

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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Volunteer required		Volunteer required	

Hi everybody and welcome to the January issue of EAA Chapter 1098 newsletter. I trust everyone had fun at the Oklahoma EAA Tri-Chapter Christmas party. I understand we had a proximately 100 attendees. Thanks again to Karen and Gary for hosting this wonderful event. In this month's newsletter we will continue our series on EAA Young Eagles events and refresh everyone on best practice, ensuring they continue to be completed to the highest level of safety and fun for all. We will also have our usual VMC and IMC section. Our next meeting will be on 28Jan23 at 2:30pm, Gordon Cooper Aviation Campus, Shawnee Airport, Oklahoma. Eric Muehlberg has kindly agreed to come and present to us his experience of building wood aircraft.

Please don't forget to renew your EAA Chapter 1098 membership, it is due January. Please get with Greg Chapman (Treasurer) and give him your \$20. You also may need to log onto www.eaa.org and make sure you are up to date with the EAA corporate office.

Young Eagle Fly Events

In this section, we aim to refresh folks on the best practice for a Young Eagles event, ensuring they are operated to the highest level of safety for all who attend. In last month's section, we looked at the responsibilities from an insurance perspective, and what we sign up to when participating in an event. This month, we will refresh ourselves on the recommended structure of the event and key responsibilities.

I do want to balance this with we are all volunteers and remind folks how rewarding a Young Eagles event is, how enjoyable it is to take a child for a flight and that we are all volunteers. It's often the first time these children have had the opportunity to fly above the ground, seeing the beautiful Oklahoma countryside from this unique perspective. The primary focus for this section of the newsletter is to ensure our events are completed with the highest level of safety and no one gets hurt.

FLIGHT OPERATIONS

- **Pilots.** All pilots to check in upon arrival with the event coordinator.
- **Pilot Briefing.** All pilots must attend a pilot briefing prior to flying. Ground support volunteers should also attend. Key points of the briefing to include:

Welcome/introductions,

Review of Pilot Requirements,

Weather,

Who will we be flying?

Ground flow for paperwork (dispatch),

Ground flow for aircraft (taxi routes),

Flight route Altitudes and airspeeds, NOTAMS,

Ramp Safety,

Flight Safety,

Questions?

- **Route of Flights.** Establish Young Eagle flight routes and altitudes, so all participating pilots know where traffic may be.
- **Volunteer Care.** Make sure there are plenty of refreshments available for all volunteers. Consider providing lunch or snacks for volunteers. It is important to monitor the health of your pilots and ground volunteers. Volunteers are often very dedicated and will fly until the last child is flown. Ensure they keep hydrated.

GROUND OPERATIONS

- **Welcome/Registration.** Establish a clearly marked area where parents and Young Eagles can check in and begin their experience. Take time to answer questions and, if needed, help the parent complete the release/registration form.
- **Dispatch.** Make it easy for a dispatch volunteer to introduce Young Eagles to their pilot and for the pilot to sign the forms before the flight. The forms remain on the ground in a folder for the pilot. The pilot is now responsible for the Young Eagles until after the flight.
- **Safety first.** No child or parent should be allowed in the aircraft movement area without an escort. Remember that the general public is not familiar with airplanes, how they move and spinning propellers.
- **Post-Flight.** Set aside an area where returning pilots and Young Eagles can talk about the flight, sign the logbook and explain EAA's Flight Plan. The Young Eagles' parent should be a part of this process, so they know what EAA can offer their child. Take time to answer questions and thank them for sharing the flight.

POST EVENT:

- **De-brief.** Gather as many of your volunteers post-event to find out what went right and what didn't. Most important is how can you learn from the experience and improve your next event. Often chapters hold a cook out or social gathering after an event -- a great opportunity to de-brief and have fun.

As part of our continued improvement towards safety, Chapter 1098 recently purchased some new hi-vis garments for our ground staff. They are for folks that work the apron, directing aircraft as well as ensuring children safely walk to / from their aircraft.



VMC and IMC

VMC

Question: You are contemplating a short, daytime over water VFR flight (sea level) in Class G airspace with overlying Class E airspace having a floor of 700 feet. The current conditions include a ceiling of 1,100 feet and 10 miles visibility. What is the highest altitude at which you can legally fly?

Answer: Although you might be tempted to fly higher over the water for safety reasons, you must remain below 700 feet to avoid entering the Class E airspace. Although in Class G airspace you need only remain clear of clouds, once in Class E airspace you must be at least 500 feet below the clouds. Once you cross the line into Class E airspace, you are in violation of cloud clearance requirements.

Reference: FAR 91.155

IMC

Question: What is the difference between MOCA and MRA on a VOR federal airway ?

Answer: The MOCA (Minimum Obstruction Clearance Altitude) is the lowest published altitude between radio fixes on VOR airways, off-airway routes, or route segments at which obstacle clearance requirements for the entire route segment are met and which assures acceptable navigational signal coverage only within 25 statute (22 nautical) miles of a VOR.

The MRA (Minimum Reception Altitude) is the lowest altitude at which we can navigate the airway and also identify navigational fixes using the identified off route nav aids. Note that the MOCA may be lower

than the MRA, and an MRA could be higher than the MEA (Minimum En-route Altitude). FAA-H-8083-16B, glossary.