

# 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 November issue of EAA Chapter 1098 newsletter. Our next meeting is scheduled to coincide with Thanksgiving and the final meeting overlaps Christmas so we don't plan to host either. However, we will be having our Christmas Tri-Chapter get together at Karen and Gary Manning Hangar, Twin Lakes (20K2) airpark, 13801 Chandelle Dr, Newalla, OK. Festivities get going at 4:30pm on 02 December and we look forward to catching up with old friends and getting the opportunity to meet new friends. Everyone with an aviation interest is welcome, please bring a side dish.

Chapter survey: Please don't forget to complete the EAA chapter survey prior to Christmas tri-chapter get together and help our chapter retain Gold level for 2023 ([Take Survey](#)).

### Members Corner

**19Oct23 – 21Oct23 – EAA Oshkosh Leadership Academy** – We had 4 members (Gary, Stuart, Kyle, Josh) attend this year's leadership camp. We had planned to fly to the event in Kyle and Stuart's aircraft but weather was not obliging. We planned the route and noticed high winds at our mid point refueling stop and had to cancel the flight. Gary kindly stepped up and elected to drive us all in his truck. 14 hours later, we were there.

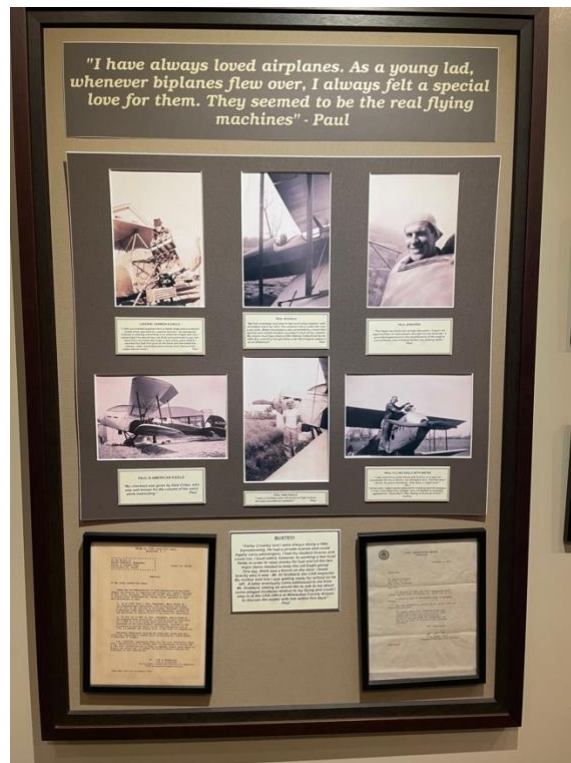
Airventure is a great opportunity to see the EAA Oshkosh facility, but getting to go around the site without 130,000 other folks makes for a magical tour. The museum is definitely worth the trip in it's own right. The training is always enlightening and even though I've attended the training when it was hosted at CE Page building, Wiley Post, I still learned more.





Busted – Paul used to do a little barnstorming at local airfields to raise money for fuel and oil. Although this was not illegal in it's own right, Paul however only had a student license and that was a pretty serious issue. As we can see from the letters, he had to go answer to the CAA (now called the FAA) to explain his actions !

There is a ribbon running around the top of the wall showing all the different aircraft that they flew during their life. It's quite an impressive list. The overwhelming take away from touring this part of the museum was just how much the Poberenzys got done in their lives. How many countries they travelled to, etc, etc. They certainly made every minute count !



The museum is a treasure trove of discovery. There are a vast array of general aviation aircraft ranging from the Voyager plane that flew around the world to the Vans RV-1 which revolutionized General Aviation as we know today. I understand there are over 10,000 Vans aircraft flying today and this is possibly a key nucleus for driving FAA to give General Aviation a class of it's own thanks to the upcoming MOSAIC initiative.



The museum has many Pitts and Extra aerobatic aircraft, including an example of a Zivko Extra 300 made in Guthrie, OK. We can also see auto-giros, helicopters from Rotorway and other key aircraft such as the twin engined ultra lite camera platform used to survey the rainforest.





Some of the amazing aircraft in the museum date back to the start of powered flying with the Wright Flyer, we then quickly get to World War 1 biplanes and triplanes, through to the second World War Spitfire, 'wooden wonder' Mosquito, Corsair and German ME109. We then get into the jet age with MiGs and Sabres. The collection finishes with some space age artifacts.



