

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 March 2024 issue of EAA Chapter 1098 newsletter. Our next meeting is a fly / drive out, scheduled for Saturday 23th March 2024, at GAMI, Ada Airport, OK. Wheels down is 09:30am with the tour of GAMI injectors starting at 10:00am. This company has done a lot of work in the field of unleaded fuel. We look forward to seeing everyone there. We plan to go to Mexican for lunch after the tour and transport to / from the restaurant will be provided.

Members Corner

Instrument Flying

Stuart decided to start his instrument flight training after several trips where he experienced little puffy clouds appear below and slowly get bigger and start to restrict his view of the beautiful ground below. As a VFR pilot, you descend below them and it then gets very bumpy and you wish you had stayed above them to complete your trip. There must be a better way ! Another contributing factor was my company offers a free instrument ground school that is hosted by Rose State college, along with a payment on achieving instrument rating.

There is a large amount of knowledge to consume as part of your journey to an instrument rated pilot. The ground school covers topics such as Building Experience, Physiology, Single Pilot Resource Management, Standard Routes and Instrumentation, Meteorology, Flight Planning, Air Traffic Control.

Building Experience

An Instrument pilot needs a minimum of 50 hours PIC Cross Country flight experience, 40 hours of actual or simulated instrument flying (i.e. no looking out the window to fly the plane), a 250nm instrument cross-country airplane training flight with an instrument approach at each airport. Simulated instrument flying is achieved by wearing view limiting device often called 'foggles'. The view limiting device restricts you from looking out the window, they do allow you to look at the instruments that you use for navigation and orientation. You must fly with a 'safety pilot' while wearing the view limiting device.

I decided to do a night cross country for my 250nm, starting at Wiley Post, with a landing at Wichita Falls and Ardmore. My instructor informed me on various occasions it was very pretty, he apparently even got to see some shooting stars. I've recently been so focused on getting 'under the hood' time that a flight last weekend with John Wise woke me back up to the beautiful experience that is flying by looking out the window !

Whilst completing instrument flight training, you will get to experience recovery from unusual attitudes, practice stalls, as well as take-off and landing, all while wearing 'foggles'. You typically only take your view limiting device off at 200ft above the ground prior to landing (or the minimum altitude for the approach plate you are flying).

Physiology and Single Pilot Resource Management

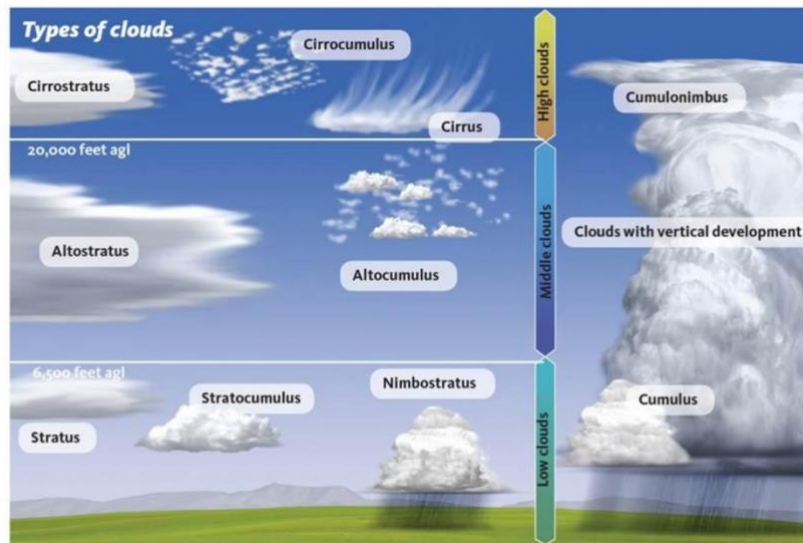
This section of the training teaches how your body works and all the things that you can experience when you don't get to look out of the window when you are flying. It teaches you to trust your instruments no matter what your body is telling you about the airplane. For example, under certain circumstances your body may try to convince you that the plane is pitching or rolling but this is merely an issue with your ears, etc.

Standard Routes and Instrumentation

Departure, Enroute and Arrival charts give pilots a standard set of 'roads in the sky' for aircraft to get from airport A to airport B. Approach charts give a standard way to land at an airport. The majority of these standard routes are arranged around the various radio navigation beacons located around the country. The IMC rated aircraft is equipped with an additional navigation radio and Course Deviation Indicator (CDI). You fly from one beacon to the next along a standard 'victor' route. These 'roads in the sky' have been complimented with 'tango' routes which take advantage of GPS navigation and give you a more direct route.

