

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.

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Welcome to the August issue of EAA Chapter 1098 newsletter. Our next gathering is scheduled for Saturday 24th August at 2:30pm at the Gordon Cooper Aviation Technical Center. Gary will lead a group discussion on all the fun that was had at AirVenture 2024. Everyone with an interest in aviation are welcome.

Tracy has worked hard to get us a fly out / drive out to Will Rogers Control Tower. This event is scheduled for 10am, Friday 23rd August. For those wanting to fly into Will Rogers class C airport, but need a refresher on radio calls, Troy has kindly put some notes together, see the Safety Corner section of this newsletter. Details regarding parking (for both cars and aircraft), etc is included in the accompanying PowerPoint presentation. Please RSVP to Tracy Chaddon (pocohorse@outlook.com) so we can get numbers to share with our hosts.

Members Corner

Long EZ Fuel Sight Gauge – Troy Chaddon

Article from Troy Chaddon talking about modifying his Long EZ aircraft.

I have had problems with the fuel sight gages in My Long EZ for several years. They would both seep fuel into the cockpit. Just enough to cause some odor. Sometimes a blue stain, and eventually the sealant would get soft and gooey. Yes, I tried resealing them. It would last for a few years, and then go bad again. This would leave my backseat passengers having blue dye or sealant or both on the arms or clothes.

So, after a long while I said enough is enough. I bought and installed a whole different style of sight gages. It was a bit daunting too as I am not the original builder, and I was not quite sure what I would get in to. I decided that I would do one tank at a time. Not the most efficient way, but it did keep the airplane flyable throughout the process and allow me to learn on the first one and improve on the second.

I started by draining and drying the associated fuel tank. I then used a cutting wheel and dye grinder to start cutting through the fiberglass surrounding the old sight gage. After a lot of careful cutting, I got the transparent piece loose. I was surprised to find that it was made of glass. I had assumed it was plastic. After getting the old one out of the way I had to grind away some more material to make room for the new gage.

Once all the of the cutting grinding and trimming and filling was done, it was time to drill the new hole to allow fuel and air to move in and out of the gage. The new gage came in two parts. An aluminum black plate, and a clear plastic face plate. The two pieces had to be joined using micro and allowed to cure overnight before installation. Additionally, the new one came with an LED backlighting option, so a small LED had to be attached using 5min epoxy. Then came the big step of actually putting the new gage in place using a generous amount of micro. I will spare you the rest of the play by play and just say the after

that cured there was a bunch more sanding, glassing, filling and sanding to get it all blended in. Oh, did I mention priming and painting. I also can't leave out wiring the LEDs into the lighting circuit.

When I was all done with both of them, it was a great improvement. No leaks no mess and a lot of pride in a job well done. My passengers are happier too.



Figures: The leaky original sight glass, the new sight glass kit, the original hole filled in cabin.



Figures: Fiberglass completed, filler completed, new site glass installed and calibrated.

Fly Outs

27Jul24 – Enrique's at Ponca City for Mexican.

We had 3 planes fly across to Enrique's for some chips and salsa following our July chapter gathering. There were some clouds at about 4000ft MSL so we chose to fly at about 5500ft, i.e., above the clouds. It was a little cooler and avoided the bumps below. It was a beautiful trip, great food and and fun time with friends. There's something magical flying with the clouds, see attached pictures of the clouds.

The final picture is of the gang at Gordon Cooper Tech Center ramp in front of Steve Ingraham's recently finished RV14A. It looks beautiful. My RV-9A is in the background showing how much bigger the -14 is compared to the -9.



22July – 27July Oshkosh AirVenture 2024

Several members attended Oshkosh, WI for AirVenture this year. Kyle flew his RV-6 for the first time and ticked an item off his bucket list. Several others drove, taking campers with them. The Oklahoma Department of Aeronautics and Aviation had a strong presence as always working hard to promote aviation in Oklahoma and make it our state's number one industry. The event broke records for number of attendees and the night firework / drone / airshow was more amazing than ever. Lots of great adventures and memories.