The attached photo collage is concluded with Virgin Galactic space craft and finished off with a picture of all the Leadership course attendees.

What did we learn from the leadership event – Some of the key take-aways from the training was that head office want us to migrate from a meeting to a gathering. It should be an informal affair with food and lots of discussion, maybe a speaker or visit a plane / airplane build / museum, etc. We need to emphasize welcoming new members and sympathetic that new members need to be helped on their journey to being established members. They recommend we have a dedicated greeter for those new members and guide them during their first few meetings to meet fellow members that have similar interests.

It is clear that the new age of Facebook, Twitter, etc, we need to have an internet presence. I think Tracy is doing an amazing job here. Please can I ask as we see some interesting aviation content, let's send it to her so it can be added to our Chapter 1098 website or Facebook page. The primary purpose of these sites is to attract new members and to do this we need to like material published on the Chapter 1098 pages so it gets shared with our own friends network.

There were training sections for Build and Fly, Young Eagle and Eagle events. I think we are already doing most of the recommendations. Insurance and legal were great trainings as it appears some chapters are purchasing their own hangars / starting flying clubs with their own aircraft, etc. If anyone is interested in leading this for our chapter, please contact Gary.

In summary, an amazing event, got to meet other like-minded chapter leaders, build new friendships and learn more leadership techniques to hopefully continue to grow our chapter and make it a more welcoming event for new and established members alike. If you have a topic you would like to present to our chapter during 2024, please reach out to Stuart so we can get it added to the schedule.



**11Nov23 Fairview Fly In** – Fairview fly in is the oldest fly in event. Chapter 1098 had several members attend including Gary, Kyle, John and Chuck. Our recent presenter, Virgil was also in attendance with his Bearhawk 5.



**11Nov23 Trip to Midwest National, Missouri.** – Stuart is continuing with his Instrument training. He is getting close to completing ground school and plans to take his ground school test mid December. His flight training is also progressing well and he is building time under the hood. His latest flight took him to Midwest National, near Kansas Missouri. This was a 600nm round trip. His safety pilot for this trip was Don Olandese.





### Upcoming Local Events

**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:**

**Question:** Before an early morning flight, when the overnight air temperature has been below freezing, no water is found in the fuel during the preflight inspection. After landing some hours later after a flight in clear, sunny, VFR conditions, with air temperature now in the 50s, a check of the fuel finds it is contaminated with water. Where did the water likely come from? Why did the pilot miss the contamination on the early morning preflight?

### **IMC Question:**

**Question:** After departing from runway 36 and leveling off at pattern altitude, you start a turn to left crosswind. As you begin the turn, you notice that the magnetic compass starts to turn in the opposite direction. Can you explain what is likely causing the malfunction of the magnetic compass?

## Safety Corner

Aero Educate – EAA now offer a free aerospace curriculum for school children, which compliments the Young Eagle events. If folks are interested in getting involved, there are approximately 87 schools in the Oklahoma area now offering some form of aerospace program. Please check out: [www.aeroeducate.com](http://www.aeroeducate.com)

FAA Wings Safety Program – As part of a pilot's continuous learning journey, the FAA has a website full of great tips. The WINGS - Pilot Proficiency Program is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience.

You select (in your Airman Profile) the category and class of aircraft in which you wish to receive training and in which you wish to demonstrate your flight proficiency. Requirements for each aircraft category and class include specific subjects and flight maneuvers. To ensure you receive a well-rounded learning experience, only certain flight activities fulfill specific credit requirements. More information about how these subject areas are selected is available on your MY WINGS page.

The program encourages an on-going training program that provides you an opportunity to fly on a regular basis with an authorized flight instructor. The program is most effective if the

training is accomplished regularly throughout the year, thus affording you the opportunity to fly in different seasons and in different flight conditions.

Please check out.: [www.FAAsafety.gov](http://www.FAAsafety.gov)

VMC and IMC Answer
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**VMC Answer:**

**Answer:** The likely scenario is that the water was frozen solid during the early morning contamination check, and so it was not detected. During the flight, the temperatures rose and the ice thawed, thus presenting as water contamination in the fuel after landing.

**IMC Answer:**

**Answer:** The magnetic compass is not malfunctioning. The cause of the indication is due to magnetic dip error. As you initiate the left bank, the north seeking side of the compass card is attempting to realign with the Earth's lines of magnetic flux, causing it to momentarily indicate a turn in the opposite direction.