

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 October issue of EAA Chapter 1098 newsletter. Our next gathering is scheduled for Saturday 26th October at 2:30pm at the Gordon Cooper Aviation Technical Center, Shawnee Airport, OK. This month's speaker, Alan Bumbaugh, will take us through his Vans Aircraft RV-7A build. We will also have the chapter video magazine from Oshkosh and VMC / IMC discussion. Everyone with an interest in aviation are welcome.

Please mark your calendars, our annual Tri-Chapter Christmas party is rapidly approaching and scheduled for Saturday 07 December at 4:30pm. It will be hosted by Karen and Gary Manning at their hangar, Twin Lakes (2OK2) airport, 13801 Chandelle Dr, Newalla, OK, 74857.

We would like to congratulate Troy Chaddon becoming EAA Chapter 1098 newest Flight Advisor. Troy is a CFI and has many years of experience flying a variety of aircraft, everything from his Long Eze to a Boeing 737. The Tech Counselors and Flight Advisors are a great resource to help us with our building and flying questions.

We have a new section in this month's newsletter, hosted by Tracy Chaddon. We've called it 'Social Media and Web.' It has some very exciting topics and videos. This is intended for friends, coworkers, spouses, and family members of general aviation pilots interested in learning more about ForeFlight and other key aviation tools.

Members Corner



05Oct24 - Bi-Plane Fly in at Ranger TX (F23) – Don, Larry and Stuart decided to take a trip to Ranger TX for the annual fly in. It's a great place to visit with lots of biplanes and radial engines. We got to meet several members from EAA Chapter 1612 that were camping there for the weekend. Flight down and back was exceptionally smooth. I was glad Don was leading as the grass runway was quite hard to find.



12Oct24 – Young Eagles at Prague (O47) airport –





We had a wonderful morning at Prague Airport, OK. We flew 17 children. Thanks to Larry, Bill, Robin, Kyle, Gary, Troy and Tracy for all their hard work, making this Young Eagle event a great success.



New Member , New Airplane:

Let's welcome our newest member, Gary Woodbridge, from Ellis Harvey (00K6) airpark. He just bought a Great Planes bi-plane. Picture shows his airplane with Gary and John Wise. John flew it back from Johnson city (0A4), Tennessee. Airplane looks great and John tells me his flight back was a wonderful adventure.



Social Media and Web – Tracy Chaddon

This is a new section for friends, coworkers, spouses, and family members of general aviation pilots interested in learning more about ForeFlight and how they can assist their PIC with planning, in-flight procedures, and emergencies.

Link:

<https://youtu.be/viNdgZnBDG8?si=JoeCgQEoEw2pKGFr>

I hope to add some sort of educational or informative social media, video or other link to the newsletters.

Upcoming Events

Current Events Scheduled for EAA Chapter 1098

Date	Event
26 th October	Monthly Gathering- RV-7A Build Alan Bumbaugh
7 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
24 th October	EAA Oshkosh Leadership Training
December	Women In Aviation Will Rogers World Airport

VMC and IMC Section

VMC Question:

Question: Consider the yellow tinted areas on a sectional chart. If you are flying outside a yellow area, is that considered flying over a sparsely populated area with regards to minimum safe flight altitudes (FAR 91.119)?

IMC Question:

Question: You are flying a light twin-engine airplane with an inoperative right engine, and are planning to land runway 22 with a right crosswind for landing. All other factors being equal, which direction would be preferred for the traffic pattern – left or right? Why?

Flying at Night:

Flying at night offers pilots a unique and serene experience, with clear skies, fewer aircraft in the air, and the beauty of city lights far below. However, nighttime aviation also presents several challenges and risks that demand heightened awareness and preparation. This article outlines some of the key safety issues and concerns that pilots should keep in mind when flying after dark.

1. Limited Visibility and Depth Perception

One of the most significant challenges pilots face at night is reduced visibility. While daytime flying allows for clear visual references such as the horizon, terrain features, and even weather patterns, nighttime flying strips away most of these visual cues. Even with instrument-rated training, the lack of natural light can lead to difficulty judging altitude, distance, and orientation.

