

**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 Sunday of the month at 2:30 PM in the Aviation Vo-Tech Building, Northeast corner of the Shawnee Airport, Shawnee, OK. Time, date and place is subject to change. Please check your newsletter for current meeting information.

Newsletter editor (NLE): GALE BRADEN, 13805 Edmond Gardens Dr., Edmond, OK 73013

TEL (405) 242-4815 E-MAIL galebraden@cox.net

Chapter Website is EAA1098.org or 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 articles to the NLE.

EAA CHAPTER 1098***OFFICERS & DIRECTORS 2014 & 2015**

(PRESIDENT)

GARY MANNING
13801CHANDELLE
NEWALLA, OK 74857(R) 405-793-1090

(VICE-PRESIDENT)

GARY BARENTINE
1016 PROSPECT CT
EDMOND,OK 73034
(R) 405-359-1407 (C) 405-757-5697

(TREASURER)

JEFF SEEBACH
106 CARNEGIE CIRCLE
NEWALLA, OK 74857
(R) 405-386-4586

(SECRETARY & WEB EDITOR)

LARRY DANKO
608 S MAPLE ST.
Paden, OK 74860
(R) 405-932-5103

(TECHNICAL COUNSELOR)

GARY MANNING
13801CHANDELLE
NEWALLA, OK 74857
(R) 405-793-1090

(DIRECTOR/
FLIGHT ADVISOR)

(DIRECTOR/
YOUNG EAGLES COORDINATOR)

DAVID AMES
14000 CHANDELLE
NEWALLA, OK 74857
(R) 405-799-0357 (O) 405-799-3386

(DIRECTORS)

BILL RICKNER
16408 WALKER RD.
SHAWNEE, OK 74804
(R) 405-273-7903

CLINTON HAGAR *Asst Y/E
Coordinator

RT 1 BOX 159B
MEEKER, OK 74855
(R) 405-279-3886 (C) 405-567-55

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This month's meeting is

Our summer picnic June 11,. It will be at Gary and Karen Manning's hangar on Twin Lakes airport (2OK2). Start time is 4:00 pm. If you fly in there is plenty of aircraft parking west of the runway just north of the mid-airport taxiway. TAF 122.7. Chapters 24 and 1098 will provide the meat and soft drinks. The attendees are asked to bring one of the following a side dish, breads, chips, cheese, salads, dessert, etc. to fill out the menu.

Directions: Take I-40 East out of Oklahoma City and get off at the Choctaw Road exit. Drive south approximately 4 miles on Choctaw Road then turn right on S.E, 134th St. Drive approximately ½ mile and turn south (left) onto Chandelle Drive. Go to the airport Taxi Avenue and turn right into Gary's driveway. Gary's address is 13801 Chandelle Dr., Newalla, OK 74857. In case you get lost call Gary at (405) 664-7356.

MAY MINUTES

No minutes. The meeting was a May 21, Fly-Out to Weatherford. Visit the Space museum, and lunch at Lucille's Road House. Those who attended and, I may be missing some, were:

David Ames

Chuck Lewis +

Herb Driskill

John Myers

two guest

Dennis Fox

Troy & Tracy Chaddon

Pat Cohenour

Clint & Michael Hager

WELL HERE IS ONE OF THE HOLD UPS ON THE PILOT'S BILL OF RIGHTS # 2

By ANDY PASZTOR

WASHINGTON-A bid by House Republicans to shift the federal air-traffic control system to a nonprofit corporation's control has been sidelined by bipartisan Senate opposition, according to congressional staffers, airline industry officials and others participating in the process.

Continuing disagreements between senators and the Republican chairman of the House Transportation and Infrastructure Committee over a Federal Aviation Administration reauthorization bill have created a legislative logjam, these people said, likely to last until at least next spring or summer.

The anticipated result, according to interviews during an industry conference here, is that the agency will be hobbled with another brief, stopgap funding bill that all sides had hoped to avoid. Such an outcome would maintain the FAA's basic spending levels and programs, while prompting uncertainty about new policy initiatives and leaving the agency without longer-term financial stability that would benefit its efforts to modernize the nation's aging air-traffic control system.

A temporary extension also would be a blow to Rep. Bill Shuster of Pennsylvania, the House committee's Republican chairman, who has maneuvered for nearly two years to pass a major restructuring of the FAA's traffic-control network and its roughly 38,000 workers. His panel has adopted the sweeping structural and revenue changes, but the measure hasn't reached the House floor. The Senate overwhelmingly approved a bill in April that doesn't include any of those controversial provisions.

According to industry officials, the committee bill doesn't have enough support at this point to clear the House.

In a presidential election year, according to industry officials on both sides of the debate, time is quickly running out to hammer out any compromise with the Senate. Current FAA legislation expires July 15.

Some of the most telling comments came from proponents of Rep. Shuster's proposal, who acknowledged it was essentially dead for the short term. Paul Rinaldi, president of the controllers union and a supporter of the House measure, said in an interview: "I would be really, really surprised if anything other than an extension came out that pushed" reauthorization into early 2017. Given summer legislative schedules and the election, he added, lawmakers have only "a handful of days to try to resolve something."

