

# 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 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.

#### 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	Dan Burdette 405-245-5500 CFI, Tailwheel	Pat Cohenour 405-495-1612	Tracy Chaddon 405-834-7501
NEWSLETTER EDITOR		WEB EDITOR	
Stuart Yeo 740-398-5301		Tracy Chaddon 405-834-7501	

Welcome to the December issue of EAA Chapter 1098 newsletter. We hope everyone had a fun time at the annual Christmas tri-chapter Christmas party. Thank you again to Karen and Gary for all the work that goes into making it such a great success.



Our next meeting will be 25<sup>th</sup> January 2025, 2:30pm at the Gordon Cooper Aviation Technical Center, Shawnee, OK.

### Members Corner

#### **Member Spotlight: The Lovable Ercoupe**

*This month, we're kicking off a new series to celebrate the aircraft owned and loved by our members. First up is the charming, quirky, and ever-approachable Ercoupe!*

If the aviation world were a high school yearbook, the Ercoupe would definitely win “*Most Likely to Make You Smile.*” Designed in the 1930s by Fred Weick, the Ercoupe was a trailblazer in its time, marketed as the “plane that anyone could fly.” While it may not compete with the sleek jets or high-powered speedsters of the modern era, the Ercoupe’s design philosophy remains refreshingly straightforward: flying should be fun and safe.

What makes the Ercoupe so unique? For starters, it has no rudder pedals. That’s right—your feet get a day off! The rudder and ailerons are interconnected, so you steer with just the yoke. This “no-rudder” concept, combined with a tricycle landing gear, earned it a reputation as the most “unspinnable” airplane of its time. It was designed to appeal to car drivers transitioning to the skies—essentially, aviation’s version of “plug-and-play.”

Members who fly the Ercoupe often describe it as a flying time capsule. Sliding back the canopy on a sunny day, cruising low and slow, and waving to folks on the ground feels like stepping into a simpler era of aviation. And who can resist its classic, retro styling? With its bubble canopy, compact frame, and charming demeanor, the Ercoupe is an airplane that just begs for a photo op.



While it may not climb like a homesick angel or haul half the neighborhood, the Ercoupe's charm lies in its simplicity. It's perfect for lazy Sunday flights, scenic trips over the countryside, or introducing friends and family to the joy of flying. Plus, it's one of the most affordable classics to own and operate, proving that you don't need a big budget to have a big aviation adventure. Got an Ercoupe story? We'd love to hear it! Whether it's your first solo in an Ercoupe, a memorable cross-country, or that time you gave a friend their first-ever flight, share the joy with your fellow members.

Next month, we'll feature another member's pride and joy. Until then, remember: the skies are better when shared!

#### Social Media and Web – Tracy Chaddon

With the days being short this time of year our daytime flying hours are limited. This may be the time of year you catch up on your night currency because you can get it done early or you fly to dinner and it's getting dark on your way back

The sun may be coming up as you get ready to fly to that pancake breakfast. What do the hours around dawn and dusk have in common? These are the hours when birds are most active. Also, migratory birds may still be transiting to warmer areas. With more bird activity comes more bird strikes to aircraft. According to the U.S. Dept of Agriculture (USDA), Wildlife strikes cause more than 600,000 hours of aircraft downtime and cost the U.S. civil aviation industry in excess of \$625 million every year.

Together, the FAA and the USDA have worked together to collect accurate data on wildlife strikes (this includes birds and any other wildlife) to better understand the issue. This combined data is used to provide a more scientific method to manage and mitigate risk. The FAA has provided pilots and aircraft users with an easy way to submit strike reports. This can be accomplished on the FAA's Wildlife Hazard Mitigation website.

If you have had any sort of bird or other wildlife strike, it can be easily reported at the following webpage:

<https://wildlife.faa.gov/home>

Reporting is completely voluntary. The database is also searchable.