Upcoming Events

Current Events Scheduled for EAA Chapter 1098

Date	Event
23 rd August	FAA headquarters tour Will Rogers World Airport Tracy to arrange.
24 th August	Monthly Gathering – AirVenture discussion Gary to lead.
28 th September	Monthly Gathering- Aviation Weather Bill McWhirter
26 th October	Monthly Gathering- RV-7 Build Alan Bumbaugh
14 th 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
17 th August	Guthrie Airport Flight Camp with Sooner Flight Academy / Young Eagle Flights. (Rescheduled due to weather)
31 st August	EAA Chapter 88 fly in Jabara (KAAO) KS
7 th September	Guthrie Open House / Young Eagle Flights
28 th September	El Reno Open Day / Young Eagle Flights
22 nd September	Girls In Aviation Will Rogers World Airport
October	Fly the Caucus
12 th October	Young Eagles at Prague Airport
24 th October	EAA Oshkosh Leadership Training
December	Women In Aviation Will Rogers World Airport

VMC Question:

Question: Are pilots allowed to modify the manufacturer-provided checklists used for operating their aircraft?

IMC Question:

Question: When should flaps be retracted when making a stall recovery?

PILOT AID FOR ARRIVAL AT CLASS C AIRSPACE

Become familiar with airport you are going to.

- Runways,
- Taxiways,
- Radio frequencies etc,
- Know where you are parking.

Get the current ATIS before talking to the Approach control. You can do this before you even take off. Available on the internet, ForeFlight (D-ATIS), phone, or radio. It is normally updated near the top of the hour.

Establish two-way radio communication with approach control before entering the class C airspace, either horizontally or vertically.

- Who you are,
- Where you are,
- What you want to do,
- The ATIS code.

When flying to the airport, the radio sequence will be Approach, Tower, Ground. Put the next frequency in your standby window before you need it. This keeps you ahead of the airplane by being ahead of the radio. Only read back instructions not the whole statement.

Keep your speed up until short final (at least 90 knots). Many big fast jets can't fly as slow as your top speed. Slowing to 65 knots 3 miles out will not make you any friends if its busy.

Be aware of wake turbulence if you are following a large aircraft. Runways at bigger airports often have centerline lighting. You might consider landing to the side of centerline. It will be a lot easier on you and your airplane.

PILOT AID FOR LEAVING CLASS C AIRSPACE

When departing from the airport you will go through a lot of radio frequencies:

- First get the ATIS as previously discussed.
- Then call Clearance delivery. You will be given departure instructions, heading, altitude limits, a departure frequency, and a squawk code. So don't call unless you are ready to write.
- Next, call ground when you are ready to taxi. Be ready to write again. There may be alphabet soup to get to the runway.
- When you reach the runway switch your radio to tower and out departure in standby. Once **YOU** are ready, let tower know. They will fit you into the flow. Don't be surprised if they change your departure instructions.
- After takeoff follow instructions and don't switch to the departure frequency until told to do so.

Remember that the Air Traffic Controllers are there to help. They do not control and anti-aircraft guns or missiles.

Flying is supposed to be fun so enjoy playing with the pros.

VMC and IMC Answer

VMC Answer:

Answer: According to FAASTeam Notice NOTC3401, no FAA approval is required to modify or customize a checklist, at least for those of us operating under Part 91. However, it recommends that aircraft owners start by consulting their aircraft's POH, AFM, or panel placards in some older aircraft. A general rule promoted by some flight instructors is that it is permissible to add items to the manufacturer's checklist, however nothing should be omitted. One should also note that when taking a checkride for a pilot certificate or rating, the Designated Pilot Examiner may request justification for changes made to the checklist being used, and may wish to verify its validity.

For checklists used in Part 135 or Part 121 operations, FAA approval of checklists is required. FAA Order 8900.1, Volume 3, Chapter 32, Section 12, contains the guidance that FAA inspectors use when accepting or approving checklists for Part 121 and 135 operators.

IMC Answer:

Answer: According to FAA-H-8083-3C, Airplane Flying Handbook, when making a recovery from a power-on or power-off stall, the pilot should accomplish the following: reduce the AOA, applying as much nose-down control input as required to eliminate the stall warning, leveling the wings, maintaining coordinated flight, and then applying power as needed. Right rudder pressure may be necessary to overcome the engine torque effects as power is advanced and the nose is being lowered. The pilot should establish a positive rate of climb, and then retract the flaps and landing gear (if applicable).