EAA has a BasicMed Resource Center that includes requirements, a medical exam checklist and BasicMed medical education courses

Click the link below for the EAA BasicMed Resource Center

<https://www.eaa.org/eaapilots/pilot-resources/pilot-medical-resources/eaabasicmed-resource-center>

AOPA also offers extensive BasicMed information for pilots and they have been a significant advocate for BasicMed

The AOPA page has a step by step checklist that walks thru the process of getting started with BasicMed or how to renew your BasicMed

There is also a good list of BasicMed FAQs

Click the link below for the AOPA BasicMed page

<https://www.aopa.org/advocacy/pilots/medical/basicmed>

If you want the most up-to-date information on BasicMed check out the **FAA** webpage

Click this link to go to the FAA BasicMed webpage

https://www.faa.gov/licenses_certificates/airmen_certification/basic_med

VMC and IMC Answer

VMC Answer: No, it is not permissible. According to AC 91.21-1D, paragraph 9.1, Restricting Airborne Cellular Telephone Use, “The FCC prohibits cellular telephone operation while airborne, as noted in Title 47 of the Code of Federal Regulations (47 CFR) part 22, § 22.925. This restriction is valid for all aircraft without technical provisions that enable control of onboard mobile devices to eliminate interference between ground-based cellular stations and airborne

cellular devices. If technical provisions are installed, compliant with, or exempt from 47 CFR § 22.925, then usage of cellular-enabled PEDs is acceptable.”

IMC Answer: According to AC 91-74B, *Pilot Guide: Flight in Icing Conditions*, paragraph 1-4.b, “In the event of an inadvertent icing encounter, the pilot should take appropriate action to exit the conditions immediately, coordinating with ATC as necessary, **and declaring an emergency.**”

The AC goes on to say that in a recent [sic] study (American Institute of Aeronautics and Astronautics (AIAA) 2006 82, “A Study of U.S. Inflight Icing Accidents and Incidents, 1978 to 2002”), conflicts with ATC were common when pilots take action to exit icing conditions after an inadvertent icing encounter. Very often, this was because the pilot deviated from an IFR clearance and failed to declare an emergency or otherwise clarify the situation with the controller.

In a subset of these cases, the controller actually offered to declare an emergency for the pilot, but the pilot declined. In another subset, the frequency was too busy for communications, often because the controller was overwhelmed with traffic. A number of pilots expected an immediate response from ATC when they reported difficulties after encountering ice and expected a blanket clearance to escape icing without first declaring a state of emergency. In many cases, such assumptions proved to be not only false, but fatal.”

Additional information on aircraft icing can be found in this AC, which is highly recommended for all pilots.