Here is a link to the FAA Wildlife Mitigation webpage

[https://www.faa.gov/airports/airport\\_safety/wildlife](https://www.faa.gov/airports/airport_safety/wildlife)

There is a link on that page to "Wildlife Regulations, Guidance and Resources" and to the "Feather Identification lab"

Upcoming Events

**Current Events Scheduled for EAA Chapter 1098**

<b>Date</b>	<b>2025 Monthly Gathering</b>
January	Fly out to Oshkosh - EAA Leadership – The trip and what we learned. Stuart to present
February	TSI Accident investigation Gary to organize
March	An FAA Build Inspection – What to expect. Kyle to organize (James Wurtz)
April	Aircraft Fire Safety Gary to organize
May	General Aviation Flying with a Mazda Wankel Rotary Engine. Doug to present.
June	22nd June Tri-Chapter Summer B-B-Q 4:30pm at Karen and Gary hangar, Twin Lakes Airpark
July	TBD
August	Aircraft Insurance - Things to know as we age. Stuart to arrange.
September	Introduction to Instrument Flying for General Aviation. Kyle to present
October	TBD
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	Breakfast at Stearman Field Airport (1K1).
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
May	Shawnee (Eagle)
June	Prague
July	Shawnee
August	Prague
September	Prague

### VMC and IMC Section

#### VMC Question:

**Question:** You are flying a single engine aircraft, the POH for which identifies a Demonstrated Crosswind Capability (DCC) of 17 knots. Approaching an airport for landing on runway 24, you check the ASOS to learn that the winds are 300 at 15 gusting to 25 knots. Is it a violation of the FARs to land this aircraft under these crosswind conditions?

## IMC Question:

**Question:** You've taken an over-the-counter cold medication containing diphenhydramine, which may cause various symptoms including drowsiness. The dosage is 50 mg every 6 hours as needed. If you plan to fly, what is the minimum time you should wait after taking a dose for the medication to be out of your system?

### Safety Corner

-From AOPA "Training and Safety Tip: Be on the Lookout.

Scanning for Traffic

-Most of us fly VFR conditions and visually scanning for traffic is an important aspect of flying safety. Do you know how to scan properly to make sure you aren't missing anything? Here is a quick read and video from AOPA:

<https://www.aopa.org/news-and-media/all-news/2022/November/01/training-and-safety-tip-be-on-the-lookout>

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-AOPA also has some great resources for the maintenance and inspections for your airplane

There is a webpage that puts all these things in one place for ease of access.

Here you can find things such as:

- FAA's Airworthiness Directives Database
- FAA's database of Advisory Circulars
- FAA's Supplemental Type Certificate Database
- FAA's Special Airworthiness Information Bulletins

Additional articles include:

- Best Practices Guide for Maintaining Aging GA Airplanes
- Aircraft Corrosion
- Guide to Aircraft Inspections.

Check it out at the link below:

<https://www.aopa.org/go-fly/aircraft-and-ownership/maintenance-and-inspections>

## **VMC Answer**

**Answer:** Considering a 20 gusting 25 knot wind 60 degrees off the nose, the crosswind component exceeds the DCC of 17 knots. However, the DCC is not considered an operating limitation of the aircraft, so in that regard, there would be no regulatory violation. However, flight schools, flying clubs, and flight departments often impose restrictions on the maximum crosswind conditions under which an aircraft can land, which may be imposed by the operator's insurance company, and these restrictions often correlate with the DCC. So while the aircraft and pilot might well be able to perform a landing under the stated conditions, the risk should be carefully considered before attempting such.

## **IMC Answer:**

**Answer:** According to the FAA: Every medicine is different, but a good rule of thumb is 5 times the half-life of the medication. The easy way to determine this is through the dosing interval. If a medication says to take it 4 times per day, the dosing interval would be 6 hours. Therefore the wait time after the last dose would be 30 hours (6 hours x 5 = 30 hours). Other medications may have longer or shorter intervals which is why it's important to talk to your AME.

**Reference:** FAA Safety Team Fact Sheet: Pilots and Medications ([Pilots and Medications \(faa.gov\)](#))