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.

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		Dianne Chapman 405-830-0283	
TECH COUNSELORS		DIRECTORS	
Gary Manning 405-793-1090	John Myers 256-484-2367	Kyle Rausch 405-820-2328	John Myers 256-484-2367
Larry Hinton 405-439-3704	Gale Braden 405-517-5665	Robert Henson 405-694-1706	Doug Lomheim 405-819-6671
FLIGHT ADVISOR		YOUNG EAGLES COORDINATOR	
Troy Chaddon 405-834-1801 CFI		Pat Cohenour 405-495-1612	Tracy Chaddon 405-834-7501
NEWSLETTER EDITOR		WEB EDITOR	
Stuart Yeo 740-398-5301		Tracy Chaddon 405-834-7501	

Volume 30 Number 3	March 2025

Welcome to the March issue of EAA Chapter 1098 newsletter.

Our next gathering will be 22nd March 2025, 2:30pm at the Gordon Cooper Aviation Technical Center, Shawnee, OK. James Wirtz has kindly agreed to present 'An FAA field inspection, what to expect'. Everyone with an interest in aviation is welcome.

Field Inspection is a large topic, please come with specific questions to help James focus on specific areas of interest.

Members Corner

This month, we continue our discovery of members aircraft, the Rutan Long-Ez. (Troy and Tracy Chaddon).

The Long-EZ: Burt Rutan's Revolutionary Canard Aircraft

The Long-EZ is more than just an aircraft—it's a testament to innovation, efficiency, and the pioneering spirit of homebuilt aviation. Designed by legendary aerospace engineer Burt Rutan and first flown in 1979, the Long-EZ remains one of the most iconic canard aircraft in the experimental category. Its sleek, forward-thinking design continues to capture the imagination of pilots who crave performance, efficiency, and a touch of futuristic flair.

A Radical Departure from Tradition

At first glance, the Long-EZ's most striking feature is its canard configuration. Unlike conventional aircraft, which have their primary lifting surface at the front and a horizontal stabilizer at the rear, the Long-EZ has a small canard wing in the front, controlling pitch and contributing to lift. This design offers several advantages:

• Stall Resistance: The canard stalls before the main wing, causing the nose to drop gently rather than leading to an abrupt stall or spin.

• Efficiency: The composite airframe and sleek aerodynamics give the Long-EZ remarkable fuel economy—often achieving over 25 miles per gallon at cruise speeds exceeding 150 knots.

• Long-Range Capability: With its large fuel capacity (52 gallons in some configurations) and efficient Lycoming power-plants (typically an O-235 or O-320), the Long-EZ can cover more than 1,000 miles on a single tank.

Homebuilt with Passion

Like many of Rutan's designs, the Long-EZ was sold as a set of plans, allowing builders to construct their aircraft using foam-and-fiberglass composite techniques. This method, revolutionary at the time, allowed for lightweight yet strong structures that resisted corrosion and fatigue. Thousands of pilots embraced the challenge, making the Long-EZ one of the most popular and recognizable homebuilt aircraft.

Performance That Stands the Test of Time

Despite being a decades-old design, the Long-EZ still outperforms many modern light aircraft in speed and efficiency. Many owners modify their aircraft with upgraded avionics, autopilots, and even alternative power-plants. Some have even been converted to use small jet engines, pushing the boundaries of what this airframe can do.

A Lasting Legacy

Burt Rutan's Long-EZ is not just an aircraft—it's a philosophy of pushing the limits of what's possible in general aviation. It embodies the spirit of homebuilding, proving that with ingenuity and determination, pilots can build something truly extraordinary.

For those lucky enough to fly one, the Long-EZ isn't just about getting from A to B—it's about the thrill of efficient flight, the joy of a unique design, and the pride of piloting an aircraft that remains ahead of its time.

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

Young Eagle events (Looking for pilots and ground Volunteers)

Date	**Event**
15Mar	Prague
12Apr	Shawnee Choctaw JROTC
10May	Shawnee (Eagle)
31May	Guthrie Aviation Flight Camp
14Jun	Shawnee ACE Camp
28-29 Jun	KTIK Tinker Airshow

13Sep	Prague
11Oct	Seminole

VMC and IMC Section

VMC Question:

Question: Pyrotechnic Signaling Devices (e.g., flares, flare guns) are often carried on general aviation aircraft to be used in emergencies. However, these can also pose a hazard when the aircraft is in flight. Does the FAA provide guidance regarding precautions to be taken to reduce the safety risks?

IMC Question:

Question: You typically fly a Cirrus 22, and bring your iPad which you use as an electronic flight bag, replacing the paper charts and plates one would normally need for flight, and which you also use for flight planning and navigation. Today you're flying a Cessna 177, which you haven't flown before. Are you required to take any steps or precautions before using your iPad in this aircraft?

Safety Corner

Vans Aircraft Flap Service Bulletin:

https://www.vansaircraft.com/service-information-and-revisions/sl-00084/

FAA Safety notice – Primer

https://www.faasafety.gov/files/notices/2025/Mar/FAA_ACS_-_7EC_Fuel_Primer_Pump.pdf

VMC and IMC Answer

VMC Answer: Yes. According to AC 91.58A, *Use of Pyrotechnic Visual Distress Signaling Devices in Aviation*, paragraph 7, "HANDLING AND

STORAGE. a. If young children are carried on board your aircraft, careful stowage of visual distress signals becomes especially important. Projected devices, such as pistol-launched and hand-held parachute flares and meteors, have many of the characteristics of a firearm and should be handled with the same caution.

b. Pyrotechnic devices should be stored in a cool, dry location and be readily accessible in case of an emergency. Care should be taken to prevent puncturing or damaging of the device's covering. It is recommended that pyrotechnic devices be stored in a watertight container and prominently marked "DISTRESS SIGNALS."

c. U.S. Coast Guard approved pyrotechnic devices carry a service life expiration date. Currently, this date may not exceed 42 months from the date of manufacture. The U.S. Coast Guard indicates that it is acceptable to keep recently expired signals as extra equipment, although they gradually lose their effectiveness with age.

IMC Answer: According to AC 91-78A, *Use of Electronic Flight Bags,* "The use of any PED in an aircraft is subject to compliance with PED regulations (§ 91.21) and must be evaluated by the user or operator prior to use to ensure the PED will not interfere in any way with the operation of aircraft."
FAR 91.21 requires that **for an IFR flight**, the "pilot in command or other operator of the aircraft" determine that the device "will not cause interference with the navigation or communication system of the aircraft on which it is to be used." In addition, AC 20-173, *Installation of Electronic Flight Bag Components*, provides complete details for installation of EFB components.