

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 October issue of EAA Chapter 1098 newsletter. Our next meeting is scheduled for Saturday 28October23, 2:30pm at the Gordon Cooper Aviation Tech Campus. Our invited speaker will be Doug Lomheim, who has kindly agreed to talk to us about restoration of his RV-3 aircraft.

Gentle reminder, October is election month for chapter leaders. If anyone is interested in taking on a new position or standing down from their current position, please let Gary know so he can co-ordinate.

Members Corner

23Sep23 – **Girls in Aviation** event at AAR Hangar, Will Rogers World Airport. Chapters 1098 and 1612 supported this event with 4 airplanes flying to the event and an EAA table including cleico challenge. (Chapter 24 were busy with their monthly Pancake breakfast and Young Eagle event). The children really enjoyed the cleico challenge and getting buttons for completing it.

Troy and Tracy brought their Long Eze, Kyle with his RV-6, Greg and Diane with their RV-8A and Stuart with his RV-9A. Gary and Eric did a magnificent job manning the EAA table answering all the questions and advertising EAA to all.



It was a beautiful morning to fly into Will Rogers World Airport and my first time since getting my license. I flew across to Wiley Post to meet up with Gary and Kyle. We flew across into Will Rogers at about 8:30am just as a mist came down which made for a fun hop across the fence. Troy and Tracy coincided with our approach flying in behind. You definitely can't miss that 9800ft long runway.

It was good to brush up on radio calls for these types of events making sure to call Approach Controller then Tower and once safely off the runway, Ground. Taxi to AAR was a little daunting for me given the large amount of taxi ways. It was great to have Gary with me, along with Foreflight on my iPad tracking my position on the Airport Diagram. Departure was a similar procedure to arrival, with request to Ground for flight following to Shawnee for our monthly chapter meeting. We taxi'ed to the runway, swapped to Tower channel, got our clearance to take off and then flew over the top of Tinker air base with Approach controllers and on leaving the Charlie airspace were given VFR clearance.





The event was heavily supported by Boeing. They had approximately 40 volunteers there to make sure the event was a great success. We would like to thank Young Chappell who is the Director of the Oklahoma chapter of Girls in Aviation for hosting an excellent event. We understand approximately 500 girls signed up to the event. The event was a great success and as we all know is much needed for the area, attracting our young people to the many different facets of the aviation industry which is in great need of new talent given it's rate of expansion within Oklahoma.

28Sep23 – **Legislative Aero Caucus Eagle Flight** event at Guthrie Edmund Regional Airport. This event was in support of the Oklahoma Aeronautics Commission, introducing our Legislators to the world of General Aviation. It was a beautiful day and we had great support from many members of all 3 chapters.

The event started with several introductory speeches, then we took folks up for an Eagle flight. It was a beautiful clear day and made for excellent discovery flights. The event concluded with a luncheon. I'd like to personally thank Flash and Terry for their excellent work with marshaling the apron and keeping everyone safe on the ground, Diane and Karen for a great job of greeting everyone, checking everyone in and completing the Eagle flight paperwork. Thanks to everyone that came and flew our legislators and helped make the day a great success and safe event.



08Oct23 – **Stearman Field Breakfast.** I am progressing well with my IFR Instrument Ground school and about ¼ of the way through my 40 hours of flight time that is required. It was a beautiful morning to fly so decided to hop in plane and head up to Stearman Field with my neighbor, Dave Hines, who kindly agreed to act as safety pilot for the day. Stearman Field had a Jeepfest event the day before and the runway had been closed by NOTAM for the event. Apparently, they had jeeps up and down the runway and quite the party. Fortunately, there was a Hughes 500 doing approaches, and did a great job cleaning any remaining debris from the runway prior to our arrival. As we sat down for breakfast, a B25 came in and joined us.

The airport is an amazing community and has a great restaurant on the northeast corner of the runway. You can see it in the third picture, to the left of the image. You literally park your plane outside the restaurant in front of the runway and walk straight in. Great food, great people and a wonderful atmosphere. If I ever win the lottery, I will definitely be buying a home there.



14Oct23 – **Solar Eclipse, Midland Texas.** Greg and Diane flew to Midland Texas to observe the solar eclipse and took this amazing photo of the event.



19Oct23 – **Leadership Academy** – We have a delegate of folks attending the EAA Leadership academy, Oshkosh, WI. It's a 2 day event and an opportunity to get to fly to Oshkosh in slightly more leisurely arrival and departure than what is seen during AirVenture. We plan to leave Wednesday 18Oct23 and return Saturday 21Oct23. This is a 660nm trip and we plan to take two aircraft. The event consists of a meet and greet on Wednesday evening followed by 1 1/2 days of leadership training. I am certainly looking forward to the training, along with spending some time at the museum and checking out the simulator facility.

Upcoming Local Events

Young Eagle Event – We had to cancel the Young Eagle event scheduled for 14Oct23 at Prague Municipal Airport O47 due to high winds. We plan to reschedule.

Eagle Learn To Fly Event – We have received interested from 20 folks attending the Gordon Cooper Aviation School who would like us to run another Eagle Learn to Fly event. Please let me know if you are interested in help set up this event or participating.

VMC and IMC Section

VMC Question:

Pilots are often taught to **not** lean the mixture of a normally aspirated engine below 3,000 feet. When departing an airport when the density altitude is 5,000 feet, should we wait until reaching 3,000 AGL before leaning the engine?

IMC Question:

According to the following METAR, what is the temperature – dew point spread at GON?

METAR KGON 211251Z 34024G32KT 6SM RA BR OVC0009 15/14 A2977
RMK AO2 CIG 006V011 PRESFR T01500144

Safety Corner

Aero Caucus Lesson Learnt - Given the large amount of general aviation aircraft in the same sky at one time, we did learn some lessons for future Eagle and Young Eagle events. Based on these observations, we recommend having a 2 minute gap on take-off and a maximum air speed of 130mph to help aircraft maintain their spacing around the circuit and stop folks getting bunched together when it comes to re-join the pattern for landing maneuvers.

Aero Educate – EAA now offer an aerospace curriculum for school children, which compliments the Young Eagle events. If folks are interested in getting involved, there are approximately 60 schools in the Oklahoma area now offering some form of aerospace program. Please check out: www.aeroeducate.com

VMC Answer:

No, precautions should be taken under such conditions to ensure getting the proper engine performance. According to engine manufacturer Lycoming, “For 5,000 feet density altitude and above, or high ambient temperatures, roughness or reduction of power may occur at full rich mixture. The mixture may be adjusted to obtain smooth engine operation. For fixed-pitch propellers, lean to maximum RPM at full throttle **prior to takeoff** where airports are at 5,000-foot density altitude or higher. Limit operation at full throttle on the ground to a minimum. For direct-drive and for normally aspirated engines with a prop governor, but without fuel flow or EGT, set throttle at full power and lean mixture at maximum RPM with smooth operation of the engine as a deciding factor.”

Lycoming also advises the following: *NOTE: When leaned, engine roughness is caused by misfiring due to a lean fuel/air mixture which will not support combustion. Roughness is eliminated by enriching slightly until the engine is smooth.*

Source: [Leaning Lycoming Engines | Lycoming](#)

IMC Answer:

The temperature – dew point spread for the METAR above is 0.6 degrees C. The initial information (15/14) suggests the spread is 1 degree C. However, as with ceiling information, additional and more precise information is provided in the remarks. The last remark (T01500144) identifies more precise readings of 15.0 and 14.4, both in degrees C.

Source: AC 00-45H CHG 2 paragraph 3.1.5.13.31 Hourly Temperature and Dew point.