Gerald Dillingham, a senior Government Accountability Office official who hasn't taken sides in the debate, acknowledged the same dynamics have run out the clock on the House position. "We're not really thinking that this decision is necessarily going to come" in 2016, he told the conference.

The FAA's leadership, whipsawed by draconian budget cuts and employee furloughs in previous years, has indicated it is prepared to live with a temporary extension. Unlike those earlier times, "we're not really expecting a budget crisis," Michael Whitaker, the FAA's No. 2 official said during a speech to the conference Wednesday. "We're in a relatively stable place" with regard to air-traffic upgrades, he said.

A staffer for Rep. Shuster said his boss "has not made a decision yet," adding that his game plan will become clearer in the next few weeks. But according to people familiar with the chairman's thinking, he has concluded that "a plain-vanilla extension" may leave him in a stronger position to resume the debate in 2017 and try to win converts than a longer extension incorporating various Senate proposals.

A spokeswoman for the major U.S.-airline trade association, which also has strongly backed Rep. Shuster, said "if we want to continue to have the safest air traffic control system in the world, we need to modernize technology and ensure the system can't be interrupted by congressional

budget impasses. We continue to believe this transformational change is necessary."

Rep. Shuster's call for dramatic restructuring has run into a barrage of criticism, including from groups representing commercial pilots, private aviators and business-jet operators-all of whom he unsuccessfully tried to woo with favorable treatment under the bill.

Bipartisan leaders of the Senate Commerce Committee in May urged the House to accept their bill, which beefs up airport security, promotes widespread use of commercial drones and streamlines certification of new safety systems for private aircraft. As of earlier this week, according to people familiar with the process, Senate leaders hadn't focused on the likely length of the looming reauthorization measure or whether they would try to attach certain security and consumer-protection provisions to some other legislative vehicle.

A short term, uncluttered extension "keeps alive the only path forward for air-traffic control reform," according to Roger Cohen, an industry consultant who previously headed up the trade association representing U.S. regional airlines.

"Congress likes to gripe about airlines, but only acts in crisis mode" such as a government shutdown or planes stuck on the tarmac according to Mr. Cohen, who added "the deck could get re-shuffled after the election."

<http://www.wsj.com/articles/faa-restructuring-is-grounded-by-senate-opposition-1464907321>

Proposed meeting schedule and other events for the year 2016

- | | |
|-----------|---|
| Jan 24 | Planning meeting |
| Feb 16 | AOPA seminar at West Wings |
| Feb 28 | still open |
| March 26 | IA seminar at sundance |
| Mar 20 | (Meeting is a week early because of Easter) Gale will present "The 'smoking hole' and what comes after it." Plus assorted other aircraft accident investigations |
| Apr 9 | Navigation Challenge Sundance Airport -- Rain date Apr 23 |
| April 23 | (Saturday) 'Show and tell' at David Ames We will burn some hotdogs at noon |
| May 21 | (Saturday) Fly-Out to Weatherford. Visit the Space museum, and then have lunch at Lucille's Road House (http://lucillesroadhouse.publishpath.com/menu). |
| May 28/29 | Sundance Airshow They will need volunteers for all kinds of help |
| June 11 | Picnic at Gary Mannings hangar 4:00 Bar-b-que |
| June 18 | Chickasha Fly-In |
| June 26 | (canceled)
There'll be an RV fly-in June 25 at Sundance Airport |
| July 23 | (Saturday - first day of Oshkosh) Noon |

- Aug 28 Oshkosh report Shawnee
- Sept 24 Guthrie/Edmond Regional Airport Community Day
- Oct 12 **The Flying M Airboat Fly-In fish fry in Alabama**
- Oct 23 Troy will do another presentation similar to his great presentation on Airspace
- Nov 19 (week early on Saturday) plan another Chili fly-in
- Nov 20 (this is thanksgiving weekend - meeting a week early)
- (Dec 3 or 10) Christmas Dinner
- Dec 25 Christmas meeting held earlier in month.

Larry Hinton mentioned that there will be a Fly-in Breakfast on the 3rd Saturdays of the month at Goldsby.

YOUNG EAGLE EVENTS schedule and status				
DAY/ DATE	(# of Y/E)	AIRPORT	NAME OF GROUP	(# flown)
Sat, Jan 23	(21)	Sundance HSD	Yukon Science Group	(13)
Sat Apr 23			Putnam City AFJROTC	
Thu May 12		CHK, 4– 6pm, possibly later; Tipton Children's Home, 25 kids (unk)		
Sat/Sun, May 28 & 29, Sundance Airshow, uncertain when we will be active (see tentative attached schedule)				
Sat June 11		HSD, 9:00 am – 11 am, ACE Camp #1 graduates		
Sat June 18		CHK, 9:00 am - ?	CHK Open House	
Sat Aug 13		Altus	Altus AFJROTC 40 – 50 kids	

YOUTH PROTECTION PROGRAM

If you have not but intend to then you need to get it done. The deadline was May 1

NOTE

Our chapter website and facebook locations are posted in the letterhead.

DUES ARE DUE

If you have not already paid, please do so at the meeting or by mail to our Treasurer, Jeff Seebach his address is located at the top of the newsletter. The dues are \$20.00 per year.

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, Jeff Seebach 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.