In particular, **depth perception** can be deceptive when approaching runways. Airport lighting systems like PAPI (Precision Approach Path Indicators) help, but unfamiliar airports or poorly lit runways can increase the difficulty. Pilots should rely heavily on instruments and maintain proper altitude awareness.

2. Night Vision and Eye Adaptation

Another concern during night flights is the time it takes for a pilot's eyes to adjust to darkness. It can take around 30 minutes for full night vision to develop, so pilots need to avoid bright lights before takeoff or when transitioning from a well-lit cockpit to a dark exterior environment.

Red cockpit lighting is often used to preserve night vision. However, pilots should still be cautious when using electronic devices or lighting inside the cockpit, as it can interfere with their ability to see clearly outside.

3. Spatial Disorientation

Flying in the dark often leads to **spatial disorientation**, especially for pilots with limited experience in night flying. Without visual references, the inner ear can send false signals to the brain, causing illusions of banking, climbing, or descending, when none of these movements are actually happening.

To counter this, pilots should trust their instruments completely. The temptation to rely on their body's sensation of movement can lead to dangerous errors. Regular practice in flying by instruments is crucial, especially for those flying in low-light or no-light conditions.

4. Weather Risks

At night, weather can change rapidly and often go unnoticed until it's too late. Thunderstorms, fog, and low cloud cover can be harder to detect without the benefit of daylight. Nighttime temperatures also often drop significantly, leading to the formation of dew, fog, or frost on the aircraft.

Pilots should ensure they have the most updated weather information before takeoff and monitor conditions throughout the flight. Equipment like onboard weather radar or apps that provide real-time updates can be a lifesaver.

5. Fatigue and Alertness

Fatigue is a significant concern for pilots flying at night. The body's natural circadian rhythm is designed for sleep during nighttime hours, making it harder to stay fully alert.

Pilots need to be aware of their own limitations and take necessary precautions, such as avoiding caffeine over-reliance, planning for adequate rest before the flight, and if possible, flying with a co-pilot to share the workload.

6. Engine Failure and Emergency Landings

A nighttime engine failure is more serious than in daylight. Not only is it harder to spot suitable terrain for an emergency landing, but the pilot may also be unfamiliar with the area and its surroundings.

At night, pilots should be familiar with the locations of nearby airports and suitable emergency landing spots on their route. Pre-flight planning is critical here, as pilots should know their glide path and best altitude for maximum gliding distance. The use of aircraft lighting, such as landing lights, can also improve visibility and assist with a safe landing if an emergency arises.

7. Airport Operations and Runway Lighting

Navigating airports at night can be a challenge, especially at smaller or less frequented fields. While larger airports often have well-lit runways, taxiways, and approach lighting systems, smaller airports may have limited or no lighting after certain hours.

Pilots should ensure they are familiar with the lighting systems at their destination airport. Requesting runway lighting activation (if applicable) and clearly understanding NOTAMs (Notices to Airmen) about lighting outages or airport closures are essential to safe night operations.

Conclusion

Flying at night can be an extraordinary experience, but it requires heightened vigilance and preparedness. Pilots should be well-versed in using their instruments, aware of their physical limitations, and make thorough pre-flight planning part of their routine. By addressing these key safety concerns, pilots can enjoy the tranquility of nighttime aviation while minimizing the risks involved.

Safe flying!

VMC and IMC Answer

VMC Answer:

Answer: According to the FAA's *Aeronautical Chart Users Guide*, yellow tinted areas of a sectional chart indicate populated places, with the range of population indicated by the font style and size. However, that does not imply that areas not tinted yellow are *sparsely* populated.

IMC Answer:

Answer: Although some might suggest it is preferred to make turns into the good engine, the *FAA Airplane Flying Handbook*, P 13-34 does not explicitly promote that theory. However, having a headwind on base means a lower bank

angle is needed for the turn to final (due to lower ground speed). For this reason, a pilot might prefer a left pattern.