

# 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 April issue of EAA Chapter 1098 newsletter. It's definitely getting warmer and flying season is upon us ! In this month's newsletter, we will take you through what's been going on in the past month. If you see any events and are interested in getting involved, please reach out and I'll put you in touch with the relevant organizers.

Our Young Eagles Day is 15Apr23 ! Please don't forget to sign up to help at our Young Eagles event (registration website below) at the Gordon Cooper Aviation Technology Center, Shawnee Airport. It's from 09:00 to 12:00. If you know any children interested in experiencing flight (8-17) please let them know so they can sign up (website below), come and fly in our general aviation aircraft and enjoy the fun of flying. We will need folks to help with admission, ground crew, escorting people to the planes, pilots, etc. There's plenty to do !

[www.youngeaglesday.org](http://www.youngeaglesday.org)

This month's meeting will be on Saturday 22Apr23 at 2:30pm, Gordon Cooper Aviation Campus, Shawnee Airport, Oklahoma. This month, Joel Howard will be presenting on all things cam related, including CamGuard and other Aircraft Speciality Products.

#### What has the Chapter been doing ?

19Mar23 – **Fly out to Ada, OK.** We met at my hangar, Ellis-Harvey airpark around lunch time and flew as a flight of 3 aircraft. Went for a great burger at Prairie Kitchen restaurant. Weather was gorgeous along with fun times with friends. I was happily leading the flight back, with autopilot on, when I lost electrical power to my avionics bus. I can tell you this came as quite a surprise. I turned off all electrical systems and diverted to Shawnee airport which was about 14 miles ahead. I have steam gauges for altitude and airspeed so loss of electrical power didn't result in loss of all instrumentation. Once on the ground at Shawnee, I realized what the issue was, I then continued my flight back to Ellis-Harvey. Moral of this story, if you add additional load to any of your circuits (iPad charger or similar), be very careful to ensure that you don't exceed the circuit load limit.

On returning home, we diagnosed the problem, identified a fuse between the main bus and the avionics bus that wasn't on the wiring diagram. We have since reviewed the circuit and updated it accordingly, ensuring all cables within the circuit are sufficient for the load. I've also ordered a headset adapter for my portable radio. Although I had a spare portable radio in the plane, I couldn't hear it above the engine. I've also ordered a battery backup for my Dynon D180 FlightDek Multi Function Display Unit (MFDU), so if this happens again, I won't lose all digital avionics. For those of us with MFDU display panels, please consider what you would do in such an event, especially on a cross country trip. I'm sure I'm not the first and won't be the last !



23Mar23 - **Aero Oklahoma Day** was held at the State Capital. Our EAA Chapter President, Gary Manning was again selected as one of 5 Aero Ambassadors. He met with Senator Joe Newhouse (Republican). He emphasized that Aviation is currently the number 2 business in the state of Oklahoma. This is often lost on our state leaders in public office. It's a \$44bn industry to Oklahoma and a key part of many of us within this EAA chapter.

25Mar23 - **Chapter 24 Pancake breakfast** and Young Eagle flight day. A call was sent out for help for this event. Members from our chapter including Karen, Gary and Tucker went along to help. Chapter 24 (Sundance) are still looking for help so if you can spare the time, your time would be appreciated in the upcoming events. All the proceeds from these breakfasts go towards sponsoring new pilots.

28Mar23 – **New Pilot** - We want to celebrate Tucker Barbee who successfully passed his Private Pilot License check ride. Great to see some new pilots joining the fraternity ! Tucker has received several aviation scholarships including the Ray Scholarship to help with his journey to becoming professional aviator.

29Mar23 - **Tuttle School Aviation Day**. As part of our giving back to the community, several of our members. Attended this open day. Attendees included Gary, Steve, Eric, Antonin, and Victoria.





01Apr23 – **Fly Out to Grove Regional and Okmulgee.** We had 7 aircraft for this flight. We met up over Prague airport then headed north east. Grove Regional is an airport located on Grand Lake. It's a beautiful lake community. We grabbed a couple of the airport vehicles and headed to town. We found a small café called Chickanella's and had some flavorful sandwiches and soup dishes. This was the day after the wild fires in Logan county and there was still plenty of smoke in the atmosphere giving a haze to the horizon. It was also probably one of the bumpiest flight's I have been on to date. We flew out at 5500ft to get a nice tail wind and 6500ft on the way back to try and get above the bumps.





We stopped in at Okmulgee on the way back to see the Albatross flying boat plane. It's quite a sight sitting at an airport in the middle of Oklahoma.





VMC IMC

## VMC

**Question:** What information regarding a planned flight must a pilot determine for *any* flight (local or cross-country)?

## IMC

**Question:** When departing a tower-controlled airport on an IFR flight into IMC with low ceilings, when should the pilot contact departure control?

## VMC

**Answer: According to FAR 91.103 (b),** For any flight, *runway lengths at airports of intended use*, and the following takeoff and landing distance information:

- 1) For civil aircraft for which an approved Airplane or Rotorcraft Flight Manual containing takeoff and landing distance data is required, the *takeoff and landing distance data* contained therein; and
- 2) For civil aircraft other than those specified in paragraph (b)(1) of this section, other reliable information appropriate to the aircraft, relating to *aircraft performance under expected values of airport elevation and runway slope, aircraft gross weight, and wind and temperature*.

Note that for flights under **IFR** or a flight **not in the vicinity of an airport**, the pilot must **also** obtain *weather reports and forecasts, fuel requirements, alternatives available if the planned flight cannot be completed*, and any *known traffic delays*.

**Reference:** FAR 91.103

## IMC

**Answer:** Pilots should not change to the departure control frequency until requested.

Reference: AIM paragraph 5-2-8.c