Meteorology

Weather is a big consideration when flying in the clouds. It is very important to stay at least 20nm away from cumulonimbus hail, thunder and lightning clouds. They can have huge up and down drafts and are very damaging to aircraft. There are several other cloud types, see attached figure. These clouds may have ice or water droplets in them which can form on your airplane adding weight, impact lift and even cause the wing to stall.



Flight Planning and Air Traffic Control

Choosing your route is a very important consideration when flying IFR. You need to consider the weather, types of cloud, winds, altitude as well as instrumentation your aircraft has installed for navigating the route. You will file a flight plan and this needs to consider the start and end airport, runway lengths, take-off and landing considerations. You will call a Briefer and get latest information on weather and any NOTAMs etc en route.

Air Traffic Control are a wonderful asset to both VFR and IFR pilots. They are a great resource to assist you with avoiding other aircraft, routing around weather, navigation vectoring to your desired destination, etc. If you are on an IFR flight plan, you will be talking to Clearance, Ground, Tower, Approach, or Center controllers, depending where you are on your route.

Upcoming Events

Evening Fly Out - We are in the process of setting up some fly out events. Members at both Twin Lakes and Ellis Harvey airparks are planning to host fly out events. Ellis Harvey members have been getting together on a Wednesday evening to discuss upcoming projects and work on members planes. We are in the process of setting up something similar at Twin Lakes on a Thursday evening. We will let you know more in a future newsletter. If you are interested in

participating in the gathering at Ellis Harvey, please reach out to Stuart. For Twin Lakes gathering, please reach out to Kyle.

Current Events Scheduled for EAA Chapter 1098

Date	Event
23 rd March	Monthly Gathering – Trip to GAMI Doug Lomheim / Greg Chapman to arrange.
27 th April	Monthly Gathering – Fire Department - Aircraft Fire Safety Gary to arrange.
18 May	Learn to Fly Event Stuart to organize.
25 th May	Monthly Gathering - Fly out to Hutchinson Liberal Museum Stuart to arrange.
22 nd June	Monthly Gathering- Tri-Chapter Summer B-B-Q 4:30pm at Karen and Gary hangar, Twin Lakes Airpark
27 th July	Monthly Gathering - FAA Academy - Hypoxia Altitude Chamber Survival Skills Tracy to arrange.
24 th August	Monthly Gathering - Thunderbirds Crew Chief Robert to arrange.
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
27 th January	EAA Oshkosh Leadership Training
20 th April	
24 th October	
1 st June	Chickasha Open Day / Young Eagle Flights
7 th September	Guthrie Open House / Young Eagle Flights
28 th September	El Reno Open Day / Young Eagle Flights
September	Girls In Aviation Will Rogers World Airport
September	Fly the Caucus
December	Women In Aviation Will Rogers World Airport

EAA Chapter 1098 Logo Merchandise - We are focusing on hats and T-shirts. Kyle has been working with a printing company to create art work for a chapter logo. We hope to have some samples to share soon.

VMC and IMC Section

VMC Question:

Question: When performing turns about a point, at which point in the maneuver is the bank at maximum value?

IMC Question:

Question: What is the temperature - dewpoint spread reported via the below METAR:

**METAR KGON 211251Z 34024G32KT 6SM RA BR OVC009 15/14 A2977
RMK AO2 CIG 006V011 PRESFR T01500144**

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

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

VMC and IMC Answer

VMC Answer:

Answer: While some pilots might intuit that the maximum bank would be when the crosswind component is greatest, this is not the case. To maintain the required circular geometry, the maximum bank (and maximum turn rate) is required when the groundspeed is highest, i.e., when the aircraft is at the downwind point of the maneuver.

Note: This is important to understand when flying the traffic pattern from base to final with a tailwind on base. If a pilot overshoots the turn to final, the tendency is to use extra rudder in an attempt to correct the overshoot. This results in an uncoordinated turn, and a possible stall/spin scenario at low altitude.

Source: *FAA Airplane Flying Handbook*, FAA-H-8083-3C, P. 7-7

IMC Answer:

Answer: While at first glance it appears there is a 1.0 degree C spread, the actual temperature-dewpoint spread is 0.6 degrees C, as indicated by the Remarks section "T01500144."